



# Pre Draft Bray LAP Submission - Report

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## Topic

### Regeneration of Communities & Places - Healthy Placemaking - Urban Design - Opportunity Sites in Arklow Submission

LAP should reflect compact settlement guidelines in relation to SPPR3 and SPPR4, minimising car parking in the Bray Area in order to drive modal change.

All developments should prioritise pedestrian/cyclists and encourage these modes by providing high quality cycle parking and layouts including continuous footpaths across entrances.

Public Realm enhancements:

Around McDonalds

Main Street

Novara Ave

Florence Road

All of the above areas are heavily congested by cars at peak times and are hostile areas for all other users.

Measures should be included to discourage vehicular traffic in lieu of other modes.

The Harbour Area is badly in need of upgrade works.

There are a number of privately owned sites that should be developed including Anvil, Heiton Buckleys, former Everest site.

## Topic

### Infrastructure - Sustainable Movement – Transportation

#### Submission

Too many cars at peak time. The town is choked with private vehicle traffic. This could be addressed by proper connected cycle/pedestrian infrastructure making it safe for users to use alternative modes by reducing peak time journeys and through traffic on the main street.

Cycle tracks required with reduction in on-street car parking which is obstructing carriageways and emergency access on Novara Ave, Florence Road, Killarney Road, Vevay Road.

Reallocate footpath space.

The local area plan should include an objective that all vehicular entrances/junctions are to be constructed as continuous footpaths in accordance with DMURS advice note 6.

Currently no save cycle routes to shankill, greystones, main street to southern cross/boghall area.

30kmh roads need to be narrowed to create a self regulating environment and reduce speeds, especially roads like Putland.

Southern Cross Road need a complete re-allocation to pedestrians/cyclist as there is currently a 1m footpath on each side which is substandard.

Albert Avenue re-design should continue from Galtrim/Adelaide Road junction, all the way to the seafront.

Currently buses are illegally driving up a one-way street the wrong way to access the depot. This should be formalised and the carriageway narrowed to improve access and provide safe access for pedestrians.

Estates across Bray have been built "back to back" with no access through and very poor permeability. Where these areas are taken in charge they should be opened up in order to give residents a chance to travel by sustainable modes and reduce vehicular trips. Giltspur Wood, Giltspur Brook, Charnwood, Wheatfield etc.

Restoration of cliff walk access should be included as an objective.

## File

Bray MD LAP Submission.docx, 1.12MB

## **Transport Objectives**

The map should be updated to take into account the provisions of the GDA cycle network and an objective included to work with the NTA to achieve these links.

Bray is currently effectively cut off from other towns for non-motorists. To the north is the Wilford Roundabout which is unsafe for cyclists and has inadequate pedestrian facility.

To the south, the R761 is hazardous for cyclists and has sub-standard pedestrian facilities. Noting that busconnects will positively impact the north of the town, an objective should be included to provide a continuous connection to Windgates at least, and further to Greystones. The road should be narrowed and reduced to 60km/h.

Currently there is no safe route for cyclists to travel from the Main Street to Boghall Road/Southern Cross Road and Shoreline. An objective should be included to provide for this.

A specific objective should be included in relation to the area of the Swan River Greenway or permeability in this area. The estates are taken in charge and are built back to back resulting in very poor permeability and reliance on private cars.

The cycle lane on the Vevay Road at Vevay Crescent should be re-done, as it should have been place on the up-gradient direction. The current layout is hazardous and requires cyclists to give up their position on the road and yield to get back on it, in front of parked cars who may open their doors in front of cyclists. This area is no 30km/h and should be re-designed to limit speeds.



Plans for sustainable transport provision should emphasise the requirement for coherent links to destinations. Uptake will be low if the facilities are piecemeal.

Putland Road width is now 30kmh and should be reduced to 5.5m in width, with improved pedestrian, cyclist and landscaping to be introduced. This would greatly improve the quality of life for residents at this location and improve road safety.

The double recently added double yellow lines will only serve to increase speeds as on-street parking would likely have reduce speeds somewhat.

Putland Road should be connected to the beach for cyclists, with a continuation of the contra flow cycle lane from Meath Road to the Beach.

### **Bray Main Street – Traffic & Place Making**

Bray Main street is currently choked with vehicular traffic at peak times. It is a hostile and sometimes dangerous environment for pedestrians and shoppers and the congestion is damaging the town, its businesses and the people who live in it.

This can be said especially for Florence Road, Novara Avenue and also Seapoint Road.

People who wish to travel around Bray safely by other modes (including walking) have not been adequately catered for, and as a result, the uptake of active travel remains low.

Both Novara Avenue and Florence Road are obstructed by the amount of on-street parking resulting in one functional lane on Florence Road and barely two on Novara Road, despite the provision of 250 spaces in Bray Central, approximately 200 spaces in Herbert Road Car Park and a further 40 spaces adjacent to the Mermaid Theatre.

Either Novara Avenue or Florence Road would benefit greatly from active travel facilities which would link the Main street to the DART station plaza and Beach area. People are currently too scared to travel by bike as the layouts are so dangerous. Footpath layouts are also inferior width, and cars and delivery dr

The installation of Bollards in the mandatory cycle lane have drastically improved the situation for non-vehicular traffic. However, north bound non-vehicular traffic cannot get down the main street at peak times due to the mostly through traffic. And private vehicle use is still causing damage and injury to pedestrians and cyclists.

A number of objectives should be included in relation to the main street area layout as follows:

- Quantify volume and nature of users by way of traffic survey. This will likely show that most traffic is through traffic and therefore of no value to the local business/area.
- Re-assign road space on the main street to prioritise pedestrians, cyclists and buses, so as improve their use for these users and discourage through traffic.
- Investigate ways to restrict loading at peak times to reduce obstructions.
- Acknowledge and put in place a design for the front of St. Patrick's/Cronan's/Gaelscoil Uí Cheadaigh which incorporates safe routes to schools. There are currently no significant measures to make routes safe for pedestrians/cyclists and people are getting injured as a result. The

continuation of the south bound protected cycle lane could now be facilitate with the removal of just two on-street car parking spaces. The carriageway is 9m at this location with just two lanes for vehicles.

- Provision of 2 way cycle track from Main street to Beach/DART station area on Novara/Florence or Seapoint Road.
- Implementation of self regulating measures on all town streets that are no 30kmh. Build outs, horizontal deflections etc in accordance with DMURS. Junction tightengings and improved pedestrian priority measures.
- All works to existing and new junctions entrances should now be constructed with continuous footpaths in accordance with DMURS Advice Note 6.
- A program to improve and tighten junctions should be put in place via an LAP objective across the whole town.
- Around the town hall/McDonalds, close the vehicular shortcut through and the right turn lane from Kilarney Road, and re-assign resulting space to sustainable travel modes.
- A cycle lane should be put in place on Killarney Road with as the carriageway is a generous 10.3m in width, with no cyclist facilities until Rosslyn.
- Consideration of filtered permeability or a Bus Gate on the Main street. This would also improve air quality within the town.

### **Sustainable Transport Bridge**

The design of the bridge should be revised to acknowledge the hazards posed to the swan population as this concern wasn't taken seriously in the design. A single span simple box girder bridge could be a solution, rather than the proposed suspension arrangement.

A specific objective on the delivery and redesign of this bridge should be included.

### **Cycle Facilities**

An objective should be included to provide cycle facilities in accordance with the Cycle Design Manual, including cycle parking to service the Main street as there is very little in place currently.

Maps should include proposed cycle tracks and routes across the town with objectives to deliver these routes.