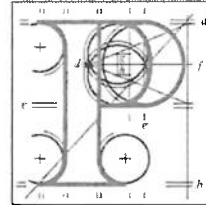


Our Case Number: ABP-317742-23



**An
Bord
Pleanála**

Tom Wade
2 Grove Lawn
Blackrock
A94 K6F5

Date: 10 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

Tel	Tel	(01) 858 8100
Glaos Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
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64 Sráid Maoilbhríde	64 Marlborough Street
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D01 V902	D01 V902

Observation on Busconnect proposals N11 Stillorgan Road

Applicant:

Tom Wade
2, Grove Lawn
Blackrock
Co Dublin
A94 K6F5

01-205-5019
[REDACTED]
[REDACTED]

I wish to register a strenuous objection to one particular aspect of the Busconnect project as it pertains to the N11.

I am horrified to learn that there is to be a wholesale and systematic elimination of slip lanes both onto and off the N11. Eliminating a slip lane will lead to lengthy tailbacks. For evidence of this, take a look at the intersection of Stillorgan Park and Carysfort Avenue. A traffic light controlled left slip lane was eliminated, causing traffic to regularly backed up as far as the roundabout near Stillorgan Grove. This is because traffic waiting to turn left can no longer do so while cross traffic was getting a right turn arrow. The impact on the N11 will be even greater because slip lanes onto and out of the N11 will be impacted.

By repeating and multiplying this along the N11, we will be faced with enormous disruption along what is the principle arterial corridor in South East Dublin.

Make no mistake: doing this will cripple the N11.

The gain for bus users is minimal. The plan estimates a 7 minute reduction in bus journey time, but the impact on other users will be extreme.

The main justification for this seems to be to invoke "Road Safety", as if to dismiss any objection as ignoring the priority of reducing danger on our roads. This case is not

made. Most existing left slip lanes either have traffic light controls, or have pedestrian lights. As a pedestrian, I find it easier to cross a side road divided by an island, that one in which you have to cross turning and straight ahead traffic at the same time. In any case, the provision of pedestrian lights renders the crossing safe. The use of barriers to protect the cycle lanes has also helped to make intersections safer for cyclists.

These proposed intersections will also impact negatively on road safety on surrounding side roads, as traffic will inevitably avoid a backlogged N11, and take to side roads.

It should not be beyond the wit of man to design safe crossings and facilitate cycling and bus users without severely impacting on the ability of a main highway to carry traffic. The N11 is not a residential side road, but the main national road to the southeast.

I would also like to object to the proposal to put yet another surface level pedestrian crossing across the N11 just north of the Stillorgan Park intersection. This is related to the moved bus stop at Patrician Villas. The N11 has far too many traffic light intersections already, thanks to two dimensional thinking in the design. Not only is this new crossing right beside the existing intersection (with pedestrian lights) but is almost directly over an existing underpass ! Why not

divide the underpass between pedestrian and cycle lanes ? This would allow cyclists to safely cross under the N11 (as many do now) without having to wait at a traffic lights.

I am also dismayed only to find out about the extent of this proposed vandalism at such a late stage. If more people were aware of what was proposed, there would be far more many objections.

I earnestly urge you to reject the proposals to systematically close the left slip lanes on the N11, and prevent what could be a useful project from resulting in chaos and congestion, with all its negative environmental and safety aspects.

Thank you for your attention.