

Dr's Albert and Susan Ellingboe
[REDACTED]

24 July, 2019

To: An Board Pleanála

Re: Broadmeadow Way planning application

AN BORD PLEANÁLA	
LDG:	<u>017787-19</u>
ABP:	<u></u>
25 JUL 2019 L.C	
Fee: €	<u>50</u> Type: <u>Cash</u>
Time:	<u>14:35</u> By: <u>Hand</u>

To Whom it may concern:

As residents who live adjacent to the scheme, we wish to make the following comments:

1. The increased pedestrian and bicycle traffic would create a serious hazard on O'Hanlons Lane (a.k.a. Hanlon's Lane).
2. The proposal will substantially diminish our ability to enjoy our residential amenity.
3. The proposal is disjointed from the long-term development plans for the Fingal Coastal Way as set out in the "Fingal Development Plan, 2017-2023"
4. The proposal increases pedestrian and bicycle traffic flow at locations where it will be in direct conflict with both automobile traffic and existing patterns of pedestrian traffic.
5. The development fails to serve local amenities that are immediately adjacent to but not directly on the proposed route.
6. O'Hanlons Lane is unsuitable for the proposed purpose.
7. The Indicative Cycle/Pedestrian Route of the "Fingal Development Plan 2017-2023" includes alternative route that services the Malahide Village Amenities, additionally encourages engagement with the Broadmeadow Way in conjunction with public transport, links directly with the Fingal Coastal Way, and links safely into the Malahide Castle Demesne.

We are avid cyclists and walkers. We are very much in support of the Broadmeadow Way. The cycling and pedestrian bridge crossing Broadmeadow will solve a substantial issue in the development of the Fingal Coastal Way and links to other coastal routes to both north and south of Fingal. We routinely walk and cycle to Malahide Castle, into the village of Malahide and beyond. The proposed Broadmeadow crossing will enhance our amenity by increased safety in exploring north Fingal County by foot and cycle. However, the proposal to use Hanlon's Lane to link the Broadmeadow Crossing with Malahide Castle fails on many fronts.

First: O'Hanlon's lane is a very narrow laneway with separate entrances on the North and South ends. It is composed of two separate laneways with long-standing bollards isolating the two ends. On both ends of the lane access is highly restricted. On the south end the laneway there is an 80m section of lane culminating in a bend wherein the laneway widens. The bend is such that vehicles (cars and cyclists) do not have a clear view of the full length of this section of road. At this widening point several

driveways enter into the laneway with very limited view up the laneway to the exit at the Dublin Road. Furthermore, traffic entering from the Dublin Road (either car or cycle) have zero visibility into the laneway until they are physically on the lane. This 80m section of road is often less than 3m in width. A single car traversing this section of road prohibits a second car from passing. A single car obliges pedestrians and cyclists to all line-up on just-one-side of the lane to pass.

On the North end of the lane it again narrows with two 50m sections of road with a 60-degree bend in the middle resulting in a blind corner for traffic from both sides; This section of laneway has 6-ft high block walls and as such there is no opportunity to see approaching traffic, nor opportunity to 'mount' the curb to allow traffic to pass even in an emergency. While most of the road is 4m in width, some sections are only 3.5m and it is not uncommon for one car to have to back-up to allow another vehicle to pass by. At the intersection with Bisset Strand Road (AKA Caves Strand), O'Hanlon's Lane crosses the principle pedestrian path for those walking west from Malahide-Village. At this location O'Hanlon's Lane traffic is 'blind' to pedestrians walking towards the village; At this junction there are an additional 3 private house driveways, and the exit from St. Ives apartment block. Cyclists on the footpath along the Estuary often go fast and I have had a near-miss of hitting a cyclist as there is no view of the footpath until I am upon it. To date safety is achieved only by careful "self-policing" of the quite limited number of users of the laneway; some 21 houses are accessed via the laneway. This obliges users to 'above-normal' levels of awareness, safety, and courtesy to keep the accessibility of the homeowners unfettered. In summary, O'Hanlon's Lane is unsuitable for the proposed purpose.

Second: The proposed pedestrian crossing of Caves Strand (Bisset Strand) is an unsuitable location. There is insufficient space on the south side of the crossing for the staging of family-cyclists and the substantial pedestrian traffic along the south foot-path: Aligning the bicycle in the direction of motion (as you would with children) the cycle would obstruct the entire foot-path; for adult use of cyclists waiting standing next to their bicycle there would be insufficient space for a stroller to pass heading to-from the village.

We note also that the corner between the north end of O'Hanlon's lane and the south-side Cave's Strand footpath is a blind corner, simultaneously a pinch-point in the path-width, and an exit from a private driveway. Additionally, the stop to car traffic proceeding west along Caves Strand (due to the proposed Toucan crossing) will result in the car traffic from O'Hanlon's Lane/St Ives/ etc., queueing up at the North exit from O'Hanlon's Lane at the pedestrian crossing of Hanlon's Lane resulting in increased conflict and safety-issues along O'Hanlon's Lane for car, pedestrian, and bicycle users.

Third: The proposal restricts the utilization of the scheme by forcing a single means of engaging with the scheme: drive to the carpark on one end, and walk/cycle from there. This is in contradiction to elements in the "Fingal Development Plan 2017-2023" in which the Indicative Cycle Route(s) extends east-west along the entire length of Caves Strand (Bisset Strand) extending into Malahide Village, and includes a spur to Malahide Train Station and connection to the North-East corner of Malahide Castle Demesne.

AN BORD PLEANALA

25 JUL 2019

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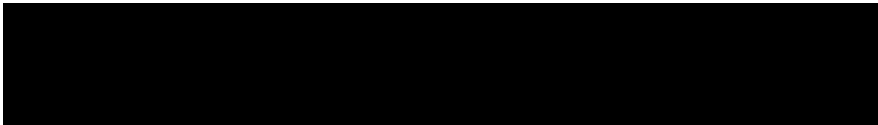
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Fourth: The scheme would increase the conflict between car/pedestrian/cycle traffic at the "Hogan's Gate" entrance to Malahide Castle. At this location there is a Castle Demesne service vehicle entrance, pedestrian, cycle, and in addition access to The Casino housing development which will have substantially more traffic in the future than at present, as well as in-and-out access to the Bridgefield carpark. A solution that would separate cycle and pedestrian crossing from car entrance/exit would be to locate the exit from Malahide Demesne at the north-east corner crossing the train-line south of the car-bridge, exactly at the end of the Indicative Cycle Route spur from the Malahide Train Station.

In Summary, we are strong supporters of the Broadmeadow Way and in increasing the accessibility and safety of non-car based transport, recreation and tourism. Unfortunately, the inclusion of Hanlon's Lane in the "Broadmeadows Way" fails in regard to providing a safe route. It also fails in the long-term development of Fingal County in supporting the business of Malahide Village, the tourism and the development of the Fingal County Way, and in enabling and supporting the mode-shift from car-based transport to alternative means of transport. The details of the "Broadmeadows Way" is fundamentally flawed due to poor safety. Other solutions exist that provide safe access to individuals and families and show a level of joined-up thinking to enable the develop of future amenities for the citizens of Fingal County and the Irish State.

With kind regards,



Albert R. Ellingboe, PhD

Susan Ellingboe, PhD



