



Pre Draft Bray LAP Submission - Report

Who are you:	Group
Name:	Bray Head Residents' Association (BHRA)
Reference:	BRAYLAP-173046
Submission Made	December 17, 2024 5:39 PM

Topic

Infrastructure - Sustainable Movement – Transportation

Submission

As part of the Alliance of Bray Residents, BHRA fully supports the submission made by the Alliance. In addition, we have specific sustainable movement and transportation of our own, covered in the letter uploaded with this response.

File

Bray Head Res Assn submission on Bray LAP 2025-31.pdf, 0.17MB

Bray Head Residents' Association



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17 December 2024

TO:
Bray MD LAP
Planning Department
Wicklow County Council

(via [Consultation Portal](#))

I refer to the public consultation on the preparation of the Bray MD Local Area Plan 2025-2031.

I am writing on behalf of Bray Head Residents' Association (BHRA) which represents residents who live on Newcourt Road & Avenue, Raheen Park & Lawn, Cuala Road & Grove, Grosvenor Park & Avenue, Edward Road and Camaderry Road. There are about 325 houses in the area we represent.

In the context of the question posed in the Pre-Draft Consultation booklet, *What are the key transport and movement issues affecting residents, workers and visitors?*, the key issue affecting our residents is the use of the roads in our area as a rat-run for traffic between the DART Station/ Seafront/ Town Centre and the Southern Cross/ Vevay Road. This traffic principally uses Newcourt Road, and Cuala or Edward Roads. These roads are primarily residential (outside school drop-off and pick-up times) and their narrowness, sightlines and drastically substandard (in parts) footpaths make them wholly unsuitable for through traffic.

As evidenced by the increase in vehicle collisions (necessitating the installation of traffic lights at the Cuala Road/ Putland Road junction), the volume and speed of traffic on our roads poses significant safety issues to our residents, their children and the children attending the three schools serviced by these roads (Newcourt School, St Andrew's NS and Presentation College).

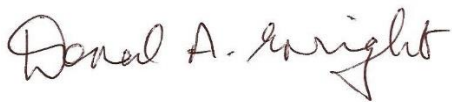
Unless addressed, this problem will get considerably worse with the extra traffic associated with the current developments directly adjacent to the area, specifically the Bray Head Hotel and Dawson's site developments on the Seafront and the Foggie Fields (recently completed) and Dell site developments on the Vevey Road/ Southern Cross side.

BHRA is also acutely aware that these are but a fraction of the planned development in and close to Bray, including large developments currently underway at Shanganagh, Ballyman Road, Fassaroe, old Bray Golf Club lands and Woodbrook. The location and scale of these

developments will further add to the chronic traffic congestion problems in and around the town, leading to a diminished quality of life for all residents of Bray.

We are firmly of the view that a Traffic and Mobility Management Plan, developed with all key stakeholders, including residents, is now absolutely essential if the overarching aim of the LAP is to be achieved and Bray is to prosper as a vibrant town.

In this, we fully endorse the call from the Alliance of Bray Residents that **the preparation of an Area Based Transport Assessment (NTA Advice Note December 2018) should precede the finalisation of the Bray MD Local Area Plan 2025-31.** In the absence of this, preparation of a Traffic and Mobility Plan for the town should be undertaken by the Council, in full consultation with key stakeholders.



Donal Enright
Secretary
BHRA