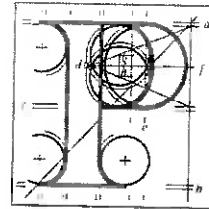


Our Case Number: ABP-317742-23



**An
Bord
Pleanála**

Tony Hearne & Marian Hearne
5 Belmont Green
Galloping Green
Blackrock
A94 CX48

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

Teil	Tel	(01) 858 8100
Glaio Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

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

Tony and Marian Hearne

5 Belmont Green

Galloping Green

Blackrock

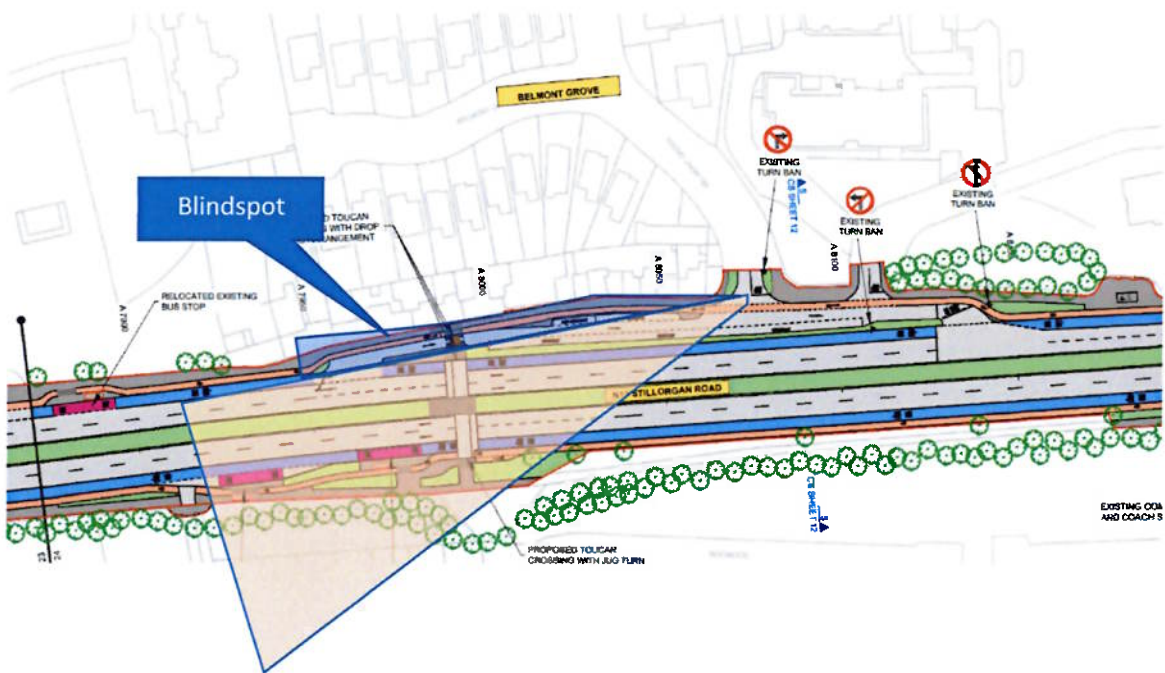
A94CX48

Email: ask@maranhearne.ie

Subject: Bus Connects Dublin – Bray to City Centre.

To Whom it may concern.

We are writing on foot of the invitation to request comments/suggestions on the proposed Bray bus corridor. Part of Drawing BCIDP-JACG-GEO-GA-0013_XX_00-DR-CR-0024. Sheet 24 of 54 Rev. M01, of the consultation material, is reproduced below for reference.



We live in Belmont Green.

We note and welcome changes to an earlier version of this map which had been on the website. The changes that we note are:

- The moving of the originally proposed recessed bus/coach stop further down to the left, beyond the entrance to the slip road. This we welcome.

- The movement of the southbound cycle lane from the dual carriageway side of the existing privet hedge, to the left of the slip road.

It is the new proposed cycle lane that gives rise to most of our remaining concerns.

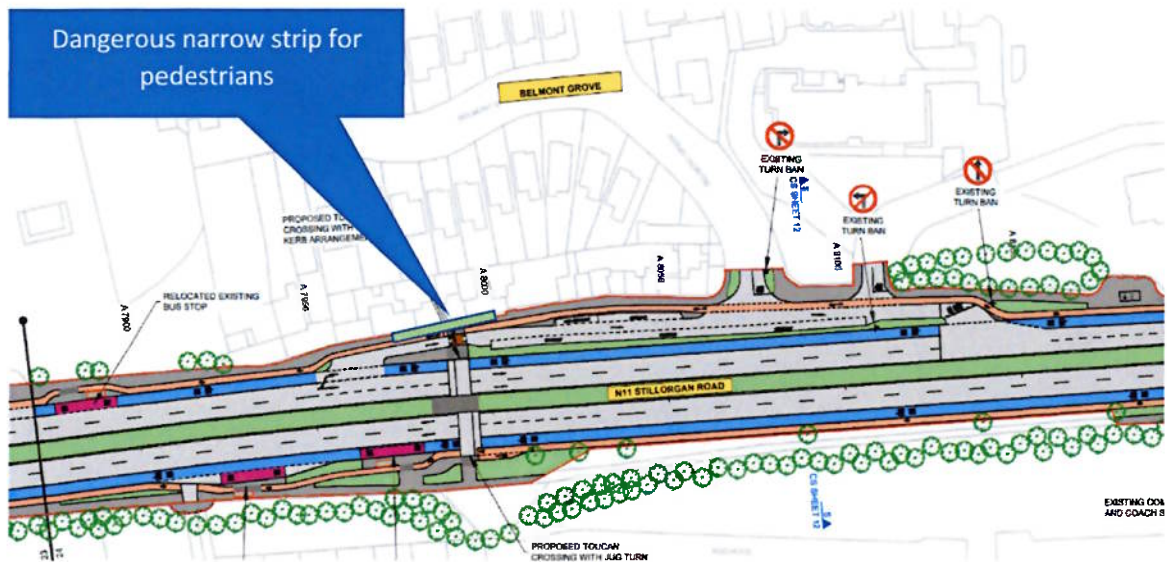
We note that under the new arrangement, we no longer have to traverse the cycle lane when entering the slip road. However the issue is now transferred to the entrance to the Belmont housing estate where we reside. This raises the following concerns;

- a. The line of sight from a drivers position with the car on the "Stop" line is shown in the light brown wedge above. As can be seen only the immediately adjacent section of the cycle lane and footpath is visible. We believe that this is dangerous as bicycles and indeed motorised scooters can come up fast and out of the field of view of the driver. The resulting blind spot is also depicted and called out above. See photograph below of the view from a car stopped at the stop line.



- b. We further note the very narrow strip of footpath in front of the houses and pub near the pedestrian crossing is. We have highlighted this section in light green above. We would have a very real fear of being mown down by aforementioned bicycles and /or scooters as we walk past this strip.

We note more generally that if this is to be addressed by widening the footpath and cycle lane width, then this will be at the expense of reducing the carriageway width for the slip road. This is already extremely challenging, and it takes only the slightest bit of bad or double parking to restrict or even block this strip when driving in. Concern here is if for example an ambulance could not gain access either to our estate or the nursing home, or the apartments further up.



More generally, we believe that there is more than sufficient width on the carriageway side of the private hedge to comfortably accommodate the new corridor bus lane and existing cycle lane.

We hope that these concerns will be addressed.

Yours

Tony Hearne BE CEng FIEI.

7-10-23.