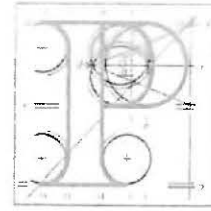


**Our Case Number:** ABP-317742-23



**An  
Bord  
Pleanála**

Colette Harold & Tim Bebbington  
3 Shanganagh Grove  
Shankill  
D18 TX66

**Date:** 25 July 2024

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

Dear Sir / Madam,

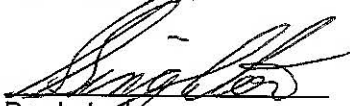
An Bord Pleanála has received your recent correspondence in relation to the above mentioned case. The Board will take into consideration the points made in your submission.

Please note the Board's decision to determine the application without an oral hearing is not open for further consideration.

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  
Glao Áitiúil  
Facs  
Láithreán Gréasáin  
Ríomhphost

Tel  
LoCall  
Fax  
Website  
Email  
(01) 858 8100  
1800 275 175  
(01) 872 2684  
[www.pleanala.ie](http://www.pleanala.ie)  
[bord@pleanala.ie](mailto:bord@pleanala.ie)

64 Sráid Maoilbhríde  
Baile Átha Cliath 1  
D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902

**Sinead Singleton**

---

**Subject:** FW: Bus Connects Bray to City Centre Core Bus Corridor Scheme - ABP-317742-23  
**Attachments:** C. Harold & T.Bebington Bus Connects -- Submissions re cases ABP-317742-23.pdf

---

**From:** Colette Harold <[REDACTED]>  
**Sent:** Monday, July 15, 2024 4:04 PM  
**To:** LAPS <[laps@pleanala.ie](mailto:laps@pleanala.ie)>  
**Subject:** Bus Connects Bray to City Centre Core Bus Corridor Scheme - 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.

Dear Sir/Madam,

Please find attached our submission re the above named BusConnects Scheme from Colette Harold & Tim Bebbington.

Colette Harold & Tim Bebbington  
3 Shanganagh Grove  
Shankill  
D18 TX66  
15<sup>th</sup> July 2024

An Bord Pleanála  
64 Marlborough Street  
Dublin 1

**RE: ABP- 317742 -23**  
**BusConnects Bray to City Centre Core Bus Corridor Scheme**

Dear Sir/Madam,

Further to our observation in regard of the proposed bus corridor scheme of 10<sup>th</sup> October 2023 last, The National Transport Authorities response document, and your letter of 13<sup>th</sup> June 2024 informing us that an oral hearing on the scheme will not be taking place we wish to make the following submission.

- Having reviewed the National Transport Authority response documents to the submissions made by Shankill residents, the points raised in relation to Shankill were mainly answered by referring to Section 3.9 of the NTA document which mostly outlines objectives and policies set out in the Environmental Impact Assessment Report.

This does not answer specific submissions made in any detail. These would be better dealt with at an oral hearing as Shankill is a unique part of the route in that it is a village that will not be improved with these proposals.

We urge An Bord Pleanála to reconsider their decision not to have an oral hearing.

- We would also ask that the proposed second route 2A along the N11/M11 be revisited.

Currently Wicklow County Council is progressing the development of the N11/M11 Bus Priority Interim Scheme (BPIS) in partnership with Dún Laoghaire-Rathdown County Council, Transport Infrastructure Ireland, the National Transport Authority and the Department of Transport.

The N11/M11 Bus Priority Interim Scheme home page states that -

*"The overriding objective of the N11/M11 BPIS is to develop a proposal for the provision of **bus priority measures** (in both directions) during peak periods on the N11/M11 national road."*

And

*"The N11/M11 route is identified within the NTA's Transport Strategy for the Greater Dublin Area 2016 – 2035 (GDA Strategy) as a 'Regional Corridor' as part of the '**Core Bus Network**'. As outlined in the GDA Strategy, in order to develop an efficient, reliable and effective bus system, the core bus network should be developed to achieve:*

- *Continuous priority for bus movement on the portions of the **Core Bus Network**;*
- *Enhanced bus lane provisions on these corridors;*
- *Removal of current delays on the bus network, enabling the bus to provide a faster alternative to car traffic along these routes;*
- *A more efficient core bus system with faster bus journeys means that more people can be moved with the same level of vehicle and driver resources.*

Surely **all** buses serving the Bray to city centre route would be classed as part of the Core Bus Network and therefore should be in a position to access this M11/N11 route.

Buses coming through Shankill could then be reduced in number and negate the need for the current plans whilst achieving the faster bus journeys that BusConnects is aiming for. This has not been adequately addressed in the NTA response report.

Yours Sincerely

Colette Harold & Tim Bebbington.

Colette Harold & Tim Bebington  
3 Shanganagh Grove  
Shankill  
D18 TX66  
15<sup>th</sup> July 2024

An Bord Pleanála  
64 Marlborough Street  
Dublin 1

**RE: ABP- 317742 -23**  
**BusConnects Bray to City Centre Core Bus Corridor Scheme**

Dear Sir/Madam,

Further to our observation in regard of the proposed bus corridor scheme of 10<sup>th</sup> October 2023 last, The National Transport Authorities response document, and your letter of 13<sup>th</sup> June 2024 informing us that an oral hearing on the scheme will not be taking place we wish to make the following submission.

- Having reviewed the National Transport Authority response documents to the submissions made by Shankill residents, the points raised in relation to Shankill were mainly answered by referring to Section 3.9 of the NTA document which mostly outlines objectives and policies set out in the Environmental Impact Assessment Report.  
This does not answer specific submissions made in any detail. These would be better dealt with at an oral hearing as Shankill is a unique part of the route in that it is a village that will not be improved with these proposals.  
We urge An Bord Pleanála to reconsider their decision not to have an oral hearing.
- We would also ask that the proposed second route 2A along the N11/M11 be revisited.

Currently Wicklow County Council is progressing the development of the N11/M11 Bus Priority Interim Scheme (BPIS) in partnership with Dún Laoghaire-Rathdown County Council, Transport Infrastructure Ireland, the National Transport Authority and the Department of Transport.

The N11/M11 Bus Priority Interim Scheme home page states that -

*"The overriding objective of the N11/M11 BPIS is to develop a proposal for the provision of **bus priority measures** (in both directions) during peak periods on the N11/M11 national road."*

And

*"The N11/M11 route is identified within the NTA's Transport Strategy for the Greater Dublin Area 2016 – 2035 (GDA Strategy) as a 'Regional Corridor' as part of the 'Core*

***Bus Network'***. As outlined in the GDA Strategy, in order to develop an efficient, reliable and effective bus system, the core bus network should be developed to achieve:

- *Continuous priority for bus movement on the portions of the **Core Bus Network**;*  
*Enhanced bus lane provisions on these corridors;*
- *Removal of current delays on the bus network, enabling the bus to provide a faster alternative to car traffic along these routes;*
- *A more efficient core bus system with faster bus journeys means that more people can be moved with the same level of vehicle and driver resources.*

Surely **all** buses serving the Bray to city centre route would be classed as part of the Core Bus Network and therefore should be in a position to access this M11/N11 route.

Buses coming through Shankill could then be reduced in number and negate the need for the current plans whilst achieving the faster bus journeys that BusConnects is aiming for. This has not been adequately addressed in the NTA response report.

Yours Sincerely

Colette Harold & Tim Bebbington.