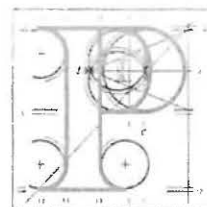


Our Case Number: ABP-317742-23



**An
Bord
Pleanála**

Céleste Golden
335 Olcovar Apartments
Shankill
Co. Dublin

Date: 25 July 2024

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

Dear Sir / Madam,

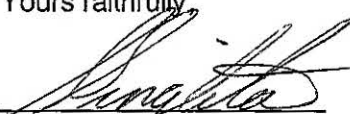
An Bord Pleanála has received your recent correspondence in relation to the above mentioned case. The Board will take into consideration the points made in your submission.

Please note the Board's decision to determine the application without an oral hearing is not open for further consideration. It was also decided not to grant an extension of time for submissions, i.e. that submissions were to be received by the Board not later than **5.30p.m., Monday 15th July, 2024.**

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,

pp

Breda Ingle
Executive Officer
Direct Line: 01-8737291

CH08

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64 Marlborough Street
Dublin 1
D01 V902

Sinead Singleton

From: LAPS
Sent: Tuesday 16 July 2024 10:16
To: Breda Ingle; Sinead Singleton
Subject: FW: ABP-317742-23 -BusConnects Bray to City Centre Core Bus Corridor Scheme - Bray to Dublin City Centre

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: Monday, July 15, 2024 4:53 PM
To: LAPS <laps@pleanala.ie>
Cc: [REDACTED]
Subject: ABP-317742-23 -BusConnects Bray to City Centre Core Bus Corridor Scheme - Bray to Dublin City Centre

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.

Céleste Golden
335 Olcovar Apartments
Shankill
Co Dublin

Re: ABP-317742-23
Bus Connects Bray to City Centre Core Bus Corridor Scheme - Bray to Dublin City Centre

Dear Sir/Madam,

Further to my correspondence dated 10th October 2023 and your response dated June 13th 2024, I wish to request an extension to today's closing date and request that An Bord Pleanála read my submission in its entirety (not the NTA summaries) and those of 110 other Shankill residents (111 / 206 submissions to the NTA).

I respectfully request that An Bord Pleanála reconsider its decision to reject an oral hearing given the almost 1000-page reply on the general application (ABP-317742-23) and the 600 pages on the CPO report (ABP-317780-23).

The NTA's responses to An Bord Pleanála are insufficient and inaccurate and do not address the issues I have outlined in my previous correspondence or those provided to you on appeal by the people of Shankill.

The responses that the NTA have provided to An Bord Pleanála regarding the number of trees to be felled from the roundabout at Woodbrook College to the roundabout at Loughlinstown are inaccurate. The NTA's response is incomplete as it does not reference the Dún Laoghaire Rathdown Tree Policy nor does it take into account EU Nature Restoration Law.

Consideration of the M11 option (bypassing Shankill) has been ignored.

The widening of the Old Dublin Road through Shankill Village for a bus corridor to the front of my property will be detrimental to traffic management, to the environment / natural habitat and to the safety of our neighbours, small children, and the elderly.

I commute to the city centre by bus from Shankill (Route #145 or 155) which takes 55 minutes to St Stephen's Green. The only part of the journey from Shankill with delay is from Donnybrook Church to Leeson Street Bridge. Unless the traffic light signalling is enhanced at these bottlenecks, no bus corridor is going to reduce time spent on the bus.

I do not wish to reduce bus journey time (by the NTA's suggested 6 – 9 minutes) under any circumstances if it means the devastation and destruction of our local environment and community. The NTA's proposal is without intelligible evidence or data to support their "considerations" and their responses to submissions has been wholly unsatisfactory and does not consider the village of Shankill.

The proposed bus corridors through Shankill along the Old Dublin Road must be reconsidered for the following reasons:

1. Since COVID commuter behaviour has radically changed with many people working from home 2 - 3 days per week. Considering this the NTA proposal should be completely reassessed as it is not fit for purpose. It does not take into consideration shifts in the usage of buses from Bray to the City Centre by commuters in 2019 versus 2024 and into the future.

2. Working from home is national policy with less people commuting 5 days per week. This is evidenced by the number of commuters on buses from Bray through Shankill and the reduced traffic congestion along the M11/ N11.

3. Most buses from Bray at 7am – 9am are filled with school children and college students not commuters. Most students from Bray are exiting buses for school at Cabinteely, Foxrock, Stillorgan and UCD, not Shankill. Bray students going to Woodbrook College in the main cycle or walk to and from Bray.

4. The N11/M11 provides a perfect solution for some bus routes from Bray at peak hours to bypass Shankill at the Woodbrook roundabout to Loughlinstown roundabout (Bus Connects 2A Route Option).

5. A bus shuttle service between Bray and Loughlinstown roundabout might also be considered to allow local bus users to travel to and from Bray to Shankill.

6. We are serviced by a number of private bus companies providing services from Bray to the LUAS and from Glendalough to City Centre via Shankill, which speed along the current bus corridors as far as Leeson Street, where everything stops.

7. The financial cost of the proposal is wasteful and not fit for purpose.

8. Our money would be better spent on enhancing Dart and rail services, the provision of the extension to LUAS and accessibility to the new Dart station at Woodbrook.

9. Shankill is a two time gold medal Tidy Towns winner (October 2023). The community of Shankill take great pride in our village and we do not wish to see a stretch of road from Woodbrook to Crinken become a speed / death trap with six lanes of traffic (cycle lane, bus corridor, traffic lane north, traffic lane south, bus corridor, cycle lane) with no median.

10. Evidence shows that the removal of roundabouts (three proposed in Shankill by the NTA) increases speed violations and is the cause of road traffic accidents.

11.

The proposed felling of at least 400 trees from the Loughlinstown roundabout to Woodbrook contravenes Dun Laoghaire Rathdown County Council's Biodiversity Action Plan and Tree Strategy.

12.

The NTA under-report or do not report at all the number of trees to be removed in their proposal.

13.

The devastation to the beautiful tree lined road between the Woodbrook roundabout and Shankill Cemetery, where many of the trees have been growing for over 100 years cannot be permitted.

14.

Some tree species in Shankill are protected.

15.

The proposed felling of trees and wooded areas behind the Old Dublin Road stone walls are home to bats, the common lizard (not common), badgers, foxes, hedgehogs, shrews, and birds. Some of these creatures are protected and / or endangered.

16.

The environmental assessment report by the NTA is wholly unsatisfactory considering the three species of bats identified which are protected (section 12.1 -12.8).

17.

The old granite walls throughout the village are part of our built environment / heritage and should not be destroyed. They too create sound barriers for the already busy road.

18.

The NTA's data regarding traffic volumes is unintelligible.

19.

Chapter 3 of the scheme / proposal discusses diverting buses to the N11/M11 which has now been dismissed by the NTA – this contravenes the public consultation process.

20.

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

21.

The NTA's Bray to City Centre proposal has not caught up with above BPIS, thus should discontinue their entire bus corridor plan or at least review the option to integrate it with the M11/N11 plans - bypassing Shankill (which is what made Shankill the village it is today in the first place).

22.

The CPO received is not explicit, it does not detail the exact amount of land to be compulsorily acquired.

23.

An oral hearing and / or a judicial review is required.

For these reasons I request An Bord Pleanála please reject the scheme in its entirety and respectfully urge an oral hearing.

Best regards,

Céleste Golden 335 Olcovar Apartments, Shankill, Co Dublin