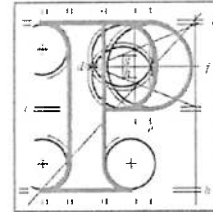


Our Case Number: ABP-317742-23



**An
Bord
Pleanála**

Paul Deery and Michael Fitzgerald
33 Corbawn Drive
Shankill
Co. Dublin
D18CY64

Date: 17 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 observation or submission in relation to the case mentioned above 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 be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of the Local Authority and at the offices of An Bord Pleanála when they have been processed by the Board.

For further information on this case please access our website at www.pleanala.ie and input the 6-digit case number into the search box. This number is shown on the top of this letter (for example: 303000).

Yours faithfully,

Sarah Caulfield
Executive Officer
Direct Line: 01-8737287

BL50A

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 Baile Átha Cliath 1 D01 V902	64 Marlborough Street Dublin 1 D01 V902
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An Bord Pleanála
64 Marlborough Street
Dublin 1

BY HAND—AM 10/10/23

AN BORD PLEANÁLA	
LDG-	067495-23
ABP-	BL-002335-23
10 OCT 2023	
Fee: €	50- Type: <u>Cheque</u>
Time:	1050 By: <u>Hand</u>

33 Corbawn Drive
Shankill
Co. Dublin
D18CY64
9th.October 2023

**BUS CONNECTS, ROUTE 13: Section Wilford Roundabout to Lough-
linstown Roundabout**

We the undersigned strongly object to the proposals for the Bus Connects project in respect of this section of Route 13 for the following reasons.

- I. The bus time saved by putting a Bus Corridor through Shankill in no way justifies the disruption being caused, particularly as there is a viable alternative.**
 - a. We would stress that there currently is little or no delay in buses getting through Shankill. It is a well-known fact that delays between Shankill and Bray are from Wilford roundabout to Bray centre. A bus corridor through Shankill will do nothing to solve this problem.
 - b. The expected time saved through the village of Shankill by creation of new Bus Corridor is aprox 1.min with expected time saved on this entire section being no more than 2 min.
 - c. We would also point out that while there is the possibility of minimal time savings on the route to City Centre the turmoil created by removal of roundabout at St. Anne's Church will lead to long delays on Shanganagh Road. This will inevitably lead to delays to the buses which use this route. This problem is likely to be more acute in evenings as new arrangement at Corbawn Lane will encourage cars to leave N11 at Commons Road and join Shanganagh Road to get to Corbawn.
 - d. When plan was originally proposed there was no plan to route buses on to M11 We understand that there is now a plan put a Bus Corridor on M11 from Wilford/Bray roundabout to Loughlinstown roundabout. This route will of course:
 - i. Eliminate at least 6 stops and probably speed up buses by at least 6 min.
 - ii. Will reduce bus traffic through Shankill.

While we consider that a bus corridor through Shankill was never necessary the creation of a Bus Corridor on M11 should certainly eliminate the need for a further bus corridor. **It would also leave more opportunity to create cycle lanes through Shankill**

- e. **In most other areas in the country the emphasis has been in bypassing urban centres . Why depart from that policy here?**

2. Devastation being proposed to accommodate the new bus corridor through Shankill

- Shankill is an old village, steeped in history and with the trappings of an older age. This is emphasised by the number of tree lined roads and old stone walls. There are many historical sites in its surrounds. The community takes great pride in this heritage and many Historical Walks in the area are organised by Tidy Towns. The village is also the starting point for Dublin Mountain Way.
- Shankill has a very close and active community spirit. This is evidenced by the Tidy Towns “Gold” Medal received in each of last two years and in the many very active clubs
- The current proposal envisages removal of in excess of 400 trees. **Most of these are very mature trees with many probably more than 100 years old. These trees are invaluable in the fight against Climate Change. No amount of new planting will have a compensating effect for a long number of years. CLIMATE CHANGE IS “NOW”**
- It also envisages the destruction of many old stone walls which are a feature of Shankill

With the current emphasis on GLOBAL WARMING we cannot understand how the destruction of so many mature trees could be tolerated.

3. Effective Closure of Corbawn Lane and removal of roundabout at St. Anne’s Church

The massive negative effect on the Communities in Corbawn but also on the traffic chaos which will be created on Shanganagh Road and beyond by taking away the roundabout at St Anne’s Church and making Corbawn Lane One Way only cannot be overstated.

Corbawn Lane is the main access route for over 700 dwellings (**verified number from Land Direct 717**) with a population of at least 2500 people. **The proposals take no account of the needs of this substantial block of people** and changes the nature of a very historic lane.

- The **NET EFFECT** of this proposal would be to effectively trap the 2500 residents of the 700 plus houses in their homes.

It would also have the severe effect of devaluing properties in the area which would now have their entrance from Shanganagh Rd. and would have to negotiate long delays to get in or out of their area

In recent years, we had a glimpse of the major disruption which would be caused when there was a manually controlled Stop/Go One Way system in place for over a week to allow for construction of a new manhole to accommodate sewerage connection from Lidl Shopping Centre. The level of this disruption would be magnified 100-fold on a daily basis under current Bus Connects proposals.

In addition to the 700 dwellings serviced by Corbawn Lane it is the main access route to:

- Three large busy crèches’: at Corbawn Dr., Lidl Shopping Centre and Eaton Brae

- Garda Station
- Lidl Shopping Centre
- Corbawn Lane Beach. Since Covid 19 this beach has become a main focal point in the area for sea swimming
- Starting point (bottom of Corbawn Lane) for very well used coastal walks, towards Killiney Hill on one side and towards Quinns road beach & Shanganagh Park on other side.
- DART drop off/collection: Substantial numbers use this lane to drop & collect people using dart (particularly children). Many are reluctant to use other entrance and insist on collection as DART station is unmanned and there have been many instances of assaults coming station.

Considerable numbers of people using Dart come from outlying areas often in excess of 2km from station. They have little option but to drive to the DART Station. The slowdown in traffic will render this impractical and will lead to a reduction of people using DART and opting to drive. **This is the opposite of what you are trying to achieve**

School collections etc will be a nightmare for hard pressed parents, often trying to coordinate activities of different children.

SAFETY ISSUES

Beachfield, past which all this additional traffic is now being directed, is not only a nursing home. It also has a significant number of apartments housing elderly residents. These people cross back and forth to the shopping centre, the café and to the church

Widening of roads in a location where the vast majority of residents live on the opposite side of road from schools, Post Office (extensively used by elderly) and most retail outlets creates an increased risk of accidents.

The abolition of the roundabout at top of Quinn's Road will also create real difficulties. A large percentage of people go to that roundabout to turn after visiting any of the retail outlets in Shankill Village. It is also likely to result in a build-up of traffic waiting to get out from Quinn's Road.

The proposals now put forward are completely unworkable and unacceptable. The proposal is put forward as a "One Way" system out of Corbawn Lane however on closer scrutiny it is no such thing. It would be practically impossible for traffic to exit here as it would have to feed into a yellow box behind traffic lights.

Removal of Roundabout

Traffic coming from ,Killiney, Rathsalagh, Brookdeen, Hazelwood and Bayview also converge on St Anne's roundabout. The queues which already form here, particularly in the mornings and school collection times, will be added to by traffic from Corbawn, causing further congestion.

At least 75% of this traffic coming from Shanganagh Road in mornings turns right to get to Loughlinstown Roundabout traffic Lights would inevitably cause much longer delays,

.We would also point out that while at least 80% of the population live on seaward side of the main road through Shankill most of the schools as well as GAA Club are on other side.

TRAFFIC TURNING RIGHT OFF SHANGANAGH ROAD TOWARDS BEACHFIELD

- The “**No Right Turn**” from Shanganagh Rd to Beechfield was stopped many years ago because of a back-up of traffic to roundabout. With traffic under proposal no longer able to go down Corbawn Lane the tailback will be even greater than it was then. This back-up will potentially now be well down N11 in respect of traffic traveling from loughlinstown direction.
 - A recent traffic survey carried out by residents revealed that 2/3 of traffic coming from Shankill Village will go to Shanganagh Road, with half of that destined to turn right towards Beachfield under proposals.
 - 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. This will bring traffic to a halt on the Dublin and Shanganagh Roads until the filter right lanes get a green light.
- l. Corbawn Lane with it's humpback bridge half way down and considerable pedestrian traffic heading to or coming from Dart and often wandering across the road presents safety risks at best of times. A sudden release of up to 10 vehicles on to it at same time would certainly create a much elevated risk.
- Even within the current proposal there would seem to be little reason why traffic coming from N11 should not proceed across the junction and down Corbawn Lane at this point. To facilitate this traffic light at top of Corbawn Lane should be moved back from entrance.

We urge you to refuse the requested planning permission.

Cheque €50 is attached

Yours faithfully



Paul Deery---33 Corbawn Drive



Michael Fitzgerald---39 Corbawn Drive