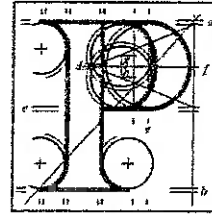


Our Case Number: ABP-317742-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Gregory O'Brien
1 Cluain na Greine Court
Shankill
Dublin 18
D18XE28

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
Glaó 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

Gregory O'Brien
1 Cluain na Greine Court
Shankill
Dublin 18
D18 XE28

AN BORD PLEANÁLA	
10 OCT 2023	
LTR DATED _____	FROM _____
LDG- <u>067481-23</u>	
ABP- <u>317742-23</u>	

Title: Observation and Objections to the Proposed Core Bus Corridor Through Shankill Village

To whom it concerns,

As a resident of Shankill village, I have several key concerns regarding the proposed core bus corridor through Shankill village. I am not, in principle, against improvements to infrastructure. However, the current proposed plans for the Shankill area I believe are unnecessary, lack adequate consideration and may have detrimental effects on the village in both the long and short term. I have highlighted my concerns and observations below for your consideration.

Necessity and Justification:

Current Bus Service Adequacy: Shankill enjoys an efficient bus service with minimal traffic delays. The justification for additional bus lanes, notably between Loughlinstown and Wilford Roundabouts, lacks data-based evidence.

Impact of COVID-19: The pandemic has shifted work patterns, reducing the demand for bus travel, and urging a re-evaluation of the corridor's necessity.

Future Growth: With a new railway station at Woodbrook and likely growth focused west of M11, the current bus service could suffice for Shankill's population.

Community Engagement: Engage with the Shankill community to understand their needs and consider their suggestions, as evidenced by over 3,300 signatures on a petition opposing the proposals.

Conclusion and Recommendations

NTA to halt Corridor 13 at Loughlinstown, continue the existing efficient bus service through Shankill, and explore other solutions for improving bus transport southwards.

Reallocating the funds intended for Shankill towards resolving transport issues in Bray, thus preserving Shankill Village's character and promoting community wellbeing.

Thank you for your time,

Kind regards

Greg