

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

Your Ref: CIE/Dublin Bus



An
Bord
Pleanála

Ann Mulcrone
Reid Associates,
2 Connaught Place,
Crofton Road,
Dun Laoghaire,
Co. Dublin.

22nd February 2018

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

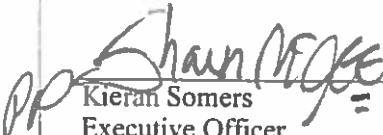
Dear Madam,

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,


Kieran Somers
Executive Officer
Direct Line: 01-8737107

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PLANNING AND DEVELOPMENT CONSULTANTS

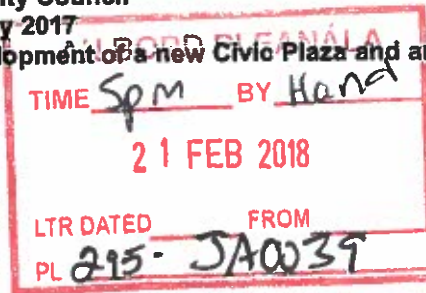
2 CONNAUGHT PLACE, CROFTON ROAD,
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21st February 2018
The Secretary An Bord Pleanála
64 Marlborough Street
Dublin 1

Application Reference No: PL29S.JA039
Planning Authority: Dublin City Council
Date of Submission: 18th May 2017
Description of Project: Development of a new Civic Plaza and ancillary traffic management measures.



Dear Sir

Instructions

Reid Associates and Stephen Reid Consulting are instructed by Dublin Bus, 59 Upper O'Connell Street, Dublin 1, which is a constituent company within the CIÉ group as a national public transport service provider. The CIÉ Group is a designated stakeholder for the College Green Project and is furthermore a designated Prescribed Body under the Planning and Development Act 2000 as amended. In that context the submission is made on behalf of Dublin Bus, Bus Átha Cliath, 59 Upper O'Connell Street, Dublin 1, as the company within the CIÉ Group with responsibility for public bus transport in Dublin city and wherein the traffic management proposals directly impact and have implications for public bus transport in the city.

Any correspondence in respect of this submission should be sent to the offices of Reid Associates, 2 Connaught Place, Crofton Road, Dún Laoghaire, County Dublin.

We hereby make submissions in respect of the republication of the EIAR notice inviting further submissions by the 21st February 2018.

Commitment to serving the Public Interest

Dublin Bus is committed to providing a reliable, efficient, safe and value for money service to the people of Dublin city. It is evident since the commencement of the operation of the Luas through College Green area, that there are considerable congestions problems in the city. Dublin Bus is committed to continue working with Dublin City Council (DCC) and the NTA (NTA) to address these issues and to find solutions to alleviate the delays being experienced by bus customers. Dublin Bus has already implemented significant changes already to the bus network to facilitate improved traffic conditions in the city centre.

Dublin Bus supports the concept of public realm improvements in the city, and the concept for a civic plaza at College Green. The comments and observations outlined below highlight the importance of the bus network to the city and the considerations required when deliberating on the plaza proposals by Dublin City Council.

It is imperative that in making any change to bus services, Dublin Bus customers, who access on the city from across the GDA region are able to access appropriate alternatives and not be disadvantaged in the mode choice.

As the bus will be the prime focus of public transport policy and provision over the coming years the importance of encouraging mode shift in population travel patterns, allowing bus customers access the city as much and as centrally as possible is key to a sustainable future for the city.

We recognise that there are significant changes happening and proposed across the city in terms of public transport investment but also in terms of traffic arrangements. This is particularly visible with the introduction of Luas Cross City services and the effect on city centre traffic. Dublin Bus has been working with Dublin City Council and the NTA to alleviate these issues whilst striving to minimise the impact on customers and protecting the city's economy.

Key Issues

1. There is a need to have two-way bus operation on Parliament St (within any air quality limits required). Two-way bus operation on Parliament St is crucial to providing an adequate city centre service if buses are to be diverted from College Green.
2. Winetavern Street is too far removed from the city centre to allow effective bus access to areas of high demand, and is not an acceptable alternative to Dame St.
3. In our original submission we raised the possible alternative of providing one lane of traffic through the plaza in a west to east direction. This was a compromise in the event that two-way Parliament Street was not acceptable, and one that allowed a significant plaza provision in College Green, yet had reduced impact on bus service provision.
4. On 29th January, Dublin Bus rerouted 17 routes away from College Green. We continue to liaise with DCC and the NTA on the traffic arrangements in this key area. A further 10 bus routes will be diverted from College Green on the 5th March 2018 making a total diversion of 27 routes and over 30% of buses from College Green.
5. Implementation of a plaza at College Green should be deferred until the final details of the network review under the BusConnects project is agreed (following public consultation) and ready for implementation. It is not feasible or appropriate to make large changes to a significant number of routes in the core city centre area both of the plaza and for BusConnects due to the customer impact, economic implications for the city. In addition, it is premature until additional bus priority measures are delivered within the BusConnects programme. These measures are necessary for the effective movement of buses within the wider city centre area, in particular the quays.
6. A critical factor in the deliberations around the plaza proposal is the role of Parliament Street: If Parliament St cannot offer a flexible approach to the provision of bus services (without breaching emissions limits), then the plaza proposals are fatally flawed

To summarise, Dublin Bus submit that the provision of two way bus operation on Parliament St is a precondition for effective bus movement in the context of the plaza development. We hereby request that, if the Board is minded to consider a grant of permission, that such development should not take place until the bus network review is complete and network changes have taken place to facilitate the effective movement of buses within the wider city centre area, in particular on the quays.

Ann Mulcrone