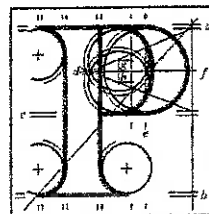


**Our Case Number:** ABP-317742-23

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Damien and Berna MacKenna and Others  
The Cottage  
Lower Road  
Shankill

D18C5X4

**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

Teil	Tel	(01) 858 8100
Glaó 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>

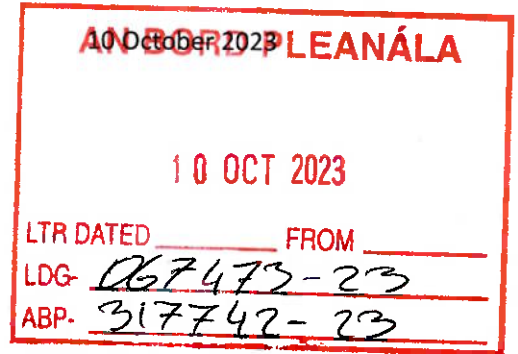
64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

An Bord Pleanála

64 Marlborough Street

Dublin 1

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



To planning officer Bord Pleanála,

I wish to submit an objection to the planned Dublin to Bray busconnects scheme specifically between Loughlinstown roundabout and Wilford roundabout to which I refer all my objections.

The EIAR states that the entire corridor is characterised by traffic congestion. This may be so on other parts of the corridor but not in the section to which I refer.

- The EIAR also states that the provision of a bus priority infrastructure will improve both the overall journey times for buses and their journey time reliability. There is no evidence to support that this will be the case through Shankill. The time saving for the entire route is approx 6-7 minutes in either direction. I contend from experience in utilising the bus route in both directions, negligible delay from traffic congestion occurs between Loughlinstown roundabout and Wilford roundabout. There is no time burden through Shankill.
- It also states that the proposed scheme will make cycling trips safer and more attractive. A cycle lane already exists along most of the section and will be impossible to instate at a bottleneck stretch at Shankill stone bridge between St Anne's Church and Shankill village. The report states there will be an enhancement of potential for cycling by providing safe infrastructure segregating from general traffic where ever practicable. While this may be possible in other sections of the route, it will not be practicable at the stone bridge at Shankill and therefore completely disproves the ability of the intended infrastructure changes to provide this enhancement in this section.
- The report refers to attractive environment for pedestrians and cyclists. I refer to Irish Times Sat. 7th Oct. 2023. Recent reports from Road Safety Authority (RSA). Two out of every three children killed or seriously injured on Irish roads is a pedestrian or cyclist.  
Children are more at risk in urban rather than rural roads, two in three child casualties. This rose to 86 per cent when cyclist and pedestrian casualties were analysed. Dublin is the worst county for child casualties, 30 per cent of these child casualties occurred in Dublin. Report from RSA marks Irish Road Safety Week.  
There are 957 primary school pupils in the three primary schools, Scoil Mhuire, Rathmichael Primary School, St. Anne's Primary School in the Shankill /Rathmichael area.  
The schools all actively promote their pupils walking and cycling to school in safety. Schools' curriculum includes Green Schools and cycling courses.  
Provision of safe footpaths and safe cycle lanes for vulnerable road users – pedestrians, cyclists - must have priority over road transport and provision of bus lanes in Shankill.  
The roundabout at St. Anne's Church provides safe crossing for pedestrians en route to the church, shopping centre, the primary schools, Corbawn Lane, etc.  
The removal of the the 3 roundabouts prioritises motor traffic passing through the area over local traffic and over our vulnerable road users. It will create a hazardous environment with negative effects for the entire community in Shankill.

The Cottage

Lower Road

Shankill

D18C5X4

Geraldine D'Arcy

Sean Lennon

Richard's Cottage

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30 Lower Road

Shankill

D18f9f7