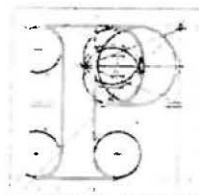


**Our Case Number:** ABP-317742-23



**An  
Bord  
Pleanála**

Nigel Kenning  
Thingwall  
Dublin Road  
Shankill  
D18 F8C3

**Date:** 11 July 2024

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

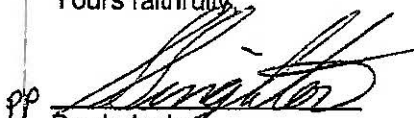
Dear Sir / Madam,

An Bord Pleanála has received your recent letter 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

**Teil**  
**Glaao Áitiúll**  
**Facs**  
**Láithreán Gréasáin**  
**Ríomhphost**

**Tel** (01) 858 8100  
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64 Sráid Maoilbhríde  
Baile Átha Cliath 1  
D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902

**Sinead Singleton**

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**Subject:** FW: Ref ABP-317742-23 Bus Connects CBC13  
**Attachments:** NTA fu letter Jul24 abp317742.docx; response Jul24 abp 317742.docx

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**From:** nigel kenning [REDACTED]  
**Sent:** Tuesday, July 9, 2024 3:45 PM  
**To:** LAPS <[laps@pleanala.ie](mailto:laps@pleanala.ie)>  
**Subject:** Ref ABP-317742-23 Bus Connects CBC13

**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.

Response to NTA submission May 2024

Nigel Kenning, Thingwall, Dublin Rd Shankill, D18F8C3

Attached is a covering letter and comments on the NTA response to observation on subject CBC13

Regards,  
Nigel Kenning

Sent from [Outlook](#)

Thingwall  
Dublin Rd,  
Shankill  
Co.Dublin D18F8C3  
09Jul2024

An Bord Pleanála  
64 Marlborough Street  
Dublin D01V902

**Re: Case no. ABP-317742-23 Bus Connects Bray to City Centre Core Bus Corridor**

Deat Sir/Madam

Following NTA's response to the observations relating to the Bus Connects proposals for Core Bus Connects route 13 Bray to City Centre, I now attach follow up comments.

Yours sincerely

Nigel Kenning

Bus Connects; comments on response to NTA observations of May 2024.

ABP case 317742

Response to notice from ABP dated 17Jun2024

Myself and my wife live at Thingwall Dublin Rd Shankill on the section of the Bus Connects route from Stonebridge Rd to Loughlinstown roundabout. Our property is subject to a proposed CPO. We do not have any strong issues with the proposed land take, but continue to question the benefits and priorities given to elements of the scheme

The objectives of the overall scheme seem to be;

- Optimise the journey times and service levels for passengers along the bus route from Bray to the city centre.
- Provide infrastructure that will encourage active travel, both walking and cycling along the route.

The comments attached relate to the NTA response dated 23May 2024 and are limited to the section of the route from Wilford to Loughlinstown roundabout.

**Requirement for any bus lanes from Wilford to Loughlinstown roundabout**

The survey data in my submission dated September 2023 appear to show that there is no evidence that general traffic is causing delays to bus travel times in the section from Wilford to Quinns Rd and from Stonebridge Rd to Loughlinstown roundabout. This seems to be confirmed at least in part by Table 6.36 in the Bus Connects EIAR which states that the magnitude of the impact of the changes will be low for all the changes proposed, of which bus lanes are the major change but also include the bus stop redesign and relocation and installation of prioritised traffic signals. The NTA response to the observations makes no comment on the general requirement for bus lanes in the section of the route other than to restate the low magnitude of the impact on journey times. The response does not offer supporting data for each of the changes proposed, i.e. bus lanes, bus stop redesign and prioritised traffic lights. I again refer to the removal, a number of years ago, of the bus lane (and traffic lights) which ran north from approximately Woodbrook to Shanganagh Castle. The impact of the bus lane was apparently insufficient to justify its continuation and it was removed. What has changed in the intervening time to now justify the inclusion of bus lanes in the section from Wilford to Loughlinstown roundabout?

The implementation of the bus lanes is a major change to the local environment and there appears to be no evidence that bus lanes of themselves and as

proposed provide any benefit for the Wilford to Loughlinstown roundabout section of the route

**Absence of cycle lanes from Stonebridge Rd to Loughlinstown roundabout**

Most of the route from Bray to the city centre is provided with segregated cycle lanes, but scheme as proposed continues to eliminate them in the section of the route from Stonebridge Rd to Loughlinstown roundabout. The proposal for cyclists to share the bus lanes is a curious way of declaring the cycling is segregated from general traffic flow. Active travel should be given a higher priority than the bus lanes and given the lack of benefits from the provision of bus lanes, the opportunity should now be taken to improving active travel infrastructure; the provision of fully segregated cycle lanes and adequate designed footpaths. Footpath width along the section of the route is frequently inadequate.

**Corbawn Lane/Shanganagh Rd /Dublin Rd junction.**

There seems to be a lack of concern about the overcapacity issues at this junction. (NTA response 3.9.3.4.3 issue 1). The radical nature of the junction redesign, which includes the Beechfield/Shanganagh Rd junction is such that there must be significant risks of error in the modelling reliability. I would have expected that there would have been a significant capacity safety margin to be included in the design proposal rather than no margin at all.