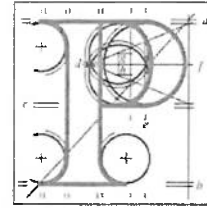


Our Case Number: ABP-317742-23



**An
Bord
Pleanála**

Zoe Stephenson & Adam Wong
29 Woodbank
Dublin Road
Shankill
D18 TX82

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

29 Woodbank
Dulin Road
Shankill
D18 TX82

9th October 2023

**Re: Bray to City Centre Core Bus Corridor Scheme
Compulsory Purchase Order (“CPO”) 2023:
BusConnect (“BC”) - Shankill Corridor – Route 13**

Dear Sir/Madam:

While we do broadly support the plan to improve the bus corridor between Loughlinstown and the city centre, we are struggling to see the benefits for Shankill and Bray residents. We propose for the M11/N11 to be used as an alternative, and leave the village of Shankill alone.

It is our understanding that the fundamental principle of the new scheme/road layouts is to offer smoother, faster and safer bus connections between Bray and the city centre. The improvements along the N11 seem to satisfy these principles.

However, this cannot be said about the section of Route 13 that goes from Loughlinstown roundabout to Wilford roundabout, Bray. For the majority of this route there are no advantages. Below are our objections for the Bus Connects, Shankill Corridor Route 13:

1. The bus lane is almost non-existent through the majority of this section of the route. There are **no** bus lanes through the full section of Shankill village - from St Anne’s roundabout through to the BBQ centre at the other side of the village.
2. For the majority of the route, when there is a bus lane, the bus lane only travels from North to the South - so no advantage at all for those travelling from Bray to the city.
3. The cycle lane is intermittent - only available for limited sections of this route, and as a result is highly dangerous for those who will use it; one minute they have somewhere safe to cycle and the next minute, cyclists are to either cycle on the footpath or remain on the road. At least with the current road layouts the cyclist have almost continuous access to a cycle path between Loughlinstown and Bray. We would welcome limited improvements through the village that would enhance opportunities for safe active travel.
4. In Shankill village, from St Anne’s roundabout to Quinn’s road, the only advantage is that the road will be slightly wider due to the CPOs which will not offer any advantage of bus lanes or cycle lanes – just a complete destruction of the village’s quaint character and its aesthetics for no gain. The buses and cyclists will not see any added advantage of speed or safety at all through this section.

5. The introduction of traffic lights instead of the two roundabouts either side of the village do not in any way address the choke points that already exist in both areas. The road layout between these two points, as stated above, have not changed so the current issues will continue.
6. The bus routes that currently stop in the village (145, 155, 45a, and the proposed successors E1, 211) should continue to do so, and the express services and Greystones buses etc should use the proposed M11/N11 Bus Priority Interim Scheme, as they will not be stopping in the village anyway – why add extra traffic to a route through its ‘choke point’.

As a resident of Woodbank, Dublin Road, the front of our estate is under a CPO with a further section under a ‘temporary acquisition order’. This area of our estate is lined with trees. Whilst the current plan seems to thankfully show that these beautiful, precious, environmentally friendly trees will remain untouched, it is hard to imagine how safe these trees, their foliage and roots, will actually be during the period of ‘temporary acquisition’. Is there a guarantee that they will remain untouched and unharmed? This is not the same thing as saying that the land will be returned to ‘its previous condition’ once the building works have been completed. New trees do not have the same environmental and aesthetic benefits as established, large trees. The original BC proposal showed that over 400 trees from Loughlinstown roundabout to Wilford roundabout were due to be destroyed by the new road layouts. This would be such a devastating destruction of the epitome of Shankill’s treelined façade.

In summary, the 5-7 minutes gained from the full bus route from Bray to the city centre cannot, in any shape or form, counteract the devastation that Shankill village would have to sustain in order for this to happen.

Sincerely,

Zoe Stephenson & Adam Wong