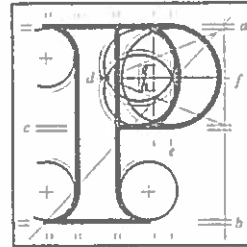


**Our Ref:** 29S.JA0039  
**P.A.Reg.Ref:**

**Your Ref:**



**An  
Bord  
Pleanála**

Róisín Shorthall TD  
Dáil Eireann  
Leinster House  
Kildare Street  
Dublin 2

22nd February 2018

**Re:**  
Development of a new civic plaza and ancillary traffic management  
measures at College Green,  
Dublin 2.

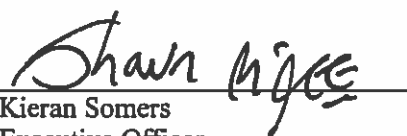
Dear Deputy,

An Bord Pleanála has received your recent submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter.

Please note that the proposed development shall not be carried out unless the Board has approved it or approved it with conditions.

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

*PP*   
Kieran Somers  
Executive Officer  
Direct Line: 01-8737107

E102



**Proposed Development of a New Civic Plaza at College Green**  
**Dublin 2 and Ancillary Traffic Management Measures**

**Submission from Róisín Shortall TD:**

**Dáil Eireann, Kildare Street Dublin-2**

**February 21<sup>st</sup> 2018**

<b>AN BORD PLEANÁLA</b>
Received: <u>21-02-18</u>
Fee: <u>€ 50 cheque</u>
Receipt No: <u>B141178</u>

<b>AN BORD PLEANÁLA</b>
TIME <u>16:30</u> BY <u>hand</u>
<b>21 FEB 2018</b>
LTR DATER _____ FROM <u>LC</u>
PL <u>295-JA0039</u>

To Whom it Concerns,

As per the requests for observations on the E.I.A.R and associated documentation submitted by Dublin City Council to An Bord Pleanála for file 295.JA0039, I wish to set out my serious reservations regarding the impact that this proposed development will have on vehicular public transport in the greater Dublin area. I am particularly concerned that the closure of College Green to Dublin Bus traffic will have very serious implications for the sustainability and effectiveness of bus transit as the predominant form of public transport in Dublin and as the sole option for my constituency of Dublin-North West for the foreseeable future.

College Green is a core axis of the bus network within the city and has already, in recent times had bus access limited owing to the construction and operation of the Luas system. Further restriction of access to the city centre undermines the resilience of bus transport and it's ability to contribute to the modal shift from cars to public transport.

The current proposals to re-route northbound buses via Winetavern St are unsatisfactory as they serve to move customers from the core city centre area - increasing walking distance to the south and east city centre. The inclusion of Parliament Street as an alternative North-South axis for bus traffic is simply unrealistic given the unprecedented environmental strain that this would place on a very narrow street and the absence of pavement space for loading and unloading of passengers.

If the plans proceed as currently envisioned, it is estimated that over 4,000,000 bus customers p.a. would be displaced from College Green to the Quays. Given the ongoing gridlock on Dublin's quays, it is not realistic to expect buses to be able to maintain an adequate level of service on an east-west axis. Similar to Parliament Street, the scope for additional stops for the loading and unloading of passengers along the quays is virtually non-existent. Additionally, the walking distances involved and access pathways through Temple Bar are simply not suitable for individuals with mobility impairment.

Simply put, College Green is central to the bus network with few comparable alternatives. Bus is the sole mode of transport that reaches the entire city compared to very specific rail/tram corridors which are totally absent from Dublin North West. This is an area, which

owing to demographics is disproportionately reliant on the one form of public transport which is available.

The success of the green line Luas and recent increase in passenger numbers is to be welcomed, but it is not acceptable that this would result in seriously discommoding high volumes of existing bus users. It would be extremely unfair if the established bus routes and the resultant movement of both commuters and shoppers were to be severely disrupted and would be socially acceptable.

The plans, while laudable in their vision to create a civic space in the city centre, simply do not reflect the reality of the severe constraints already on public transport in Dublin. Due to the very limited road space in the City Centre, Dublin Bus will continue for the foreseeable future to be the primary mode of public transit in the greater Dublin area. To undermine that fact and limit the ability of this public service to operate effectively, completely undermines the civic spirit which the creation of this plaza seeks to enhance.

I would ask that these points are taken into consideration and I would urge you to refuse permission at this point.

