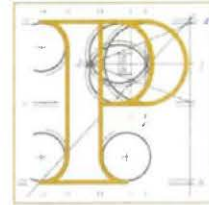


Our Case Number: ABP-317742-23



An
Bord
Pleanála

Geraldine Comiskey
18 Shanganagh Grove
Shankill
Co. Dublin

Date: 02 July 2024

Re: BusConnects Bray to City Centre Core Bus Corridor Scheme
Bray to Dublin City Centre.

Dear Sir / Madam,


An Bord Pleanála has received your recent submission in relation to the above mentioned case. The contents of your letter have been noted.

Please be advised, there was no fee required with this submission, therefore, a refund of €50.00 will be issued to the debit/credit card used to make payment for this submission in due course.

If you have any queries in relation to the matter please contact the undersigned officer of the Board at laps@pleanala.ie

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,


Breda Ingle
Executive Officer
Direct Line: 01-8737291

CH08

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Glaó Áitiúil	LoCall	1800 275 175
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64 Sráid Maoilbhríde	64 Marlborough Street
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D01 V902	D01 V902

Further observation by Geraldine Comiskey (Shankill resident)

Name: Geraldine Comiskey

Address: 18 Shanganagh Grove, Shankill, Co Dublin.

Having read the responses to my observations (and to other people's observations) I can only conclude that we have all been communicating with a ChatBot.

Instead of taking our observations on board, the respondents have simply repeated the narrative that this totally unnecessary project is needed, and repeated their flawed arguments which are based on the premise that it will encourage more people to get out of their cars and onto public transport / bicycles.

The route from Bray to Dublin City Centre already has sufficient public transport and cycling options.

The impression given by the responses to our arguments is that this plan is going to be bulldozed through, and that any pretence at consideration of our views is simply a box-ticking exercise.

While the points made in the submissions come from very diverse perspectives, common themes are the unviability and lack of necessity for it.

I also personally believe it will destroy my own village (Shankill) and make it dangerous for the elderly in particular. We don't need faster buses. We certainly don't need cycle lanes; cyclists should have the basic decency to dismount when they are in a pedestrian area.

Another worrying proposal is to widen the footpaths - this will only encourage thugs on scooters and skateboards to share the space.

I have read nothing in your response that adequately addresses the points I made in my submission. Below is my original submission (yes, I'm repeating it rather than paraphrase it):

The focus of BusConnects perpetuates the myth that Shankill village needs more connectivity to the city centre. While it is true that Shankill residents without access to private transport lack good transport links to parts of Dublin county, the village already has an excellent bus service linking it to the city centre.

The project is counter-productive from a community perspective as it would encourage more commuters to use Shankill village as a "park-and-ride" location.

The inclusion of high-speed cycle lanes would exacerbate the problem of cyclists intimidating pedestrians in the village, particularly the elderly and disabled.

The plan to remove mature trees makes a mockery of any pretence of the state environmental benefits of this project; to say it is regressive is a massive understatement.

The plan to knock down old artisan-built stone walls would destroy the character of Shankill village; generations to come would cite this as an example of wanton vandalism and philistinism.

Shankill village already has a by-pass; this should be utilised to provide a route for BusConnects and the associated high-speed cycle lane. The by-pass could be widened to include bus corridors and cycle lanes, with little disruption to Shankill village residents and business owners. This would also be more practical for commuters as a park-and-ride could be located close to the by-pass.

If more buses are to serve Shankill village, they should be cross-county routes, and they should serve areas of the village currently without a bus service (eg, Quinn's Road) to cater for people who cannot walk far and who do not have cars.

BusConnects should be about solving problems - not exacerbating current problems and creating new ones.