

Bray bridge 1856 and environs upgrade

The upgrade is necessary with the imminent bus connect project which basically terminates at the base of the bridge and hands over to W C C at the completion.

BRG envisages two side bridges, each to have segregation for pedestrians and cyclists fundamentally leaving the bridge in a two lanes up and one lane down state. Clifton Scannel and Emerson advised this albeit in a truncated version in their traffic management plan for Bray in 2002

Realignment at the old courthouse 1841

- Demolition of the two semi derelict structures which were built in the late fifties and which do not perform any buttressing function for the courthouse. This will allow a bus lane up to the Royal hotel and could, with stepped white lines and traffic lights management for regular traffic, prioritise bus fluidity
- Repositioning of the Thompson monument and the stepped area by a matter of 3 to 5 metres.

BRG would also envisage a one way up route on the Seapoint road hill onto the Seapoint road and Galtrim Park T junction meeting a two way Seapoint road westwards. It may be judged to warrant a reimagining of the bridge and road corner or not.

CLIFFTON SEANNELL EMERSON 2002

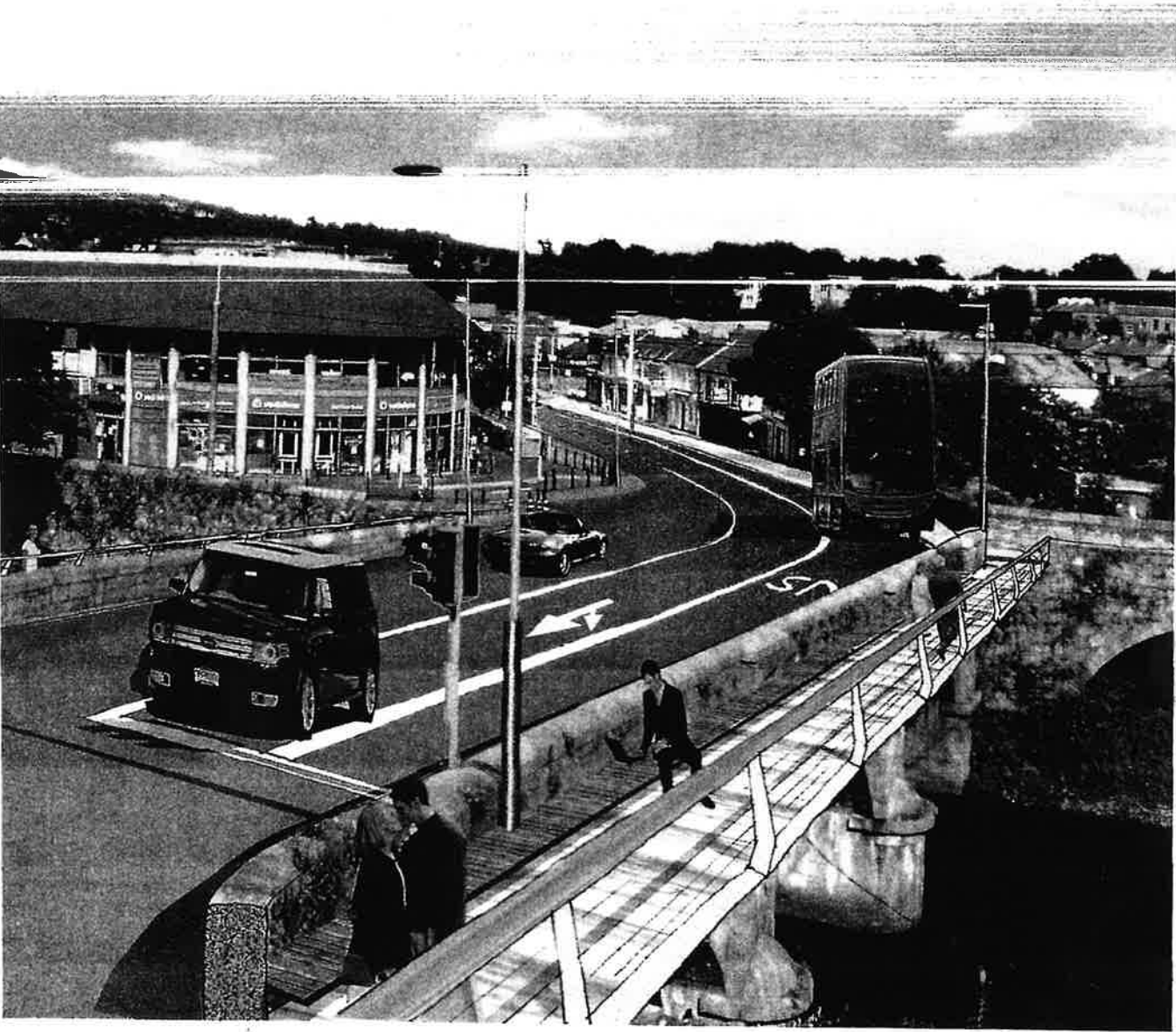
COPY 1

QUERY - NOT ENOUGH SPACE FOR CYCLISTS
- ONE WAY ONLY?

NEED: 2 X 2 SEPARATED "BRIDGES"
LEAVE FREE FOR 2 LANES UP + 1 DOWN.

N 1

VISUALIZATION



Bus Connect project and bus lanes provision and meterage thereof:

BRG enclose a map with the existing lanes and planned Wilford to Bray bridge lanes marked.

The map shows the possibility of a large amount of extra bus lane meterage:

- On the Vevay hill/Church road/Killarney road proposed one way system
- On the Vevay road at/near Newcourt school to the Wilton roundabout
- On the S C R at or near Killruddery
- Between the SuperValu r/a and Woodies r/a increasing the existing lane here. This is on the industrial or service units side of the S C R
- Along the Killarney road between Kilbride Lane and Avondale park area

BRG estimates that about twice the amount of lane meterage to that amount already planned can be realised with resultant bus fluidity and punctuality.

BRG is at ease with the bus connect segment: Wilford to Bray bridge
However in a submission to An Bord Pleanala we wanted:

- The retention of the Wilford r/a with signalisation and the earmarked eastern spur road rather than a signalised T junction or full scale intersection (in time).
- Four additional roundabouts between Wilford and the base of Bray bridge . BRG is convinced re the efficiency and ensuing traffic fluidity. Please see separate paragraph re the provision of roundabouts throughout Bray.

Shankill

Dedicated Bus Lanes

Shanganagh

Woodbrook (2)

Woodbrook (1)



Wilford Roundabout

Old Conna

Old Conna Avenue

Schools

LIDL

SuperValu

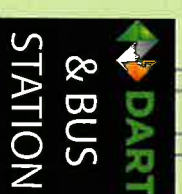
Castle Street

Quinsborough Road

Dargle River

Irish Sea

Dargle River



Florence Road

Novara Avenue

Dedicated bus lanes
Colour. Indicates.
Green. Present Or
Bus connect project
Planned.
Pink. Potential future
Meterage,

Ardmore
Area

Ballywaltrim

Killarney Road

Boghall Road

Church Road

Putland Road

Vevey Road

Vevey Hill

SuperValu

Southern Cross Road

To
Greystones

SCR

LUAS extension from Cherrywood to Bray

BRG refers to the BRAY AND ENVIRONS TRANSPORT STUDY for the NTA, WCC, DLLRCC, and TRANSPORT INFRASTRUCTURE IRELAND 2019.

BRG also refer to the presentation of the then Minister of the Environment Dick Roche and Chair of CIE Mr. Lynch in 2007 re the delivery of LUAS to Bray town centre. Page three item 2. LUAS/DART/MAINLINE / BUS interchange at Bray station.

BRG envisages the LUAS coming to the sidings adjacent to the Carlisle grounds .

It could then proceed through the private road at Duncairn Terrace and stop at Tesco express or proceed up Quinsboro to a Dunnes stores stop. A modification to the latter would be a further extension from the Dunnes stores stop along Galtrim Park and stopping short of the T junction on Seapoint road and Galtrim park.

A segregated bridge here for pedestrians across the Dargle river, the 10/10 catchment area being Little Bray and the high hundreds of residents in Sea gardens.

NEW ONE WAY SYSTEMS

The main purpose for proposing a comprehensive one way system for the area south of the Dargle River is to create road space for sustainable transport modes ,specifically bus and cycle lanes and Wider footpaths . This approach is in line with current perspectives on how to develop viable alternatives for car use

National policies on active travel and the funding available for such projects can make this a viable proposal

The one way system will also improve traffic flow

The proposed road to be made one way include

Seapoint road

One way eastwards from the intersection with Main Street to the intersection with Seymour road

This will allow a flow of southbound traffic to divert from entering s the town centre and will also alleviate pressure on the Quinsboro Road . Taking away the westward flow of traffic reduces the need for traffic management to allow entry into the Main Street which could include removal of traffic lights where there is only a right turn out of the Main Street into Seapoint Road and a right turn out of the Maltings into the Main Street

THE VEVAY HILL,CHURCH ROAS AND A SECTION OF KILLARNEY ROAD

One of the traffic hot spots in Bray is where the Killarney road and the Vevay road converges with the Main Street

To improve the flow, it is proposed that a one way system flows from the start of the Vevay road up the Vevay Hill southwards to the intersection with Church road . Church Road becomes a one way flowing east to west . Killarney Road becomes a one way from the intersection with Church Road and King Edward Road to the Main Street flowing northwards

The effect will be a triangle of one way roads that circulates the traffic and takes away the pressure on the intersection in front of the Town Hall .

Less static traffic means less particulates on the Vevay Hill (3 schools)

Vevay Hill rd / Church rd/ Killarney rd - One way system

BRG enclose a map to illustrate same.

Clifton Scannel and Emerson advised this in their report of 2002 albeit in a truncated version of Killarney road

This system will increase traffic fluidity, facilitate the dropping off at the Schools on Vevay hill. Allowing two lanes on Vevay hill, Church rd and Killarney rd for dedicated bus and regular traffic. It anticipates the hundreds of units of housing on the old FCA site on Church road.

This major pay off from this is that it increases the dedicated bus lane meterage in that area and that of the Main Street by a factor of 17 !

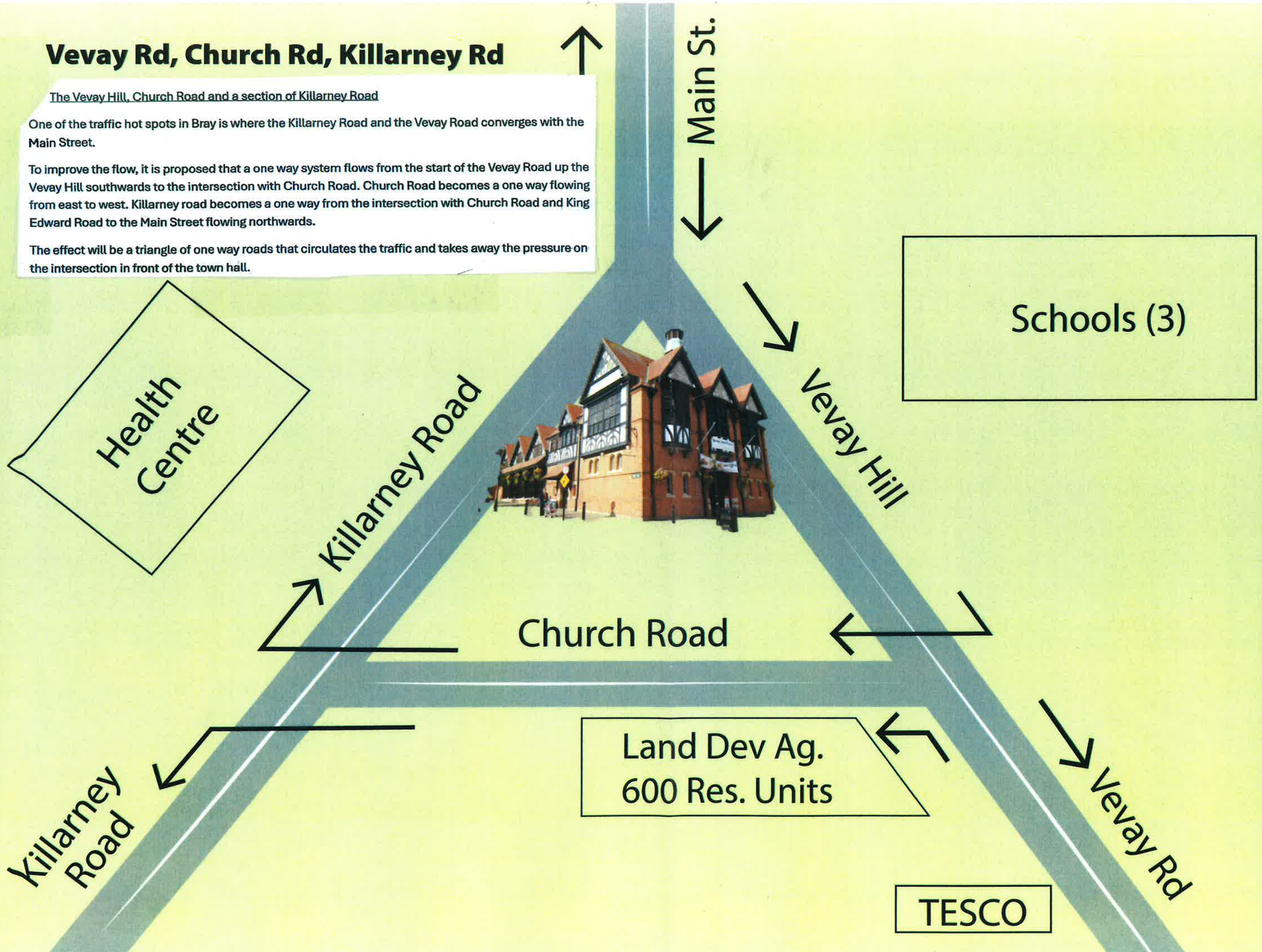
Vevay Rd, Church Rd, Killarney Rd

The Vevay Hill, Church Road and a section of Killarney Road

One of the traffic hot spots in Bray is where the Killarney Road and the Vevay Road converges with the Main Street.

To improve the flow, it is proposed that a one way system flows from the start of the Vevay Road up the Vevay Hill southwards to the intersection with Church Road. Church Road becomes a one way flowing from east to west. Killarney road becomes a one way from the intersection with Church Road and King Edward Road to the Main Street flowing northwards.

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Other traffic management operational details

- Pedestrian crossings
- Speed limits 30 kph/35 kph /40 kph
- Delivery schedules and bays with max time allowance clearly marked
- Rubbish bin collections rationalisation
- Disability bays
- Taxi ranks
- Yellow boxes and lines
- Signage
- Cycle lanes
- Scooter usage management
- Top of the range traffic lights
- Chevrons

PROPOSALS FOR SOUTH OF THE DARGLE RIVER

CONTEXT

As mentioned in the previous section, the Bus Connects developments at present will end at the Bray Bridge. This leaves the current traffic congestion especially on the Main Street unattended. Retailers are well aware that the level of traffic flowing through the town centre is detrimental for business as it makes it an unpleasant option for shoppers to come into town.

Retailers are also aware that there is not a solution for the congestion on the Main Street unless a few interventions will take place namely:

1. Diverting 'through traffic' away from the Main Street.
2. Developing viable transportation alternatives to car use for shoppers wanting to use the town centre as their shopping destination.
3. Making the town centre more people-centred and attractive as a shopping and services destination, i.e. more walkable and safe.

What has been identified as the major source of congestion is that vehicle traffic (i.e. cars, buses, delivery trucks etc.) use the Main Street as their preferred route to cross the town and specifically the Dargle River. The alternative routes (e.g. the Southern Cross Road, Boghall/Killarney Road) appear to not divert sufficient through traffic especially northbound traffic.

If congestion was just a peak hour problem (an hour in the morning and an hour in the afternoon), then the situation will be manageable, however in recent years it is not the case anymore with 6 to 9 hours of daily peak traffic. With all the new welcomed housing developments (i.e. more and more cars) this situation will regress further and will not resolve itself without significant interventions.

PROPOSED INTERVENTIONS

The BRG proposes that four interventions (and not excluding any other suggestions) be considered, namely:

1. New one way systems
 2. New roundabouts
 3. Additional bridges across the Dargle River
 4. A new high frequency Bray town commuter bus service
-

PROPOSED NEW ROADS

The main reason for the proposed new roads is to dilute the volume of traffic on the main arterial road, the Dublin//Castle; by diverting traffic using a bypass to existing estates that connects with new developments to form a grid as well as with the proposed transport hub at Bray train station.

Bypass road from Wilford r/a to Bray harbour/Bray train station :

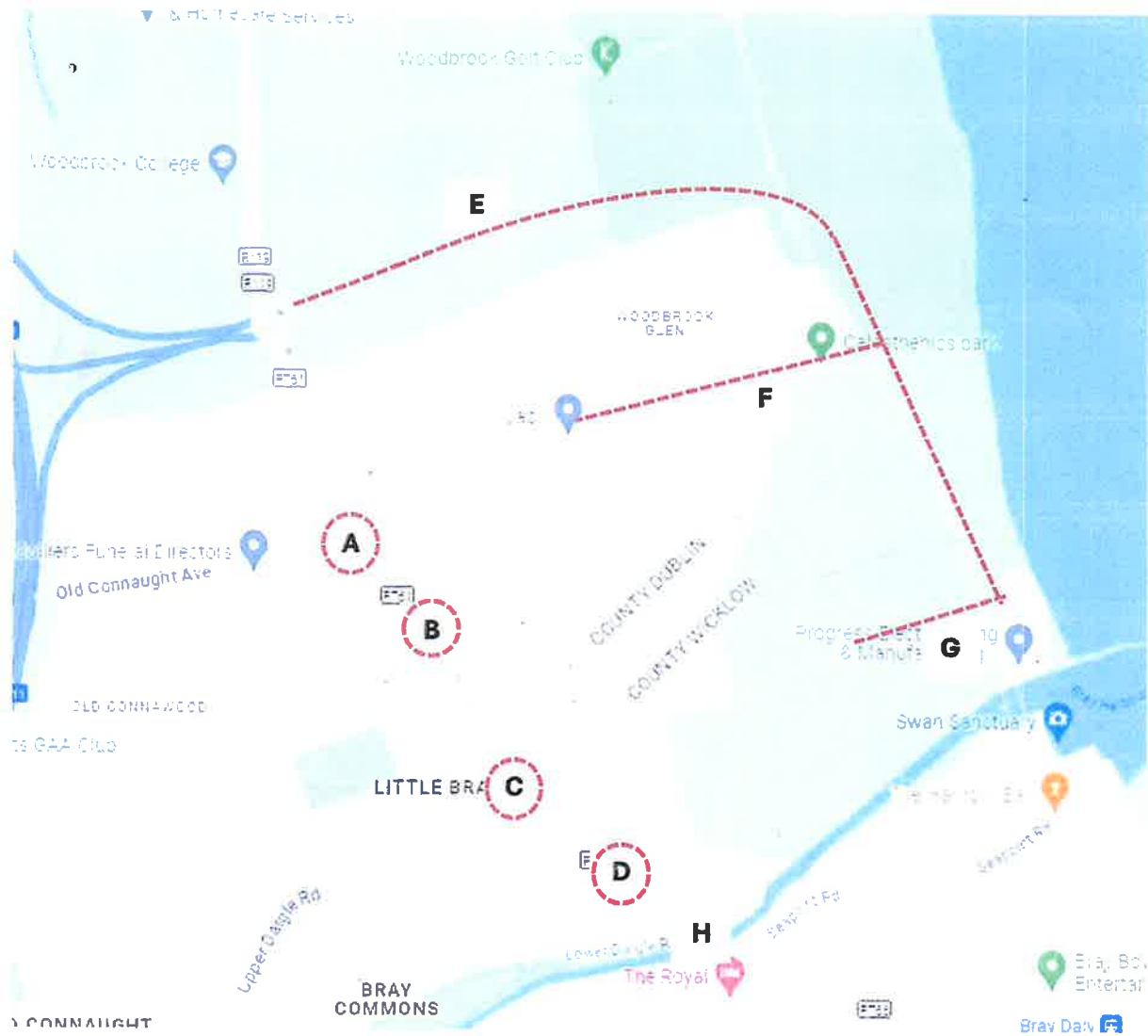
A new road starting at the Wilford r/a on the southern border of the Woodbrook Golf Club that crosses the rail tracks and then will run parallel with the tracks southwards to link up with the Harbour Road, will create an effective bypass for many motorists who currently have no alternative but to use the Dublin road to get to any place on the northern side of Bray

Link road to Corke Abbey Avenue

A new road that links the new Bypass road to Corke Abbey Avenue north of the Jabil factory. This will allow the establishment of a grid where traffic can dissipate in multiple directions which is key to self-manage traffic volumes (i.e. motorists make their own decisions which path to take leading to less herding on the main arterial road)

Link road to Sea Gardens

A new link road will reduce the dependence that new residents in Sea Gardens have on only one access road to the Dublin road . It will create a grid effect with multiple entry points .



Roundabouts in Bray (please refer to enclosed map)

B R G would like to envisage the following:

- Wilford r/a. Keep as is but signalised
- A r/a at Old Conna intersection with Corke Abbey
- A r/a at Industrial Yarns which would service the the schools road (realignment) and the Lidl supermarket
- A r/a at SuperValu / Dwyer park
- A r/a at or near the base of the Bray bridge 1856 should the topographical constraints allow
- A r/a at Tesco corner ,Charnwood and Sans souci
- A r/a at the Vevay church and Putland road T junction
- A r/a at Vevay rd/Greystone road and Boghall road T junction
- A r/a at the mid section of Boghall road (please see proposal re a shuttle bus service
- A r/a at the Boghall road and Killarney road/Ballywaltrim T junction (see note)
- A r/a at the Kilbride lane and Killarney road/Ballywaltrim T junction (see note)

Note: An elongated double r/a may be more applicable in this heavily congested are.

Bray has 10 roundabouts at present.

Greystones has 16 and likely to rise to 20/24 with Charlesland developments.

France has 5000 at 2021.

Roundabouts are a known capability for traffic movement if planned in the right manner.

Roundabouts work.

Left hand turnings

If and when roundabouts are introduced, an opportunity arises to direct vehicle owners to the nearest roundabout on a left hand basis, for traffic movement and hold up avoidance which in turn reduces emissions

Examples

- Exiting traffic from Beech road turn left to Old Conna roundabout
- From Dublin road petrol station turn left to new r/a at Lidl/schools road
- Upper Dargle road turn left and negotiate the r/a at Lidl/schools road and straight on or turn around the r/a for the town centre
- Malting traffic turn left to r/a at base of bridge
- King Edward road turn left and negotiate at the town hall area
- Loreto users turn left and negotiate at the Vevay rd and Putland r/a
- Newcourt road users turn left to negotiate the Boghall/Greystones/Vevay roads r/a

ROUTE 1 / ROUNDBABOUTS



Shankill Church

Shanganagh

Woodbrook (2)

Woodbrook (1)



Wilford Roundabout

Old Conna L.A.P.
2000 Res. Units

Old Conna Roundabout

Corke Abbey

Schools

LIDL

SuperValu Roundabout

Lower Dargle Road Roundabout

Sea Garden

Dargle River

Quinsborough Road

Dargle River

Florence Road



Charnwood

TESCO

Sans Souci Woods

Putland Road
(Church)

Boghall Road

Kilbride Lane (Rd)

LIDL

Ballywaltrim

SCR

Southern Cross Road

Southern Cross Road

Briar Wood

Shuttle Bus Service for Bray and Dublin Road.

BRG would like this included in the LAP for ongoing consideration. BRG includes two maps and refers to the paragraph on the roundabouts which indicate a modification of the SuperValu r/a and a new roundabout at middle of Boghall road to allow a viable bus turning circle. By having a pick up for passengers at this point it brings the entire area into play thus potentially satisfying the mantra of ten minutes availability and ten minutes walkability.

Why a shuttle bus service?

- Bray is severely choked with traffic. It basically is congested over eight hours of a sixteen hour working day. Heavy congestion mean particulates and health issues for and in major parts of the town particularly in the schools areas.
- Less car usage
- Brings a lots of different usages into play, work places, CBD, recreational facilities

BRG envisages liaison with potential service providers local, national and EU with a view to a ten minute service at peak time etc etc. Siemens are active in the U K and the EU and the Tokyo Rail company has taken over the running of the new Elizabeth line in London.

Shuttle bus service route 1

- Depart station and along Florence road with a left hand turn into main st.
- Proceed up Main st and up Vevay hill with a right hand turn into Church rd.
- Along Church rd and a left hand turn into Killarney rd in the Ballywaltrim direction
- Along the Killarney rd with a sharp turn left turn to Woodies roundabout
- Along the S C R to a modified SuperValu r/a along the link road to a new roundabout on Boghall road (middle of)
- A 360 degree turnaround at this r/a leading back to SuperValu r/a
- A left hand turn into S C R and along to Wilton r/a
- Along Vevay rd until Church road and thence a left hand turn
- Along Church road and a right hand turn into K road
- Along M st and down to the Royal hotel corner
- Right hand turn into Quinsboro rd and into station plaza
- Back up along Florence rd with a right hand turn into Main st
- Along Castle st
- Along Dublin rd with a turnaround at the Shanganagh residential development
- Stop and turn round for Bray
- Along D rd
- Along C st
- Up the bridge and left hand turn into Q rd
- Then to station plaza

Repeat

Shuttle bus service route 2

- Depart station plaza and along Florence rd with a left hand turn onto Main st.
- Along up Vevay hill and along the Vevay road to the Wilton roundabout
- A right hand turn into the S C R and along the S C R to a modified Supervalu r/a
- Along the link road to the new Boghall road (middle of) roundabout
- A 360 degree turnaround at this r/a leading back along to the link rd to the SuperValu r/a
- A right hand turn into the S C R and along to Woodies r/a
- With a return to Killarney road and all along the K rd to join with the Main st.
- Along to the Royal corner and a right hand turn into Q rd a and into plaza
- Back up along Florence rd and a right hand turn into Main st.
- Along Main st. into Castle st and along into Dublin rd until Shanganagh development
- Stop and turn round for Bray
- Along Dublin rd
- Along Castle st
- Over the bridge and into Quinsboro rd
- Then to station plaza
- Repeat.

ROUTE 1 / ROUNDBABOUTS



Shankill Church

Shanganagh

Woodbrook (2)

Woodbrook (1)

NEW
DART
STATION

Wilford Roundabout

Old Conna Roundabout

Old Conna L.A.P.
2000 Res. Units

Corke Abbey
Schools

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SuperValu Roundabout

Lower Dargle Road Roundabout

Sea Garden

Dargle River

Quinsborough Road

Dargle River

Florence Road

NEW
DART
& BUS
STATION



Charnwood

TESCO

Sans Souci Woods

Putland Road
(Church)

Boghall Road

Kilbride Lane (Rd)

LIDL

Ballywaltrim

SCR

Southern Cross Road

Southern Cross Road

Briar Wood

ROUTE 2



Shankill Church

Shanganagh

Woodbrook (2)

Woodbrook (1)

NEW
DART
STATION

Wilford Roundabout

Dargle River

Quinsborough Road

Dargle River

NEW
DART
& BUS
STATION

Florence Road

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Putland Road

Boghall Road

SCR

Southern Cross Road



VISION FOR BRAY

1 Visioning process

Vision is ultra important and while it can be denigrated as "soft and fuzzy" it can uncover identification with the town in general but also uncover the emotional attachment, economic and fiscal reasons for a walkable, permeable urbanity -creating in essence a destination focus, critical mass identity and great reasons to live in the locality

2 A bold strategic plan for Bray is required to cover the following:

Appointment of a Boundary Commission for the redrawing of boundaries to consolidate Bray Town which will in the next 10 to 20 years become a city

Retail sector. Improvement of the streetscape and appearance of shops in the town centre. A living over the shop incentive scheme. LOTS.

Implement a shopfront improvement scheme and shopfront design guidelines

Services sector

Hospitality sector

Arts and Entertainment

Community supports and Endeavours

Priorities

Compact development

Placemaking

Is a multifaceted approach to the planning, design and ongoing management of public places .it can capitalise and enhance local communities, assets, inspire and potentialise with the intention of creating public spaces, quality spaces made desirable for people to live, work and recreate/learn. An approach with community led improvements to public spaces and animation of activities

Means to an end. The end being the creation of QUALITY PLACE .

Objectives

Expanding the Herbert road/Church car park behind the R C church for a future Bray City
Better connectivity for Bray town centre

Bus connects

LUAS extension to bray town centre

Road improvements: roundabouts

Road improvements: one way system

New bridges

Modification of Bray bridge (two lanes up and one down)

Shuttle bus services (with potential for driverless buses as trialing in the U.K.

Underpass tunnel. With twice the number of DART services and the LUAS in time consideration of a underpass is well nigh ,

Context

Traffic management plans and reports since 1991

1. Mc Carthy Acer. 1991
2. T P I 1997 mainly S C R related yet part of Bray's problems
3. Brady Shipman Martin 1999
4. Faber Maunsell now Aecom LUTS study 2001
5. Clifton Scannell and Emerson 2002
6. Bray and Environs Transport Study April 2019 -National Transport Authority,WCC, DLRCC and TII Ireland

BRG enclose screen shots from Google indicating varying levels of congestion and traffic movement.

BRG list the pinch points:

- 07.30 - 10.00. =. 2.50 hours. Schools plus general traffic
- 12.30 - 14.00. =. .50 hours. Schools plus general traffic
- 14.30 - 15.30. = 1.00 hour. Schools plus general traffic
- 16.00 - 19.00. =. 3.00 hours. Evening rush

This equates to an 8 hour severe congestion period in a 16 hour working day.

L A P 2025 2030


DEAR SIR/MADAM

SUBMISSION OF BRAY RETAILERS GROUP (BRG)

IR DRAWS ON THE CONCERNS, VIEWS, AND ASPIRATIONS AS GARNERED OVER TIME
FROM COLLEAGUE RETAILERS .

MICHAEL BANNON. BANNONS. MAIN STREET BRAY (CHAIRPERSON)

LIAM MC GARRY % 19 MAIN STREET BRAY (SECTY.)

A handwritten signature in dark ink, appearing to read 'Liam McGarry', is written over the printed name.

LIAMMC GARRY 99 @GMAIL .COM FOR CORRESPONDENCE.

Context for development of Bray Town Centre

Bray town centre was considered to be off centre, but new developments of Sea Gardens, Heitons, Woodbrook 1, Shanganagh, Woodbrook 2 along with the 2000 Units in Old Conna LAP render the Bray CBD bang in the middle with the Main street as the real centre.

National policy of Compact Development as per National Development pertains to Bray. In a radius of 15 minutes walkability to the centre is a population estimation of above 30000. When public transport is included and a proposed new shuttle bus service is included the a pop. of above 50000 could use Bray town centre as a preferred shopping destination.

E M R A in its Dublin Metropolitan Strategy us designated Bray, Swords, and Maynooth as the three major growth towns in the region