

Uimhir Thagarta Uathúil: FIN-C453-1271

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Stádas: Submitted

Aighneacht: Chapter 2, Planning for Growth

Comhairliúchán:

Draft Fingal County Development Plan 2023-2029

Public transport and the need for private car use

Caibidil: Section 1: Written Statement» Chapter 6: Connectivity and Movement

We have consistently aspired to designing new communities where the use of the private car is no longer required for persons to get about.

We are no where near achieving that ambition and ,in my opinion, will not achieve that goal here in Dublin 15 in my my lifetime.

Our public transport is poor by international 'best in class' standards, despite what the NTA and other may say. Travel to Paris, Tokyo, Madrid, London, Munich etc. to see how sustainable pubic transport works in reality...we are decades away from such possibilities here.

Over twenty years ago I participated in a pubic consultation in Fingal regarding what was required to greatly improve our public transport infrastructure and connectivity...the document produced then has only been partially acivated twenty years on..the bus and train services still lag behind.

We allow high desnity residential development on the theoretical presence (and capacity) of an underused rail line to Maynooth...on quality bus corridors that are largely underused off peak and only every 10 to 15 minutes at peak. When we arrive at a station to crowded trains etc. people are put off these modes.

We need to match the delivery of housing with the building of public transport infrastructure. Car and car spaces will be a requirement for the vast majority of our residents in the carrying out of family, leisure, shopping and recreational actives. Those who are fortunate to be able to use bikes should be encoraged to do so.

Over the past five years we have invested heavily in prioritising cycling here in Ireland. That is welcome , but I would like to see an equal level of priority afforded to walking / pedestrians. Invest in wsafe walking facilities, segregate pedestrians from all other forms of travel. Carry out enforcement against cyclists / motorised scooters who cycle / use on footpaths. Mount singage on pathways to advise cyclists / scooters that it is prohibited to cycle / scoot on footpaths. Make foot paths wider for pedestrians(4 persons wide at least). Carry our a programme of dishing footpaths to assist disabled persons / parents with buggies cross roads. etc.

Carry out a regular public information on prioritising pedestrian safety amongst other road users.

Documents Attached: Níl