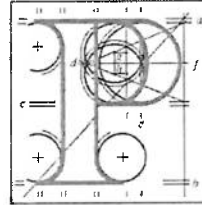


Our Case Number: ABP-317742-23



**An
Bord
Pleanála**

James & Victoria Fahey
3 Kill Lane
Foxrock
Dublin 18

D18 P5P5

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 in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

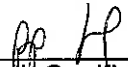
Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

The Board has also received an application for confirmation of a compulsory purchase order which relates to this proposed road development. The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you in due course on this matter. The Board shall also make a decision on both applications at the same time.

If you have any queries in relation to this matter 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

HA02A

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

Tel (01) 858 8100
LoCall 1890 275 175
Facs (01) 872 2684
Website www.pleanala.ie
Email bord@pleanala.ie

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

James & Victoria Fahey
3 Kill Lane
Foxrock
Dublin 18
D18 P5P5

10 October 2023

Bray N11 Bus Connects Scheme

I would like to make the below observations in relation to the above scheme.

The loss of the slip lane at Foxrock Church is excessive. The sheer volume of traffic both commuters and HGVs is unsustainable since Newtownpark Ave has a 3 tonne restriction. The introduction of the Coastal Mobility Route by DLRCC has also increased the traffic that previously diverted at Blackrock to access Dun Laoghaire. There are 20,000 vehicles a day including both public and private bus services on Kill Lane.

The largest NCT test centre is on Kill Lane with 2,300 vehicles a week. The turning circle for HGVs is too tight to handle the volume on Kill Lane.

Why is the Newtownpark Ave slip being retained and the busier Foxrock one not ?

The removal of the slip at Johnstown Rd is also excessive.

In general the bus lane doesn't experience congestion after Donnybrook, and the backlog of busses are generated in the city centre traffic and the excessive amount of stops. The bus stops should be a minimum distance apart instead of the close sporadic ones we have at present. There are no buses delayed after Stillorgan and the removal of the slips above is unwarranted.

There will be numerous collisions with these filter schemes being located at the junctions, this generates huge conflict involving both busses and vulnerable road users with vehicles that fail to adhere to the rules of the road by not observing the correct lane to the light sequence.

The Gardai in DMR East don't enforce the bus lanes on the N11, how will the lanes and the new turns be policed ? Have provisions been made for the go safe vans to monitor speed along the N11 ?

Shankill is a village should not be a bottleneck to route busses too. Why is there no enhanced walking or cycling in Shankill in the plan ? How many trees will be removed ? Why can't the N11 form an express route and less frequent busses serve Shankill ?

The above conflict is evident and is unsustainable as it will increase waiting times where there was slips and will be blocked when not used correctly. The emissions and response to climate change will not be met by delaying timely safe exit off the N11.

Regards

James Fahey