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Submission:

Addressing Infrastructure and Transport Gaps in Stepside for Sustainable Development

UID: 661

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Consultation:

Draft First Revision to the National Planning Framework

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Observations:

4. Making Stronger Urban Places

Chapter: 4. Making Stronger Urban Places

The NPF's focus on compact growth and increased density within existing urban footprints could significantly increase traffic congestion in areas like Stepside, where car dependency is high. Even at a relatively short distance from the city center, commuting by car often takes 40 minutes or more due to current congestion levels. Commuting by bus takes over 1 hour. The existing road network is inadequate to handle further increases in traffic without major upgrades or improvements to traffic flow.

Recommendation: Before allowing further dense large-scale housing developments in suburban areas (as opposed to urban areas), the plan should include commitments to upgrading local roads, improving traffic flow, and implementing better traffic management solutions to avoid further gridlock and long queues for residents.

Chapter 4 emphasizes reducing car dependency and promoting sustainable mobility. However, Stepside and nearby areas are underserved by public transport. There are no feeder shuttles to the nearest Luas station, and very limited bus services are often infrequent and unreliable. Without convenient and efficient public transport options, residents are left with no viable alternative to private car use.

Recommendation: The NPF should prioritize developing feeder shuttle services to connect Stepside and similar suburban areas to the nearest Luas, DART and rail stations and should prioritize free parking facilities in suburban railway, Luas and DART stations to encourage people to commute by more sustainable modes of transport. In addition, improving the frequency and reliability of bus services is crucial to make public transport a practical and attractive option.

Documents Attached: No

Boundaries Captured on No

Map: