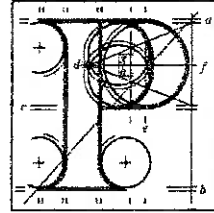


(F)



An  
Bord  
Pleanála

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

**Planning Authority Reference Number:**

Aoibhinn Maloney and Others  
73 Foxrock Park  
Foxrock  
Dublin 18  
D18H9F5

**Date:** 12 October 2023

**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 submission (including your fee of €50) in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

If you have any queries in the mean time, 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.

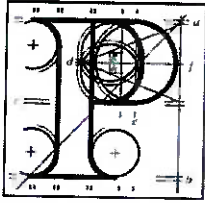
Yours faithfully,

Sarah Caulfield  
Executive Officer  
Direct Line: 01-8737287

HA02

Tel	Tel	(01) 858 8100
Glaos Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
Ríomhphost	Email	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902



## Observation on a Strategic Infrastructure Development Application

AN BORD PLEANÁLA

10 OCT 2023

LTR DATED \_\_\_\_\_ FROM \_\_\_\_\_  
LDG- 067278-23  
ABP- 317742-23

### Observer's details

#### 1. Observer's details (person making the observation)

If you are making the observation, write your full name and address.

If you are an agent completing the observation for someone else, write the observer's details:

(a) Observer's  
name

Aoibhinn Maloney and Parties Listed in Appendix 1

(b) Observer's  
postal address

73 Foxrock Park, Foxrock, Dublin 18, D18H9F5

### Agent's details

#### 2. Agent's details (if applicable)

If you are an agent and are acting for someone else **on this observation**, please **also** write your details below.

If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

Aoibhinn Maloney – Please see Appendix 1

(b) Agent's postal  
address

As above.

## Postal address for letters

3. During the process to decide the application, we will post information and items to you or to your agent. For this **current application**, who should we write to? (Please tick ✓ one box only)

**You (the observer) at the postal address in Part 1**

**The agent at the postal address in Part 2**

## Details about the proposed development

4. Please provide details about the **current application** you wish to make an observation.

- (a) **An Bord Pleanála case number for the current application (if available)**  
(for example: 300000)

BusConnects Dublin - Bray to City Centre

- (b) **Name or description of proposed development**

The proposed removal of many left turning slip lanes along the N11, particularly at Foxrock Church turning on and off Kill Lane.

- (c) **Location of proposed development**

(for example: 1 Main Street, Baile Fearainn, Co Abhaile)

Kill Lane/Foxrock Church junction.

## Observation details

### 5. Grounds

Please describe the grounds of your observation (planning reasons and arguments). You can type or write them in the space below. There is **no word limit** as the box expands to fit what you write.

You can also insert photographs or images in this box. (See part 6 – Supporting materials for more information).

As local residents of Foxrock Park, we are opposed to the proposed changes by the NTA and Dublin Bus to remove many left slip ways off the N11 between Bray and Dublin City Centre and we ask that you reconsider how best to achieve the desired outcomes of this project.

While we support the overarching aim of improving the bus routes and infrastructure generally, we believe that the removal of the slip ways on the N11, particularly at the Foxrock Church/Kill Lane junctions would be detrimental for the following reasons:

- The removal of left slip ways will increase car traffic overall on the N11 particularly at peak times with people (i) going to work, (ii) visiting businesses in Deansgrange, (iii) doing school runs in the area (Hollypark (Girls and Boys), LFI, Loreto Foxrock), (iv) attending mass in Foxrock Church.

The NCT Centre in Deansgrange is also one of the busiest in the country which already increases the traffic in the area. By limiting the flow of traffic in and out of the Kill Lane area, it will negatively impact residents, visitors and businesses.

The proposed plan will result in increased traffic on the connecting roads around the area (e.g. the housing estates through Holly Park, Foxrock Avenue, South Park) which will disturb residents and also be a potential danger for children, particularly those attending schools in the area.

- According to the current proposal, by removing the left slip lane from the N11 at Foxrock Church turning down Kill Lane, a large double decker bus (e.g. a 46A) will have to make a sharp left turn down Kill Lane towards Deansgrange. There is an increased danger here as these sharp turns by buses are dangerous and often result in the bus not being able to turn because of cars going too close to the lights on the other side of the road. It will likely result in many buses not being able to turn down Kill Lane, causing further delays and interruption to the traffic flow.

## 5. Grounds

- Expenditure on capital projects should be used to enhance a functioning public transport system to perform effectively. It seems that the bus network system could be improved separate to this project before commencing these major road works to remove slip lanes. It seems that efforts to improve the bus system itself should be carried out first (e.g. increase the amount of buses so that the bus is not full by the time it gets to Foxrock Church during peak times, cease the bus driver changeover in Donnybrook, improving on board experience (e.g. method of payment) to make it a more pleasant transport system.) It seems to make more sense to improve other elements of the bus system before radically altering the roads (and causing further traffic) to ensure the transport system itself is working adequately before implementing these major works.
- In a similar vein, it should be an aim to attract people to use the public transport systems, rather than disincentivising the use cars. People want to use a public transport system that works efficiently. However, we don't believe that the answer to getting an efficient bus network is by removing all the left slip turns on the N11. We don't feel that this proposal will radically overhaul the bus system. It seems that changes could be made to make cycle lanes safer and a more efficient bus system without the total removal of all left slip lanes along the N11.
- The proposed plan and the works involved (i.e. disruptive road works and total overhaul of the road network) is disproportionate to the projected benefit of the plan. We feel there are better ways to encourage people to use the bus network that doesn't involve such drastic changes to the road system.

It appears that the change to the N11 is likely to only shorten the bus journey from town by approximately 5/7 minutes. This seems to be a disproportionate benefit in comparison to the immense expenditure and disruption this will cause to residents, all road users, and surrounding businesses.

- Congestion on the N11 is mainly during peak times. However, during all other times, the left slip lanes actually promote the free flow of traffic and generally results in the effective movement of cars on the N11. By implementing the plan as proposed, where cars can only turn left on a green arrow, it will result in more "stop/start" driving, causing a lot more congestion during "off-peak" times too.
- These measures would be more effective in areas where congestion more acutely affects public transport and the safety of cyclists (i.e. urban areas). It seems that these plans to remove left slip roads should be implemented in urban areas first as opposed to in the suburbs.

## 5. Grounds

We believe that the proposed changes as outlined in the current Bus Connects proposal does not properly address the issues trying to be solved by this plan.

We ask you to please refrain from implementing these changes in the current proposal as we believe that there are other potential solutions that could be implemented before you commence such a disruptive overhaul of the road network in our neighbourhood.

Sincerely,  
The Foxrock Park / Foxrock Mount Residents

## Supporting materials

6. If you wish, you can include supporting materials with your observation.

Supporting materials include:

- photographs,
- plans,
- surveys,
- drawings,
- digital videos or DVDs,
- technical guidance, or
- other supporting materials.

You can insert photographs and similar items in your observation details: grounds (part 5 of this form).

If your supporting materials are physical objects, you must send them together with your observation by post or deliver it in person to our office. You cannot use the online uploader facility.

## Fee

7. You **must** make sure that the correct fee is included with your observation.

**Observers (except prescribed bodies)**

- strategic infrastructure observation is €50.
- there is no fee for an oral hearing request

## Oral hearing request

8. If you wish to request the Board to hold an oral hearing, please tick the “Yes, I wish to request an oral hearing” box below.

You can find information on how to make this request on [our website](#) or by contacting us.

If you do not wish to request an oral hearing, please tick the “No, I do not wish to request an oral hearing” box.

Yes, I wish to request an oral hearing

No, I do not wish to request an oral hearing

## Final steps before you send us your observations

9. If you are sending us your observation using **the online uploader facility**, remember to save this document as a Microsoft word or PDF and title it with:

- the case number and your name, or
- the name and location of the development and your name.

This also applies to prescribed bodies sending an observation by email.

If you are sending your observation to us by post or delivering in person, remember to print off all the pages of this document and send it to us.



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**For Office Use Only**

<b>FEM – Received</b>		<b>SIDS – Processed</b>	
Initials		Initials	
Date		Date	

**Notes**

## **Appendix 1 – Parties Joined to this Observation**

1. Shane Costello – 73 Foxrock Park, Foxrock, Dublin 18;
2. Ciara and Daragh O'Reilly - 67 Foxrock Park, Foxrock, Dublin 18;
3. Larry and Aisling Sherin – 2 Foxrock Mount, Foxrock, Dublin 18;
4. Gavan Egan and Deirdre Dunne – 1 Foxrock Mount, Foxrock, Dublin 18;
5. Xiong Xiong and Hongxian Tian – 98 Foxrock Park, Foxrock, Dublin 18;
6. Dave and Catherine Keenan – 104 Foxrock Park, Foxrock, Dublin 18;
7. Pierre and Dearbhalla Baviera – 69 Foxrock Park, Foxrock, Dublin 18;
8. Trisha Cooney and Declan Smyth – 4 Foxrock Mount, Foxrock, Dublin 18;
9. Kay and Sharon Dooley – 71 Foxrock Park, Foxrock, Dublin 18;
10. Richard Shakespeare and Sarah Halliday – 99 Foxrock Park, Foxrock, Dublin 18;
11. Dairin Evers-Nolan and Simon Nolan – 66 Foxrock Park, Foxrock, Dublin 18;
12. Norma McGrath – 72 Foxrock Park, Foxrock, Dublin 18;
13. Fergus and Niamh Rigley – 70 Foxrock Park, Foxrock, Dublin 18;
14. Stephen and Sally Blair White – 101 Foxrock Park, Foxrock, Dublin 18;
15. Charlie and Catriona Shakespeare – 103 Foxrock Park, Foxrock, Dublin 18;  
and
16. Tiernan and Aine Norton – 66B Foxrock Park, Foxrock, Dublin 18.