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Chairperson: **K.O'Neill** Vice Chair: **S. Jay** Secretary: **C.Durnin** Treasurer: **J. Lyons** PRO:**C. Kurtz.**

Area Manager
Dublin City Council,
Kilmainham Area Office,
639 South Circular Road,
Dublin 8

19th January 2006

Draft Chapelizod Traffic Management Plan.

Dear Sirs,

We wish to make a submission with regard to the Draft Chapelizod Traffic Management Plan.

Background

Dublin 15 is one of the fastest growing areas in Ireland with an anticipated population of between 120/ 130,000 persons by 2015. Added to this resident population are the many thousands of employees and students who travel to the area daily.

The current traffic management issues arising in the Chapelizod area are similar to those which are commonly experienced by many urban and suburban communities throughout the Greater Dublin Area. Many of these have, to a large extent, evolved due to the prolonged and systematic failure of the various governing politicians and civil/public servants to properly undertake long term planning for the expansive social and economic development that has occurred in Ireland over the past two decades. Not unlike the residents of Chapelizod, many communities in Dublin 15 have no option but to accommodate transit traffic from neighbouring areas (including Chapelizod and other City Council locations) as part of a normal day. This is the price communities are now paying for those failures.

Indeed, we deplore a situation where one community is effectively set against another on an issue which has been brought about by the failure to properly plan development and to provide the necessary mobility infrastructure when development was approved.

For the entire Dublin 15 area there exists only three primary commuter routes for travel to / from Dublin 15. Two of these routes are city centre bound and the third, the Knockmaroon/St Martins Row route, take intercatchment traffic from ours / Meath towards Ballyfermot / Crumlin / Walkinstown / Clondalkin areas. ***There is no other viable non tolled route available.***

Where this route (R109) to have severe restrictions imposed on it, or to be closed off to traffic from this area, it would have profound and disastrous consequences for many thousands of individuals and many commercial enterprises in **both** the City Council and the Fingal County Council areas.

Consequences

There are a large number of adverse consequences that will occur should the City Council choose to proceed with any of the proposed restrictions on traffic moving through Chapelizod Village.

These are:-

1. Severance. The Chapelizod area would become isolated from much of its natural catchment area to the North of the village. Persons from the village would not be able to easily travel towards Castleknock / Blanchardstown. The schools of Castleknock College and Mount Sackville (primary and secondary) would be greatly affected. Many of their pupils travel through the village to access the schools, as do many local children attending the schools concerned.
2. A dramatic increase in the level of traffic congestion in adjacent traffic cells as vehicles would be forced to divert into those neighbourhoods.
3. Greatly increased journey times as a result of the above.
4. Consequential negative impact on many thousands of commuters quality of life – now a predominate issue in peoples (read electorate) lives.
5. Increased travel and other costs associated with longer journey times and greater distances to travel. The cost components are more than the cost of petrol/ depreciation etc. For businesses, it is the unproductive employee time spent in greater travel times/distances.
6. For employees commuting, it is whether that additional time and cost associated with your proposals will marginalise their employment in other areas. That may affect employers and their ability to attract and retain employees (in both functional authority areas).

7. Adding to Ireland's breaches of the Kyoto protocol and our greenhouse gas emissions by causing significant additional hydrocarbon (fossil fuels) consumption due to extended journeys for the many thousands of annual vehicle trips that would have to undertake longer routings as a result of your decision.
8. Negative impact on the adjacent areas air quality and noise levels due to the increased environmental load. Whereas up to now an area may have been able to 'cope' with regard to the ambient air quality, by forcing many thousands of cars onto adjacent cells you may well cause an environmental overload to occur with particular reference to the air quality.
9. With regard to the foregoing we will initiate a complaint to the European Commission under the relevant Air Quality Directive should you proceed with your scheme.
10. Damage will be caused to the various ecosystems that exist in the Phoenix Park from additional traffic flows that will inevitably use it should you proceed with your scheme. That in turn will most likely cause the OPW to further restrict traffic flows through the Park, thereby making an extremely difficult situation impossible.
11. EU regulations require a Toll Free alternative to be made available to the public where a Toll facility has been put in place (M50 Westlink). Your seeking to restrict/close traffic through Chapelizod and force traffic onto the M50 is contrary to EU policy (as no toll free alternative exists).

Administrative issues

Once you have completed this particular consultative process, and having given due consideration to the various submissions made, perhaps you would be kind enough to inform us as to how you plan to undertake the necessary Statutory public display and consultation, as required under the relevant provisions of the Planning and Development Acts and/ or the Road Traffic Acts of any formally proposed scheme.

In addition we are unaware of any provision(s) in the referred to Acts which permit the closure of a regional road route (**R109** in this instance) in the unilateral manner proposed by the City Council.

Also you show footpath options for the Knockmaroon Hill area, which clearly continue into the Fingal functional area. It is our information that Fingal have not participated in the formation of this Draft proposal, nor has it been placed before the elected members in Fingal for their consideration prior to being placed on display by you. As already referred to any proposal affecting the Fingal functional area should be considered, voted upon and commented upon by the relevant parties in the Fingal functional area.

Public Transport

There are no tangible orbital public transport alternatives available to the commuters from this area travelling to the areas served by the R109 road route.

Furthermore, the recently launched Transport 21 agenda will not address this route and neither will the proposed revamping of the Dublin Bus routings satisfactorily address the issue.

Car parking

The congestion experienced by the residents of the village is exacerbated by extraneous commuter parking (using the village as a park & ride facility) and on street overflow parking due to the failure to provide adequate off street parking for the apartment dwellers. It is suggested that you should address this issue, which would go some way towards improving the access/ congestion issue.

Commercial activity

It is vital for any village like settlement be served by vibrant and mixed retail activity. Persons from Dublin 15 provide a useful source of business for the village retailers and if the shop owners had not got this additional commercial activity they may well become marginalised in their trading.

General comment

This proposal represents planning in isolation, utterly fails to consider the wider common good and fails to recognise the reality and legacy of the type of development practice communities have had to live with and endure for decades.

Consider how unreasonable it would be for the residents of Fingal to block the emerging HGV traffic onto the M50 from the new Port Tunnel, which incidentally will each day pour in excess of 20,000 polluting and very noisy HGV units onto the roads traversing Fingal. These trucks are being sent onto roads in our area in order to improve the quality of life for the city council residents, at our expense!

We all have to bear a reasonable portion of the regions traffic, and on a lighter note... The civil war ended over 80years ago!! Let us not go there again.

Charlie Kurtz
PRO