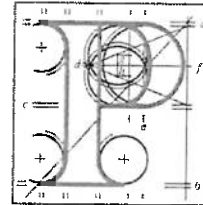


Our Case Number: ABP-317742-23



**An
Bord
Pleanála**

Kim & Fintan McAinden
Whitethorn
7 Beech Road
Crinken Glen
Shankill

D18 E0C7

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

Teil	Tel	(01) 858 8100
Glaao Áitiúil	LoCall	1890 275 175
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

NTA BusConnects CBC Route 13 – Bray Scheme (Shankill Section)

Please find an outline of our observations for the above proposal [Shankill Section of Scheme]:

- We currently have a very efficient bus service. We have never experienced any significant traffic delays on my way in, or out, of the city centre to Shankill.
- Buses serving travellers from south of Bray may be full on reaching Shankill.
- Covid-19 has changed the way we all work. Many residents now work a hybrid model (work 2 days, home 3 days). This begs the question of how much demand there now is for an increase number of busses coming through the village.
- Only buses serving Shankill should come through Shankill and the other routes need to be taken to the N11/M11.
- 4-lane highways north and south of Shankill only lead to a stalling of buses once they hit bray. Therefore, not creating any greater reduction in time or traffic flow.
- At 20km, why is our corridor so much longer than the other routes?
- If the NTA scheme is committed to upholding and meeting climate change commitments, why are we unnecessarily removing trees and adversely affecting local flora & fauna? Factual, data-based, environmentally sound reason for this need to be given, but have yet to be provided.
- We have not read any solid evidence from the proposals that show any valuable improvement in bus journey times through Shankill. Also, given the impact and destruction to the village, as well as the *major* financial commitment, is this drastic step really justified?
- As residents of Crinken Glen (living near the wall that is proposed to be removed), the impact from the removal of the trees and wall between us and the road will be significant. We envisage a major increase in noise pollution, dust/ dirt, a lower air quality and invasion of privacy. Many residents along Beech Road will have buses looking directly into the front of their homes. There is also the question of removing of mature trees and a heritage wall in a time that we are supposed to be moving towards greater environmental protections.

The overall route:

The route section was made back in 2017 and there have been significant changes since then. This current proposed route has no regard to local pedestrians. Walking will be unsafe as bus lanes will immediately adjoin narrow footpaths. Many children and their families use this route to and from school on a daily basis. It is also utilised by most local residents to access the shops/ village by foot. There is significant risk from bus mirrors and large passing traffic. To add to this, the proposed plan has no proper cycle path route. It is disjointed and does not follow along the main roads.

Although N11/M11 BPIS is different from Option 2A evaluated 2017, it still moves along a similar route. The new proposal is for bus lanes on the hard shoulder of the existing motorway and dual carriageway. By moving the route for the Bray and wider area outside Shankill, there would be a significantly lower capital cost than Option 2A. It would also allow us to keep our village aesthetics and tree/ fauna intact.

The new DART station will be able to deal with the increased volume of residents coming from the new builds at Wordbook and Shanganagh. Also, increasing the levels of DART services would further benefit commuter traffic volumes.

Our home and community

Shankill is a valuable community, that shares a real sense of neighbourhood and pride. It is a unique place to live and that we are proud to call 'home'. We are lucky to have clean air and very little noise pollution. This will most definitely all change if the proposed route goes ahead. By increasing the levels of traffic through the village, we could also see a decreased level of local activity. This would only result in the 'community' element of the village being eradicated. We feel that there will be a negative impact on physical and mental wellbeing of our residents. We ask you to preserve the character of Shankill Village and its wider communities.

Conclusion:

We would kindly ask you to consider halting Corridor 13 at Loughlinstown and continue our excellent bus service through Shankill. Also to consider using the proposed money to be spent in Shankill and better utilising it where it is most needed – Bray and its surrounding area. This is where the funds really need to be spent, to sort out the real problems, for long-term benefits.

Yours sincerely,

Kim & Fintan McAlinden,
Whitethorn,
7 Beech Road,
Crinken Glen,
Shankill,
D18 E0C7
Ph [REDACTED]
10th October, 2023