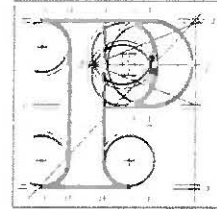


**Our Case Number:** ABP-317742-23



An  
Bord  
Pleanála

Michael Roberts  
13 Holly Park  
Shankill  
D18 PA00

**Date:** 05 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 email in relation to the above mentioned case. The contents of your letter have been noted.

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

<b>Tel</b>	<b>Tel</b>	(01) 858 8100
<b>Glaao Áitiúil</b>	<b>LoCall</b>	1800 275 175
<b>Facs</b>	<b>Fax</b>	(01) 872 2684
<b>Láithreán Gréasáin</b>	<b>Website</b>	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
<b>Ríomhphost</b>	<b>Email</b>	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

## Breda Ingle

---

**From:** LAPS  
**Sent:** Tuesday 2 July 2024 10:35  
**To:** Breda Ingle  
**Subject:** FW: Reference ABP-317742-23. Michael Roberts.

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**From:** Michael Roberts <[REDACTED]>  
**Sent:** Monday, July 1, 2024 6:17 PM  
**To:** LAPS <laps@pleanala.ie>  
**Subject:** Reference ABP-317742-23. Michael Roberts.

**Caution:** This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Re BusConnects Bray to city Centre Core Bus Corridor Scheme

Response to the submission dated 24 May 2024

**Reference Number : ABP-317742-23**

Michael Roberts

13 Holly Park,

Shankill

Co Dublin

D18 PA00

To whom It may concern

In my original response, I highlighted the following 2 concerns and have added my current concerns after reading the Bray to City Centre Submissions Report.

### Concern 1: Possible Destruction of Mature Trees

#### Original Response

My main concern is potential destruction of mature trees that line the routes in and out of Shankill. This tree cover goes a long way to make Shankill a very pleasant place to live. If the number of trees being destroyed is substantial I fear this could have an adverse impact on the character of Shankill and appears to go against the government climate change policy.

#### Current Response

This concern still remains and has not been alleviated. I understand that at least 410 trees, a significant number of which are mature, will be destroyed and will take decades to replace. Unless the benefits can be clearly proven and are significant (my next point), it seems to me an act of wanton criminality to destroy so many mature trees in this area.

## Concern 2: Benefits Unclear

### Original Response

I fully support the purpose of Bus Connects which I believe is to make public transport more efficient and therefore to move commuters away from cars. Therefore if I was persuaded that the proposed plans achieved that, I would be able to accept the destruction of trees and wildlife that will result in the proposed scheme.

My normal mode of transport to Dublin is by DART, but I have taken approximately 10 bus journeys between the hours of 7:00 a.m. and 9:00 a.m. in the last 3 weeks on different days to see for myself how efficient the bus service is. What I found surprised me

- The average time from Shankill (Kentfield) to Woodbrook (Bray) ranged from 5 minutes to 8 minutes with an average of 6 to 7 minutes.
- There were no delays except a small delay at Stonebridge Road of under 1 minute due to I suspect students going to school
- Small numbers of people boarded and alighted between Shankill and Bray. In fact frequently the buses did not stop at the bus stops as no one was waiting. The exception was a large number of construction workers alighting at the new apartments after Crinken church.

From this (limited) study I could **not** see how proposed plans would achieve the objectives of Bus Connects. It would appear that Shankill already has an efficient and fast bus service.

### Current Response

From reading the Bray to City Centre Submissions Report, I would like to make the following observations:

A key rationale (if not the main rationale) for this project is to reduce bus travel times to the City Centre. However,

- From reading the document I could not ascertain the time estimated to be saved from Loughlinstown to Wilford Roundabout. On page 293 (Table 3.27) (if I read it correctly), it states that the impact will be low.
- Have the NTA conducted an empirical "on-the-ground study" (like the one above) to understand how bus times can be improved in the section Loughlinstown to Wilford Roundabout?

On page 289 the document expects that by 2028 there will be an increase of 108% of people walking or cycling along the proposed routes. I expect that an increase in cyclists will **reduce** bus times for the following reasons:

- From Stonebridge Road to Loughlinstown Roundabout, there is currently a dedicated cycle lane. Under the new plan, cyclists will now share a lane with buses. Buses will be forced to go at an average of 15 km/hour if a cyclist is on the bus lane. (As a side issue, as a cyclist this arrangement is dangerous.)
- From Shanganagh Road Junction to Crinken Glen there will be no bus or cycle lanes. On this section of this road there is no room for a car to pass a bike (never mind a bus).

I would be grateful if you would take my current responses into consideration.

--

Michael Roberts  
13 Holly Park, Shankill, Co Dublin

