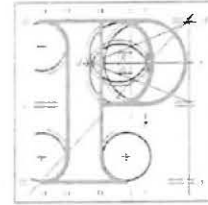


Our Case Number: ABP-317742-23



An
Bord
Pleanála

Frank & Trudy Scott-Lennon
34 Shanganagh Vale
Loughlinstown
Co. Dublin
D18X434

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: Objection ABP-317742-23 F&TSL
Attachments: Objection ABP-317742-23 F&TSL.pdf

From: Scott-Lennon, Frank [REDACTED]
Sent: Friday, July 12, 2024 2:55 PM
To: LAPS <laps@pleanala.ie>
Subject: Objection ABP-317742-23 F&TSL

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.

Hi there,

Attaching the above in respect of ABP-317742-23.

Thanks in advance for your consideration of the outlined issues.

Best

Frank

This email and any attachments are confidential and may be privileged, or otherwise protected from disclosure. If you have received this communication in error, please contact the sender immediately and destroy the material (whether electronic or hard copy) in its entirety. If you are not the intended recipient, please do not print, read, copy, re-transmit, store, alter, disclose to any other person, or otherwise use the information in this email. Any unauthorised dissemination, use, disclosure, publication or copying is strictly prohibited."

Frank & Trudy Scott-Lennon

34 Shanganagh Vale

Loughlinstown

Co Dublin

D18X434

15/07/2024

RE: ABP-317742-23

Dear Sir/Madam/Members of the Board,

We renew our objection to this proposed intervention as part of the wider Bus Connects project. Residents didn't request it and we believe it is not a good use of taxpayer funding. Living opposite the intervention and putting aside previously stated immediate impacts for us, in respect of privacy and noise, loss of utility of our garden our primary concerns remain as follows.

Safety

The proposed point at which people will be crossing the road is fundamentally unsafe. This concern has not been addressed in the response document. Has the site of the crossing ever been part of a safety study and can this be provided? We are uniquely positioned to witness driver behaviour at this point as it is opposite our kitchen and living room. The proposed point of crossing is at the apex of a corner and whilst most people drive within the limits, unfortunately many don't including delivery drivers, visitors and a tiny minority of residents. The area around the driveway to number 33 is very busy with regular deliveries to the business. The importance of safety of location of the crossing is critical as two Montessori schools exist, one at number 33 right beside the crossing and one at number 54. We are happy to input into a safety analysis of the location if required.

Mitigation – If it is not proposed to change the location of the crossing, and with safety in mind, a clear internal speed limit should be signposted and ramps should be placed either side of the crossing to ensure safe crossing for pedestrians, especially for children and less mobile residents. If this intervention is to be completed it should be completed with safety as a number one priority.

Security

The previous security issues before the wall went up are a matter of Garda record. Since the estate became single entry/exit it has proved to be a massive deterrent and no such issues have been experienced since the wall went up. Previously the houses at the front of the estate were subject to regular vandalism, youth disorder, theft and even a case of arson where a car was burnt out. The

residents fought very hard to ensure that the previous open point (within a half wall with hedge) at this location was not retained when the current wall was built. The new wall put an end to issues around theft, vandalism and disorder and we have continued to have a safe existence since then. The history in respect of previous security issues and the positive impact of the wall is now a matter of fact, please don't repeat historical mistakes by leaving an unsecured open gap in the wall.

If the stated reason for making the opening is to allow for **pedestrian access to bus services** (to move motorists away from private car use and on to buses as part of the bus connects programme) there is no reason why the solution cannot be achieved in a manner that is respectful to the concerns of residents, particularly around security of our properties but also in respect of keeping our younger children from wandering out on to a very busy N11 with speed limits of 80kph regularly exceeded. An unsecured gate or opening could end up with significant unintended consequences. If the intervention is to proceed it must provide for a secured pedestrian exit/entry for residents.

Mitigation – If the ultimate decision is to proceed with the opening a respectful outcome would be either a motorised or a self-closing security gate with a code or key so that the concerns of neighbours around security can be mitigated. This fully achieves the stated goal of allowing entry/access for Bus services and is respectful to the concerns of residents at the front of the estate.

Purpose/Utility

Referencing section 3.7.1 in the response document, a 'Description of the proposed scheme at this location', it sites 'a new **pedestrian link** is proposed to Shanganagh Vale from the N11'. This clarifies, in very clear language that the integrity of the purpose is related to foot traffic, and not scooter, bicycle, motorbike or other forms of transport. We strongly object to any solution that leaves an open point in the wall that neither has integrity to the original purpose of the intervention nor has respect for residents' valid concerns around safety and security.

We trust that if the intervention does proceed that, at a minimum, the integrity of the purpose of the intervention is maintained and that a completed intervention does not lack for direct line of sight to its original stated purpose, namely encouraging/enabling greater bus use, as well as the safety and security concerns of residents. We strongly urge that if this intervention proceeds that it is completed in a respectful manner with the above concerns addressed, we are happy to engage with you on any a potential solution.

Thank you for your consideration of the issues raised.

Yours sincerely,



Frank Scott-Lennon



Trudy Scott-Lennon