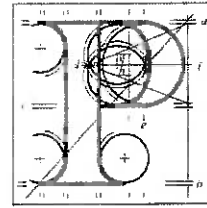


**Our Case Number:** ABP-317780-23



**An  
Bord  
Pleanála**

Stephen & Marie Hedderman  
30 Woodbank  
Shankill  
Dublin 18  
D18 T285

**Date:** 11 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 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- (ii) all objections made are subsequently withdrawn, or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.

Please be advised that those listed on the Compulsory Purchase Order schedule associated with this application are not required to pay the €50 fee associated with this case. As you are listed on the schedule, a refund of €50 will be issued to the debit/credit card used to make payment for this submission.

The Board will revert to you in due course in respect of this matter. 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.

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64 Marlborough Street  
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Stephen and Marie Hedderman

30 Woodbank,

Shankill,

Dublin 18.

D18T285

**9th October 2023**

Submission of objection to current proposals:

**An Bord Pleanála Case Number:  
317742 BusConnects Bray to City Centre Core Bus Corridor Scheme**

As a residence of Shankill, Dublin 18, I like to make a submission of objection to the current **BusConnects Bray to City Centre Core Bus Corridor Scheme**. I am extremely confident that the plans outlined will have unintended, increase of all traffic in the village and will not decrease the commute times of the buses as intended. It is my opinion that the scheme will have permanent detrimental effects on the village and there will be little or no benefits to the project for the community. I feel the proposal should be rejected and a route utilising the existing N11 / M50 route should be used for better connecting Bray to the city centre.

**Reasons for Objecting:**

I object to the Bus Connects Route 13 proposal under the following 4nr. reasons, in no particular order;

**1. Health & Safety - Risk to Life**

Adjacent to my property there are 2 primary schools, St. Annes National School and Rathmichael Primary School, both on Stonebridge Road. Every weekday, hundreds of school children walk, cycle and scooter across the road at the junction on the Dublin Road with Stonebridge Road and at other locations along this route including my own children.

The proposed widening of the road will lead to increased vehicle speeds in the area. Buses already pass through the area at an alarmingly fast pace, and it can be a frightening experience walking the kids to school along the Dublin Road as it currently stands. Widening the road to 4 lanes (2 vehicle lanes, and 2 bus lanes) will make this stretch of the Dublin Road, Loughlinstown Roundabout to Shankill village, extremely hazardous.

Increased traffic speeds in the area should not be encouraged.

The widening of the road from 2 lanes of traffic to 4 will have a major impact on parents' ability and preference to walk children to school or for day to day activities. This also has the potential to add to traffic in the area also as the vastness of the road is psychologically perceived to be a quicker route.

**2. Public Transport Strategy – lack of cycle routes**

The emphasis in the village should be increasing cycle lanes and route for residents to the main public transport arteries such as the LUAS in Cherrywood, DART in Shankill and bus via the M50/N11.

Essentially, developing the Dublin road into Shankill from Loughlinstown roundabout into a 4 lane road, lying directly parallel to the 4 lanes of the N11 road will be dangerous and detrimental to the environment. Connection of Shankill Village to Cherrywood Luas should be prioritized as a safer means of public transport.

### **3. Increased Traffic**

I start by stating that traffic in Shankill village is not currently a major problem and it's my opinion that instead of speeding up commuter traffic passing through Shankill village, the widening of the roadways through the village will only increase traffic.

Anyone who has ever drove southbound on the M50 at rush hour and turned off at Cherrywood towards Shankill will attest to the delays caused by motorists avoiding the slowdown at the M50 / N11 merge and instead bypassing through Shankill village and on to Bray or further south. The M50 / N11 merge congestion needs to be rectified as this already causes delays to traffic in Shankill and is more of a delay to buses through Shankill than the current road arrangements.

I am also against the removal of the roundabout at St. Anne's church. This proposed new junction will have a serious impact on traffic accessing Corbawn Lane. I feel the roundabout currently offers better free-flow movement of traffic from the various routes. Again, the current arrangement is currently acceptable in this location and changes to same will only be negative.

### **4. Environmental Destruction**

Part of the quality of life in Shankill is down to the greenery in the village environs. The Old Dublin Road benefits from numerous mature trees which are proposed to be cut down.

They are not just beautiful, but they assist with:

- Reducing CO2
- Assisting of natural drainage with the absorption of rainwater
- Sound pollution absorption
- Creating Wildlife refuges (nest & food for fauna etc)

And not only the removal of trees but also grass verges and shrubbery will be removed with the proposal and this will also have similar negative impacts.

Previously, when this Bus Connects route was initially publicized, there was a local incentive to place red ribbons on the trees which will be removed as part of the current Bus Connects proposals and in my opinion it's clear to see what a negative effect this will have.

As a society, we favour knocking down trees which have been growing for decades on sites. This is extremely short sighted and will have long term negative effects on our planet.

### **Positive Comments & Suggestions:**

#### **1. M50 & N11 merge:**

The free flow of commuter traffic on the M50 & N11 merge should be prioritized locally to minimise bottlenecks, and thus discourage traffic from entering Shankill village and other smaller routes.

#### **2. Loughlinstown roundabout:**

I welcome improvements to the current layout to Loughlinstown roundabout, notably the proposal for a dedicated slip lane for buses traveling southbound towards Shankill village

**3. Bray Roundabout:**

I also welcome improvements to current layout to Bray roundabout, ie, a separation of buses and vehicles to this junction and the free flow of buses through this junction should be encouraged. The improvement of the current road condition and addition of a dedicated bus lane to the Dublin Road heading southbound past the roundabout into Bray town is also greatly encouraged.

**Conclusion:**

I appreciate the opportunity to make this submission on the proposed Bus Connects Route. I trust my concerns will be considered and I am hopeful that changes will be made to the current proposal as I believe that the impacts of the current scheme will be devastating to my community and that the cost and negative impact will far outweigh the positives that the scheme will provide.

Any comments please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Stephen Hedderman', written in a cursive style.

Stephen Hedderman