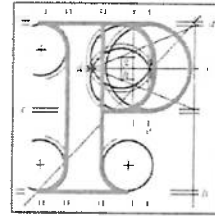


**Our Case Number:** ABP-317780-23



**An  
Bord  
Pleanála**

Chris Horn  
Askefield  
Dublin Road  
Bray  
Co. Wicklow  
A98 E8N4

**Date:** 13 October 2023

**Re:** Bray to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2023  
Bray to Dublin City Centre

Dear Sir / Madam,

An Bord Pleanála has received your letter of objection in relation to the above mentioned compulsory purchase order.

In respect of same, please note that in circumstances where:

- (i) no objections are received by the Board within the period provided for making objections, or
  - (ii) all objections made are subsequently withdrawn, or
  - (iii) all objections made relate exclusively to matters which can be dealt with by a property arbitrator
- the Board will inform the local authority as appropriate and, in such circumstances, the local authority can itself confirm the order with or without modification or refuse to confirm the order in accordance with the provisions of section 216 of the Planning and Development Act, 2000, as amended.

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 on this matter in due course.

If you have any queries in the meantime please contact the undersigned officer of the Board at [laps@pleanala.ie](mailto: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

CH02

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Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
Ríomhphost	Email	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

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

**AN BORD PLEANÁLA**  
LDG- 067 DB-23  
ABP- 317790-23  
**10 OCT 2023**  
Fee: € — Type: —  
Time: — By: Reg Post

Askefield  
Dublin Road  
Bray  
Co Wicklow  
A98 E8N4

9th October 2023

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

**Re: BusConnects Bray to City Centre Bus Corridor**  
Plot List: 1074(1).1d, 1074(2).2d

Dear Madams and Sirs,

I write to you to formally object to the current proposals to the BusConnects Bray to City Centre Bus Corridor, as affects the Dublin Road from Bray through Shankill.

As currently proposed, and unless amended, the initiative would:

- (a) Make the Dublin Road even less safe for pedestrians and cyclists
- (b) Damage the ambience of Shankill village

It would also impact my own property, by removing a line of very substantial trees.

I attach further details of my concerns, and my proposals to address them. I include a summary on page 5.

I very much look forward to your considered response.

Yours Faithfully



Chris Horn

*Preamble:*

The general objectives of the BusConnects initiative include improving the efficiency of public transport by buses, enhancing the safe infrastructure for cycling, and protecting the public realm and local communities.

The Dublin Road from Bray through Shankill is being considered as one of the many corridors for BusConnects.

*Direct personal consequence*

BusConnects proposes to temporarily and permanently acquire two strips of land on the boundary of my property at Askefield. The loss will be approximately eight metres at its widest point.

The works would substantially disrupt the ambiance of a small gatelodge at the entrance to my property, which I have made available since spring 2022 free of cost to Ukranian refugees.

Despite being a listed property, the grounds lost or damaged would include a number of substantial mature and tall trees, and an old granite wall.

My property would also lose a woodland pathway which I have carefully built, which runs parallel along the length of the boundary wall.

There are domestic animals -- horses, donkies, ponies, dogs and cats, with most of them being "rescue" animals — on the property. It would be important that the boundary would be secure against escape of any of these animals from the grounds, should the proposed works were to go ahead.

*Shankill Village*

The ambience of Shankill village would be considerably altered by the widened road layout, potentially damaging business for the retail outlets, and removing the on-street community atmosphere.

The proposals would seem contrary to a philosophy of the public realm and to encouraging key community focal points.

### *New Housing Developments*

The Dublin Road is hosting two very substantial new housing developments, (<https://www.woodbrookshankill.ie/#site-plan> and <https://lda.ie/projects/shanganagh-shankill-dublin/>), comprising of approximately 2,000 new social and mixed housing units.

The BusConnects recognises the impact of these two new developments by proposing to install a new “toucan” crossing close to each one.

I very much welcome these new crossings, since they should make pedestrian and bicycle access to and from each development and the Dublin Road safer.

### *Traffic Speed*

I believe it is vital for public safety that measures be taken to further reduce speeds on the Dublin Road.

The measures proposed in BusConnects to straighten the Dublin Road may — on the contrary — accelerate traffic fully intentionally in the name of public transport efficiency, and so make the road even more unsafe for pedestrians and cyclists.

The existing speed limit on the Dublin Road is 50 km/hr. In my experience, it is already quite usual for some motorists and even buses to exceed this limit.

I suggest reducing the speed limit to 30 km/hr, and/or introducing additional traffic calming measures such as “speed bumps” for the road.

### *Shanganagh Park and Cemetery*

The Dublin Road also has a very major public amenity in Shanganagh Park, together with Shanganagh Cemetery. The Park hosts public pitches for GAA, soccer, baseball and cricket.

Both facilities are already jointly well-served by an existing bus stop on each side of the Dublin Road. The BusConnects initiative correctly intends to retain both of these stops.

Nevertheless, the T junction into and from the Park and Cemetery is already quite dangerous for both pedestrians and cyclists. The Dublin Road is already busy, even prior to the completion of the two new housing developments. Today it can be quite

challenging to cross from the Park and Cemetery to the north bound side of the Road, for both pedestrians, and for cyclists turning right (into or from the Park).

Since one of the stated objectives of the BusConnects initiative is to enhance safe infrastructure for cycling, and since Shanganagh Park is widely used by many of the public who could be encouraged to more actively cycle (including participants in the sports facilities), I believe it absolutely essential that a new traffic-light control system be installed at the T junction. This would be in addition — not instead of — the two toucan crossings already proposed.

In the current proposals from BusConnects, there is no such traffic-light control on the T junction. Instead, apparently, both cyclists and pedestrians are expected to go a couple of hundred metres to or from the Park to cross the Dublin Road to or from the north bound direction. Bus passengers indeed are apparently expected to walk that twice that distance for the existing northbound bus stop opposite the T junction, up and down on each side of Dublin road to and from the T junction.

I strongly urge, in the interests of public safety, and to encourage cyclist access to the Park and Cemetery, that a new traffic light control system be put in place at the T junction.

#### *N11/M11 Bus Priority Scheme*

I note that the proposed N11/M11 Bus Priority Scheme <https://n11m11bpis.ie/> would remove bus traffic from the Dublin Road to instead bypass Shankill via the N11/M11. I very much welcome this. It makes considerable sense and seems entirely aligned to the objectives of BusConnects, to efficiently route buses from Bray and Greystones and beyond to the city centre, and vice versa, around Shankill rather than straight through it.

The overall impact of the N11/M11 Bus Priority Scheme would thus be to reduce the bus traffic on the Dublin Road through Shankill. The residual bus traffic would presumably be local buses to and from Bray via Shankill to Dun Laoghaire, as well as city centre connections for Shankill itself.

I would welcome the resulting reduction in overall bus traffic on the Dublin Road, in the interests of both public safety and efficient public transport.

*Summary:*

1. The Dublin Road through Shankill is already a dangerous road for pedestrians and cyclists, subject already to speeding violations
2. The proposal to "straighten" the road would deliberately serve to increase average speed on the road, making it even more dangerous for both cyclists and pedestrians.
3. I welcome the the proposals by Bus Connects for two new "toucan" crossings close to the two new major housing developments
4. I very strongly urge the installation of an additional traffic light control system at the T junction for Shanganagh Park and Cemetery, to increase safety for pedestrians and cyclists, and encourage cycling access to the Park and Cemetery.
5. I suggest consideration be given, in the interests of public safety, to reducing the speed limit on the road to 30 km/hr and to further speed calming measures
6. The N11/M11 Bus Priority Scheme should be supported, with the goal of efficient public transport to Bray and beyond for the city centre, and to reduce rather than increase the number of buses using the Dublin Road

Given the combined weight of these considerations, particularly for public safety, surely the Bus Connects proposals to straighten the Dublin Road should be reconsidered.