

My name is Cora Molloy. I live in [REDACTED] in Boyle. This is a submission for the Boyle public transport plan. There are 12 houses in Chapel Street; we are a mixed council housing estate and owner occupied buildings. Not one inhabitant of our street owns a car. We are all old and disabled some of us use bikes, some wheelchairs and some mobility scooters. Since we are surely the only street in Boyle that has 0% car users, we should most definitely be heard when there are plans to improve safe cycling and walking in the town.

I will structure the submission into four subject matters.

1. The first and most important matter is that we require our street to be a **30 kilometer max speed zone**.

The road dissects our little estate. This is our habitat, community, neighbourhood. This is where we live. We stand outside our houses talking, we cross the road to see each other, we have pets: three dogs and five cats live in Chapel Street. Many cars are going through the road at high speed which is very dangerous and will cause an accident eventually. Water having accumulated in potholes sprays us as people drive by. It is clearly an underestimation to say that 100 cars are traveling through our street every day each way.

Similar housing estates specifically designed for single bedroom houses like Plunkett Avenue and Cootehall Street have got a 30 kilometer speed limit.

Three separate developments have in recent times added to the difficult situation that we find ourselves in.

Simon's building suppliers who own a depot on the road between Chapel Street and the cemetery have recently recommenced using said depot and many big lorries come to supply building materials. These lorries need to stay out of our road. It would be very simple to prohibit entry to vehicles over three tonnes and redirect them onto Mocmoyne road past the petrol station and into the L 5053 loop that comes back down onto the cemetery road.

Particularly crazed individuals try to avoid the new speed bumps on the Mocmoyne road by racing through Chapel Street.

Lastly we are worried that impending building works for the Aldi store are going to cause tailbacks or traffic lights in St. Patrick's Street and the Mocmoyne Road which people could try and short cut by going through Chapel Street.

2. **Opening the Mill Bridge** would be the single most advantageous aspect of your entire plan. We are all in favor of it! Since we are always walking or cycling into town whether it is for shopping or to reach the unfortunately moved post office, we need to walk through St. Patrick Street. Our side, which is the side that Chapel Street merges onto, has several completely unacceptable pavement parts. In two spots the sidewalk is less than 1 meter in width. Falling masonry adds to the danger in this area until we reach the relative safety of Eaton lane. For us to cross St. Patrick's Street to avoid the bad pavement means that in order to get into town and cross the river we would have to make four crossings to get back to where Eaton lane emerges onto the bridge which is wholly unacceptable. This situation will be exacerbated by months of building works for the proposed Aldi.

The sidewalk on the other side of the road is grantedly much better, wider and safer. Unfortunately it is also the preferred parking spot for many cars, another fine example that the interest of cars, car owners, car users always have preference over those in mobility scooters, wheelchairs or women with prams. Opening the Mill Bridge would remedy all that. We could literally walk out of our road, turn right and walk all the way to the top of the town past the Plunkett Home without having to use a bigger road and only having to cross Termon road in order to reach Super value, Londis, the Post Office, the primary care centre the intreo offices, the station and the crescent. People from other parts of the town could also use this route to walk or cycle to Assyllynn cemetery to visit their loved ones.

Lastly opening the Mill Bridge would considerably shorten the distances and make for a less severe incline.

3. The use of a local Link bus to afford trips within the town only makes sense if there is a **separate designated around the town bus** as attempts to use the 570 or the 571 for those trips has not proven successful in the past. It also makes no sense to take people to the top of the town say for shopping but not bring them back until nearly four hours later, so there has to be a designated around the town bus from the bottom of Abbey town say Erris Bay estate through Abbeytown past the Warren and the old folks home, Abbey medical centre, turn right onto the N61 go down to Boyle harbour then past the football pitch up into Green Street all the way down Green Street turn into Saint Patrick Street go in a loop past and St Joseph Terrace through Chapel Street back into town up to the crescent and onto the station where it should arrive at 25 past the odd hour which is when the Sligo and the Dublin train meet at Boyle station and stay there for 20 minutes to be able to pick people up from both those trains and then return into town. This round the town bus should be every two hours from around nine o'clock to 7 o'clock in the evening.
4. Last but not least I would like to suggest **the installation of a metal footbridge standing on stilts under the n61 overpass** across the road from the Abbey. As you are heading out of the Pleasure Grounds onto shop Street you will spot a small footpath turning left along a wall on one side and the river on the other. This small path simply ends. If it was to be extended onto this stilted metal footbridge I envisage people could walk from the Abbey through the pleasure of grounds along the river into town. It would be attractive for tourists and residents alike and it would be a very safe way for children to walk to and from school.
There is such a footbridge built into the canal underneath the N4 on the west side of town.

Thank you for considering this submission.

My phone number is [REDACTED] and my email address is [REDACTED]