

52, Frascati Park
Blackrock A94 P0E8
Co. Dublin

30 June 2022

To Whom it may Concern

Subject: Bus Connects - Belfield Blackrock Scheme

I refer to the latest Bus Connects proposal concerning the Belfield/Blackrock to City Centre Core Bus Corridor, notable concerning the proposal for the Georges Avenue/Frascati Park slip access on to Frascati Road.

The Non-technical Summary, Under 6.1 (Stradbroom Road to Booterstown Avenue) of states:

“ The Proposed Scheme includes a controlled exit, for permitted vehicles only, provided from George’s Avenue (South) onto Frascati Road. The proposed exit will include restrictions to general traffic in the carriageway of the left turn from George’s Avenue (South) to Frascati Road, however cyclists and pedestrians will be able to pass through. Dedicated cycle crossing infrastructure on Frascati Road at George’s Avenue is included in the design to reflect the existing, recently-constructed, arrangement.”

As primarily a public transport user I daily walk towards Frascati Road via Frascati Park/Georges Avenue, and regularly observe the low car traffic on this stretch. It is, therefore, difficult to see the value-added to the tax payer of this element of the Bus Connects proposal. The slip road allowing vehicles to turn left onto Frascati Road from Frascati Park/Georges Avenue (south) is mainly used by local residents and the possibility for vehicles to enter onto Frascati Road from Frascati Park/Georges Avenue is closely linked with the operation of the pedestrian/cycle crossing lights which permit pedestrians and cyclists to traverse Frascati Road towards/from Blackrock Village. These pedestrian/cycle lights are in high use and according to the plan (General Arrangement Drawing Volume 1 Page 6) will remain *in situ*. This means that when the pedestrian/cycle lights turn red, and all vehicles on Frascati Road (including the Bus Connects buses and bicycles) *must* stop, the occasional vehicle leaving Frascati Park/Georges Avenue can slip out onto Frascati Road with no inconvenience to either bus or cyclist.

The closure of the slip road from Frascati Park/Georges Avenue would result in a series of negative redirections of the local traffic. For example, local residents wishing to head in the direction of the city, Blackrock Dart station, Blackrock village or Dun Laoghaire with their car would be obliged to either :

- cut through Frascati Park or Sydney Avenue in an attempt to turn to the right at Mount Merrion Avenue. This is already a difficult manoeuvre given the constancy of traffic on Mount Merrion Avenue in both directions. To turn right onto Mount Merrion Avenue from both these roads is made even more difficult by the usual tail-back from the (extremely short) traffic lights at the juncture of Mount Merrion Avenue/Rock Road;

- use the extremely narrow roads running from Georges Avenue towards Avoca Avenue and then diverting along Convent Road (thus increasing the traffic running along the side of the primary school) to be able to turn on to Carysfort Avenue in order to join the traffic further back on Frascati Road at the Carysfort/Frascati junction.

There are, of course, many other permutations for side roads to be used by the local residents if the simplicity of joining the main thoroughfare at Frascati Road is ruled out, they are not all enumerated. What they have in common however is that existing narrow residential roads must absorb more traffic if the usual exit onto Frascati Road is closed off to the local traffic.

I therefore wish to formally lodge my objection to this element of the Bus Connects proposal.

Colette COTTER

CC
Councillors Marie Baker, Maurice Dockrell,
Senator Barry Ward,
Jennifer Carroll MacNeill TD