

Name

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I believe the proposed plan fails to recognise and address the unsustainable volume of traffic on the R149 of which the majority appears to be using this route as an access to destinations other than those covered by the Leixlip LAP. As a resident on Captains Hill it is becoming increasingly difficult to gain access on to this road due to the huge flow in both directions. I use this route to commute to work in Blanchardstown and notice that traffic coming up the Hill in the mornings from the M4/Celbridge side continue straight on to Clonee/Blanchardstown. I also note in the morning that there is considerable volume, although markedly less coming across the bridge at Confey. I strongly feel that this 'passing through' traffic is detrimental to the inhabitants of Leixlip as it causes access problems for residents to schools and the Main Street which leads to a knock on effect to businesses there. I typically shop in Aldi on Main Street - most of the time I walk but on occasion when where I know that i will not be able to carry all the shopping I have to drive. I have to pick the time I drive quite carefully as during the peak times it could take 15 minutes to make a journey of less than 1km. The main bottleneck is getting onto R149. Frequently, traffic is backed quite far up the Hill - at the bottom of the hill there are two lanes, one left and one right lane. The left turn is usually green for a considerable time before the right turn. If six cars are trying to turn right, this build up prevents access to the left lane which leads to driver frustration as cars further up the hill that are trying to access the left turn become annoyed that their access is blocked. These drivers are usually less accommodating to residents who are trying to get out onto the R149. The occasional driver that holds up traffic coming down the Hill to let me out, give up as frequently the flow coming up the hill is continuous and the cycle starts again. I frequently walk around the town centre and its clear that the traffic volumes make it quite undesirable for locals to come into the town centre and spend time there. I fervently believe that there is a need for an alternative to the R149 to accommodate the majority of the traffic on it, and if achieved will lead to greater engagement from locals in the town centre. Upgrading the bridge at Confey will have the net effect of longer queues closer to the town centre. in its current format, the single lane acts as a stagger and gives traffic breaks for the estates that connect to the R149 to gain access. Upgrading the bridge to a continuous dual flow will be problematic for these residents. On my commute home, I frequently have a seven minute delay getting into my estate due to traffic build up coming up the hill. This may seem insignificant but it isn't when you consider it accounts for approximately 70 metres of my journey. A lot of this build up is due to the traffic trying to turn right at the bottom of the hill towards Maynooth - this leads me to believe a significant improvement would be gained by providing an alternative enhanced access to the north-west side of Leixlip. I also have concerns that the proposed North Street Backlands Regeneration, while interesting and potentially viable, will be adversely affected by traffic coming down the hill and using it as a slip road to avoid the congestion at the lights at the bottom of the hill. This may not necessarily be a bad thing as it may alleviate the congestion, but it may adversely affect the intended goals of the regeneration.