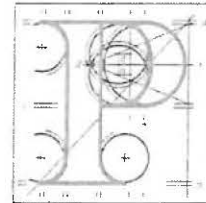


**Our Case Number:** ABP-317742-23



**An  
Bord  
Pleanála**

Dr. Dermot Stokes  
24 Marlborough Road  
Donnybrook

**Date:** 24 July 2024

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

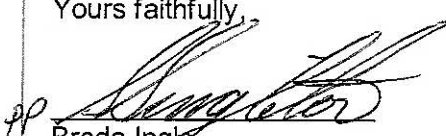
Dear Sir / Madam,

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](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

**Tell**  
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64 Sráid Maoilbhríde  
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D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902

**Sinead Singleton**

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**Subject:** FW: Ref: ABP-317742-23  
**Attachments:** Ref ABP-317742-23 Response to response DS.docx

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**From:** Dermot Stokes <[REDACTED]>  
**Sent:** Sunday, July 14, 2024 2:45 PM  
**To:** LAPS <[laps@pleanala.ie](mailto:laps@pleanala.ie)>  
**Subject:** Ref: ABP-317742-23

**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.

Attached please find comments regarding the NTA submission on ABP-317742-23, BusConnects Bray to City Centre Core Bus Corridor Scheme Bray to Dublin City Centre.

Dr Dermot Stokes  
24 Marlborough Road  
Donnybrook

## **BusConnects Bray to City Centre Core Bus Corridor Scheme**

**Ref: ABP-317742-23**

### **Response to NTA submission**

The NTA submission responding to those posted by interested parties on the BusConnects Bray to City Centre Core Bus Corridor Scheme is a rebuttal or counter-argument, not a response. Granted, in one or two instances they acknowledge errors in the original plan submitted to an Bord Pleanála, for example incorrect names of streets, but overall their very (and probably deliberate) word-heavy submission contains continuous and excessively detailed reiterations of the original plan without any effort to address the very real concerns raised in the various comments submitted.

For example, in 3.1.4.6, on allegations of lack of consultation with local residents, the submission simply describes what NTA did. That very many of those who will be very directly affected knew nothing of the consultation is, it seems, neither here nor there to the NTA.

Further, and it is important to stress this, in other instances the NTA has simply ignored the objections raised.

For example, in my submission I criticised the intention to extinguish the disabled parking bay on the inbound carriageway (outside Boots and PURE pharmacies) at the junction of Morehampton Road and Marlborough Road/Herbert Park, moving the parking bay to Herbert Park.

Nor is there mention of the Leeson Street (misspelt as Lesson St here and there) to Morehampton Road segment. But some submissions referenced this, including mine, where I made comments and a suggested improvement as regards the chaotic bus stop situation in Lr Leeson St.

As regards the very significant increase in parking pressure in this section of the planned corridor, and on Marlborough Road in particular, these are airily dismissed with a reiteration of the plan rather than any engagement with the substance of the objections. Even as things stand, it is often difficult for residents on Marlborough Road to find parking.

Another point: in arguing for Option 1C1 for Segment 1C (Donnybrook Road from Rampart Lane to Pembroke Cottages) the NTA makes no reference to the agency's failure to use the demolition of Kiely's to remove the bottleneck at that spot. As a result of this egregious oversight the bottleneck will remain in situ and the vaunted bus corridor and cycleway will have to be squashed into what the NTA glibly calls "reduced carriageway design widths".

And so on.

It must now fall to An Bord Pleanála to address these, and many other objections.

Part of the problem is that the plan is derived from modelling and what the original plan describes as the "professional judgement" of the planners rather than practice. It is managerial and data-led where it should be informed by scientifically structured and broad-based consultation and by concern for the compound rights of citizens and communities. It therefore is intended to manage

and impose the NTA's thinking rather than lead debate and reach consensus. But citizens and communities should be at the centre of planning and those who identify problems should be seen as long-term allies rather than as self-centred nuisances. We all want the thing to work. Pointing out what is wrong with it is intended to make it better, not to stop it. After all, it is we who will have to live with the corridor long after the NTA has ticked the box and archived the files.

**Dr Dermot Stokes**  
**24 Marlborough Road**  
**Donnybrook**