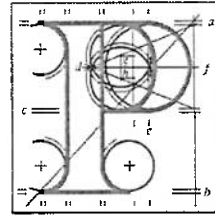


Our Case Number: ABP-317742-23



**An
Bord
Pleanála**

James Bergin
3 Corbawn Grove
Shankill
Co. Dublin

Date: 11 October 2023

Re: BusConnects Bray to City Centre Core Bus Corridor Scheme
Bray to Dublin City Centre.

Dear Sir,

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

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Riomhphost	Email	bord@pleanala.ie

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

James Bergin,
3 Corbawn Grove,
Shankill, Co Dublin

Mob: [REDACTED]

To whom it concerns.

I would like to place an objection to the proposed plans for Section 3 of the BusConnects Scheme Core Bus Corridor, route 13 Bray to City Centre as proposed.

According to the Greater Dublin Area Transport Strategy, pedestrians and cyclists are to be placed at the top of the priority list. The Environmental Impact Report (EiAR) Vol 1 of 4 shows the expected operational improvements for the 4 x sections of the bus corridor.

- Sections 1 and 2 being from the City Centre to Loughlinstown Roundabout.
- Section 3 being from Loughlinstown Roundabout to Wilton Roundabout through Shankill Village.
- Section 4 being from Wilton roundabout to Bray.

Of the four sections, the expected improvements on section 3 are expected to have the least improvement. In the case of cyclists, which is at the top of their hierarchy, the improvements are expected to be 'negligible.' This is their own assessment.

It appears that the latest plan will have very little improvement in bus times on Section 3 – Loughlinstown Roundabout (Junction 36) to Wilton Roundabout – (Junction 42). According to their figures the planned work will save 2 minutes off the bus travel times between them.

As part of the investigation into these plans I volunteered to carry out a Traffic Survey of St Anne's roundabout (Junction 38) and Beechfield Manor Rd to Shanganagh Rd junction (Junction 39).

This survey was carried out from Mon 25-09-23 to Thurs 28-09-23 with the help of BusConnects Action Group members and interested parties. I carried out just under 50% of the survey myself.

The survey was carried out during peak traffic times morning and evening. 07:30 – 09:00 and 16:00 – 18:00 hours respectively. All arms of both junctions were surveyed in both directions.

For details see the following supporting documents which are attached:

Traffic Survey Observations

Traffic Survey Data Summary

Pictorial view of peak morning traffic

Pictorial view of peak evening traffic

Sample completed tally sheet

The actual tally sheets for the survey are available too, but in the interests of GDPR I have withheld them. Should you wish to see them, I can make them available with the participant's permissions.

The Traffic Survey Observations document gives a detailed account of our findings, as well as a lot of my own observations and suggestions on improvements that could be made to speed up bus times.

I have lived in Shankill for 40 years. Before the N11 Shankill bypass was constructed, almost all the traffic travelling to the South East – Wicklow, Wexford etc. went through Shankill village. It was just a small village on the route to the South and very much rundown and neglected. When it was bypassed by the N11 bypass it totally changed. It grew, and became the thriving village it has become today, with a very strong community spirit. The residents take great pride in its retained heritage – granite stone walls and many mature trees from the 19th century. Shankill has won several 'Tidy Town' medals, including **two gold medals**. The second gold medal was won on the 6th of Oct 2023. This goes to show the pride the community take in the area.

There has been a continuous tree planting program in the Shankill area going back decades, and the results are now becoming ever more evident. Shankill village and its surrounds has become a leafy pleasant place to live. Cutting down mature and semi-mature trees to be replaced by saplings, or even slightly more mature trees will reverse all the good work of decades, not to mention the loss of carbon sequestration and health benefits, both physical and mental.

The latest BusConnects proposal in its present form threatens to destroy our wonderful village, all for the sake of saving 2 minutes journey-time from Wilton to Loughlinstown roundabouts. Several regular bus users travelling the route from Bray to the City Centre have said that the traffic delays from Wilton to Loughlinstown roundabouts are negligible. The major delays they identified are at Bray and onwards towards the City Centre.

See my Observation Summary sheet for observations from the Traffic Survey and several suggestions on how the bus times could be improved with some minor changes to the route.

James Bergin.

ST ANNE'S ROUNDABOUT (JUNCTION 38) / BEECHFIELD MANOR (JUNCTION 39) TRAFFIC SURVEY OBSERVATIONS

- Approx one third of traffic going from Shankill Village to the roundabout goes through to the Dublin Rd. Two thirds go through to Shanganagh Rd and Corbawn Lane. Of this approx one third goes down Corbawn Lane.
- One third of the traffic going from Shankill Village to the roundabout goes to the Dublin Rd. This is served by an average of 12 buses per hour.
- Two thirds of the traffic going from Shankill Village to the roundabout goes to Shanganagh Rd and Corbawn Lane. This is served by an average of 2 buses per hour. Would more buses on the Shanganagh road relieve some of the traffic? One bus every half hour seems like an inadequate service.
- The greatest tailback observed was from the Shanganagh Rd to the roundabout. Traffic was observed to tailback to Rathsallagh Rd. Historically it has been observed to tailback to the Texaco petrol station and beyond. The lights at Beechfield Manor junction appear to be the main cause for this tailback, **NOT** St Anne's roundabout.
- The second greatest tailback was observed from the roundabout to Shanganagh Rd. Traffic builds up from the lights at Beechfield Manor junction, back onto the roundabout. This blocks the roundabout which causes secondary tailbacks from the roundabout to Stonebridge Rd junction on the Dublin Rd, and also from the roundabout back over the old railway bridge into the village. This causes delays to the North and South bound traffic on the Dublin Rd through Shankill. During one of these tailbacks I observed that the road onwards towards Shanganagh from the lights at Beechfield Manor was clear ahead. The **red light** at Beechfield was the cause of the major tailback. Overall the traffic lights at Beechfield Manor junction 39 are a major cause of peak time delays on both the Shanganagh Rd and the Dublin Rd either side of the roundabout. If this set of lights was provided with a camera to observe when the traffic backs up to the roundabout and give a green light to traffic going North on Shanganagh Rd at Beechfield Manor lights, this would prevent blockages on the roundabout which in turn would prevent delays on the Dublin Rd.
- In the latest proposal for the new junction, a filter right lane at the Shankill Village entrance to the junction, and a filter right lane off Shanganagh Rd at the Beechfield Manor junction, will be approx. 30m long. These will accommodate approx. 5

vehicles each. Once the filter right lanes are full, vehicles wanting to turn right will begin to block the single North-bound carriageways on both roads. This will bring traffic to a halt on the Dublin and Shanganagh Roads until the filter right lanes get a green light.

- Currently traffic enters Corbawn Lane off the roundabout. This relieves traffic congestion on Shanganagh Rd. With the proposed closure of Corbawn Lane this will result in ALL this traffic being added to the traffic already on Shanganagh Rd. ALL this diverted traffic will be then be turning right into Beechfield Manor Rd – the only entrance available to all the houses and estates off Corbawn Lane. (Approximately 700 houses)
- The latest proposal shows the exit from Corbawn Lane going directly onto the yellow box at the signalised junction. This Corbawn Lane arm of this junction (38) will not be signalised. Traffic exiting Corbawn Lane will be dependent on the goodwill of vehicles on the Shanganagh Rd to yield to them. If these vehicles have been queuing from Rathsallagh Rd to get to the junction, goodwill may be in short supply. The Corbawn Lane exit onto the junction looks like it will be essentially closed off.
- With Beechfield Manor Rd being the only realistic exit and entrance to all the houses off Corbawn Lane. It would appear that there will be major tailbacks back to the roundabout close to the Garda Station. This has the potential to cause access problems for Garda, Ambulances and Fire Services to the area.
- OBSERVATIONS FOR OTHER SECTIONS ALONG THE ROUTE BETWEEN LOUGHLINSTOWN AND WILTON ROUNDABOUTS.
- There have been some concerns re traffic exiting the Quinn's Rd roundabout during peak traffic times causing delays to the buses on Dublin Rd through it. It is also a dangerous junction for vehicles exiting Quinn's Rd onto the roundabout during peak traffic times. This roundabout could be changed to a bus priority, signalised roundabout. This would facilitate traffic exiting Quinn's Rd and ensure the buses are not delayed, thus increasing the safety at the junction.
- The effect of removing the St Anne's and Quinn's Rd Roundabouts, and replacing them with signalised junctions, is that it will remove the option for vehicles to turn back the way they came in to Shankill village, (U-turn). At present there are a lot of vehicles that use the roundabouts to do a U-turn. These are vehicles that approach the village from one direction, stop in the village to carry out their business, and then drive on in the direction they are facing to do a U-turn at the roundabouts on

either end of the village, and return the way they came in. If this option is taken away by removing the roundabouts there will be a lot of vehicles driving into the nearest local housing estates to turn around, come back out and go back the way they came in. Apart from the annoyance caused to local residents, this will also be a serious safety concern.

- During the traffic survey there were numerous instances of 'bunching' of the buses. Quite often they appear to come in pairs. With the GPS on the buses they should be able to keep to schedule. There were several instances of two 145 buses travelling together. I believe the latest proposals are to reduce the number of buses serving Shankill village from the present 12 per hour, to 9 per hour. If the whole point of the exercise is to improve the bus service by shortening the journey time on the route, should they not be increasing the number of buses to encourage people to travel by bus. When Shanganagh and Woodbrook housing estates are completed there will be 2000 new houses feeding onto the Dublin Rd between Wilton and Loughlinstown roundabouts. There will be a need for more buses, not less.
- **Bus delays on Section 3 of BC13 are minimal**, which is supported by the bus survey which was done by the BusConnects Action Group. There are minor changes along the route that could be introduced to improve the bus times without replacing the roundabouts, as mentioned above. Money saved by not replacing the roundabouts would be better spent improving and creating cycle / pedestrian lanes along the route between Loughlinstown and Wilton roundabouts. Continuous segregated cycle and pedestrian lanes between Loughlinstown and Wilton Roundabouts would be a major improvement for the area. This would be much more socially and environmentally acceptable, and encourage people to leave their cars at home. This would be much more in keeping with the Greater Dublin Area Transport Strategy, where pedestrians and cyclists are to be placed at the top of the priority list. These minor changes would ensure that our heritage stone walls, mature trees and general character of the village are preserved.
- In Shankill village the Air Coach blocks the road for several minutes while passengers get on and off, and stow / reclaim their luggage. This blocks the road delaying all traffic including buses. Bin collection lorries also stop in the middle of the street causing major delays as they work their way along the street emptying bins. An inset area to get them off the carriageway would alleviate this issue.
- Is all this change and destruction of the streetscape and environment really worth it to save 2 minutes travel time off buses running from Loughlinstown roundabout to Wilton roundabout. Regular bus users surveyed at the Bray North bus stop have said

they rarely see any real delays travelling between Wilton and Loughlinstown roundabouts. The main delays they have identified are in Bray and onwards in the City Centre.

- **In conclusion the existing roundabouts appear to be the best solution to maintaining traffic flow.** The alternative will almost certainly lead to gridlock. I am all for improving and speeding up the bus service, but not at the expense of the destruction planned for Section 3 of BusConnects Scheme Route 13.
- James Bergin. Mob: [REDACTED]
- 3 Corbawn Grove, Shankill, Co Dublin.

TRAFFIC SURVEY ST ANNE'S ROUNDABOUT (JUNCTION 38) / BEECHFIELD MANOR (JUNCTION 39) DATA

SUMMARY

NR	SEGMENT	DAY	DATE	TIME	TOTAL VEHICLES FOR PERIOD	TOTAL VEHICLES PER HOUR	TOTAL BUSES FOR PERIOD	TOTAL BUSES PER HOUR	MAXIMUM TAILBACKS
1A	SHANKILL VILLAGE TO ROUNDABOUT	TUE	19/09/2023	16:00 - 18:00	760	380	N/A	N/A	N/A
1B	SHANKILL VILLAGE TO ROUNDABOUT	THUR	28/09/2023	16:00 - 18:00	934	467	25*	12	5
2	SHANKILL VILLAGE TO ROUNDABOUT	FRI	22/09/2023	07:30 - 09:00	733	488	26**	13	8
3	ROUNDABOUT TO SHANKILL VILLAGE	MON	25/09/2023	07:30 - 09:00	552	368	18	12	N/A
4	ROUNDABOUT TO SHANKILL VILLAGE	MON	25/09/2023	16:00 - 18:00	1244	622	29	15	N/A
5	LOUGHLINSTOWN TO ROUNDABOUT	MON	25/09/2023	07:30 - 09:00	546	364	14	10	18
6	LOUGHLINSTOWN TO ROUNDABOUT	MON	25/09/2023	16:00 - 18:00	1188	594	23	12	9
7	ROUNDABOUT TO LOUGHLINSTOWN	THUR	28/09/2023	07:30 - 09:00	625	417	6	4	N/A
8	ROUNDABOUT TO LOUGHLINSTOWN	WED	27/09/2023	16:00 - 18:00	599	300	18	9	N/A
9	SHANGANAGH RD TO ROUNDABOUT	MON	25/09/2023	07:30 - 09:00	573	387	1	1	N/A
10	SHANGANAGH RD TO ROUNDABOUT	FRI	22/09/2023	17:20 - 18:20	411	411	2	2	N/A
11	ROUNDABOUT TO SHANGANAGH RD	MON	25/09/2023	08:00 - 09:00	416	416	3	3	11
12	ROUNDABOUT TO SHANGANAGH RD	TUE	26/09/2023	16:15 - 18:00	535	268	7	4	10
13	CORBAWN LANE TO ROUNDABOUT	WED	27/09/2023	07:30 - 09:00	288	192	1	1	10
14	CORBAWN LANE TO ROUNDABOUT	TUE	26/09/2023	16:00 - 18:00	301	150	0	0	3
15A	ROUNDABOUT TO CORBAWN LANE	WED	27/09/2023	07:30 - 09:00	228	152	2	2	N/A
15B	ROUNDABOUT TO CORBAWN LANE	THUR	28/09/2023	07:30 - 09:00	193	128	0	0	N/A
16	ROUNDABOUT TO CORBAWN LANE	TUE	26/09/2023	16:00 - 18:00	453	227	0	0	N/A
17	BEECHFIELD MANOR TO SHANGANAGH RD	WED	27/09/2023	07:30 - 09:00	131	87	3	3	N/A
18	BEECHFIELD MANOR TO SHANGANAGH RD	TUE	26/09/2023	16:00 - 18:00	285	143	0	0	N/A
19	SHANGANAGH RD TO BEECHFIELD MANOR	WED	27/09/2023	07:30 - 09:00	73	48	1	1	N/A
20	SHANGANAGH RD TO BEECHFIELD MANOR	TUE	26/09/2023	16:00 - 18:00	214	107	0	0	N/A
TOTALS					11282	N/A	179	N/A	

COMMENTS:

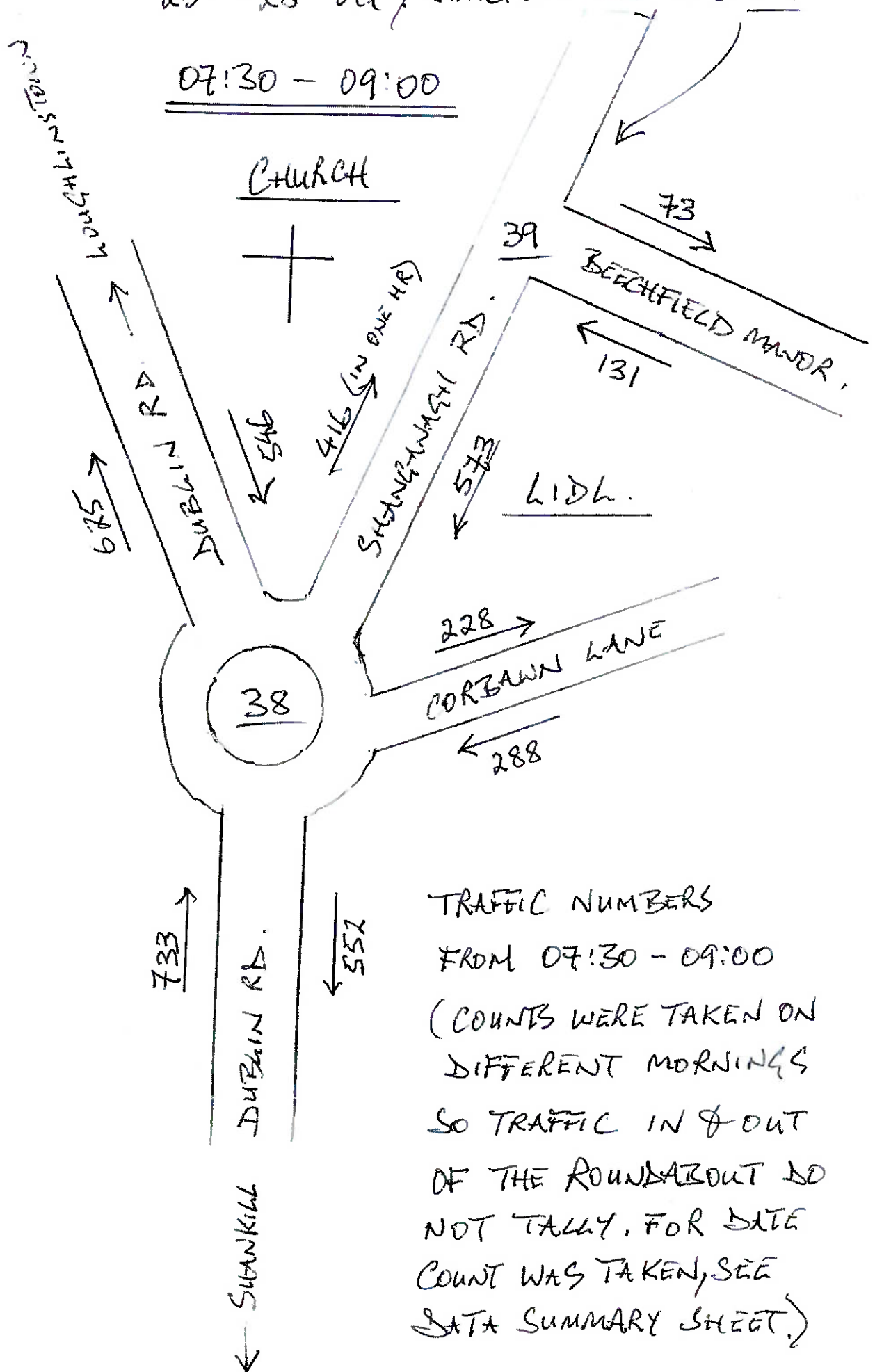
* 25 = 20 went through to Dublin Rd / 5 went through to Shanganagh Rd / Corbawn Lane

** 26 = 23 went through to Dublin Rd / 3 went through to Shanganagh Rd / Corbawn Lane

TRAFFIC SURVEY ST. ANNE'S ROUNDABOUT,

25th - 28th OCT / JUNCTIONS 38 AND 39

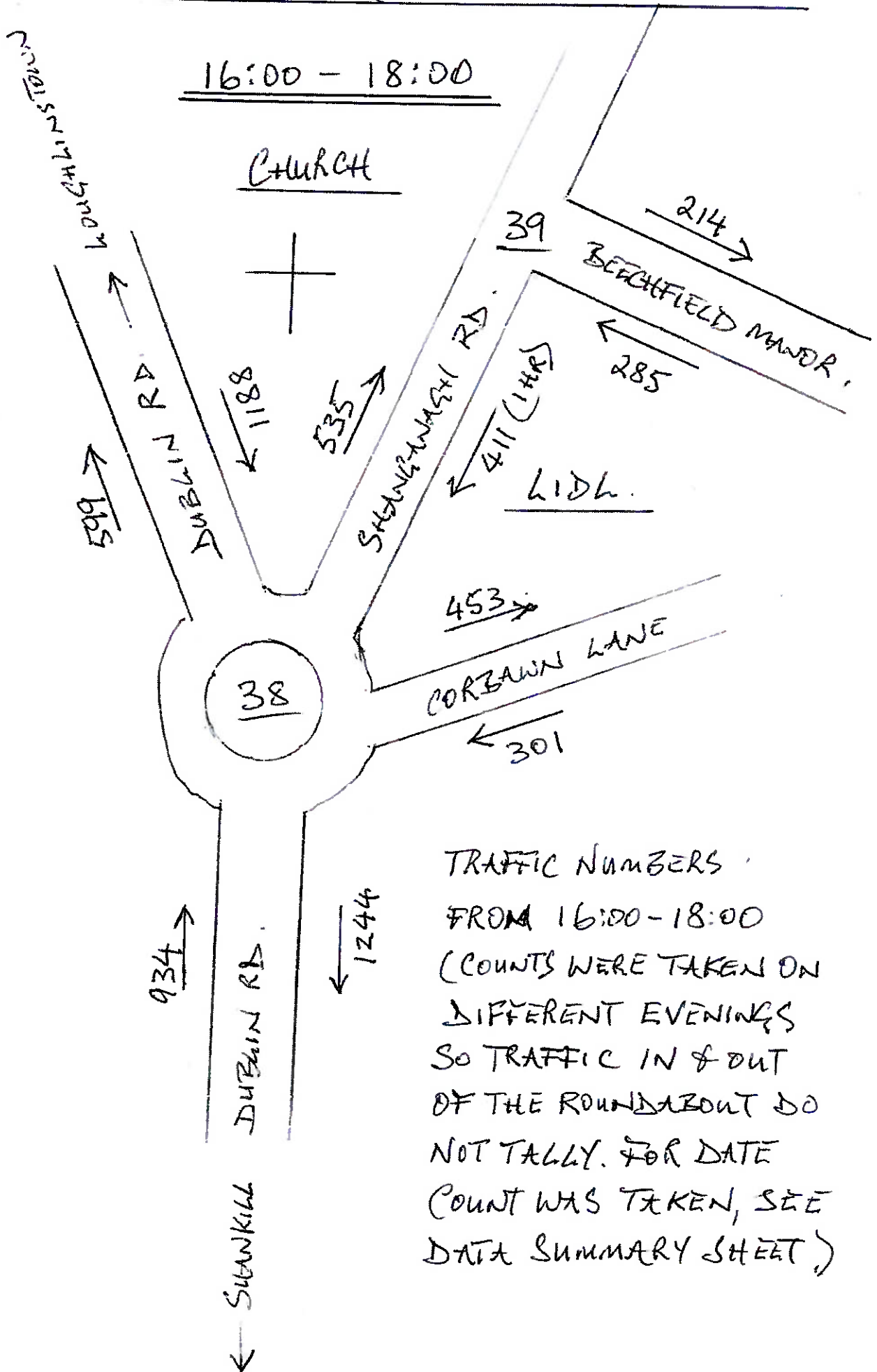
07:30 - 09:00



TRAFFIC NUMBERS
FROM 07:30 - 09:00
(COUNTS WERE TAKEN ON
DIFFERENT MORNINGS
SO TRAFFIC IN & OUT
OF THE ROUNDABOUT DO
NOT TALLY. FOR DATE
COUNT WAS TAKEN, SEE
DATA SUMMARY SHEET.)

TRAFFIC SURVEY ST ANNES ROUNDABOUT

25th - 28th OCT. JUNCTIONS 38 & 39



TRAFFIC NUMBERS FROM 16:00-18:00 (COUNTS WERE TAKEN ON DIFFERENT EVENINGS SO TRAFFIC IN & OUT OF THE ROUNDABOUT DO NOT TALLY. FOR DATE COUNT WAS TAKEN, SEE DATA SUMMARY SHEET)

