

Name Hugh, Hogan

Leixlip as stated in the Plan has major traffic congestion problems. The suggestion that it might be addressed by more permeability between estates to enable residents to use non motorised transport to Schools and other areas is muted as part of the solution to enable additional housing to be constructed.

The idea of enabling permeability between estates is not one that works. There are many examples of lane way closure programmes around Ireland (funded by the Department) to reduce rat runs and escape routes by undesirables as well as hang out areas for teens. The locations become no mans land and a cause of problems for residents who are adjacent to it.

In existing estates, where residents bought thinking it would be safe as a cul de sac or one way in estate, the idea of opening them up to through traffic whether on foot or other non motorised transport is very wrong.

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The Gardai should be asked to police proof any permeability route and to make a statement in relation to how they envisage a policing strategy around it. I am aware of a number of such routes in west Dublin where the Gardai openly admit that policing such areas is very problematic due to such permeability and being unable to follow in cars.

A second issue I would like to make a submission on is the timing of the build. It should not happen before the transport links are in place. Currently the Captains Hill and Leixlip is a major traffic route and chock a block at rush hour. The traffic will only get heavier with every new home provided. While the concept of the areas being served by public transport is fine and to be encouraged it is not conditioned in the plan to happen before the build. The idea that increasing traffic congestion would encourage road users to switch to Public Transport is not one that should be employed in any plan. I would suggest that any new build is conditional on the provision of the transport infrastructure in advance of the housing in much the same way as it was approached in Adamstown SDZ