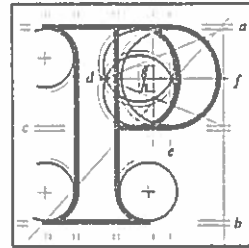


Our Ref: 29S.JA0039
P.A.Reg.Ref:

Your Ref:



**An
Bord
Pleanála**

Susan Deane
Coach Tourism and Transport Council of Ireland
Suite 4, Unit 4 First Floor,
St. Fintan's,
North Street, Swords,
Co. Dublin

22nd February 2018

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

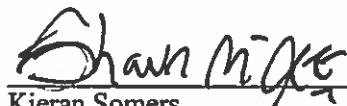
Dear Madam,

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

AN BORD PLEANÁLA
Received: 02.02.18
Fee: €50 - Cheque
Receipt No: B141167



Re: Proposed Civic Plaza at College Green
Ref: (29s. JA0039)

2nd February 2018

To whom it may Concern

Please find attached, Planning Appeal and Respective fee
in relation to the above proposed development.

I should be very much obliged if you could acknowledge
same.

Thanking you in anticipation.

Susan Deane

Suite 4, Unit 4 First Floor, St. Fintan's, North Street, Swords, Co Dublin, K67 W620

Email: kevin@cttc.ie Tel: 01 890 2635 Mob: 085 858 8395



Submission by the

Coach Tourism and Transport Council of Ireland

On

A New Civic Plaza at College Green, Dublin

January 2018

AN BORD PLEANÁLA
TIME _____ BY _____
- 2 FEB 2018
LTR DATER _____ FROM _____
PL _____

Introduction

Coach Tourism and Transport Council

The Coach Tourism and Transport Council (CTTC) is the representative body for Ireland's coach touring companies and Ireland's private bus operators. The CTTC's members are experts in all types of coach hire and transport solutions, including: airport transfers, day tours, extended touring, incentive travel, golf tours, school transport and provision of scheduled services. In addition to specialising in long distance scheduled services, many of CTTC's members also operate licensed bus services in towns and cities throughout Ireland.

All CTTC members are family owned companies, with a combined fleet of over 1,500 coaches, employing over 3,500 people directly. The CTTC comments and makes representations regularly on matters of concern to its members such as public transport, school transport, the coach tourism sector and the tourist industry generally.

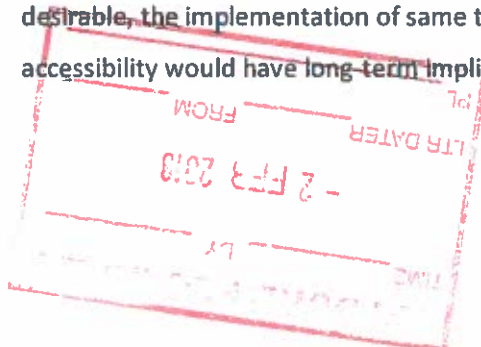
Opening Statement

The Coach Tourism and Transport Council welcome the opportunity to make this Submission on the proposed development of the new Civic Plaza at College Green and the associated traffic management measures (An Bord Pleanála Ref: 29S.JA0039).

CTTC believe that cost effective and efficient transport is a key component in promoting the economic wellbeing of the greater Dublin area, which is of vital importance to the wider National Economy.

Our members are key stakeholders in the Irish Tourism Sector through the provision of tailor made transport products to sustain and develop tourism and tourism revenues, which contribute substantially to the Exchequer, particularly in the core Dublin City Centre area.

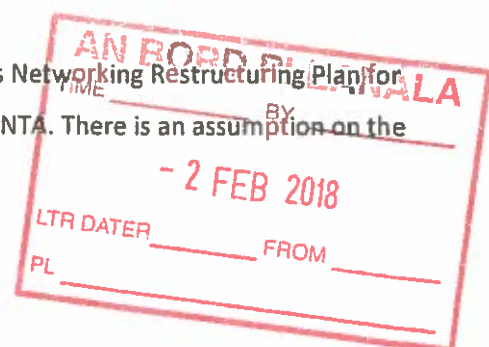
College Green is a key transport hub, providing essential bus and coach penetration from all directions to the City Centre. It is our view that, while the concept of a designated Civic Plaza is desirable, the implementation of same through the imposition of a ban of coach and bus accessibility would have long-term implications, negatively impacting on accessibility of leisure



travellers to access the key tourist hubs in the locale, with the potential implications for leisure travellers to choose other key International capitals which have more ease of access.

We would urge An Bord Pleanála to facilitate a comprehensive impact assessment in the following areas prior to the imposition of this project, which has serious ramifications for the City's transport infrastructure.

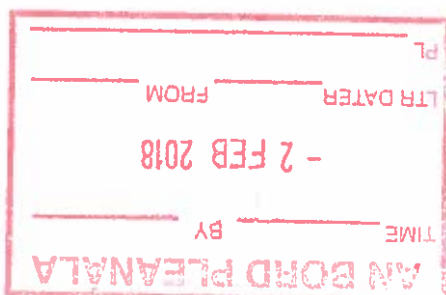
1. The implementation of the proposed initiative would have an adverse effect on the transportation of clients to Dublin City hotels and key tourist hubs in the core affected area. The re-routing of a substantial number of Dublin Bus routes through Parliament Street and Winetavern Street will have an adverse effect on traffic volumes on the already congested Quays. It is estimated that an additional 1,000 Dublin Bus vehicles will travel through the Parliament Street corridor alone. In addition, the re-routing of bus stops and possible bus termini to the Quays will lead to additional footfall, bringing Health & Safety risks to pedestrians and bus passengers. Furthermore, any remedial action to widen the footfall area would further reduce existing bus corridors.
2. The increased traffic flows as a result of this proposal and the additional length of re-routing will have a significant impact on journey times and tour itineraries for our members when complying with Working Time and Driving Hour Directives.
3. The proposal does not take into account accessibility to this core area for members of the public and domestic and foreign coach tourism who will be expected to walk significant distances to access key tourism hubs in this area.
4. CTTC supports Government Policy in relation to reducing carbon footprints and reducing CO2 emissions in Ireland, particularly in Dublin City Centre and, while the Environmental Impact Statement prepared by DCC plans to exclude vehicular traffic from College Green, CTTC would contend that the future of coach tourism and bus transportation is through the introduction of smart, electric and hybrid bio diesel or hydrogen vehicles with zero emissions that are quieter and with lower vibration levels, to conform with trends throughout Europe.
5. The restructuring of coach and bus traffic is based on the Bus Network Restructuring Plan for Dublin, the final details of which has yet to emerge from the NTA. There is an assumption on the

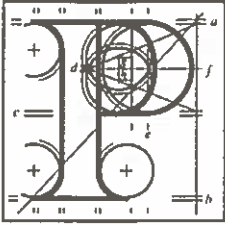


part of the NTA and Dublin City Council that proposals within the Plan will significantly improve congestion, however, until a practical assessment is undertaken of the proposed changes, this cannot be assumed when considering a project of this nature, which will have long-term implications for transport within the key City Centre hub.

Conclusion

While the concept of a Civil Plaza is desirable, it must include provisions for coach and bus accessibility. CTTC request that An Bord Pleanála facilitate a reasonable time period to facilitate practical testing of the Bus Network proposals and the undertaking of a comprehensive impact assessment of the proposal which will have long-term implications for transport accessibility, with a knock on effect for the potential significant loss of tourism revenue in the City Centre area.





An
Bord
Pleanála

Planning Appeal Check List

(Please read notes overleaf before completing)

1. The appeal must be in writing (e.g. not made by electronic means).

2. State the

name of the appellant
(not care of agent)

The Coach Tourism and
Transport Council of Ireland

address of the
appellant
(not care of agent)

Suite 4
Unit 4 First Floor
ST. KENTAN'S
NORTH STREET
SWORDS
Co. DUBLIN K67 W620

3. If an agent is involved, state the

name of the agent

n/a

AN BORD PLEANÁLA

TIME _____ BY _____

02 FEB 2018

LTR DATED _____ FROM _____

PL _____

address of the agent

n/a

AN BORD PLEANÁLA

TIME _____ BY _____

- 2 FEB 2018

LTR DATED _____ FROM _____

PL _____

4. State the Subject Matter of the Appeal*

Brief description of the development

Proposed Development of a new Civic Plaza at College Green Dublin and Ancillary Traffic Management Measures

Location of the development

College Green, Dublin 2.

Name of planning authority

An Bord Pleanála (Re: Dublin City Council).

Planning authority register reference number

An Bord Pleanála Ref: (295, JA0039)

* Alternatively, enclose a copy of the decision of the planning authority as the statement of the Subject Matter of the Appeal.

5. Attach, in full, the grounds of appeal and the reasons, considerations and arguments on which they are based.
6. Attach the acknowledgement by the planning authority of receipt of your submission or observations to that authority in respect of the planning application, the subject of this appeal. (Not applicable where the appellant is the applicant).
7. Enclose / Pay the correct fee for the appeal and, if requesting an oral hearing of same, the fee for that request see "[Guide to Fees Payable](#)" under heading of Making an Appeal on Home Page of this website for current fees.
8. Ensure that the appeal is received by the Board in the correct manner and in time.

