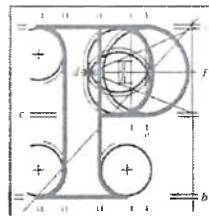


Our Case Number: ABP-317742-23



An
Bord
Pleanála

Sandra Maguire
26 Marlfield
Cabinteely

D18 RX90

Date: 12 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.

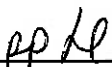
Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

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

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Bray to City Centre Core Bus Corridor Scheme

I would like to submit the following objections to the proposals for the section of the N11 between UCD and Loughlinstown -

It is not reasonable to ignore the needs of motorists completely in favour of bus users, cyclists and pedestrians. Motorists are human beings, most are taxpayers, and deserve not to have their motoring lives made even more miserable than they are in Dublin traffic. People are mainly driving their cars because they have to, not because they want to be in snail's pace traffic.

Effect on motorists

Removing slip roads on and off the N11 will create chaos. As an example, Johnstown Road is regularly backed up to the N11. Without a slip road, motorists who wish to turn left will be stuck in the lane to turn left and/or straight ahead whilst traffic behind is stuck behind them. Imagine this multiplied by every junction.

At the very least, a test could be carried out with slip roads being blocked off with cones to see what the knock on effect would be.

Much as it might be hoped motorists will just leave their cars at home and take the bus forever more, this is not going to happen in large numbers. Irish people being the way we are, motorists will find other solutions and "rat runs" will be created in previously quiet residential streets.

Cyclists

Why are cyclists forced on to the N11? I remember years ago passing the aftermath of a horrific accident where a cyclist was blown by a freak gust of wind in front of a truck, with fatal consequences. How does it make sense to have cyclists so close to traffic on a main artery?

Surely it would be far safer to only have cyclists cross the N11, not cycling along it?

I do not cycle myself due to a previous bicycle accident; however my husband does and wouldn't think of cycling along the N11 but would cycle along parallel roads and parks instead, much more pleasant and further away from traffic pollution. There are a few areas where it is proposed to divert cycle track away from the N11 by mere metres; this is not enough.

Is it the case that if "improvements" for cyclists are included in a transport plan, that more money is available from the EU? If so, the "improvements" are being made just for the sake of it rather than actual needs of cyclists.

Footpaths for pedestrians are not proposed for some sections around Cornelscourt/Cabinteely as "alternative walking routes exist on adjacent quieter roads". The same should apply for cyclists.

I believe that the N11 is not used by enough cyclists to warrant the latest adaptations of the plan. Looking at Google Streetview around the bus stops at Cabinteely crossroads (on both sides of the N11) over the years 2023, 2022, 2019, 2018, 2017, 2014 and 2009, I could see a solitary cyclist on two occasions, both in April 2017.

In a similar exercise, looking around the bus stops at Foxrock Church (again both sides of the N11), cyclists were visible on 3 occasions out of the 11 Streetviews captured; in 2022 (1 cyclist) and Apr 2019 (1 cyclist), 2018 (2 cyclists chatting at bus stop).

Pedestrians and bus users

As a pedestrian myself I have a vested interest in road safety.

The slip roads have pedestrian lights so I fail to see what the issue is there? If it's about pedestrian behaviour then having slip roads or not will not fix things.

The placement of bus stops needs better consideration. An example being at the Clonkeen Road junction, where the bus stops are south of the junction, but the pedestrian bridge is on the north side. I personally have unsafely crossed the N11 as it's quicker (many do), once tripped in the middle of the road which was terrifying but totally my own fault! But I really wonder why the bus stops aren't on the north side of the junction?

Overall

The buses are often full at peak times; reducing motorists' access to the N11 without addressing this issue will create heartache for so many people.

The effect of this plan on bus journey times is minimal; certainly any minor benefit is completely outweighed by the disadvantage imposed upon motorists.

- It seems to me that an investment in road safety education would provide far better value. Pedestrians are amongst the most vulnerable and far too many have been killed or injured on Irish roads.
- Cyclists are also vulnerable, yet according to the latest RSA report, between 2016 and 2022, 68% were not wearing a helmet at the time of a collision where they were seriously injured.
- Far too many cars speed; with an investment in speed cameras and Garda enforcement a significant improvement should be easily achievable. Behaviour will improve if there is a high likelihood of a fine. Also drivers should be tested every 10 years (I appreciate this is a challenge given there is a delay in people trying to get their licence for the first time).

What will all this cost? And then how much will it cost to fix the disaster it will be? Who will pay?

Finally I would just like to point out that the N11 is a main traffic artery. Buses and cars should be considered as the main users of this artery. Cyclists and Pedestrians should be able to cross it safely but there should be no reason for them to be travelling along it. Whereas "there is a growing appreciation that streets should not just be corridors for traffic, but rather should be places in which people want to live and spend time", a main route such as the N11 is not a "street".

Sandra Maguire,
26 Marlfield,
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