

Submission on Bus Connects.

To whom it may concern.

I would like to take this opportunity to voice some personal and more widely shared concerns regarding this project. While an efficient and well financed bus service is highly desirable, it should not come at the cost of the quality of life of thousands of residents along its route, as will be the case here.

Below, I lay out the main areas of concern to the constituents of my area in Dublin Central, all of which I personally share.

The routing of traffic through both Stoneybatter and Phibsborough is not a viable option in my opinion.

The Cabra Road and North Circular Road can be seen daily to come to a complete standstill. Even a cursory visit at rush hour will illustrate this point. The plan to funnel further traffic down these already choked roads will have a hugely adverse effect on the traffic problems already in situ.

In the evening time the plan to funnel Phibsborough and onto the Cabra Road is a disaster waiting to happen and will adversely affected commuters and residents hugely. The plan does not at any point seem to consider the quality of life for residents along its route whatsoever.

This is seen again when we look at the plan to send traffic from Prussia Street onto Blackhorse Avenue.

From here, and this is where things get really interesting, the plan is to use Nephin Road to access the Navan Road. Has any member of the project team visited Nephin Road?

Nephin Road will not be able to contend with the amount of increased traffic. It is a residential road and was never intended to handle heavy traffic, including trucks of various sizes.

The natural follow on from this will be the increase in traffic on Skreen Road, Croagh Patrick Road and Baggot Road.

The direct effect of this will be to seriously damage the quality of life of residents in the affected areas.

No consideration is apparent in the plan for the increases in noise, air pollution and general health and safety of the people living here.

All the above mentioned roads are wholly unsuitable for the proposed plan to increase the daily traffic burden on them. Again, a quick visit will show that all are two lane thoroughfares with very poor road surfaces and on street parking.

The burden then added to Blackhorse Avenue is also to be considered here. As a lifelong local resident I can attest to this roads susceptibility to flooding during heavy winter rain in particular. As this issue has yet to be addressed or considered, I believe the road will prove unsuitable to its new role as a major artery carrying heavy amounts of traffic into and from the city.

I have heard Blackhorse Avenue from the Baggot Road junction outbound to past the Hole in the Wall pub referred to as basically a country lane, which is as accurate a description as I could also come up with, is in extremely poor condition and not in any way suitable for heavy traffic or heavy goods vehicles as it includes a dangerous bend with traffic regularly forced across the centre of the road due to the poor condition of the surface.

Next, we have the junction of Blackhorse Avenue, Ashtown Gate and Castleknock Road.

Regular users of this road will be all too familiar with the dangers of this junction, even during times of lighter traffic.

Very dangerous for pedestrians already, the introduction of larger and larger amounts of traffic here will be disastrous to all road users. It is entirely unsuitable and unfit for purpose as it currently stands, notwithstanding a huge increase of traffic.

The proposal to remove the roundabout at Ashtown is just the worst decision in this entire plan

The one traffic feature that actually works as intended will be replaced with traffic lights?

This will slow all traffic entering and leaving the city, have huge effects for people leaving Castleknock and the park and cause massive delays during rush hour. A disaster in the making for sure.

At the further end of the Navan Road, the closing of the Old Cabra Road is absolutely baffling. This is a wide and well-proportioned road, well suitable to carrying heavier traffic volumes. To route traffic onto smaller less suitable roads in the area is leaving many residents scratching their heads as to the intentions of the planners here. Again, is it possible that planners are working from maps and not from the experience of feet on the ground during rush hour?

The plan again here it seems, completely neglects the effects of these changes on the people who live there. The cost of getting people from outside the area to and from their homes and jobs seems to have taken precedence over those living along the proposed route.

The maps I have seen of the plan make it clear that a huge number of trees along the Navan Road are to be removed.

This is completely unacceptable to any right thinking individual.

Little to none consideration of this problem is given in the plan.

How and where will BusConnects replace and indeed enhance the planting of trees along the Navan Road and other area's it plans to disrupt?

The trees involved are mature, broad leafed and aesthetically pleasing examples and would need to be replaced, like for like.

The new layout of lanes along the Navan Road are also cause for concern.

The need for reduction in footpaths and gardens along the route is well laid out but little effort has been made to illustrate the exact layout of many of the features required for efficient working of these lanes.

Where there are bus stops, how will cyclists pass parked buses?

Will passengers alighting buses have to cross cycle lanes and vice versa?

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 local people and indeed all users of the route.

Thank you for taking the time to read this and I hope sincerely that the points raised herein will be taken on board and considered in the light of cooperation between planners and residents to assist in the final route being fit for purpose and acceptable to those living alongside it.