

Jeff Dalton,
30 Kinvara Park,
Navan Road,
Dublin 7

2022 submission on Bus Connects

30th August 2022.
Dear Sir/Madam,

We, as residents of the Navan Road Parish wish to make the following submission on 313892 BusConnects Core Bus Corridor 5: Blanchardstown to City Centre.

While we would be generally in favour of the plan to improve bus services there are real concerns about some aspects of Phase Two and the impact on our area.

Overall, the proposed plan will have an adverse effect on our community and living environment:

1. We object to the proposed reduction in footpath widths, removal of trees and grass margins, reduction in private gardens and increased number of traffic lanes.
2. We object to the removal of the 122 bus service from Ashington to Drimnagh. This 'replacement' would significantly impact on those travelling to work, the sick, elderly and those travelling with young children. It would also remove the only service which stops at the new Mater Hospital where lots of residents work and would also remove access from this side of the City to Crumlin Children's Hospital. All other bus services on the Navan Road into the City Centre would follow the same route up Baggot St. The 122 bus is the only bus service that goes up Dame St/Georges St/Camden St and onward to Drimnagh. The frequency overall of the 122 bus in the new plan is not sufficient and needs to be increased for it to be called 'a service'.
3. Traffic entering the City will be channelled down the Cabra Road and through Phibsborough. This would not be a viable route. At present the Cabra Road and North Circular Road traffic comes to a complete standstill, with Phibsborough being the bottle neck. This is at its worst during the morning and evening peak hours but also outside these times.
4. Traffic leaving the City will again be channelled through Phibsborough and onto the Cabra Road. It is proposed that traffic will also be diverted from Prussia Street onto Blackhorse Avenue, and then 'directed' onto the Navan Road via Nephin Road. We feel that Nephin Road would not be able to contend with the amount of increased traffic. This will result in extra traffic using Skreen Road, Croagh Patrick Road and

Baggot Road as rat runs. The direct effect of this will be to seriously damage the quality of life of residents in the affected areas. Noise, air pollution and safety would be detrimentally affected.

5. We would also question the ability of any of the above mentioned roads to handle such an increase in traffic. Skreen Road, Croaghpatrick Road and Nephin Road are two lane thoroughfares with very poor road surfaces and on street parking.
6. While there has been some up grading of Blackhorse Avenue in recent times, there are some obvious problems with the proposal to increase traffic. Firstly, the road is liable to flooding in heaving rain conditions. In fact, during severe rainfall, sections of the road can become impassable. Secondly, the section of Blackhorse Avenue from the Baggot Road junction outbound to past the Hole in the Wall pub is basically still a country lane and is in extremely poor condition. It includes a dangerous bend with traffic regularly forced across the centre of the road due to the poor condition of the surface.
7. The junction of Blackhorse Avenue, Ashtown Gate and Castleknock Road is very hazardous and is particularly dangerous for pedestrians. Navan Road Community Council have been trying for at least twenty years to get Dublin City Council and Fingal County Council to talk to each other with a view to putting some infrastructure in place to make this area safer.
8. From what we can ascertain on looking at the maps provided in the BusConnects brochure, it would appear that a considerable number of trees along the Navan Road in our area would be removed. There is absolutely no explanation of how trees will be replaced. Trees are the green lung of the city and are especially important where there is a lot of traffic. These trees provide a great barrier to noise pollution for the residents that live close to the main Navan Road. These trees are also a source of beauty for the Navan Road.
9. The Ashtown roundabout is a boundary between the dual carriageway and the more residential Navan Road, it allows for graduated speed reduction and the increased safety of pedestrians, cyclists and other motorists. We object to its' removal.

In conclusion, the proposal is detrimental to the needs of the residents of this area. It will result in having a negative impact on the green environment and the overall quality of life for our residents.

Yours Sincerely,
Jeff Dalton, Aislinn Ahern, Jesse Dunne & Eamon O'Hora
Navan Road Residents