

Ref: ABP-304624 AN BORD PLEANÁLA

LDG- 018080-19

ABP-

02 AUG 2019

Fee: € 50 Type: Cheque

Time: 924 By: Post

1/8/19.

To Whom it Concerns,

My apologies for omitting the  
required fee with the enclosed submission.  
I am enclosing cheque value €50 - to  
cover same, in accordance with article 217(1)(a).

Yours Faithfully

AN BORD PLEANÁLA

LDG- 017786-19

ABP- \_\_\_\_\_

25 JUL 2019

Fee: € \_\_\_\_\_ Type: \_\_\_\_\_

Time: \_\_\_\_\_ By: Post

22/7/19

To Whom it Concerns,

Re: Bórd Pleanála Ref: PLO6F.304624 [Broadmeadow Way]

We are residents on [redacted] for over 30 years and wish to submit the following observations on Fingal Co. Council's proposed use of D'Hanlon's lane as part of the Broadmeadow Way walk & cycle route.

Entering from the Dublin road side the lane measures only 3.65 metres wide for more than 100 metres bordered on one side by a hedge & house gable & wall the other side. According to Fingal Co. Council's proposed plan this is to be shared by cyclists, motorists, pedestrians, service vehicles etc. It's puzzling to imagine how 3.65metres can accommodate all of this!

It is interesting to note that on Fingal Co. Council map for the Broadmeadow Way the recommendation for the cycle path approaching D'Hanlon's lane from "Hogan's gate" is 3.9 metres wide shared between pedestrians, & cyclists only, while on entering D'Hanlon's lane, the section only 3.65 metres wide now caters for cyclists, cars pedestrians, service vehicles etc going in both directions!

How do motorists on D'Hanlon's lane accommodate the 1 metre separation distance from cyclists in an under 50k limit area as required by the

4. At present more than 30 (resident) vehicles not including service & visitor vehicles enter & exit O'Hanlon's lane at the Dublin Road side alone. With reference to this 100 metre section (3.65 metres wide) it is noticeable that the diagram cross section 4.4 on Fingal Co. Council proposed plan shows no car sharing the lane with cyclists and pedestrians.

Also, as per drawing NO. 12-160-255 no parking spaces are indicated on O'Hanlon's lane so where do visitors and residents park.

5. Presently outgoing traffic on O'Hanlon's lane approaching the Dublin road exit yield to incoming traffic and reverse back down the lane in keeping with Road Safety Regulations (which clearly states that you cannot reverse from a minor road on to a major road as this is illegal) How would this apply to cycle groups exiting O'Hanlon's lane. Bearing in mind that cycle clubs recommend that their members can travel in groups of up to 6, 8, or 20.

The question is do these cycle groups also adhere to Road Safety Regulations and reverse down the lane? Certainly a chaotic scenario. One has also to take into consideration the pedestrian who presently stands in the hedge (as we've all done) to allow vehicles to pass.

In all these cases of potential accidents who is liable. Would Fingal Co. Council indemnify all vehicles, cyclists & pedestrians involved or would the motorist be liable regarding who is at fault.

Also because of the 90° blind corner at the Dublin Road exit/entrance there is a high risk of collision between outgoing motorist

involved or  
**AN BORD PLEANÁLA**  
02 AUG 2019  
LTD DATED a high FROM  
LDG. FROM  
ABP. Outgoing motorist

7. Misalignment problems exist at several points along the length of O'Hanlon's lane particularly at the right-angle entrance on Dublin Road side and also at the blind bend approaching Bissel's Strand.
8. Another aspect to be noted with regard to this proposed route is the existence of a Junior National School approximately 100 metres from the Dublin road exit on O'Hanlon's lane. As the school is positioned alongside the path, children continuously cross the O'Hanlon's lane exit coming & going to awaiting cars parked towards the village side at morning and afternoon home times.
9. In the past O'Hanlon's lane residents have been refused planning permission by Fingal Co. Council on the grounds that the lane could not take the increased volume of traffic. Now, it is proposed that residents share the same lane with large groups of cyclists because as we've previously stated cycle club groups travel in 6's 8's & even up to 20's!
10. It is quite incredible that Fingal County Council are proposing the use of O'Hanlon's lane, the narrowest and most unsuitable option as a link from the estuary to Malahide Castle.
11. O'Hanlon's lane as implied by the name



a "lane", extremely narrow at both ends  
widening somewhat in the middle, often referred  
to as a "bottleneck", requiring exits both ends  
to accommodate its existing traffic.  
The lane is flanked both sides by family homes  
& families who put up with the inconveniences  
that come with living in a narrow lane,  
reversing back down lane to facilitate incoming  
traffic etc, so it is extremely difficult to  
believe that any indept examination or  
investigation other than on paper or in theory  
went into this proposed route and plan by  
Fingal Co. Council.

Yours Faithfully.

