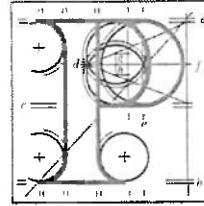


**Our Case Number:** ABP-317742-23



**An  
Bord  
Pleanála**

Redmond & Judith O'Leary  
22 Auburn Avenue  
Johnstown  
Glenageary  
A96 N2W0

**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.

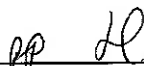
Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

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

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Glaó Áitiúil	LoCall	1800 275 175
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64 Sráid Maoilbhride	64 Marlborough Street
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D01 V902	D01 V902

Mr. & Mrs O'Leary  
22 Auburn Avenue  
Johnstown  
Glenageary  
Co. Dublin  
A96 N2W0

Strategic Infrastructure Development Section  
An Bord Pleanála  
64 Marlborough Street  
Dublin 1  
D01 V902

10<sup>th</sup> October 2023

**Ref: NTA – Bray to City Centre Core Bus Corridor Scheme**  
Junction 33 - N11 Bray Road / Johnstown Road  
HA27. 317742

Dear Sir/Madam

We are writing to express our strong objection to the proposed BusConnect changes to the Junction number 33 in Appendix A6.3 Junction Design report as submitted in their plans.

The two primary issues that we object to are per the Final Preliminary Design:

- 1) The proposal is to remove the left slip turning south towards Bray from Johnstown Road
- 2) The proposal to reduce the second right, turning north towards city from Johnstown Road

### **Reasoning and Observations**

Up until 2017 the junction worked relatively well, allowing traffic to flow from Pottery road, down Johnstown Road and from Granville road onto and from the N11. In 2017 works were done to the junction which were very welcomed plans to improve pedestrian and cyclist safety. However, post works and changes made to the junction turned it into a nightmare for all residents and workers moving throughout the morning to evening.

Our Johnstown Residents committee, which represents 800 local houses, conclude it was a bad design and it was never corrected even though issues were raised shortly after completion of works. The changes made then continues to have a significant negative knock-on effect to this day.

One significant change made in 2017 was the shortening of the left hand turn that went south towards Bray, previously the slip started at Cabinteely School, but was changed to start later at Shrewsbury lawn. It was in fact replaced by a very wide grassed area that serves no purpose. This causes traffic to back up on Granville Road, Pottery road and traffic up Johnstown road, daily for the last 6 years.

There is extensive communication on record (CRM 102950) between the residents and Dun Laoghaire County Council, including the Senior Executive Engineer of traffic along with all local county councillors since 2017 and traffic congestion at this junction was the No1 issue noted at the annual AGMs for the residents committee ever since.

Much remediation work was done in 2018, when after much interaction, the council put in a camera at the Granville Road and Johnstown Road junction, traffic lights were adjusted and included into the SCATS system.

However, the junction continues to plague users to this day, noting especially at pre-school hours, pre and post shift hours at nearby factory of Amgen on Pottery road (who have 670 employees of whom a large amount

come a distance and use the N11 junction), and the increased volume of traffic using Granville Road and Johnstown Road.

To remove the left slip altogether and to stop two lanes turning right per above, will exacerbate an intolerable scenario to current road users who are not in a position to avail of Bicycle lanes or Buses.

### **Conclusion**

We support the improvement of the Bus Corridors, improving the safety of Pedestrians and Cyclists, however this plan does not appear to take any cognisance of the drivers and the knock on effects.

Currently the bus service which both our daughters use is unpredictable, unreliable and regularly over capacity. This is not down to the corridor, but the lack of resources to support Dublin Bus delivering the service. That in our opinion should be the priority to fix before this corridor work as planned.

Our current road infrastructure in the area has been shown to have been worsened by planners as mentioned above. These plans will only make the situation much worse which will impact the whole community. The community holistically needs to be involved for all and any analysis needs to be done 24x7, not old ways of analysis legacy peak times.

Many have no choice but have to drive in our society, where cycling , walking and public transport cannot cover. This includes workers driving to/from the area and we live in a mature area where you have a large older population who can only get about by driving. A functioning society needs all modes of movement to work smoothly.

We thus request that this junction has the left hand turn going south to Bray retained, and the two lanes allowed to turn right towards the city.

Yours sincerely

Redmond O'Leary

Judith O'Leary