

Bus Connects

Blanchardstown to City Centre Bus Connects Core Bus Corridor

30/08/2022

LEANÁLA
LDG- 056740-22
ABP- 313961 (CHA)
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A Chara,

I am making this submission as a Resident of the Caragh Road off Glenbeigh Road in Dublin 7 which is directly effected by the Blanchardstown to City Centre Core Bus Corridor Scheme. To be honest the volume, technicality and complexity of the Planning Documentation is bewildering to the Lay person and puts us at a disadvantage I will give some suggestions and comments

The Glenbeigh Road area is situated between Blackhorse Avenue and the Old Cabra Road and includes Glenbeigh Road and a number of cul de sacs Caragh Road, Glenbeigh Park, Glenmore Road and Glencar Road. There are approximately 190 households in the area. Many of these families have young school going children. The area also has a number of older residents who rely on their car for daily tasks such as shopping and use of service Churches, Chemists, Shops etc.

I know the Residents Association have made positive contributions as part of Community Consultations previously regarding the Blanchardstown Bus Connects Plan. Over the duration of the pandemic activity has been reduced understandably. However residents have been generally supportive on any Plan that encourages the uses of public transport options. Many of those concerns outlined to previous submissions still remain valid.

Glenbeigh Road is a residential road. This road was never designed or intended to be a key strategic route for traffic travelling to and from Dublin City. At peak times and despite its insufficient width to accommodate a continuous flow of two-way traffic and despite the already existing traffic calming measures in place, it is being used as

a short-cut route; a rat run if you will. At present traffic levels are back at pre-Covid levels if not more. The volume and of cars using the road as a link between Old Cabra and Blackhorse Avenue is alarming and a major cause of concern to residents.

In general Residents are concerned that the Plan will increase the traffic volumes on Glenbeigh Road, effectively creating an unsafe congested through-way for outbound traffic coming from City Centre via Blackhorse Avenue. Localized congestion demonstrates daily that the road has no excess capacity for the accommodation of additional traffic. The purpose of the plan is to minimise this especially for us that live that bit closer to the city.

- The current Bus Connects plan envisages the creation of a pedestrian crossing at the junction Glenbeigh Road / Old Cabra Road and related Toucan crossings. These are to be welcomed. Such a crossing has been requested by us for many years.
- As the Proposed Bus Connects Plan stands Glenbeigh Road will be the first opportunity for traffic going north along Blackhorse Avenue to make a right turn Road linking the outward traffic from Blackhorse Ave with Old Cabra Road. This will make our road the first designated route and potentially increase traffic. Other communities may make the same argument. However Glenbeigh Road as first right hand turn cannot be the line of least defence. This will not be accepted by Residents.
- Traffic lights are proposed at the Junction of Glenbeigh Road and Old Cabra Road with '*green times ..limited to restrict traffic movements.*' This may be counterproductive and will result potentially in traffic back ups along Glenbeigh Road. It makes better sense to have traffic filter lights that would limit the volume from Blackhorse Avenue at the junction with Glenbeigh Road..

- The granting of planning of the ill-advised New Automatic Go Fuel Station, which residents have fought against will have a negative impact on the aim of the Plan and may potentially cause blocks on the Old Cabra Road going Northward. This needs to be considered.
- An improved design the Glenbeigh road network should include sensible further traffic calming measures including the planting and maintenance of mature trees,
- Adequate policing of traffic by An Garda both in terms of speed and general compliance with traffic rules and restrictions both in terms of the general Plan but also in the context of residential areas such as ours needs to be rigorously enforced to ensure the Plan is successful and operational.

Thanks you for considering this submission.



David Little

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