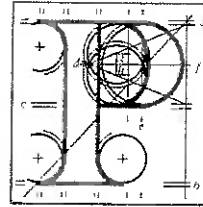


Our Case Number: ABP-317742-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Cara Corbawn Residents Association
79 Corbawn Drive
Shankill

D18C923

Date: 13 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

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

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

Cara

Corbawn Residents Area Association

79 Corbawn Drive

Shankill

D18C923

Submission and Observation

Ref NTA Bray to City Centre Core Bus Corridor Scheme Case Number 31774

CARA Corbawn Residents Association was formed in 2005 representing 280 households which will be greatly affected by the NTA proposals by reduced access to 705 houses off Corbawn Lane and emergency access point for the Dart Station, Tennis Club and houses beyond low railway bridge on Quinns Road

Shankill is a vibrant community with a much-valued Sylvan aspect to it that is valued by locals and recognised by environmentalists as very valuable. The Louglinstown Roundabout to Wilford Roundabout section of this project that goes through Shankill for Route 13 is unacceptable socially and environmentally. The impact on our town is so severe we are requesting a full oral hearing to meet the concerns of our town of over 10,000 people.

After minimal consultation and largest amount of submissions compared to all other routes over 70%. NTA has only made minor changes to original plans. The lack of consideration for the residents of Shankill totally goes against the Aarhus Convention.

Additionally, it will create danger for pedestrians and traffic chaos for residents and all local shoppers.

Your plan would seriously discommode locals with necessity for Road closures, preventing the circular trips to from the village (especially for less able locals) and

would entail extensive tailbacks Residents from the 705 houses off Corbawn Lane affecting approximately 2300 resident leaving this area and all shoppers accessing lidl shopping centre

All traffic turning right from Shankill Village (Dublin Road) will have to use a filter lane which is only 30 metres long so when full as traffic builds up all traffic would be delayed as only one lane through the village

All traffic heading to any of the housing estates of Corbawn Lane will now have to turn right on to beachfield manor as top of Corbawn lane will be closed to through traffic .The filter lane is again 30 metres long (approx. 5 cars) As traffic builds up this would again lead to delays to all traffic including buses .NTA has never show residents the modelling they have used for this design In the early 1990s

this section of Corbawn lane was closed for a trail for 2 months many years ago and was abandoned due to traffic delay. In the meantime the population of the town has increased and in the next 2 years population will increase by 33% or nearly 3,000 residents due to new developments at Shanganagh Castle and Woodbrook. These new homes will be served by a new dart station at Woodbrook but will still need to access the village for shopping, schools and food outlets. When the NTA drew up the original plans they did not take in to account the opening of lidl shopping centre which only opened in recent years. At present there is no right turn from Shanganagh road to beachfield manor / lidl shopping centre entrance . Under NTA proposals all traffic heading to Corbawn feeding the only access road to 750 houses now have to make this right turn. Lidl is served by large 40ft trucks so one of those with 3 cars would totally fill the 30metre filter lane

In the last few weeks local residents carried out a traffic survey with the following observations

33% of traffic travelling south from Shankill village Southbound carried on straight on First exit on the Corbawn roundabout towards the N11 / loughlinstown roundabout

33% of traffic used the roundabout to take third exit to travel down Corbawn lane to access housing estates and approved route to access the shopping centre and only emergency access to Tennis And Bowling club

33% of traffic took the second exit and continued Southwards along Shanganagh Road towards Ballybrack which is also the access route to other housing estates and Dart car park

The main delay on Traffic heading North on Shanganagh Road is the signalised junction at beachfield manor so at peak times can be back up beyond the Rathsallagh junction as far back at the Texaco service station.

The closure of the top of Corbawn lane (Costa side of shopping centre) would lead to security issues and potentially anti social behaviour as this is a popular route from the dart station to the village , the lack of traffic will make it unsafe especially in darkness

The removal of this roundabout does not meet the DEMURS criteria which relates to roundabouts greater than 7.5 metres in Diameter .This seems to be a backward step as in the early 1980s this junction was controlled by a signalled T junction.

NTA's own reports at the first round of consultation quoted that average time for buses

through Shankill was 29.5KMph. As part of their 3rd round proposals they are introducing

limits of 30KMph from Stonebridge Road as reinforced by newly announced govern policy right through the village so their average time would be unlikely to increase The proposed route changes would actually mean the town will be served by less buses than the present 12 per hour which be reduced to 9 buses per hour

Residents have suggested that removal of roundabouts at Cherrington and Corbawn lane at each end of the village will lead to extra 3 point turns with delays to traffic travelling through the village

Information relating to the financial cost of the

plan has not been shared with the community but it appears to be an enormous financial

waste of money for very little, if any, overall improvements. The overall saving along entire route was 5.9 minutes southbound and 7.3 minutes going Northbound so changes on the Shankill section would appear to be minimal.

Not clear how many trees will be removed local residents have lots counted 423 311 on the west side of the village 112 on east side lots of mature hedges whitethorn laurel etc will be lost. lots of wildlife will be disturbed