

The Secretary,  
An Bord Pleanála,  
64 Marlborough Street,  
Dublin 1

**AN BORD PLEANÁLA**  
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21 July 2019

Ref; Submission regarding the inclusion of O'Hanlon's Lane as part of the route of the Broadmeadow Way. Ref PL06F.304624

A Chara,

Our family has lived on O'Hanlon's Lane since 1985. It was a marvellous place to rear a family. The lane gets a reasonably high flow of cyclists and pedestrians because it links the Estuary area to the north and the nearby churches, schools, railway station, bus stops and the Malahide Castle grounds. Traffic (all) movements are significantly busier than the number of houses would suggest.

The ABP Inspectors Report for Application PL 06F 214005 para 5.6, 10 Jan 2006, describes the lane as follows;

*O'Hanlon's Lane is a very narrow cul-de-sac which is one car width without footpaths at its junction with Dublin Rd and this narrow width continues for approximately one-half its entire length where it widens to the width of two cars with footpaths.....Dublin Rd is a heavily trafficked road and although visibility is adequate in either direction at the junction with O'Hanlon's Lane it is difficult to access Dublin Rd from the lane because of heavy traffic volumes. Furthermore, it is difficult to access the lane from the Dublin Rd when a vehicle is leaving the lane.*

We respectfully suggest that;

- Planning policy for the area should seek to improve local amenities.....the proposal to include O'Hanlon's Lane as part of the Broadmeadow Way (BMW) would have exactly the opposite effect on the Residents.
- Because of the lack of adequate sightlines at the Dublin Rd junction, the restricted width and poor horizontal alignment of the lane, the increase in volumes of pedestrians, cyclists, electric scooter users, joggers etc etc brought about by its inclusion in the BMW route would cause serious access problems for the residents of the lane
- For all of the reasons above and because of further deficiencies along the lane as it heads for the Bisset's Strand junction the existing safety hazards, which are manageable, due to familiarity of users, would be increased exponentially by designating this lane as part of the Broadmeadow Way and there will be accidents and damage to property.
- The fact that recreational users would have precedence over residents going about their daily business would have a serious impact on daily life along the lane.
- Because of its narrow width, large vehicles are unable to use the lane and the lane is serviced by small waste trucks and small fuel trucks, but even these trucks find it difficult at times. If the pedestrian and cycle traffic increases to anything like the numbers projected by

the study, I'm afraid that some service providers might decide that the lane was too dangerous for their drivers and would refuse to service the residents.

All of these points were raised in the consultative element in 2014 and we are disappointed that very little attention was given to them in the intervening years.

We do not feel that the EIAR has properly addressed the potential problems and all the safety issues involved in selecting O'Hanlon's Lane as part of the Broadmeadow Way.

We are however, delighted to see that FCC are moving ahead with the proposal to provide a walkway across the Malahide Estuary, it has enormous potential and will bring big numbers of visitors and significant economic gain to the hinterland.

It is a project that is worth doing properly and we feel that there are better options than using O'Hanlon's Lane as part of the route.

- We would suggest that using the exit from Malahide Castle at the top of Yellow Walls Rd and then using Yellow Walls Rd and Texas Lane would be better.

No parking is allowed on the western side of Yellow Walls Rd between the Dublin Rd. and Texas Lane junctions. There are approx. 10 spaces on the eastern side but as almost all the houses seem to have parking for 2/3 vehicles, these spaces may well be in use by day parkers who use the Dart or bus. It might be possible to eliminate them. This would then leave enough space to reduce the width of the carriageway, widen the footpath to give a shared surface.

Texas Lane has pavements and grass verges on both sides, apart for approx. 50m, Cars park on both sides, with the exception of that 50m stretch. Removing the grass verges to create a shared surface and some on street parking should be possible.

There are no issues with sightlines.

The junction with Bissets Strand could be changed to a controlled junction, or the shared surface could be constructed to run from No 21 Texas Lane farther to the west, through the green space and a crossing made, say 50m west of existing junction.

- We wonder whether it would be possible to route traffic from Hogan's Gate through the refurbished Casino property and then via a raised structure alongside the railway track and across Bisset's Strand to the causeway.

We have developed our thoughts on the matter in the next two pages and then included two photographs with comments.

If the intention is to include O'Hanlon's Lane as part of the Broadmeadow Way we would like to present our arguments to an oral hearing of An Bord Pleanála.

Yours Sincerely



Donal Mc Carthy



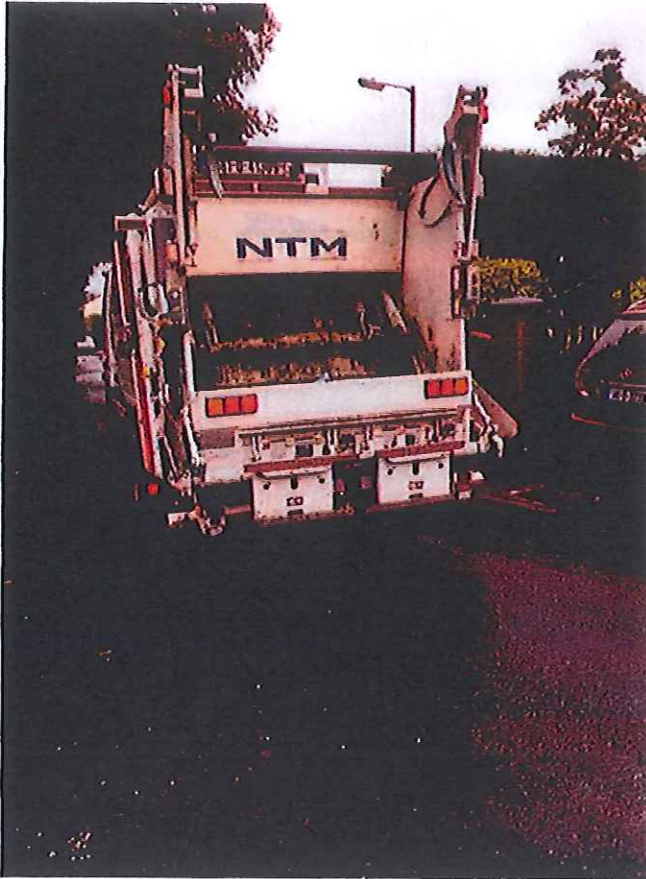
Liz Mc Carthy

| <b>Dublin Road Section</b>     |  |
|--------------------------------|--|
| <b>Plan</b>                    | The plan proposes to reduce the width of a very heavily trafficked carriageway from 7.6m to 6.5m.  |
| <b>Response</b>                | <p>This in itself increases the risk of accidents.</p> <p>Presently, the area between Casino and Yellow Walls Rd is used for casual parking as parents drop off / collect very young children from the nearby St Sylvester's School.....there are no other options, so the practice is likely to continue.</p> <p>Applying further parking restrictions will most likely result in more parents using O'Hanlon's Lane for drop offs, thereby increasing significantly the traffic hazards on a narrow junction/laneway.</p> <p>The EIAR is silent on this matter.</p>  |
| <b>Plan</b>                    | The plan proposes to increase the width of the shared pedestrian/cycleway to 3.2m  |
| <b>Response</b>                | <p>The sightlines in every direction at the junction of Dublin Rd and O'Hanlon's Lane (OHL) are inadequate. The increased width of pavement on the Dublin Rd. will permit at least 2 abreast cycling. Even allowing for a reduction in the average cyclist speed of 10-15kph in order to turn into the lane, there is insufficient stopping distance available, should there be an obstruction in the neck of lane. This obstruction could be southbound vehicle(s), (which itself will require some stopping distance), southbound cyclists, joggers, pedestrians, joggers, adults with buggies, electric scooters, wheelchair users. There is no ball out option, no verge, no footpath.</p> <p>Similar hazards exist for vehicles and all lane-users heading south towards the Dublin Rd. junction...they have no idea what might turn into the lane or what might be moving in both directions on the pavement.</p> <p>We notice that presently even joggers turning into the lane have difficulty in avoiding a vehicle that is approaching the junction.</p> <p>We feel that there will, undoubtedly, be accidents/injuries and damage at this point. Most likely a resident will be involved. Their vehicle may even be stationary when struck. We are worried that there will be no mechanism for recovering the cost of injury/damage. The shock of such an incident might leave a resident in total fear of driving out of the lane, ever again.</p> |
| <b>O'Hanlon's Lane Section</b> |  |
| <b>Plan</b>                    | Possible 1500 trips per day  |
| <b>Plan</b>                    | The plan proposes to give priority/precedence to pedestrian and cyclists   |
| <b>Plan</b>                    | Trim hedges  |
| <b>Response</b>                | <p>Whilst some BMW users will likely choose another route to the causeway bridge, the fact that OHL will feature on Maps and Apps means that significant numbers will use OHL. Almost all will be unfamiliar with the local geography or that the lane is the primary access for 14 houses. There is no pavement on the southern end of OHL, no grass verges and trimming the hedges to provide 3.5m, if even possible, isn't likely to create adequate space for the proposed shared surface. Some sections of the route in the Castle grounds are similarly narrow, but at least they have verges on either sides and don't have the same level of vehicular use.</p> <p>Presently the etiquette is that southbound vehicles reverse back if they meet a vehicle or cyclist in the narrow southern section of OHL. This happens on a daily basis, indeed sometimes there might be 2 vehicles reversing back and sometimes the same vehicle may have to repeat the process if they encounter further traffic before they reach the Dublin Rd.</p>   |

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|----------|---|
|          | <p>Vehicles going in both directions in the southern section of OHL must stop and wait for pedestrians/cyclists to reach a point where it is possible to pass. This sometimes requires a vehicle to stop on the pavement at the Dublin Rd junction until the southbound pedestrian/ cyclist reaches the junction.</p> <p>The situation is manageable at present, mainly because users are familiar with the status quo, if the pedestrian/cyclist traffic were to increase as envisaged by the plan, most will be unfamiliar with the area, many will be in groups, family, school, clubs; it is likely to cause chaotic situations as they try to manoeuvre around resident/service vehicles and there would be an increased risk of accidents, injuries to persons and damage to property.</p> <p>The minimum passing clearance between a vehicle and a cyclist should be 1m. This will be achievable in the mid-section of the lane and parts of the northern end. Hedge trimming is unlikely to provide sufficient improvement. We are aware of successful Garda prosecutions using video from cyclists cameras, this will increase and we are afraid that drivers going about their business will be liable to prosecution if they don't give the cyclist a 1m passing clearance?</p> <p>Residents depend on contractors to supply fuel, deliveries and waste removal. We are afraid that these service providers will find the lane much too dangerous with the increased traffic and that they will withdraw their services.</p> <p>Emergency vehicles must also be considered.</p> <p>Given that resident/service vehicles will have a lower priority and given that pedestrians and cyclists are uninsured, does this mean that the regardless of who causes the accident/injury/damage, the person in the vehicle will end up paying the cost.</p> <p>Approx. 80m into the lane it widens to provide entrances for 3 houses. Great care is required at present when using these entrances, due to inadequate/no sightlines. It is manageable now because users are familiar with the hazards, if the proposal is permitted and the majority of users are unfamiliar with the area this will multiply the risk of an accident at this location.</p> <p>The residents would be seriously discommoded in conducting their daily business in order to facilitate recreational use. It is absolutely incorrect for Vol 1 NTS 4.2.2 to state that the impact on residents would be " <i>minor negative impact</i>", we suggest that we will suffer " <i>major negative impact</i>".</p> <p>We do not believe that this proposal will improve local amenities.</p> |
| Plan     | Increased traffic will provide enhanced security for residents  |
| Response | We don't believe this to be true. The incidence of burglaries is no higher than surrounding areas, 'strangers' <i>stick out</i> now, with increased footfall, they'll more likely blend in easier.  |

This photo was taken on 17 July 2019 and shows the waste truck, stationary, as it picks up waste from 3 houses. The truck then moves into the position shown in the next photo, where it picks up waste from 4 houses. It's a one-man operation and while this process is taking place it is impossible for anyone, other than pedestrians to pass the truck. Vehicles and cyclists entering the lane wait behind the truck and vehicles and cyclists heading south wait in a wider part of the lane until the truck has passed. Residents are familiar with this, but we feel that introducing numbers like those envisaged by the BMW proposal will make it a more serious issue. We don't believe it helps make the lane meet the criteria for a shared surface and feel that it creates significant safety hazards and also significantly adds further inconvenience to those who use the lane on a daily basis .....the residents.





The truck stops here and picks up waste from 4 houses. It then goes farther and picks up from remaining 7 houses before turning and making its way back to the Dublin Road.

We are afraid that with the introduction of huge numbers of cyclists and pedestrians, there will be accidents and injuries. There will certainly be increased inconvenience for the service provider and the residents and we're afraid that the contractor will withdraw the service.