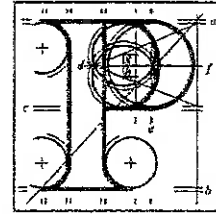


P

Our Case Number: ABP-317742-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Twomey's Supermarkets Limited
c/o Rachel Twomey
6-8 Clonkeen Road
Deansgrange
Co. Dublin
A94W9V6

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 (including your fee of €50) in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

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

If you have any queries in the mean time, 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

HA02

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 Maoilbhride	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

10/10/2023

Bus Connects Bray to City Centre Corridor Scheme

Case No HA27.317724

Third Party Observation

Twomey's Supermarkets Ltd

6-8 Clonkeen Road,

Deansgrange,

Co. Dublin

A94 W9V6

AN BORD PLEANÁLA

10 OCT 2023

LTR DATED _____ FROM _____
LDG- 067479-23
ABP- 317722-23

Rachel Twomey

TWOMEY'S SUPERMARKETS LIMITED

6-8 CLONKEEN ROAD

DEANSGRANGE

A94 W9V6

Observation:

The Bray to City Centre bus priority bus corridor set out to meet national and regional policies while addressing a need for enhanced public transport. In achieving this objective, I believe the NTA's proposed junction layout along the N11 to be inconsistent and potentially dangerous.

On many junctions the proposed design eliminates an option for cars / commercial vans /Lorries to utilise a dedicated left turning lane.

I believe this will result in a stacking of motor vehicles along the left lane of the N11 and vastly increase traffic queues. I believe this is contrary to a desired reduction in CO2 emissions due to an increased number of idling engines in the resulting traffic. The NTA argue that modal shift will offset this with a reduction in private car usage in favour of active travel or public transport.

It is at best an estimate as to the degree of modal shift this action will result in and as such it's a more definite assumption that there will be an increase in CO2 emissions due to increased traffic unless the modal shift targets are met.

On this basis I would prefer to see a junction design similar to the one proposed at junction ref 27 (N11 Stillorgan Road / Leopardstown Road Junction) as per Appendix A6.3 Junction Design Report.

This design lay out facilitates a lane to stack vehicles which are seeking to turn left off the N11 onto Newtown Park Avenue.

The following junction traveling south bound is the N11 Stillorgan Road / Kill Lane Junction (junction ref 29). The proposed design of this junction does not allow for a left stacking lane option, and I argue that there is sufficient space to facilitate a left turning lane similar to the preceding junction. In the interest of consistency, I believe all junctions should follow the same design principal. This will be safer for pedestrians, cyclists, public transport and motorists.

The alterations to the junctions on the N11 should have a consistent design principal in the interest of safety. Similarly, it will assist in reducing potential stacking of motor vehicles along the N11 and the CO2 emissions associated with that. The fact that this design principal is suitable for junction 27 would suggest that it is practical to apply the same design principal across all junctions allowing for consistency.