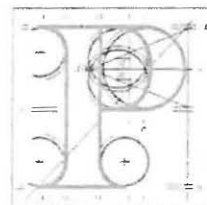


Our Case Number: ABP-317742-23



**An
Bord
Pleanála**

Paul Deery and Michael Fitzgerald
33 Corbawn Drive
Shankill
Co. Dublin
D18CY64

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

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

Yours faithfully,


Breda Inghe
Executive Officer
Direct Line: 01-8737291

CH08

Teil
Glaao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

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Dublin 1

AN BORD PLEANÁLA	
LDG-	
ABP-	<u>317742-23</u>
10 JUL 2024	
Fee: €	Type:
Time: <u>200</u>	By: <u>post</u>

33 Corbawn Drive
Shankill
Co. Dublin
D18CY64
7th July 2024

Case no: ABP—317742-23

BUS CONNECTS, ROUTE 13: Section Wilford Roundabout to Loughlinstown Roundabout.

We refer to our previous submission regarding this section. (Copy attached). Having examined the up to date proposal we remain extremely concerned about the negative impact of many of the proposals on our local community.

There currently is no delay in busses getting through Shankill. By their own estimates the potential time saved on this section would be no more than 1-2 minutes. **In summary there seems to be a determination to implement their objectives for sake of being able to say they delivered.** On the other hand the devastation being proposed to local communities is immense.

Most of our comments are based on Local Knowledge and where appropriate, backed up by statistics gathered in a detailed traffic survey carried out by members of our Residents Association (appendix 1 attached).

Removal of Roundabout at St.Annes Church

- This roundabout is the main access point to N11 and M50 for all households going back to Cromlec Fields and estates off Shanganagh Road and Killiney Road. In total **aprox 3500 households** (including those in Corbawn).
- Shanganagh Road is the main artery to Dunlaoghaire, including for buses
- There are already considerable tailbacks along Shanganagh Road not only at peak times but often throughout the day. The removal of the roundabout will cause chaos on this road and will considerably lengthen the bus journey to Dunlaoghaire and surrounds. Delays will be even more acute in the evenings. **NOTE: this is borne out in attached traffic survey.**

Effective closure of Corbawn Lane

- Corbawn Lane currently serves 717 households with aprox 2500—3000 occupants. Exit & entry to their housing would be considerably disrupted.
- Their access to Shankill village, which is their natural centre, would also be considerably restricted.
- In particular hard pressed parents, from the area, trying to manage taking children to various sporting and other activities would be made very difficult

- A substantial portion of the traffic going up Corbawn Lane turns left towards Shankill Village, at the entrance to the roundabout. There is a wide plaza to left of the entrance which provides an opportunity to provide a left filter which would eliminate necessity to going in behind traffic lights. This would be a compromise. This together with traffic Southbound traffic coming from Lidl would relieve some of the traffic build-up on Shanganagh Road.
- Great play is made in modelling about the benefit of making a cycling path across the entrance of Corbawn Lane to facilitate children cycling to schools on Stonebridge Road. This argument ignores the fact that all the estates served by Corbawn Lane as well as those on Shanganagh Rd. are outside the catchment area of the largest school on Stonebridge Road (St. Annes). Only a small number of children from the area attend Rathmichael School (COI).

The catchment area of St Annes school covers mainly the area south of Shankill Village, Quinns Rd, Castle Farm, Crinken Glen. **The appropriate and much safer route for these children to take is to enter the school from the back entrance. This is at Newvale.** They would leave the N11 via the right of way at Brady's Pub, to Assumpta Park. The back entrance is before the dangerous Library Road.

It is also regrettable that proposed cycle lane on Stonebridge Road would be dipping into the very small playground in the newly constructed housing development at Stonebridge Lane. This would deprive very young children of this precious play area.

Regards


Paul Deery

Michael Fitzgerald

[illegible]

COPY ORIGINAL SUBMISSION

33 Corbawn Drive
Shankill
Co. Dublin
D18LY64
9th.October 2023

An Bord Pleanála
64 Marlborough Street
Dublin 1
BY HAND—AM 10/10/23

**BUS CONNECTS, ROUTE 13: Section Wilford Roundabout to Lough-
linstown Roundabout**

We the undersigned strongly object to the proposals for the Bus Connects project in respect of this section of Route 13 for the following reasons.

- I. The bus time saved by putting a Bus Corridor through Shankill in no way justifies the disruption being caused, particularly as there is a viable alternative.**
 - a. We would stress that there currently is little or no delay in buses getting through Shankill. It is a well-known fact that delays between Shankill and Bray are from Wilford roundabout to Bray centre. A bus corridor through Shankill will do nothing to solve this problem.
 - b. The expected time saved through the village of Shankill by creation of new Bus Corridor is aprox 1.min with expected time saved on this entire section being no more than 2 min.
 - c. We would also point out that while there is the possibility of minimal time savings on the route to City Centre the turmoil created by removal of roundabout at St. Anne's Church will lead to long delays on Shanganagh Road. This will inevitably lead to delays to the buses which use this route. This problem is likely to be more acute in evenings as new arrangement at Corbawn Lane will encourage cars to leave N11 at Commons Road and join Shanganagh Road to get to Corbawn.
 - d. When plan was originally proposed there was no plan to route buses on to M11 **We understand that there is now a plan put a Bus Corridor on M11** from Wilford/Bray roundabout to Loughlinstown roundabout. This route will of course:
 - i. Eliminate at least 6 stops and probably speed up buses by at least 6 min.
 - ii. Will reduce bus traffic through Shankill.

While we consider that a bus corridor through Shankill was never necessary the creation of a Bus Corridor on M11 should certainly eliminate the need for a further bus corridor. It would also leave more opportunity to create cycle lanes through Shankill

24th ORIGINAL 218MISSION

- e. In most other areas in the country the emphasis has been in bypassing urban centres .
Why depart from that policy here?

2. Devastation being proposed to accommodate the new bus corridor through Shankill

- Shankill is an old village, steeped in history and with the trappings of an older age. This is emphasised by the number of tree lined roads and old stone walls. There are many historical sites in its surrounds. The community takes great pride in this heritage and many Historical Walks in the area are organised by Tidy Towns. The village is also the starting point for Dublin Mountain Way.
- Shankill has a very close and active community spirit. This is evidenced by the Tidy Towns "Gold" Medal received in each of last two years and in the many very active clubs
- The current proposal envisages removal of in excess of 400 trees. **Most of these are very mature trees with many probably more than 100 years old. These trees are invaluable in the fight against Climate Change. No amount of new planting will have a compensating effect for a long number of years. CLIMATE CHANGE IS "NOW"**
- It also envisages the destruction of many old stone walls which are a feature of Shankill

With the current emphasis on GLOBAL WARMING we cannot understand how the destruction of so many mature trees could be tolerated.

3. Effective Closure of Corbawn Lane and removal of roundabout at St. Anne's Church

The massive negative effect on the Communities in Corbawn but also on the traffic chaos which will be created on Shanganagh Road and beyond by taking away the roundabout at St Anne's Church and making Corbawn Lane One Way only cannot be overstated.

Corbawn Lane is the main access route for over 700 dwellings (verified number from Land Direct 717) with a population of at least 2500 people. **The proposals take no account of the needs of this substantial block of people** and changes the nature of a very historic lane.

- The **NET EFFECT** of this proposal would be to effectively trap the 2500 residents of the 700 plus houses in their homes.

It would also have the severe effect of devaluing properties in the area which would now have their entrance from Shanganagh Rd. and would have to negotiate long delays to get in or out of their area

In recent years, we had a glimpse of the major disruption which would be caused when there was a manually controlled Stop/Go One Way system in place for over a week to allow for construction of a new manhole to accommodate sewerage connection from Lidl Shopping Centre. The level of this disruption would be magnified 100-fold on a daily basis under current Bus Connects proposals.

In addition to the 700 dwellings serviced by Corbawn Lane it is the main access route to:

- Three large busy crèches: at Corbawn Dr., Lidl Shopping Centre and Eaton Brae

- Garda Station
- Lidl Shopping Centre
- Corbawn Lane Beach. Since Covid 19 this beach has become a main focal point in the area for sea swimming
- Starting point (bottom of Corbawn Lane) for very well used coastal walks, towards Killiney Hill on one side and towards Quinns road beach & Shanganagh Park on other side.
- DART drop off/collection: Substantial numbers use this lane to drop & collect people using dart (particularly children). Many are reluctant to use other entrance and insist on collection as DART station is unmanned and there have been many instances of assaults coming station.

Considerable numbers of people using Dart come from outlying areas often in excess of 2km from station. They have little option but to drive to the DART Station. The slowdown in traffic will render this impractical and will lead to a reduction of people using DART and opting to drive. **This is the opposite of what you are trying to achieve**

School collections etc will be a nightmare for hard pressed parents, often trying to coordinate activities of different children.

SAFETY ISSUES

Beachfield, past which all this additional traffic is now being directed, is not only a nursing home. It also has a significant number of apartments housing elderly residents. These people cross back and forth to the shopping centre, the café and to the church

Widening of roads in a location where the vast majority of residents live on the opposite side of road from schools, Post Office (extensively used by elderly) and most retail outlets creates an increased risk of accidents.

The abolition of the roundabout at top of Quinn's Road will also create real difficulties. A large percentage of people go to that roundabout to turn after visiting any of the retail outlets in Shankill Village. It is also likely to result in a build-up of traffic waiting to get out from Quinn's Road.

The proposals now put forward are completely unworkable and unacceptable. The proposal is put forward as a "One Way" system out of Corbawn Lane however on closer scrutiny it is no such thing. It would be practically impossible for traffic to exit here as it would have to feed into a yellow box behind traffic lights.

Removal of Roundabout

Traffic coming from Killiney, Rathsalagh, Brookdeen, Hazelwood and Bayview also converge on St Anne's roundabout. The queues which already form here, particularly in the mornings and school collection times, will be added to by traffic from Corbawn, causing further congestion.

At least 75% of this traffic coming from Shanganagh Road in mornings turns right to get to Loughlinstown Roundabout traffic Lights would inevitably cause much longer delays,

We would also point out that while at least 80% of the population live on seaward side of the main road through Shankill most of the schools as well as GAA Club are on other side.

TRAFFIC TURNING RIGHT OFF SHANGANAGH ROAD TOWARDS BEACHFIELD

- The “**No Right Turn**” from Shanganagh Rd to Beechfield was stopped many years ago because of a back-up of traffic to roundabout. With traffic under proposal no longer able to go down Corbawn Lane the tailback will be even greater than it was then. This back-up will potentially now be well down N11 in respect of traffic traveling from Loughlinstown direction.
 - A recent traffic survey carried out by residents revealed that 2/3 of traffic coming from Shankill Village will go to Shanganagh Road, with half of that destined to turn right towards Beachfield under proposals.
 - In the latest proposal for the new junction, a filter right lane at the Shankill Village entrance to the junction, and a filter right lane off Shanganagh Rd at the Beechfield Manor junction, will be approx. 30m long. These will accommodate approx. 5 vehicles each. Once the filter right lanes are full, vehicles wanting to turn right will begin to block the single North bound carriageways. This will bring traffic to a halt on the Dublin and Shanganagh Roads until the filter right lanes get a green light.
- I. Corbawn Lane with its humpback bridge half way down and considerable pedestrian traffic heading to or coming from Dart and often wandering across the road presents safety risks at best of times. A sudden release of up to 10 vehicles on to it at same time would certainly create a much elevated risk.
- Even within the current proposal there would seem to be little reason why traffic coming from N11 should not proceed across the junction and down Corbawn Lane at this point. To facilitate this traffic light at top of Corbawn Lane should be moved back from entrance.

We urge you to refuse the requested planning permission.

Cheque €50 is attached

Yours faithfully

Paul Deery----33 Corbawn Drive

Michael Fitzgerald----37 Corbawn Drive

APPENDIX 1

ST ANNE'S ROUNDABOUT (JUNCTION 38) / BEECHFIELD MANOR (JUNCTION 39) TRAFFIC SURVEY OBSERVATIONS

- Approx one third of traffic going from Shankill Village to the roundabout goes through to the Dublin Rd. Two thirds go through to Shanganagh Rd and Corbawn Lane. Of this approx one third goes down Corbawn Lane.
- One third of the traffic going from Shankill Village to the roundabout goes to the Dublin Rd. This is served by an average of 12 buses per hour.
- Two thirds of the traffic going from Shankill Village to the roundabout goes to Shanganagh Rd and Corbawn Lane. This is served by an average of 2 buses per hour. Would more buses on the Shanganagh road relieve some of the traffic? One bus every half hour seems like an inadequate service.
- The greatest tailback observed was from the Shanganagh Rd to the roundabout. Traffic was observed to tailback to Rathsallagh Rd. Historically it has been observed to tailback to the Texaco petrol station and beyond. The lights at Beechfield Manor junction appear to be the main cause for this tailback, NOT St Anne's roundabout.
- The second greatest tailback was observed from the roundabout to Shanganagh Rd. Traffic builds up from the lights at Beechfield Manor junction, back onto the roundabout. This blocks the roundabout which causes secondary tailbacks from the roundabout to Stonebridge Rd junction on the Dublin Rd, and also from the roundabout back over the old railway bridge into the village. This causes delays to the North and South bound traffic on the Dublin Rd through Shankill. During one of these tailbacks it was observed that the road onwards towards Shanganagh from the lights at Beechfield Manor was clear ahead. The red light at Beechfield was the cause of the major tailback.
- In the latest proposal for the new junction, a filter right lane at the Shankill Village entrance to the junction, and a filter right lane off Shanganagh Rd at the Beechfield Manor junction, will be approx. 30m long. These will accommodate approx. 5 vehicles each. Once the filter right lanes are full, vehicles wanting to turn right will begin to block the single North bound carriageways. This will bring traffic to a halt on the Dublin and Shanganagh Roads until the filter right lanes get a green light.

APPENDIX I

- Currently traffic enters Corbawn Lane off the roundabout. This relieves traffic congestion on Shanganagh Rd. With the proposed closure of Corbawn Lane this will result in ALL this traffic being added to the traffic already on Shanganagh Rd. ALL this diverted traffic will then be turning right into Beechfield Manor Rd – the only entrance available to all the houses and estates off Corbawn Lane.
- The latest proposal shows the exit from Corbawn Lane going directly onto the yellow box at the signalised junction. The Corbawn Lane arm of this junction (38) will not be signalised. Traffic exiting Corbawn Lane will be dependent on the good will of vehicles on the Shanganagh Rd to yield to them. If these vehicles have been queuing from Rathsallagh Rd to get to the junction, good will may be in short supply. The Corbawn Lane exit onto the junction looks like it will be essentially closed off.
- During the survey there were numerous instances of ‘bunching’ of the buses. Quite often they appear to come in pairs. With the GPS on the buses they should be able to keep to schedule. There were several instances of two 145 buses travelling together.
- **Bus delays on the Dublin Rd are minimal**, which is supported by the bus survey which was done as part of this action. There are minor changes along the route that could be carried out to improve the bus times without replacing the roundabout. Money saved by not replacing the roundabout would be better spent improving cycle / pedestrian lanes along the route between Loughlinstown and Wilton roundabouts. This would be much more socially and environmentally acceptable. Creating a dedicated, safe, cycle route would be much safer, speed up traffic, and encourage people to leave their cars at home.
- According to the Greater Dublin Area Transport Strategy, pedestrians and cyclists are to be placed at the top of the priority list. The Environmental Impact Report (EIAR) Vol 1 of 4 shows the expected operational improvements for the 4 x sections of the bus corridor. Sections 1 and 2 being from the city centre to Loughlinstown roundabout, section 3 being from Loughlinstown roundabout to Wilton roundabout through Shankill Village, and section 4 being from Wilton roundabout to Bray. Of the four sections the expected improvements on section 3 is expected to have the least improvement. In the case of cyclists, which is at the top of their hierarchy, the improvements are expected to ‘negligible.’
- Is all this change and disimprovement of the streetscape and environmental destruction really worth it to shave 2 minutes travel time off buses running from Loughlinstown roundabout to Wilton roundabout.

- If you would like to support the expert submission, please donate to the 'gofundme' campaign at:
- <https://gofund.me/e9a4090d9>
- In conclusion the existing roundabout appears to be the best solution to keeping the traffic moving. The alternative will lead to gridlock.
- Many thanks to Peter, Anna, Patrick, Nigel, Suzanne, Helen, Carol and Conor for their participation in carrying out this survey.
- BusConnects Action Group
- Traffic Survey Coordinator: James Bergin.