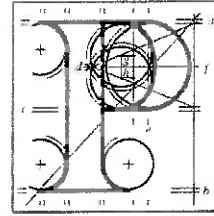


Our Case Number: ABP-317742-23



**An
Bord
Pleanála**

Jill & John Bolton
15 Thomond
Corbawn Lane
Shankill

D18 RC43

Date: 11 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.

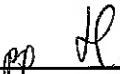
Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

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

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

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

Jill & John Bolton, 15 Thomond, Corbawn Lane, Shankill, Dublin 18 D18 RC43

9 October 2023

**Bus Connects – Bray to City Centre Core Bus Corridor Scheme
An Bord Pleanála Case, Ref HA27.317742**

Dear Sir

I wish to make an observation in connection with the proposed Bray Bus Corridor through Shankill village.

I am concerned that the plans for the proposed bus corridor through Shankill village would have a profoundly negative effect on the village and the approaches to the village. Shankill village is a thriving place with a good community spirit and the Tidy Towns committee have put in many hours keeping the place looking well and improving the approaches to the village between Loughlinstown roundabout and out to Shanganagh Park on the far side.

1. With a push for climate control removing all the mature trees on the approach to the village and also those in the village to my mind does not seem a suitable plan. For me this is part of the appeal of living in this area that there is a considerable amount of green space available for the public.
2. To reduce the footpaths in the village would impact on the public being able to access the shops and businesses and for those needing to drive it would reduce the already limited number of parking spaces. It would also impact on the deliveries to the various businesses.
3. The plans to close the top part of Corbawn Lane between the two roundabouts and have the traffic accessing Corbawn Lane from the traffic lights at the side of St. Ann's Church does not seem like a well thought out plan to improve matters. By doing this it will create big tail backs of traffic coming from the direction of Loughlinstown Roundabout and also from Bray as traffic waiting to turn right down the side of Beechfield Nursing home to access Corbawn Lane will be unable to do so when there is a large volume of traffic coming up Shanganagh Road from the direction of Ballybrack. Some time ago there was a right turn here and it was removed as it was not working well and to now think of reinstating the "right turn" with all the additional traffic that comes up and down Corbawn Lane having to use this route I feel it will create big problems in the mornings, at school finishing times and evenings.
4. The removal of the roundabouts at either end of the village with signal junctions being put in place instead would I think slow the flow of traffic down considerably and have the reverse effect.
5. The buses that currently run through the village do not pose a problem and create big delays so one would ask is there really a need for a bus corridor through the village, possible recessed bus stops at suitable locations would be sufficient to create a steady flow of traffic.

As an alternative Bus Connects Option 2A would seem a good idea routing a new bus corridor up to the motorway to run it along the route reserved for the proposed Luas line extension. Some of the buses could then run along this route to give a quicker route into town as the "X" buses used to do bypassing the village and have a lesser number running through the village. In conjunction with this route a local shuttle bus running on a loop around the estates and up to meet with the bus corridor at the M50/Luas route would preserve Shankill Village and approaches.

I hope that you can consider these ideas before proceeding with the proposed bus corridor through Shankill Village.

Yours faithfully,

Letter bears no signature

Jill Bolton