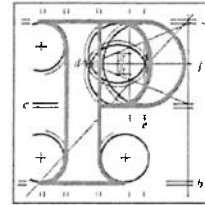


Our Case Number: ABP-317742-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Helen Griffin
4 Corbawn Court
Shankill

D18F611

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

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4 Corbawn Court
Shankill
Co Dublin
D18 F611

Re: Bray to City Centre Bus Corridor Scheme – NTA BusConnects

09/10/2023

Shankill and its wider environs of Rathmichael and Rathsallagh are a community that are quite self sufficient and depend heavily on the services provided in the village of Shankill such as Garda Station, primary schools (X3), churches (X3), post office, creche, medical centres (X2), physiotherapist, supermarkets & local newsagents, pub cafes and take aways, hair dressers, bakery, solicitors, Credit Union, petrol stations (2) etc etc in our everyday lives. There is a lot of activity in the village in terms of pedestrians and local traffic along with passing traffic throughout the day and night. Shankill is a dynamic community full of sporting organisations and facilities and clubs. There is a great sense of community. A community that has grown exponentially since the N11 bypass was opened in early 1990. The NTA BusConnects proposal through Shankill village is looking to undo most of the benefit of that bypass through the introduction of additional lanes feeding into and out of the village, facilitating increased traffic flow and we would suggest a significant increase in traffic congestion through the village

The NTA BusConnects Proposal from Wilford to Loughlinstown roundabouts through Shankill village in order to achieve an overall time saving of 5.9 minutes northbound and 7.3minutes southbound (NTA data) from the whole route from Bray to city centre is unacceptable from an environmental and community point of view. No detailed information has been provided on how these journey reduction times have been achieved and where specifically along the route the greatest and least savings have been achieved. No costings have been released to the public but we would be very interested to see the cost benefit analysis of this project from Wilford to Loughlinstown roundabouts – this needs to be based on 2023 costings – not invalid historical costings.

The demolition of 400+ trees & removal of numerous granite stone walls and hedgerows (all much loved features of the village) will have a very negative impact on the biodiversity of the area. In the words of the NTA – *BusConnects is the NTA's programme to greatly improve bus services in Irish cities. It is a key part of the government's proposal to improve public transport and address climate change in Dublin and other cities across Ireland.* How does the NTA propose to marry the demolition of 400 + trees (many very mature) and the destruction of hedgerows and claim to support climate change initiatives with this proposal? BusConnects appears to be reducing the number of buses through the village of Shankill when clearly more are needed to meet the existing demand let alone allow for increased future demand.

Removal of the roundabout at St Anne's Church, replacing it with traffic lights and closing access to Corbawn Lane is our primary concern.


1. Corbawn area has a population of approx. 2000 residents – the size of a large village in its own right. There is much movement of the residents going to and from work and school, deliveries, waste collection, supermarket trips & deliveries, medical centre, creche, Montessori schools,

significant activity related to the regional garda station located there, nursing home and retirement village, drop off to Dart station, access to pitches in Shanganagh Cliff for training and matches, access to tennis club and bowling green etc. Both Corbawn Lane and Beechfield Manor are busy routes in both directions currently as borne out by a traffic survey carried out last month by local residents. Yet the traffic flows well to and from Corbawn Lane onto this roundabout currently.

2. Closure of access to Corbawn Lane at the "Church Roundabout" will force all Corbawn Traffic to make a right hand turn off Shanganagh Road. Shanganagh Road takes approximately the same level of traffic through the village as the Dublin road and we regularly see long tailback on this road at the junction with Beechfield Manor. The new filter lane proposed for this right hand turn can hold no more than approximately 5 cars which will certainly cause backups into the village and onto the Dublin road. A traffic survey done by local residents last month found that approximately 1/3 of all traffic coming through Shankill village currently travels down Corbawn Lane. Where is the analysis which will demonstrate that this 5 car filter lane is adequate to handle the current level of traffic into Corbawn without causing tailbacks?
3. NTA are clearly and exclusively focussed on Bus travel times. But this cannot be done in isolation – if changes made as a result of BusConnect negatively impacts on overall traffic congestion, which is what we are suggesting will certainly be the outcome, then the NTA will not achieve their target. In fact buses are likely to be delayed further as a result of traffic tail backs and at what cost to the exchequer and the local community?
4. The vulnerable in our area are very concerned about access to emergency services in the Corbawn area with the reduction of Corbawn access route down to one. The real fear that a fire brigade or ambulance will fail to achieve a rapid response time due to unnecessary traffic congestion with devastating consequences is quite stressful for some of our elderly neighbours. What provisions are in place to address this?
5. If the proposed closure of access to Corbawn Lane at the "Church Roundabout" goes ahead, what is the plan for the redundant section of Corbawn Lane? Will it become a dumping ground or a site for anti social behaviour?
6. Proposed removal of this roundabout and replacement with signalled lights is further urbanisation of the village and erosion of a "country village feel" which residents and visitors alike have come to enjoy. Where is the reference to DMURS in all of this – *street design and the desire for safe, attractive and vibrant streets*? Where is the strong community engagement – listening and amending to achieve a workable, viable, sustainable plan that will serve the needs of the community (and the commuter) now and into the future?

A face to face meeting on the above would be very much appreciated. We look forward to your response to the above.

Helen Griffin
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