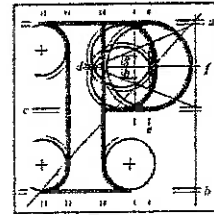


Our Case Number: ABP-317742-23
Planning Authority Reference Number:



**An
Bord
Pleanála**

Brian Hannon and Sinead Ni Argain
Virginia Cottage
Lower Road
Shankill

D18WP80

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

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

Teil	Tel	(01) 858 8100
Gíao Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

AN BORD PLEANÁLA

10 OCT 2023

10 October 2023

An Bord Pleanála
64 Marlborough Street
Dublin 1

LTR DATED _____ FROM _____
LDG- 067675-23
ABP- 317742-23

Re - BRAY SCHEME No 317742 (Bray to City Centre Bus Corridor)

Dear Sir/Madam,

We are writing to appeal against the planning granted for the Bus Connects Route from Bray to City Centre. Our appeal relates to the section of the route between Bray North/Wilford Roundabout and Loughlinstown Roundabout. This is the suburb of Shankill/Shanganagh where my wife and I have lived in Shankill for 7 years and have been lucky to bring up our young children over the past 3.5 years. We strongly objected to this proposal for a number of reasons.

Fundamentally we believe that the proposed plans will permanently and irrevocably negatively alter the village of Shankill without providing any benefit for the people of Shankill. There may be an argument that the residents of Bray and areas further South may benefit by shorter travel times but I believe that the marginal gains they might obtain do not outweigh the losses that the community of Shankill would endure.

At present the Roundabout at St. Anne's Church/Corbawn functions very well and there is rarely traffic there even at rush hour. The current bus service from Bray North/Wilford roundabout through to the Loughlinstown Roundabout functions very well with only occasional and minor delays. The proposed plan includes removal of the roundabout at Bray North/Wilford and insertion of traffic lights. It is my opinion that this will not improve traffic flow in the area. The current backlogs experienced for vehicles entering Bray is due to there only being one lane of traffic which is shared by buses, cars and bicycles. The Bus Connect Plan proposes widening of the road south of the Bray North/Wilford roundabout which would address this issue without impacting on the flow of vehicles travelling in other directions that would be negatively impacted by a traffic light system.

The National Transport Agency (NTA) has indicated that there will be no time benefit gained from the proposed works between Bray North/Wilford and Shankill Village. Therefore the use of public funds on such work is questionable. The NTA also reports that the time saving generated by this entire proposed Bus Connect route is 5.9 minutes Northbound and 7.3 minutes Southbound which is a marginal improvement and does not clearly justify the cost and damage that will be involved in our opinion.

The Bus Connect plans acknowledge that the stretch of road between St. Annes/Corbawn roundabout and Shankill village cannot be widened. This creates a clear and obvious bottle neck with the newly created traffic on the Northbound route building up in Shankill Village itself. This will have a detrimental effect of concentrating all the traffic (which its resultant noise and air pollution) at the point where there is the highest concentration of people (who are shopping, attending appointments, visiting the credit union etc).

Bus Connects Route Option 2A suggests a bus corridor parallel to the M11. This was not the preferred option at the time Bus Connects was announced but in the intervening time Transport Infrastructure Ireland (TII) has supported the use of bus lanes on the N11/M11. This route is preferable in our opinion in terms of cost to build, improved journey times and reducing negative social impact for local residents not to mention reduced environmental impact (as per the

In summary we would urge An Board Pleanala to reconsider the Bus Connects Proposal. We also call for an oral hearing in relation to this issue.

Yours sincerely,
Brian Hannon and Sinead Ni Argain
Virginia Cottage, Lower Road, Shankill, D18 WP80.