



Pre Draft Bray LAP Submission - Report

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| Who are you: | Private Individual |
| Name: | Sarah O Dowd |
| Reference: | BRAYLAP-091816 |
| Submission Made | December 18, 2024 9:21 AM |

Topic

Infrastructure - Sustainable Movement – Transportation

Submission

See attachment.

Greater number and quality of Cycling & Pedestrian links to Bray Main Street and connection to the local area

I respectfully submit that a greater emphasis is placed on the quality and linkages of Cycle Routes linking Bray Main Street to the wider town. The design and planning should focus on Family & Child safety and incentives / promotes more safe school journeys using cycle lanes. This is all with the aim to address the need of a large population of the local community and would enhance their quality of life. It may also have far reaching positive consequences to the overall town centre area, including commercial.

Ministerial Guidelines, chapter 5 (extracts):

Good-quality local area plans will, first and foremost, focus on the needs of local communities.

Encourage smarter travel patterns through more compact, less sprawling, and better structured urban areas and facilitating more sustainable and healthier travel habits such as walking, cycling, and the use of public transport; and

Deliver high-quality urban design that improves people's quality of life

Focus on identifying and meeting the needs of communities rather than development for development's sake;

Given the sheer quantum of schools (consisting of c. 1,200 pupils between the 3 primary schools at Vevay road alone) in Bray town centre, there lies a challenge and opportunity to enhance active travel links to increase the number of active travel trips (particularly cycling) to create a more sustainable, and pleasant environment around local trips.

[REDACTED]. I observe that the drop off, which is mainly done by cars, is chaotic. Residents either cannot avail of appropriate public transport options or do not consider the current active travel measures as appropriate for their risk profile. Risk should have nothing to do with it, but sadly it has, at the moment.

The parents association of the school, in a recent meeting, highlighted the lack of travel using bikes and would like to promote this as an option. The school advises on the traffic challenges experienced by themselves and the wider community daily.

We are residents of Dargle area / Little Bray with young children. We have a e-bike (cargo) for our "local" (Bray) trips, which include school runs and social/community trips.

However, our ability to do this has been restricted by the level and quality of active travel road networks.

Many residents have commented that they feel unsafe cycling on our route (along Upper Dargle Road / Castle Street / Main Street) due to car quantum, proximity, layouts and the “unconnected nature” of cycle lanes. I am reluctant to cycle with the kids owing to this, but I do not want to take the car either as I do not want to add to the congestion in the town centre. We want to cycle our kids to school and would like them to cycle once they are old enough. The current environment is not conducive to this.

It is also worth highlighting that we have discussed similar issues with certain residents of Sea Gardens, which is disappointing as it this development has been recently planned and constructed. In their case, they are new to the area and do not own a car, but may need to, due to their concerns regarding quality and safety of local links, especially when travelling with a child.

My view is that currently, connections on Castle Street and Main Street, are not constructed and prioritised in a way that encourages sustainable transport.

As an example:

Due to a loading bay at the Florence Centre (permitted to be used during rush hour) and well-intentioned bollards, the section of bike lane from Quinsbrough road to Florence Road is rendered obsolete and irrelevant. This means cyclists must use the carriageway from the shared lights at Quinsborough / Herbert junction. I can see how this also frustrates drivers who perceive that they are being “held up” by cyclists.

There is no bike lane in the opposite direction and no established alternative way provided to cyclists to return their journey on Bray Main Street going north.

I understand that the standards set out need to be made within the context of competing needs and physical constraints. However, I would expect that the compromises currently made in the delivery of the Catle Street, Main Street and linked cycle infrastructure has impacted its use and potential to a detrimental effect.

Given that national and county wide policy is to promote alternative means of transport along with design standards, I request that this give priority in the LAP with view to encourage local cycle and pedestrian journeys, in particular safe and accessible school trips for Families and children.

[File](#)

SOD Submission - better cycling infrastructure 18.12.24.pdf, 0.06MB

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Kind Regards,

Sarah O Dowd