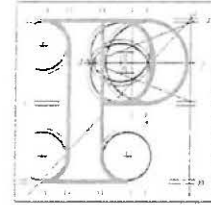


Our Case Number: ABP-317742-23



**An
Bord
Pleanála**

Peadar Ward
Kiltuc
Dublin Road
Shankill
Dublin 18
D18K5N8

Date: 24 July 2024

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

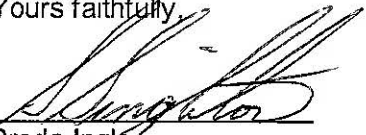
Dear Sir / Madam,

An Bord Pleanála has received your recent correspondence in relation to the above mentioned case. The Board will take into consideration the points made in your submission.

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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Sinead Singleton

Subject:

FW: Reference Number ABP-317742-23 Peadar Ward

From: Peadar Ward [REDACTED]

Sent: Thursday, July 11, 2024 10:41 AM

To: LAPS <laps@pleanala.ie>

Subject: Reference Number ABP-317742-23 Peadar Ward

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.

Kiltuc

Dublin Road

Shankill

Dublin 18

D18K5N8

10th July 2024

Reference Number ABP-317742-23

Bray to city centre core bus corridor scheme.

I should start by saying that I am a motorist and a cyclist and I have spent over thirty years as a commuter travelling to work in Dublin city centre on public transport (Dart, Dublin Bus and the St. Kevin's, Glendalough).

I am totally opposed to the planned bus corridor between Loughlinstown Roundabout and Woodbrook. The plan as proposed will have a detrimental effect on the village of Shankill. The community which has grown substantially over the 35 years that I have lived here and has welcomed the many new residents. It can truly be called an integrated community. The many local community groups have wide participation from all sectors of the community. The Shankill Tidy Towns group is a very good example of this coming together of the entire community and cherishing the village with the support of local businesses. The planned bus corridor will change the entire face of the village and will have a detrimental effect of the community. It is relevant to point out that the street scape and the community life of other villages between Shankill and the city centre have for the most part been preserved during the development of earlier road redesigns. I reference Cornleiscourt village and Stillorgan village in this context. The residents of Shankill should be afforded the same consideration.

The study claims that the journey to the city will be faster by just over 5 minutes and the opposite journey by 7 + minutes. This saving does not in any way justify the disruption to the community and the damage to the local environment.

The NTA study deduced that the chosen route is not the most advantageous based on environmental considerations. It is disappointing that the environmental aspects of the plans have not been given sufficiently high consideration. The community here in Shankill consider that the preservation of our local environment should be a priority.

I am very surprised at the cycle facilities proposed in the plan. Although the plan was modified it cannot be considered user friendly for cyclists or pedestrians by any measure. The cycle track appears and then disappears on numerous occasions between the Loughlinstown roundabout and the other end of the village. It cannot be considered an improvement on what exists at present. Furthermore, the practice of having both tracks together on the same side of the main road is far from ideal. Many cyclists will not be prepared to swop from one side of the road to another as proposed in the plans. I expect that this will be ignored by many and consequently cause some to serious accidents. One should bear in mind that two local primary schools are located close to the junction with Stone Bridge Road and Dublin Road. While children should of course remain on footpaths the introduction of a double cycle lane alongside the footpath which are all relatively narrow is a recipe for accidents. The number of children in the morning and afternoon on the footpaths in this area needs to be seen to be appreciated. I predict that many accidents will occur when young children inadvertently step off the path on to the double cycle lane between St Anne's Church and Stone Bridge Road.

It is also somewhat surprising to learn that Wicklow County Council are advancing their plans for the development of priority bus scheme along the route of the N11/M11. Clearly this plan will provide a speedy bus lane which will not interfere with Shankill village and disrupt the community. In any event the major bottle neck for traffic and busses is at the bridge crossing the Dargle river in Bray and the scheme does not deal with this problem.

This proposed scheme does not find any level of support within the local community and I hope that the proposal as presented for Shankill will be rejected.

Peadar Ward