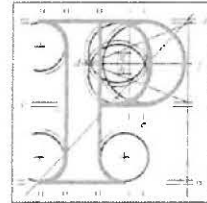


Our Case Number: ABP-317742-23



An
Bord
Pleanála

Chris Horn
Askefield
Dublin Road
Bray
Co. Wicklow
A98 E8N4

Date: 24 July 2024

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

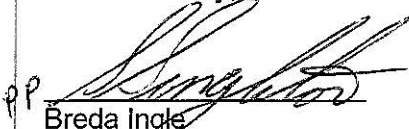
Dear Sir / Madam,

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

Teil
Glaao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel
LoCall
Fax
Website
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(01) 858 8100
1800 275 175
(01) 872 2684
www.pleanala.ie
bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Sinead Singleton

Subject: FW: BusConnects Bray to City Centre, case nos ABP-317742-23 and ABP-317780-23
Attachments: Response 2.pdf

-----Original Message-----

From: Chris J Horn <[REDACTED]>
Sent: Monday, July 15, 2024 12:55 PM
To: LAPS <laps@pleanala.ie>
Cc: Bord <bord@pleanala.ie>
Subject: BusConnects Bray to City Centre, case nos ABP-317742-23 and ABP-317780-23

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 Madam/Sir,

please find attached my response to Aisling Reilly from her correspondence to me of 17th June last.

I would be grateful if you could confirm the receipt of this email..

best wishes
Chris Horn

Askefield
Dublin Rd
Bray
A98 E8N4
14th July 2024

Aisling Reilly
Executive Officer
An Bord Pleanála
64 Marlborough St
Dublin D01 V902

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Case Numbers: AB-317742-23 and ABP-317780-23**

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Is a mere 6 to 7 minute improvement really worth all the trouble?

I believe that are alternatives, as follow, which would not only increase the improvements in transit times at the very least by a further 20 per cent, but also focus on predictable arrival times at a destination. In my view, a predictable arrival time is frequently of much more value in organising your public transport trip than knowing there may be a few minutes saving on an uncertain arrival.

The NTA proposed corridor runs for a distance from the Loughlinstown to Wilford roundabouts through Shankill village of about 3.3km. The fastest transit time along this corridor for a bus (or any other vehicle), in the unlikely situation of not pausing at any bus stops along the transit, and obeying the proposed 30 km/hr speed limit from Stonebridge Road to Olcovar (a distance of 1.1 km) and 50 km/hr speed limit elsewhere on this section, would be 4.8 minutes.

As discussed in the NTA response, an alternative route for the corridor (and one which I believe has widespread support in the community at Shankill) would instead be along the M50/N11 from Loughlinstown to Wilford roundabouts, by-passing Shankill village. This distance is 3.5km. Assuming an average bus speed of (just) 60 km/hr along this route, and assuming that there are no bus stops placed on the motorway and high speed zone, then the transit time would be 3.5 minutes.

The difference in the two routes would then be 1.3 minutes (once again, assuming no stopping through Shankill and no stops on the motorway).

Thus, deriving from the NTA's own projections if I have understood them correctly, the improvement in total transit time would rise from 5.9 to 7.2 minutes inbound (an improvement of 22 per cent on the overall scheme!); and from 7.3 to 8.5 minutes outbound (18 per cent improvement!).

In summary: by-passing Shankill village via the M50/N11 would be (very conservatively) lead to a 18-22 per cent total transit time improvement for the entire corridor, as well

presumably being very much less expensive and far less disruptive to the Shankill community. The predictability of arrival times is discussed in the next section.

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Even if an efficient Bus Corridor, with triggered traffic lights, were in place, its transit time would remain unpredictable due to bus congestion, an uncertain number and durations of stops and general driving conditions.

In planning transport infrastructure for Shankill/Woodbrook, I suggest that the very highest priority should be given by the NTA to enabling access to the (now) two DART stations, and Cherrywood (and others in due course) LUAS stop.

This in turn implies ensuring safe and high quality cycle tracks, as well as pedestrian paths, to and from these rail systems. It also implies having a sufficient capacity and highly secure (eg continuous monitoring by CCTV) bicycle parks at all three stations. This is particularly since electric bicycles are reasonably valuable and may be stolen.

Folded bikes can be taken aboard the DART during off-peak hours and also at weekends – which further makes the DART more attractive to the public compared to bus services running in the proposed Bus Corridor.

The NTA Bus Corridor plan for Shankill/Woodbrook does not appear to take into very deep consideration the impact and availability of the DART and LUAS infrastructures as complementary if not as alternatives to the Bus Corridor.

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If, despite my suggestions above, the Bus Corridor is nevertheless approved as proposed by the NTA, then I would urge that it should be augmented by multiple bicycle parks.

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I believe that the main purpose of such cycle parks would be to provide safe and secure (eg continuous CCTV monitoring) parking of bicycles whilst their owners used the Bus Corridor to travel longer distances than they were prepared to cycle themselves (even if their bikes are electric).

Thus it would seem wise to install safe and secure bicycle parks along the Bus Corridor where there are reasonably high and diffuse housing areas, to encourage the public to consider cycling from their home to the Bus Corridor, and reassured that their (potentially valuable electric) bike will be safe while they use the bus.

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Given an improved and safer bicycle infrastructure in and around Shankill, there should be an opportunity for a denser shared bike initiative to broaden the existing shared bike scheme in place.

In summary: I suggest, if the Bus Corridor does go ahead as planned and considering the various housing estates in the Shankill area, the need for secure and monitored bike parks at Crinken Lane, Cherrington/Quinns Road, Shankill Lower Road, St Annes Church, Stonebridge Road, and Seaview Park. If the Bus Corridor instead is re-routed along the M50/N11, then there should be secure and monitored bike parks at each end of the rerouted segment (ie the Wilford and Loughlinstown roundabouts).

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Nevertheless I believe that the access road to the car park at Shanganagh Park and to the Shanganagh cemetery remains a hazard. I raised this in my original letter (see the NTA submission p501).

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I am thus quite surprised that the NTA does not agree with me that this arrangement is a hazard, and that no traffic calming changes are required. On the contrary I had suggested ideally a further toucan crossing, or other measures, to slow traffic at the junction.

Possibly the NTA does not wish to introduce yet further traffic calming at the entrance to Shanganagh Park and Cemetery because it may further increase the transit times through their propose Bus Corridor along the Dublin Road. If this is actually the case, it would seem a dubious trade off.

I attach some photos of the bus stop in question.

In summary: the NTA is not proposing to mitigate the hazards to pedestrians on the west side of the proposed Bus Corridor at the entrance road to Shanganagh Park/Cemetery. I believe there are considerable risks to pedestrians, including young adults participating in regular sports events in the Park.

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A few submissions have noted the rich framing of the Dublin Road from Crinken Lane to the Wilford roundabout, including of course that part which passes my own property at Askefield.

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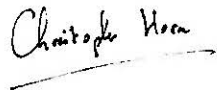
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View from existing west side bus stop across to entrance to Shanganagh Park and Cemetery, and where pedestrians are often tempted to attempt to cross to and from the stop.



Existing mature beech, elm and maple trees along the Askefield boundary wall



General view of the sylvan nature of Dublin Road

Askefield
Dublin Rd
Bray
A98 E8N4
14th July 2024

Aisling Reilly
Executive Officer
An Bord Pleanála
64 Marlborough St
Dublin D01 V902

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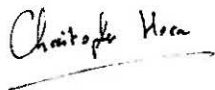
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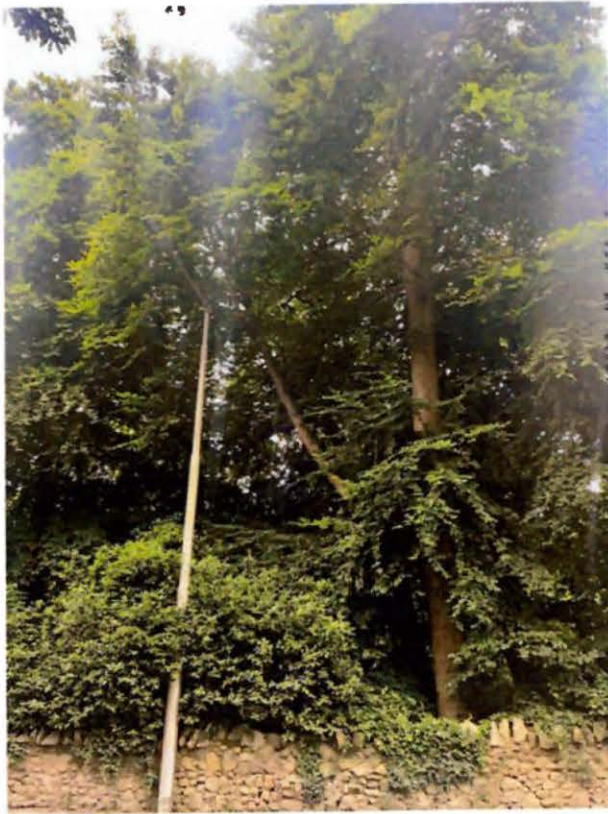
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