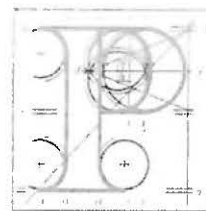


Our Case Number: ABP-317742-23



An
Bord
Pleanála

Helen Griffin
4 Corbawn Court
Shankill
D18F611

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

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
Glaio Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

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

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Sinead Singleton

Subject: FW: Ref: ABP-317742-23 Helen Griffin, 4 Corbawn Court, Shankill, Co Dublin
Attachments: BordPlenala_Bus Connect.docx

From: Helen Griffin <[REDACTED]>
Sent: Monday, July 15, 2024 4:51 PM
To: LAPS <laps@pleanala.ie>
Subject: Ref: ABP-317742-23 Helen Griffin, 4 Corbawn Court, Shankill, Co Dublin

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.

Please see attached and confirm receipt of same.

Helen

REF: APB – 317742 -23

Helen Griffin
4 Corbawn Court
Shankill
Co Dublin
D18 F611

Shankill village is a bustling community which is centred around the ambience of a country style village with access to local schools, garda station, shops, medical facilities, post office, credit union and restaurants.

Introducing the Bus Connects Corridor will destroy the heart of this community, removing precious trees and greenery, far more than first indicated, with increased urbanisation of this unique village. Four lanes in addition to 2 bike lanes through the main stretch of our tiny village is not proportionate to the scale of the village and the benefits are questionable. The costs of the proposed changes can only be eye watering (none provided in the proposal) and taking the proposed reduction of the speed limit in the village to 30km/hour and the expected time savings achieved for the busses, just makes the entire proposal in this area a complete waste of public funds.

I have the following objection to the Bus Connect Corridor which I wish to reiterate as follows:

1. Removal of St Anne's roundabout and Introduction of one way access to Corbawn Lane would both introduce many negatives to the residents in this area of Shankill.

1.1 At one point there were traffic lights where St Anne's church roundabout is currently located. This traffic lights junction was replaced with the current roundabout to deal with severe traffic build up and congestion from Shangagh Roads and Dublin Road and proved to be a very successful solution. The re-introduction of traffic lights at this junction is a regressive step and will adversely affect the response time of emergency services to and from the residents of this Corbawn area – approximately 2500 people which is equivalent to a small rural town – as a result of closing off access to Corbawn Lane at this church roundabout. This is certainly a regressive and worrying aspect of the proposal.

1.2 The Garda station would also be negatively affected in terms of their response time with the introduction of single access to and from Corbawn area. Again, a worrying aspect of the proposed changes.

1.3 Passengers using Shankill DART station and heading towards the village will typically follow the shortest route – ie walk all the way up Corbawn Lane to the roundabout at St Annes church. The proposed closing off of traffic to Corbawn Lane under Bus Connects Corridor will introduce a personal security risk to these pedestrians who will no longer have the indirect/passive security of passing traffic to protect from potential attacks. Please note, the stretch of Corban Lane from the roundabout near the Garda station up to the current roundabout at St Anne's church is right beside a deeply wooded park and a potential for anti-social behaviour and maybe more sinister behaviour. Use of public transport, including the route to and

from the bus stop or station, needs to be safe for all passengers. Otherwise, people simply won't use the service. This is contrary to what Bus Connects is trying to achieve.

1.4 Passengers using the bus would also have this issue coming from the bus stop on the Dublin road heading to Corbawn. If the section of Corbawn Lane from Garda station roundabout up to the current St Anne's roundabout were to become a no-go area then passengers would likely choose to walk through the church grounds to the rear of the church (a dark unseen spot) in order to go down Beechfield Road and into Corbawn. All you need is one report of a night time attack and it will not be deemed safe and use of service will diminish.

I have read the submissions of others for the Bray section of the project and many interesting points are raised. It is imperative that an oral hearing be facilitated in order to fully engage and understand the many reasonable and valid concerns of those who have taken considerable time to document. I have not received a response to the points I previously raised, many of which have also been raised by others. It is a complicated proposal and adequate time and consideration should be allocated at this stage of the project to ensure the optimal outcome. As it stands, I have little confidence in how a successful, cost effective outcome will be achieved.

I eagerly await your detailed response to the above.

Regards

Helen Griffin
4 Corbawn Court
Shankill
Co Dublin
D18 F611