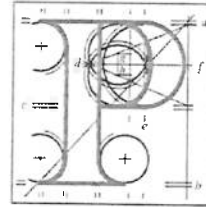


**Our Case Number:** ABP-317742-23



**An  
Bord  
Pleanála**

Michael Philips  
18 Watson Road  
Killiney  
A96 EE67

**Date:** 16 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.

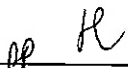
Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

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](mailto: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 Áitidúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
Ríomhphost	Email	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

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

18 Watson Road  
Killiney,  
Co Dublin A96 EE67  
10/10/2023

RE Bus Connect proposal for N11, Dublin City to Bray

Dear Sir/Madam

I wish to object to the above proposal for a number of general reasons and some specific details. The N11 QBC was the first high quality bus lane introduced in the late 1990's and was an immediate success. It provided a more dependable and frequent service and the road space was available to install it. It was recognised that it would reach capacity at some future date. The carrying capacity is approximately 11,000 people per hour and to achieve the next stage increment similar to that achieved by its introduction the next phase would be an underground system. The current proposal is but an expensive tweaking of the present corridors. In addition it is pursuing a strategy used in this country prior to the year 2000 which was the "do minimum" to satisfy short term needs.

This short term strategy has become very much apparent when you consider the Sandyford Luas line. While the majority of the line is segregated its capacity is limited by the on-street running and its carrying capacity does not exceed the bus lanes. During the planning stage I questioned this at the time in relation to two issues. Could the underground section from Ranelagh to St Stephens Green be completed at that stage? A negative reply was forthcoming based on costs. In addition I queried the gauge of the railway and what provision was being included for upgrading to metro standard. The reply was "that was for a future date". What really surprised me was that in reply to the provision of the tunnel size for the proposed metro that it would only be designed for light rail and future capacity needs would be provided by extending the platforms. In my opinion this was a repeat of putting the initial roundabouts on the M50 and then retrofitting the segregated junctions at an exorbitant cost and major disruption to everyone but particularly business. This type of retrofitting does not provide the optimal solution.

Having looked at the proposal an example of the retrofitting the bus connect to the existing corridor can be highlighted by the junction at Johnstown Road and Cabinteely village. Firstly it is proposed to ban the right turn from the city bound lanes on to Johnstown road. This is totally unacceptable and not given sufficient thought. The alternative would appear to be exit the N11 at Wyattville/ Cherrywood or continue to Deansgrange. Both of these options are not workable as the former is already at near capacity due to traffic from the M50 and in the opposite direction from Dun Laoghaire going to the N11 /M50.

In recent years DLR have introduced additional traffic lights and junction changes which actually delay the morning buses from Ballybrack. Further more this road leads to the Killiney Shopping centre which in the next few years will be experiencing a large growth in pedestrian movement due to permissions granted under SID.

An alternative is to reopen the old Bray Road through Cabinteely village (it is currently a cul-de-sac) but that will ruin the village atmosphere.

The village of Deansgrange is at a "standstill" most of the day ,particularly with traffic on Kill Lane backed up to Bakers Corner. What would also not appear to have been given any consideration is the presence of the major pharma industries on Pottery road, the NRH on Rochestown Avenue and all the schools adjacent to the Johnstown Road. This latter road backs up with traffic from 14.00 hours until post 18.00 hours. In addition since DLR introduced the pedestrian crossing at the junction with the N11 the traffic backs up on the N11 to the Cornelscourt/Deansgrange junction from 14.30 hours

. The above pedestrian lights are dangerous and when I questioned DLR on the issue I was told that people are afraid of the bridge as it can vibrate and are crossing at road level. I told them that it can be replaced on a weekend and a parallel duplicate installed on the other side of the road. A bridge exists at Cornelscourt and Foxrock. At present pedestrians can only cross to the median on green and do not wait for the green on the other side so "run the gauntlet" of avoiding moving cars. I am surprised nobody has been killed

I regret to say that there is not much point in mentioning Climate change and sustainability as DLR have invested in changing the above junction and it would appear that money is being thrown at it again, also DLR are demolishing the stone walls along Church road as part of planning permissions for a bus lane going nowhere. So Net Carbon Zero would appear to be for some future date

I would strongly recommend that this corridor is refused permission and request a review in the rate of return for investing in a metro along that route. The figures in relation to development at Ballsbridge, St Vincent's hospital (+new maternity unit) , Belfield, Sandyford industrial estate and Cherrywood would certainly justify one and eliminate the upgrading of the Luas line and the massive inconvenience it will cause

Yours sincerely,

Michael Phillips.