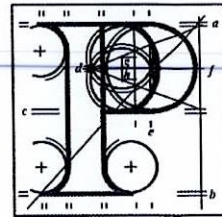


Our Case Number: ABP-313509-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Eamon Hoey
12 Upper Baggot St
Dublin
Dublin 4
DO4VY46

Date: 13 July 2022

Re: BusConnects Belfield/Blackrock to City Centre Core Bus Corridor Scheme
Co. Dublin

Dear Sir,

An Bord Pleanála has received your observation or submission in relation to the case mentioned above and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

Please be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of the Local Authority and at the offices of An Bord Pleanála when they have been processed by the Board.

For further information on this case please access our website at www.pleanala.ie and input the 6-digit case number into the search box. This number is shown on the top of this letter (for example: 303000).

Yours faithfully,

Sarah Caulfield
Executive Officer
Direct Line: 01-8737287

BL50A

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An Bord Pleanála

64 Marlborough Street

Dublin 1

Case number : HA29N.313509

Bus Connects Belfield/Blackrock to city centre Core Bus Corridor/ Route 14

AN BORD PLEANÁLA

LDG-

ABP-

313509-22

12 JUL 2022

Fee: €

50.00

Type:

CARD

Time:

13:37

By:

HAND

Dear Sir/Madam

I would like to point out a number of problems that exist with the Core Bus Corridor Route 14.

As part of my submission I wish to incorporate and show my full support for the Pembroke Road association and Baggot St Traders submission. I'd also like to draw particular focus to the following problems.

:Upper Baggot St is a destination, it's a centre for shopping, for socialising and for community services. To treat it like an arterial route and force a Bus Corridor through this neighbourhood is tantamount to vandalism.

:N11(Stillorgan dual carriageway)-Donnybrook-Leeson St is an arterial route to access St Stephens Green. Merrion Road-Northumberland Road-Mount Street is an arterial route to Merrion Square. Pembroke Road and Upper Baggot Street are a community, they are used by locals and tourists to visit the area NOT to transit it.

:As the plan of "Route 14" calls for Busses to head to Merrion Square it beggars belief how any responsible person can think that a gerrymander of a route slicing through the heart of an urban village and imperilling the 230 year old Baggot St bridge is even an option. From Ballsbridge to Northumberland Rd over Mount St bridge to Merrion Sq is the only sensible route.

:Baggot St bridge aka McCartney Bridge is a narrow single arch bridge dating from 1791. Its dressed granite and curving walls are fine examples of skilled masons and engineers. It is part of the significant infrastructure of the Grand canal and Georgian Dublin and ties in with the Georgian and Victorian streetscape of the area. To send 100 busses an hour and make changes to this structure is utterly inappropriate. Especially when Mount Street Bridge, modern, flat and wide is available along the obvious and sensible routh to Merrion Sq via Northumberland Road and Mount St.

: Mount St is not a village. It is not a shopping destination. Upper Baggot Street is! To destroy a village...to destroy a community...yet to leave an office street devoid of retail and community alone is planning madness.

:The Arhaus convention has not, in my opinion, been followed by the NTA. They have ignored the massive weight of evidence showing the folly of this plan and at all stages sought to keep residents and business people in the dark.

:Swans, ducks, water fowl all occupy the canal. The effects of damaging works and increased bus traffic of heavy double decker busses over Baggot Street must be considered. An exhaustive investigation into the wildlife and the negative impact of the proposed bus corridor must be carried out. Damage done now may prove permanent. No actual detail on attenuation measures is given.

The preservation of the flora and fauna of the Grand Canal and the amenity they provide are vital to the area and to all of Georgian Dublin. The lack of detail here is of absolute concern.

>If people can't stop they can't shop. Upper Baggot St is entirely reliant upon "on street parking" therefore the removal of parking from Upper Baggot St and Pembroke Rd would prove particularly destructive, harming traders and neighbouring residents alike.

>The closest car parks to Upper Baggot St are off Grafton St, this is of absolutely no use to our community. The ability to stop on Upper Baggot St is a determining factor in whether the retail community can survive, and the local community continue to benefit from its specialised services.

>More than 50 percent of customers travel more than 5 miles to my business. Upper Baggot St is a destination not a viaduct. Its community, retail and visual character deserves protection and must be preserved. Cutting thru it with busses will not achieve this. It will destroy the area and the retail and social amenity of Upper Baggot St.

>There is already a shortage of parking and loading facilities on Upper Baggot St, the area needs more short-term parking to allow people to stop, NOT LESS. The area from 3 to 17 Upper Baggot Street effectively serves as a loading bay. Garda cars, delivery vans, ambulances An Post trucks all make use of this area. The proposed plan will obliterate this space and further damage the area.

>Upper Baggot St will be cut off by the proposed plan. No turn from Mespil Road cuts us off from the canal. No turn from Waterloo cuts us off from Donnybrook. No turn from St Marys Rd/Eastmoreland Place cuts us off from our neighbours. No access in either direction from Pembroke Rd cuts us off from Ballsbridge, Sandymount and our neighbours. Haddington Rd will be restricted to one lane, making it harder for any one to access Upper Baggot St and leading to congestion on Haddington. This is not just bad planning its horrific. Is Upper Baggot St to be left to wither on the vine and die? IS a community to be robbed of its shopping and cultural heart? All because of a flawed and destructive plan?

>Whatever data was used for this plan is now out of date. Post Covid Pandemic Dublin has changed. Peoples needs for accessing offices have completely changed. Offices remain at reduced occupancy and Govt policy is to enshrine the right to work from home in law. The proposed plan, destructive as it is, also happens to be out of date and out of step with the new reality of business life in Dublin.

>Blackrock is served by the DART. The Bus Corridor seeks to run parallel to the DART line. Repetition meets destruction. With new rolling stock finally having been ordered to increase DART capacity why are the NTA trying to run a Bus Corridor that merely replicates the DART but causes disruption and damage to Georgian Dublin.

>Aircoach and Bus Eireann Expressway both use Donnubrook-Leeson St to get to Stephens Green. They also use Ballsbridge-Northumberland Rd-Mount St to get to and from Merrion Sq. These are established and sensible routes. Obvious routes that don't divide a neighbourhood and cut it off from its residents and customers. Bus companies can see the best way to access Merrion Sq, flawed reasoning on the part of the NTA shows that they are blinded to common sense.

>Turning Merrion Sq into an effective bus depot will shatter the Georgian elegance of one of Dublin's most beautiful Squares.

>This is a bad plan, a flawed plan. The NTA have repeatedly ignored reason and common sense. Repeatedly tried to hide their actions. Repeatedly failed to properly inform residents, retailers and any other stakeholders of their plans. They seem bent on destruction by stealth.

Destruction of Georgian Dublin. Destruction of neighbourhoods. Destruction all justified by flawed logic and outdated figures.

Therefore I urge you to closely examine all points that I have made and to prevent this Bus Connects scheme from destroying peoples lives, peoples livelihoods and peoples communities.



Eamonn Hoey

12 Upper Baggot Street

Dublin 4

D04VY46

re: Bus Connects Proposals for Route 14
The PRA has existed for almost 50
years to enhance and safeguard the
unique qualities of The Pembroke
neighbourhood

Many conversations and a lot of consultation with a broad range of residents have been undertaken by the PRA in the last 3 years. We represent a 'broad church' from mothers of young children to the frail elderly who live in and around Pembroke Road/Baggot Street.

Together with the Upper Baggot Street Traders we believe that we have formed a good understanding of the requirements of the Neighbourhood for the post Covid era.

The Historic Pembroke **Neighbourhood**

The historic Pembroke neighbourhood is bounded by Merrion Square to the north, Northumberland Road to the East with the Dodder River to the South and Leeson Street forming the boundary to the West.

The historic Pembroke Neighbourhood was first laid out by the Pembroke designers on the Georgian side of the Canal and expanded across the Grand Canal throughout the 19th century. The elegant layout was designed along the principles of the 'Beautiful City' movement and is recognized in international urban design thinking as an exemplar model of urban layout. The tree lined streets and sightlines provide public space of the highest quality.

The Pembroke Neighbourhood of Georgian Dublin took a hit in the mid 20th century with many fine houses being used as offices only. Currently in the weekly planning lists issued by Dublin City Council we can see house after house and month by month returning in use as family homes.

The new post Covid urban world is a pattern of working from home and multigenerational family homes. The Pembroke Neighbourhood provides this possibility and a return to its well established 19th century use in line with most other European cities of quality. The urban high street of Upper Baggot Street provides many professional and service needs of the greater city district and this reputation is essential to the well being of an urban core.

The imposition of bus parking along the periphery of Merrion Square in the heart of GEORGIAN DUBLIN is an utterly deplorable piece of heedless thought

This is one of the top treasures of GEORGIAN urban space in Dublin. Every tourist who visits Dublin comes to look at Georgian Dublin. It is imperative that it can be enjoyed WITHOUT a wall of buses. It is a splendid elegant showpiece tribute to the celebrated craftsmanship of Dublin in the 18th century whose skills built it. Merrion Square and the Georgian streets leading from it to Fitzwilliam Square are constantly promoted by Tourism to highlight Georgian Dublin.

Surely the buses can be kept moving to avoid parking up for breaks in Merrion Square?
Would Tourism interests permit this to happen in Rome?

There is another way to sort this out.

Pembroke Road and Baggot Street are thick with pedestrians before and after matches and concerts

Upper Baggot Street is the focus for convivial gatherings before and after matches and concerts in the Aviva Stadium and the RDS Ballsbridge. Frequently a full capacity crowd of 60,000 people are in and around Pembroke Road midweek as well as at weekends. Baggot

~~Street and Pembroke Road~~ together form the processional and celebration route to Lansdowne Road. Merry groups spill out from the pavements onto the road and jam the footpaths.

Pembroke Road from Waterloo Road junction to 'The kiosk island' is thick with pedestrians of all ages who throng the footpaths before and after any of the frequent events.

Baggot Street/Pembroke Road together are well known to the thousands of spectators and supporters who come from all over Ireland and abroad to attend frequent international matches.

Why BREAK the established tradition of festive convivial pedestrian crowds along Baggot Street/ Pembroke Road?

Baggot Street/Pembroke Road is an essential and intensely well used segment of the key route for Dublin celebrations and festivities

The well established traditional festive route stretches through Dublin from Croke Park to Parnell Square to Leinster House and Merrion Square and on to Baggot Street and Pembroke Road.

Upper Baggot Street forms the 'high street' and the central spine of the Pembroke Neighbourhood. The Royal City of Dublin Hospital (Baggot Street Hospital) will soon be returned to use as a public building and as the focus of the long established shopping and Commercial Street that provides specialist city centre services in the layer above the street level shops.

An ever increasing number of nearby residents and office workers rely on Upper Baggot Street as a destination to walk to for daily shopping and dining. This is in line with ALL of the aspirations of the 15 minute city that Dublin City Council aspires to uphold and enable.

In 1916 the Sherwood Foresters took THE MOST DIRECT route into town from Dun Laoghaire and marched along Northumberland Road to Mount

Street Bridge

The bridge at Lower Mount Street is a flat modern twentieth century bridge. Lower Mount Street was described by the architect Sam Stephenson as being '*as dull as the inside of a coffin.*'

There is little traffic at Lower Mount Street. Even on a Sunday very few pedestrians wander around. Trucks and cars use Haddington Road to travel East/West.

Why not continue to use Northumberland Road/Lower Mount Street as a principal bus route into town?

The direct route from Belfield UCD into city centre is along the dual carriageway through Donnybrook and onwards via Morehampton Road to Leeson Street and St. Stephen's Green

These roads are the traditional routes into town from the south. Why not use these roads and leave Pembroke Road /Baggot Street available for use as a safe pedestrian route?

The walk along Baggot Street and Pembroke Road is the traditional celebration route to matches and concerts before and after. It is well known to all the many, many tourists who come as spectators who come from all over Ireland and from abroad to international events

WHY abandon the traditional direct route into the city centre?

The Macartney Bridge

The 1791 Bridge links Lower Baggot Street and the Georgian City with Upper Baggot Street and the glorious delight of the Royal City of Dublin Hospital and the flanking range of 1890s shops

There is a need for a level wheelchair friendly/walking with a small child way across the Canal.

Our suggestion is that an additional flat pedestrian bridge would be thrown across the Grand Canal from Mespil Road to Wilton Place. It would be a lifting bridge to permit boats to pass through.

An international Design competition would find an elegant 21st high quality and distinctive solution for all who need a safe and level passage across the Canal.

Two CPOs are proposed by Bus Connects

a) At Macartney Bridge.

b) At 1-11 Pembroke Road

a) Re: Proposed Changes by Bus Connects to Macartney Bridge

It is exactly thirty years ago since an OPW Canals and Waterways Strategy concluded that the variety of specialist structures associated with the canals 'have a significant heritage value.'

These include 'earthworks, bridges and culverts, towpath locks, lock-houses, weirs, spillways and sluices, harbours, dry docks' and other structures.'

The Baggot Street Bridge/Macartney Bridge complex with its granite walls and coping stones, its associated railings and their plinths as well as the ramped towpaths contain all of this and epitomise the essence of late eighteenth century engineering in the heart of the south city where it survives.

This is a stroke of good fortune, which should be celebrated as an inspiration and a piece of engineering excellence from another age.

Is Macartney Bridge to be venerated and preserved for the future?

What about *'the restriction of vehicular traffic... so integral to the heritage of the waterways'* highlighted by the OPW consultants thirty years ago and their advice that: *'new encroachments onto waterways property should not be allowed.'*

Or have the Government, the OPW and the Heritage Council changed their minds?

b) Re 1-11 Pembroke Road

THREATENED VIOLATION OF THE RAILINGS AND SHARED PLOT OF LAND AT NOS 1, 3, 5, 9 and 11 PEMBROKE ROAD

The curtilage of the unique terrace of protected structures is defined to the front by a shared plot of land bounded by iron railings on granite plinths.

It is vital that the railings and plinths of properties 1-11 on Pembroke Road should be retained in the positions they have enjoyed for two centuries. To remove them, even temporarily, to break their line or to alter the existing gateways would be to violate the historical and spatial identity of the Pembroke District.

The railings in question are an integral part of the buildings and the plots that they front. They are as old as those Georgian buildings and were forged by Dublin craftsmen and erected on kerbs cut and laid for them. To remove them at all would be to destroy the visual and spatial integrity of a district that they have helped to define and characterise.

The railings cry out for sensitive cleaning and repainting without recourse to sandblasting or wire brush scraping. They don't have to be taken down or removed to allow of this conservation approach. The surviving iron is robust enough to be conserved in situ and doesn't have to be replaced.

The Pembroke Estate ideal of planting trees in shared communal spaces means the trees at the fronts of the plots cannot be allowed to be sacrificed or moved.

Bus Connects show only two trees on their layouts. There are at least 10 mature trees and several saplings in good health growing on this plot of land. This is a significant.

The owners of the relevant plots will work together as custodians of a shared place to keep it

intact with entrances addressing Pembroke Road only, and as a delight to all passers by.

Shoddy Notices

A lamentable lack of display of Notices to the General Public about proposed DRASTIC CHANGES

The ONLY two public notices displayed to do with the vast changes that are to be put in place by Bus Connects are small AND in tiny typeface on the railings of Pembroke Road and Wilton Place and are about the CPOs only.

The notices are:

- a) Poorly displayed,
- b) The language is obscure and murky for public understanding.
- c) There are NO clear easily legible layouts on display at any of the significant junctions that will be affected dramatically by these proposals.

None at the kiosk island junction, Raglan Road junction, Wellington Road Junction, the Waterloo Road Junction, the Mespil Road /Haddington Road junction, the Wilton Place/Herbert Place junction, Junction, Eastmoreland Lane/ St Mary's Road junction with Baggot Lane and at or any indication of how the traffic in Pembroke Lane and Baggot Lane will be handled.

- d) The two tiny notices of CPOs at the Grand Canal and at 1-11 Pembroke Road make no explanation of why or to what purpose they are required.

The Aarhus Convention

These are immense changes that are proposed. Those who live and work in the historic Pembroke neighbourhood need good well informed notice boards to explain each and every change at each and every intervention and junction.

This approach is clearly out of order under The Aarhus Convention of the European Community.

Currently ANY individual property is obliged to put up a clear notice that is easily visible explaining in detail their intentions when they submit for a planning permission to widen a gateway/ put on a glass porch/ tamper with historical details on a listed building.

This Bus Connects application is an application to change and destroy the Historic Pembroke neighbourhood by STEALTH.

The needs and demands data is based on pre Covid surveys. Post Covid needs and demands have changed across Europe. The use of city centres, urban neighbourhoods and all forms of travel and work has changed.

Upper Baggot Street is the vibrant commercial HEART of The Pembroke Neighbourhood

The Pembroke Neighbourhood has all the qualities of a thriving town. Baggot Street is and always has been the main street.

Towns throughout Ireland have substantially benefitted from traffic bypass and have flourished with main streets substantially devoted to local traffic together with on widely and easily available short term parking.

Short term Parking is absolutely necessary for all of the independent and specialist businesses

Deliveries/pick ups are required to each business constantly. Clients must be able to pull in for an appointment with health professionals and pharmacies without a long walk back and forth.

The Royal City of Dublin Hospital (Baggot Street Hospital) WILL return to use as a public space and as a focus to Baggot Street.

The following Independent businesses and specialist services are to be found on Baggot Street and close by

Dentists
Locksmiths
Specialist Drycleaners
DIY hardware
Optician
Homeopath practice
Solicitor
Skincare Clinic
Yoga/Pilates
Mediation/communication professional services
Picture framers
Doctors
Betting shop
Specialist flower shop and a flower seller
Wine and cheese shop
Bookshop
Specialist Men's Clothing Shop with bespoke service 2
Specialist Print Shops
Butcher
Picture Framer
Stationary and Graphic Art Suppliers
Barbers
Hairdressers
3 pharmacies
Insurance broker
Betting Shop
A centre for individual health therapies and classes
Picture restorer
Architects
Supermarket and Convenience Shops

There are around 20 coffee/meeting places, which is a clear sign of the high level of social meetings that are taking place in an urban neighbourhood of many diverse activities.

Countless independent activities create the commercial hub along the length of Baggot Street.

There are 4 Pubs in Upper Baggot Street/Pembroke Road, and dozens of cafes that all add to the fun, general conviviality frivolity that has always been part of Baggot Street.

The Local Area Health Centre

The HSE plans to locate a Local Area Health centre on Haddington Road in the City of Dublin premises across from the Car Hire. This is in keeping with the principles of The Pembroke Planners of the 19th century who set aside the land for the Hospital in the 1830s. The Health Centre will provide check up services for pregnant women, clinics for babies and toddlers, one to one consultations and physiotherapy and other health services both one to one and with groups.

This will increase the requirement for short stay parking, traffic calming and the need to create quiet zones. Elderly patients with mobility issues, pregnant women with small children will be frequenting Upper Baggot Street as a consequence of spending time before and after appointments in the Health Centre.

Ambulances will require pull in spaces.

St Mary's Church on Haddington Road is the centre for the French, Polish and the Orthodox Ethiopian Church communities.

St Christopher's Primary School is struggling to meet the demand for school places. The complex of buildings on the church premises already hosts adult education and a Gael Scoil.

The Mercy International Centre on Lower Baggot Street is the Shrine and international HQ of the thriving and vibrant Mercy Order founded by Catherine Mac Cauley in 1823. The Young Irishman Thomas Davis lived a couple of doors away.

'The Street of Romance' stretches from Merrion Row, which leads on to Lower Baggot Street and onwards to the kiosk junction of Pembroke Road/Northumberland Road.

The poet Patrick Kavanagh's poem, which is frequently sung in gatherings of all kinds all over the world, expresses this.

*'On Raglan Road on an autumn day
I met her first and knew
That her dark hair would weave a snare
That I might one day rue.
I saw the danger, yet walked along the enchanted way,
And I said' let grief
Be a fallen leaf
At the dawning of the day.'*

The short term car parking in Donnybrook is successful and well used, both in front of all the stretches of shops and in the adjacent residential streets

THIS IS A ROLE MODEL and should be COPIED in Upper Baggot Street.

Short term parking for clients/deliveries in Baggot Street and the streets leading into it is CRITICAL for the viability of the neighbourhood.

Unlike the city centre or any suburban shopping centres there is NO public multi-story parking available adjacent to Upper Baggot Street.

The surges of 60,000 visitors at the frequent Concerts and Matches are critical to the viability of many of the specialist activities in Baggot Street

Much of this activity is IN PERIL due to the Bus

Connects proposals. HOWEVER our proposal: The Newton Plan will overcome many of the difficulties

The pull in parking can continue. Rapid transport AROUND the city centre will be located away from Baggot Street just over the Bridge with a rapid RAIL LESS LUAS taking a circular route around the City Core.

Buses will keep moving. Buses will substantially use Northumberland Road and Morehampton Road/Leeson Street. There is not requirement for buses to park in the city around Merrion Square or elsewhere if they keep moving outwards for breaks and driver's changes.

Upper Baggot Street will become a peaceful plaza for conviviality and the Neighbourhood centre will be vibrant. The Visitors to matches and Concerts and the international tourists will ENJOY their visit and want to come back.

Vistas and Sightlines of the historic Dublin streets

**The more we consider the special and unique
qualities of the Pembroke District the more we
have become aware of the specific sight lines that
serve to align the setbacks of buildings**

The sightlines are amplified by the placing of large deciduous trees at the edge of the pavements between the footpath and the road.

They are deliberately set in this position to provide shelter to the pedestrian from rain and sun and to provide a visual and privacy boundary between the historic houses (now listed) and the well designed streets of all of the Pembroke Neighbourhood. Together they form a pattern of elegant public and private space of benefit to all. The trees absorb air pollution and heavy downfalls of rain all of which are on the increase at this time.

The particular characteristic of Dublin's Georgian and late Georgian architecture is of stretches of terraces that front the streets and yet maintain a lovely individuality for each house in the details of building and scale. Almost all the houses along Pembroke Road are historic and were built in the mid 19th century by the Pembroke Estate from the kiosk junction onwards to Waterloo Road.

The Pembroke District was first designed in the 1860s and has steadfastly stood the test of time since then.

The Pembroke Archive detailing the work of the Estate has been returned to Ireland in recent years and is housed in the National Archives

Detailed scholarly studies are underway on all aspects of this mighty undertaking. Pembroke Road, Baggot Street and the hinterland of residential streets and lanes to each side of this urban spine were designed and laid out by the designers and planners of The Pembroke Estate.

The Pembroke Estate were far sighted developers of the time who placed the roads and the houses on the streets to the best advantage for all. It is a unique example of the wonderful 'Beautiful Cities' Movement of the mid 19th century..

The green island of the 'kiosk' dates from the Great Exhibition of 1908 in Herbert Park. The park itself was a gift to the people of Ballsbridge Township from the Pembroke Estate.

The kiosk island continues to function as a rest on a crossing point around a busy traffic junction. It provides visual delight in a well known landmark of the 'kiosk,' particularly at match and concert times when crowds pour out from Lansdowne Road it provides a meeting place and a haven from the constant stream of taxis that are operating their own voluntary one way system to collect passengers after an event.

The tree lined streets with setbacks are a significant and compelling design at a time when the idea of the healthy city was being explored on both sides of the Atlantic. It was known then, and we are rediscovering it now that trees absorb bad air pollution, provide visual screening, and shelter from rain and sun, and give bio diversity corridors to wildlife within the city.

The house on the RHS side of Pembroke Road as you walk towards Macartney Bridge form a continuous terrace facing south. Along the LHS as you walk towards Baggot Street there is a feature of a gentle crescent layout set of magnificent paired houses with generous garden setbacks, amongst which are the 4 Turner designed houses of 55, 57, 59 and 61 Pembroke Road.

When the leaves fall from the trees it is clear that Pembroke Road and its gentle and gradual incline is leading the eye and the traveller onwards to the significant crossing point of the district: the Macartney Bridge that links Upper and Lower Baggot Street since the time of the completion of the grand project of the Canals in the 1790s when the Pembroke district extended its foot print out from inside the Canal to the Dodder River.

Pembroke Road makes a gentle curve to mount the hill at the Macartney Bridge. Clearly the bridge is a destination. Once achieved as cyclists and runners know well, there is the delight of level ground on the far side of the Canal.

The preservation of the sight lines is of paramount importance.

The Alternative: The Newton Report

The Alternative: THE NEWTON PLAN

The Pembroke Road Association together with the Upper Baggot Street Traders Association have already put their names to a submission by Tom Philips Associates Planners of The Newton Plan to the NTA in January 2022.

The Newton Plan is included in this submission.

It provides for a transport plan linking the neighbourhoods of Dublin in an orbital system in the same way as the M50 and the South /north Circular Roads were designed to do.

With this system someone working in Tallaght Hospital does not need to travel into the City Centre if they live along the Merrion Road. They can travel around the city centre to reach the hospital.

It provides a solution to the city centre bus traffic by removing all buses from parking up in the city centre.

The Buses KEEP moving instead of parking and they KEEP moving OUT to uncluttered space further out of the City Centre for drivers breaks and change over's.

It will provide a more fluid traffic movement.

It is cost effective as it links existing public transport and joins up the Luas and Dart lines.

The Pembroke Neighbourhood and the Newton Plan for all Dublin Transport

Luas type transport technology has changed in recent years so that fixed rails on level ground are no longer needed.

The Newton Plan proposes that the Luas from St Stephens Green would be extended along Lower Baggot Street and turn before The Macartney Bridge along Herbert Place to the Docklands.

This would form part of an Inner Circular Luas link – which is called the Grand Link or 'G'Link – on the South side of the City from Docklands to Fatima Mansions and the Children's Hospital and Heuston Station.