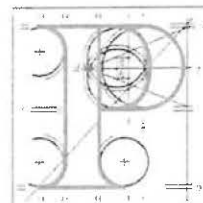


Our Case Number: ABP-317742-23



An
Bord
Pleanála

Cara Corbawn Residents Association
79 Corbawn Drive
Shankill
D18C923

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,

pp 

Breda Ingle
Executive Officer
Direct Line: 01-8737291

CH08

Teil	Tel	(01) 858 8100
Glao Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
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64 Sráid Maoilbhríde	64 Marlborough Street
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D01 V902	D01 V902

Sinead Singleton

Subject:

FW: Submission to NTA response Case number ABP- 317742-23

From: Gerard Ryan [REDACTED]
Sent: Monday, July 15, 2024 9:51 AM
To: LAPS <laps@pleanala.ie>
Subject: Submission to NTA response Case number 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.

Cara Corbawn Residents Association

79 Corbawn Drive

Shankill

D18c923

Submission to NTA response

Case number ABP- 317742-23

Dear Sir or Madam ,

Please examine in detail our observations and submissions on the following points

(a) **NTA response to submissions**

The Proposed Scheme aims to provide an attractive alternative to the private car and promote a modal shift to public transport, walking and cycling. In meeting its objectives, the Proposed Scheme will deliver strong positive impacts in terms of promoting active travel and sustainable transport. It is however recognised that there will be an overall reduction in operational capacity for general traffic along the direct study area given the proposed changes to the road layout and the rebalancing of priority to walking, cycling and bus. **This reduction in operational capacity for general traffic along the Proposed Scheme will likely create some level of trip redistribution onto the surrounding road network. Section 6.4.6.2.8 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR shows that 'there is a slight to profound reduction of between -297 and -1738 combined general traffic flows along the direct study area during the AM Peak Hour and a slight to significant reduction of between -428 and -1302 combined general traffic flows along the direct study area during the PM Peak Hour in 2028 Opening Year'.** This is attributed to the Proposed Scheme and the associated modal shift as a result of its implementation. This reduction in general traffic flow has been determined as an overall potential Positive, Slight to Profound Long-Term impact on the direct study area. **The Proposed Scheme demonstrates that there is negligible impact at junctions as traffic queuing is managed efficiently and there would be no negative impact on traffic congestion.** Section 6.4.6.2.8.3 in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR describes the general traffic flow difference in the AM Peak Hour. Figure 3.139 below (Diagram 6.26) illustrates the difference in traffic flows on the road links in the AM Peak Hour for the 2028 Opening Year. TIA Sub Appendix A6.4.4 (General Traffic Assessment) in Appendix A6.4

Cara response

We would this modelling as assumes there will be movement from people using private cars to using buses. We would like to see detailed traffic survey to show the spilt from local traffic ie movement to retail outlets schools and dart parking and through traffic. As the existing 145 and 155 bus routes will be replaced by a single E1 route with reduced frequency as state in original nta proposal although contradicted in nta responses . bus frequency reduced from 12 buses per hour to 9 . it is more likely that with construction completed of new developments at Shanganagh Castle and Woodbrook any long distance commuter movements on public transport would migrate towards the Dart with new Station at Woodbrook and increased frequency from October 2024

Figures provided by NTA show only 10% of Shankill residents use the bus to travel to work 17% by Dart and 60% by private car. This would indicate that current public transport is not attractive to Shankill residents as most routes are only serve southbound towards city centre and blackrock Journey time to Sandyford industrial estate which is a large employer takes 70 mins via bus and luas

As opposed to 25 minutes by Car Travel Large employment areas like Ballycoolin and Blanchardstown take over 2 hours.

Nta states there would be trip redistribution due to reduced operational capacity of the road network this completely ignores the fact that there are no alternative routes to movement to village and shopping centre retail , 3 schools 2 creches, the Garda Station and park and ride at Shankill Dart station which used by commuters outside Shankill town. Residents of new developments may indeed avail of new dart station at woodbrook but unlikely to use a bus route to access shops or schools so despite modelling and traffic survey that was completed in 2020 does not factor or have ability to predict the impact of increase of population of 2000 residents on traffic on Dublin Road and Shanganagh Road

We dispute the modelling again based on traffic survey completed 4 years ago in 2020 that the impact of removing the roundabout at Corbawn lane junction and installing traffic signals instead

Nationwide we see the impact of traffic signals in the middle of village an example been Adare village in County limerick . As stated in our submission over 20 years ago Corbawn lane was closed for a trial period and was abandoned due to long traffic queues. The proposed turning lane to allow traffic to turn right on to beachfield manor is too short especially for large trucks that deliver to the lidl store access for 717 houses .There will also be a 7 extra pedestrian crossings proposed

Will affect all traffic including bused. We recommend a trial closure of Corbawn lane be considered and an up to date traffic survey to examine how much traffic is local or traffic continuing on to Bray to avoid congestion on M50 before costly installation of hard traffic measures and signals.

(b) NTA response to submissions

Section 6.4.6.2.5.2 of Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR also demonstrates that the Proposed Scheme will deliver average inbound journey time savings for E1 service bus passengers of 5.9 minutes (11%) in 2028 and 5.8 minutes (10%) in 2043 from the implementation of bus priority measures. The Proposed Scheme will deliver average outbound journey time savings for E1 service bus passengers of up to 7.3 minutes (12%) in 2028 (PM) and 7.5 minutes (13%) in 2043 (AM)

CARA Response

We dispute this modelling as current average of buses on the route is 29km per hour. As proposed speed limit is 30 km per hour and there will a 60% increase of pedestrian signaled controlled crossings these figures do not stack up despite priority signals for buses at traffic lights. As there will less frequency commute times for residents will actually take longer The actual journey saving on the section between loughlinstown roundabout and little bray will

be 2 mins or could be less if the roundabout removals at Corbawn Lane and Quinns Road are removed and the installation of extra pedestrian signal control crossings.

The impact of a signal control junction to replace the roundabout at Wilford is hard to model

At present I have witnessed it taking 15 minutes at non peak times ie 1600 from St James Church to Little Bray due to traffic volumes

(c) NTA response to submissions

Traffic Flows through Shankill In relation to the issue raised that Shankill becoming a rat run due to congestion, the Proposed Scheme aims to provide an attractive alternative to the private car and promote a modal shift to public transport, walking and cycling. It is however recognised that there will be an overall reduction in operational capacity for general traffic along the direct study area given the proposed changes to the road layout and the rebalancing of priority to walking, cycling and bus. This reduction in operational capacity for general traffic along the Proposed Scheme will likely create some level of trip redistribution onto the surrounding road network. Refer to response in Section 3.9.3

CARA response

The NTA modelling assumes that there will be increased shift to residents using buses without any explanation as how this will be achieved. At present 60% of residents use a private car for work commutes. The NTA modelling is based on a Traffic survey completed from November 2019 to February 2020 which only counted movements on Weekdays Monday to Thursday. It failed to measure extra traffic volumes on Friday by rat runs from traffic avoiding congestion on the M50 or weekend traffic movement to the village shops and Lidl. With the increase of population volumes will increase dramatically this year when new developments are complete as well as extra school traffic from 2025 onward

(d) Many requests made for an oral hearing owing to the complex nature and detailed submission made by the residents of Shankill. There are 95 submissions referring to the removal of Corbawn Lane roundabout which affects 250 households in the Corbawn Estate alone as well as a total of 717 households on estates adjoining Corbawn Lane. The rejection for request for oral hearing is not explained and is against the wishes of the residents of a town of over 10,000 people

(E) Trees

The number of trees to be removed for the project is underestimated by NTA. They mention they will replant new trees along the route but no specific locations are provided or land set aside for this is provided or any maps showing the planting.

(F) The impact of running 4 lanes of traffic and 2 cycle lanes through our main village road is not addressed or the impact on local businesses which serve a population of 13,000 of surrounding area including Little Bray in total in latest census figures. A new traffic survey is urgently needed before any permanent infrastructure is put in place with trial closures. Village struggles with parking issues at present and with increase of population will get worse and NTA has not fully taken this into account

(G) NTA say there will be an improvement to cycle infrastructure, however this is not happening on the Shankill part of the route particularly between Loughlinstown roundabout and Stonebridge Road or Corbawn Lane to the village.

Yours Sincerely

Gerry Ryan

On Behalf of Cara