

From: Ellen Sweeney [REDACTED]
Sent: 31 March 2017 21:33
To: National Planning Framework
Subject: Re: Submission to the Irealnd 2040 plan - plan to submit before March 31st

Follow Up Flag: Follow up
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Dear National Planning Framework,

I am writing with my input for the Ireland 2040 plan.

First of all I would like to point out the city of Nantes in France as an excellent example of forward planning and vision, and I believe this city offers examples of numerous initiatives which could be implemented in Ireland. Here are my inputs for the plan:

1. A central location for the population to view & engage with the development of our communities
 - a. In Nantes there is a warehouse in the upcoming 'Hangar a Bananes' district of the city where the future development plan for the city is open for all its citizens to view. This display is complete with models, photos, proposed development plans and information brochures regarding upcoming development projects.
 - b. This centre should be based somewhere central with lots of traffic, and made attractive to viewers. In Nantes this centre is on a walkway where many people walk and cycle for leisure and they have including a child friendly section with colouring books to make it appealing
 - c. I think this is an amazing way for the community to engage with the future of their hometown, and to think about their vision for the future.
2. Eliminating cars from the city centre
 - a. This point is most relevant in the context of Dublin (this is the city I am most familiar with). Nantes has completely banned all non-public transport with the main traffic being diverted to a number of key roads running in a grid pattern throughout the city.
 - b. This has resulted in a beautiful bustling city centre full of shopping, tourism and cafes. The initiative has been an amazing success and in an example of what we can achieve in Ireland
3. Priority for cycling
 - a. The number of cyclists has risen exponentially in the last few years and is on track to grow further. Providing the proper infrastructure is essential both to ensure the safety of cyclists in Ireland (already 3 cyclists have lost their lives this week), to improve the health of an increasingly overweight population, and in committing to a greener planet.
 - b. There should be a clear national strategy for cycling in Ireland with defined standard for cycle paths. In my native town of Maynooth a new cycle path has been inserted however it is completely inappropriate and is frankly dangerous. Traffic light poles have been left in the middle of the path for unwary cyclists to cycle straight into as well as numerous issues in term of functionality which I will refer to later. I believe this type of completely ineffectual and dangerous work could be avoided with national guidelines cycle path building.

c. All roads should allow two-way bike traffic. This is the case in Nantes, and it works. As roads have traditionally been made with the purpose of accommodating 2 lanes of traffic, if the road is converted to a one way system there should be ample space for cycle lanes in both directions. This is important in allowing fluidity of bike traffic and preventing cyclists from having to make large and exhausting detours, and preventing them from cycling on paths to overcome this.

d. In Nantes the main road in the centre of the city has incorporated a large cycling lane in the middle on the road. This has produced a large and safe boulevard for cyclists, with small roundabouts making the junctions safe. This is something that we could consider in Ireland, especially on Dame St in Dublin.

e. All cycling lanes should be clearly separated from the footpath. Again in my hometown of Maynooth, bike lanes are continuous with the path in some areas. Both cyclists and pedestrians end up sharing the same space which is dangerous to both.

f. Cyclists should have the same right of way as the cars on the road they run in parallel with. I have often seen cycle lanes built which cause cyclists to lose their right of way. Cyclists end up having to stop and give way to cars as they try to find a gap in the traffic. The result is that bikes either need to pull into the moving traffic, or into the cycle lane to get by which is dangerous to all road users and is completely avoidable.

g. I also advocate for building a cycle lane along the Liffey in the city centre in the form of a boardwalk/similar structure which already exists on parts of the river. This would prevent the need to ban traffic outright, and would allow a throughway for cyclists, and possibly even pedestrians. However it is important that this throughway is continuous, and avoids bottleneck junctions where cyclists need to cross onto the road. I also advocate a different material than the current wood. It is very slippery in the rain.

4. Development & centralization of rural communities

a. In my time as a medical student I have come across the issues caused by the lack of facilities and services available to those living in rural areas, especially those who have lost the ability to drive due to health issues. This results in isolation from services and an inability for these people to continue to live independently.

b. I believe that a centralization of homes to within easy access of village facilities would be hugely important in alleviating this issue.

c. I propose that planning regulations take this into account when zoning land for housing in the future.

d. I also suggest that planning permission for dwellings should be dependant on ensuring that cycle lanes and footpath access being in place This would reduce the reliance on cars in everyday life and would promote activity by walking and cycling.

5. A long term plan and vision

a. First of all I would like to commend this project and I really hope it has a positive impact.

b. One the biggest hindrances to development that I have seen in this country is the lack of longterm planning and strategy in everything that we do. People tend to fight for their current wants without taking the greater picture into account, and this is perpetuated by the transient nature of our political system.

c. I would like to see a plan that extends well beyond the 2040 vision which future decision makers can use as a general roadmap. All too often I have seen cases where short term

plans hinder overall development.

d. I am most familiar with the healthcare system and will give the example of the hospitals. As you are aware the plans have been submitted for a new National Childrens Hospital in Dublin. I commend this move but I argue that it lacks vision. The current hospital is being built to meet the population needs of today, but what about the population needs of tomorrow? Why are we not designing a hospital that will still meet our expanding population needs in 50 years time? We should have a plan for a hospital twice the size in it's new site. We build as much that is needed to meet the current needs today, and add on to this template over the years as the need arises. This would prevent building intermediary projects that need to be scrapped and abandoned in years to come as they no longer fulfil their need. Like the beautiful new cardiac unit in Crumlin will be abandoned just years after it as built to purpose.

Thank you for considering my inputs. The future of our country is something that I am deeply passionate about and I hope they are of use to you.

Best of luck with the project,

Yours sincerely

Ellen Sweeney

On 20 March 2017 at 09:35, National Planning Framework <npf@housing.gov.ie> wrote:
A Chara,

Thank you for your notification regarding your submissions, we will be accepting submissions until Noon on Friday 31st March.

Kind Regards,

National Planning Framework,
Department of Housing, Planning,
Community and Local Government
Custom House
Dublin 1

From: Ellen Sweeney [mailto:████████████████████]
Sent: 17 March 2017 00:00
To: National Planning Framework
Subject: Submission to the Irealnd 2040 plan - plan to submit before March 31st

To whom it may concern,

I would like to make a submission to the Irelan 2040 plan before the new deadline of the 31st March.

Yours sincerely,

Ellen Sweeney

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[Redacted signature]

Is faoi rún agus chun úsáide an té nó an aonán atá luaithe leis, a sheoltar an ríomhphost seo agus aon comhad atá nasctha leis. Má bhfuair tú an ríomhphost seo trí earráid, déan teagmháil le bhainisteoir an chórais.

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