

Michael J. & Helen Quinn 55 Pembroke Road Ballsbridge Dublin 4

Date: 18 July 2022

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

Co. Dublin

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter. A receipt for the fee lodged is enclosed.

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

The Board has also received an application for confirmation of a compulsory purchase order which relates to this proposed road development. The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you in due course on this matter. The Board shall also make a decision on both applications at the same time.

If you have any queries in relation to this matter please contact the undersigned officer of the Board.

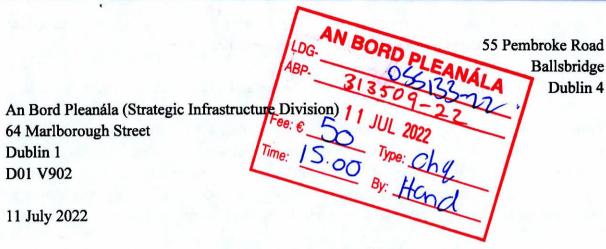
Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Sarah Caulfield **Executive Officer**

Direct Line: 01-8737287

HA02A



Case reference: HA29N.313509

We have considered the BusConnects Belfield/Blackrock to City Centre Core Bus Corridor Scheme and realise that the proposal to use Baggot Street Bridge (The MacCartney bridge) is extremely flawed as an approach. It will NOT bring about faster commuting times to the City Centre.

We oppose the choice of route as part of a core spine of bus routes for the following reasons:

- 1. It employs and is dependent on the use of the historic and narrow 18th century MacCartney Bridge (known as Baggot Street Bridge) that crosses between Upper and Lower Baggot Street. It is an inappropriate use of the historic bridge because the width is narrow. It will slow bus traffic as only one bus at a time can pass over the bridge. Pedestrians will be uncomfortable and feel unsafe with the frequency of passing buses.
- 2. It will inflict untold damage to the long established high street of Upper Baggot Street. Bus frequencies of every 3 minutes will substantially diminish the quality and safety of the pedestrian experience.
- 3. Post Covid pandemic urban requirements are not reflected in the proposals. The beautiful Georgian mile of Baggot Street will not be preserved OR enhanced with these proposals. Post Covid urban life is recognised as being local, pedestrian and with a high value placed on enhanced urban communities. An article in *TheJournal.ie* by Niall Cussen (Chief Executive and Planning Regulator at the Office of the Planning Regulator) is headed: 'We need to rethink how we plan our cities and towns after this year.' (https://jrnl.ie/5273603, 13 December 2020)

Upper Baggot Street is a thriving high street of an urban village with a varied selection of stores. As I note in my Letter to the Editor of the *Irish Times* ("Bus Connects plan will tarnish capital", 3 May 2019), it is "a mixed-use street, one of Dublin's last" and it needs this mix to survive and evolve. Many of the shops rely on passing trade but they are also destination stores. As such it is vital that short stay parking is an integral part of any plan on both sides of the

street and in the neighbouring streets, as is the case in Donnybrook. Customers must be able to pull in and complete their business in a timely and convenient fashion.

How will a constant wall and barrier of buses preserve and enhance a historic street?

Dublin city has signed up along with other European cities to the concept of the '15 minute City' to enable people to work and shop for daily purchases within 15 minutes walking distance of where they live. In order to make the 15 minute city work it will be necessary to slow vehicle traffic to enable pedestrians to easily cross from one side to the other in shopping streets with the pedestrian as a priority. This trend became very apparent during lock down.

Requirements for Upper Baggot Street:

- A. Pull in short stay parking throughout the day for collections and deliveries.
- B. A quality pedestrian experience for visitors and residents. In the post Covid era pedestrians require wide pavements to walk along. The 60,000 visitors who regularly walk to the Aviva Stadium will require good wide pavements to matches and concerts as they return to enjoy in the post Covid era the romantic mile of Baggot Street.
- C. The street requires good stands of parking for cyclists, street seating and planting of more mature trees to enhance its use by us all as the high street of the Pembroke district, which it has served for more than 150 years.
- D. The proposed 2 disabled bays and some loading bays are insufficient for the requirements of this vital amenity. Loading bays adjacent to shops on Upper Baggot Street are a necessity, as it means short turnaround times.

The proposed bus traffic both in quantity and frequency of service is too much for Pembroke Road. It will turn Pembroke Road and Upper Baggot Street into a bus park. It will change the character of the area beyond recognition from the historic and beautiful area that is widely noted, celebrated and recognized internationally as an intrinsic part of historic Dublin City, a European city that proudly recognizes a 1,000 year old past. This proposal will have the effect of substantially reducing the quality of life for residents, visitors and the business community. The preservation of the unique literary, poetic and cultural inheritance of the Pembroke district will be destroyed by the insertion of a continuous wall of buses.

The alternative choice, which we support, is to create a separation between bus traffic and pedestrian and cycling traffic and to use Northumberland Road for the bus routes.

We believe that the route of Northumberland Road and Mount Street Lower is a better choice because:

- A. It would deliver a faster journey time without the obstruction of multiple pedestrian crossings of Upper Baggot Street.
- B. Mount Street Bridge leads to Mount Street Lower, a dreary street of mid-20th century office blocks of little architectural merit. It is a wide flat bridge and therefore there is no need to create a bus gate priority traffic light system. Two buses can traverse the bridge in opposite directions at the same time. The use of this bridge will clearly provide a faster journey time for buses.
- C. This approach would preserve the literary, poetic and cultural jewel of Upper Baggot Street that is unique to Dublin city.
- D. The separation of bus traffic from other forms of traffic is clearly safer for pedestrians and cyclists. Baggot Street Bridge must be preserved with pedestrian and cycling traffic as a priority.
- E. The 60,000 visitors who come on through Pembroke Road to the Aviva Stadium on a regular basis to matches and concerts have requirements. A convincing value must be placed on how these visitors can enjoy all the fun and festivity and gathering together that happens along the beautiful and historic mile of Baggot Street.

I endorse Tom Newton's, an experienced former Dublin bus driver, "The Newton Plan" - "an alternate multi-modal transport solution" that "looks across several transport modes including existing and proposed LUAS lines, existing and proposed heavy rail, and a proposed service road from the N7 to the M1":

It presents an integrated plan incorporating rail, LUAS, and bus, alongside a recognition and placement of walking and cycling as primary and environmentally harmonious modes of transport and embraces community, family and individual wellbeing.

In regard to the heavy load of a bus route on a small number of streets like Baggot Street and Pembroke Road, while under-utilising Northumberland Road and Leeson Street, "thereby negatively impacting residents and traders alike", the "The Newton Plan" includes a "The Newton City Centre Bus Plan", which "starts with the City centre and takes into account all other modes of transport which must be designed in parallel", instead of the National Transport Authority's absence of a City centre bus plan.

Please find included with this submission a full copy of "The Newton Plan - Transport for Dublin", prepared by planning consultancy firm Tom Phillips & Associates, 80 Harcourt Street, Dublin 2, D02 F449, 10 January 2022.

As a resident of Pembroke Road and as an owner of multiple businesses along Baggot Street and Pembroke Road, I would like to question what is the demand analysis of such an intensification of buses along this proposed route where my observations suggest to me there is no need at all to such intensifications.

Chapter 4 Proposed Scheme Description of Volume 2 of the Environmental Impact Assessment Report states that the new national maternity hospital will be built on the site of St Vincent's Hospital campus, which will "include the reconfiguration of the access junctions on Nutley Lane and Merrion Road". In regard to the ongoing controversy over the maternity hospital to be built on public land instead, will the reconfiguration of route still be viable?

I would like to understand the impact that the new Dodder Greenway, when complete, would have on the demand analysis for the bus connects project.

The "temporarily acquired" compulsory purchases of a communal house garden at 1, 3, 5A, 7, 9 and 11 Pembroke Road, Dublin 4 (1012(1).2d; 1012(2).2d; 1013(1).2d) and a plot of land alongside Grand Canal at Wilton Terrace/Baggot Street Bridge, Dublin 4 (1014(1).2f) alone will cause irreversible damage to Georgian-era railings, gardens and public land.

I remind you that the Aarhus Convention states that under European Law communities must be consulted and alternative solutions considered before embarking on major environmental changes in a community.

Heler Deur

Yours sincerely,

Michael J. & Helen Quinn

On Behalf of:

The Lansdowne Hotel – 27/29 Pembroke Road The Waterloo Bar- 36 Upper Baggot Street The 51 Bar – 51 Haddington Road Toners Pub – 139 Lower Baggot Street

Documents included:

The Newton Plan

Submission to The National Transport Authority (NTA) On The Greater Dublin Area Transport Strategy 2022- 2042

G-Link (Green/Great) Blue Line 5k

Irish Times Letter May 2019

Image of a Light Rail Tram System on Baggot Street over a hundred years ago

Image of a bus breakdown and resulting congestion

Cheque for €50 made out to An Bord Pleanala

Letters

Bus Connects plan will tarnish capital

Fri May 3 2019 - 00:07

Sir, – If the National Traffic Authority (NTA) gets away with its Bus Connects scheme, one of Dublin's Victorian jewels will be tarnished. Jane Jacobs, in her seminal Death and Life of Great American Cities, could be describing Upper Baggot Street when she lists what makes a vibrant neighbourhood: it serves more than one function; it has small blocks; its buildings vary in age and condition; it has a concentrated population. This model of a mixed-use street, one of Dublin's last, will be only one of the victims of NTA's sweeping and ill-conceived scheme.

The NTA has tried the traditional wheeze of having a foreign consultant "propose" 16-new high-capacity routes and published the plan with the ritual scaremongering; its CEO Anne Graham has warned that traffic will "grind to a halt" if it isn't passed, but she does not explain why we should rely on the agency that caused the mess to fix it. The scheme, a perfect example of what Jacobs called "the pseudoscience of planning", is to a large degree an expensive rearrangement. It will certainly reduce parking and green spaces but how it will reduce congestion remains a mystery.

Other routes and options – congestion charges, metro extensions, bus gates, free buses at rush hour – have been summarily dismissed as too expensive, but let's not pretend NTA's scheme come cheap. The first of

the corridors are priced in the €100 million to €170 million range. The demolition derby will necessitate thousands of compulsory purchases of private properties. The NTA are already backing away from the touted compensation figure of €22 million, but after the children's hospital debacle, we can safely triple these estimates.

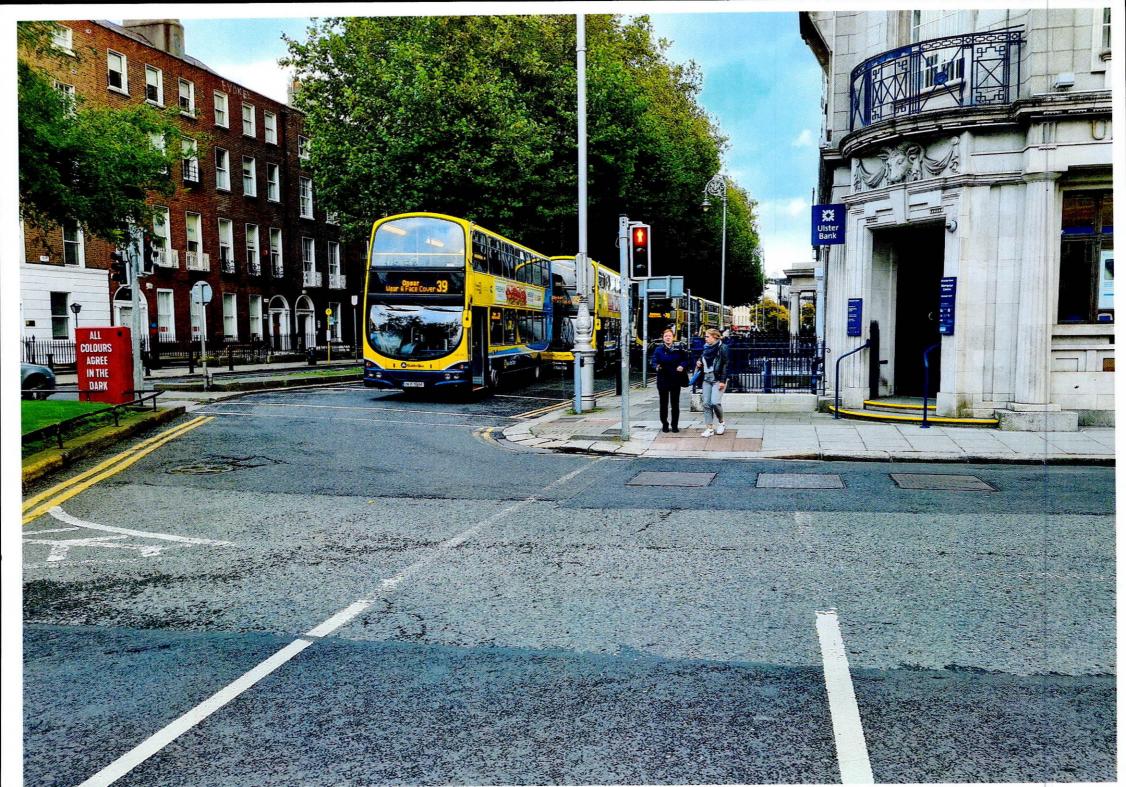
The consultation process thus far has been desultory; the NTA only seems capable of hearing what it wants to hear. Nimby, the lazy slur of technocrats keen to bulldoze over the rate-paying citizen, has lost its sting. Anyone familiar with Cork Street and Donnybrook Road knows how brutally unsympathetic road planning rips the heart out of communities. The burden of proof is on NTA to show that it can listen.

"In a hundred years or so", wrote Patrick Kavanagh, "Inquire for me in Baggot Street". Let's hope the din of traffic won't drown out the question. — Yours, etc,

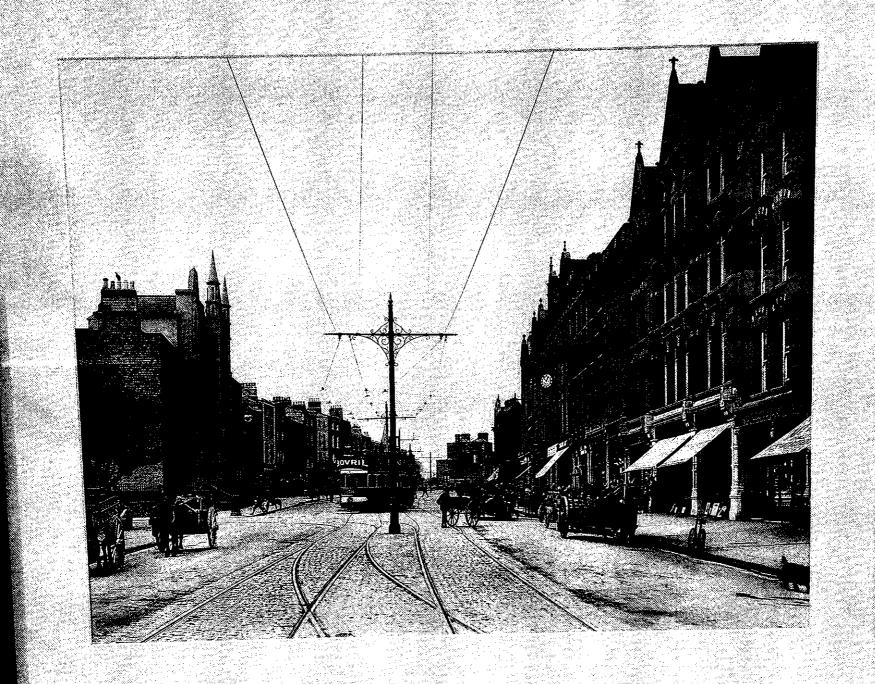
MICHAEL J QUINN,

Ballsbridge,

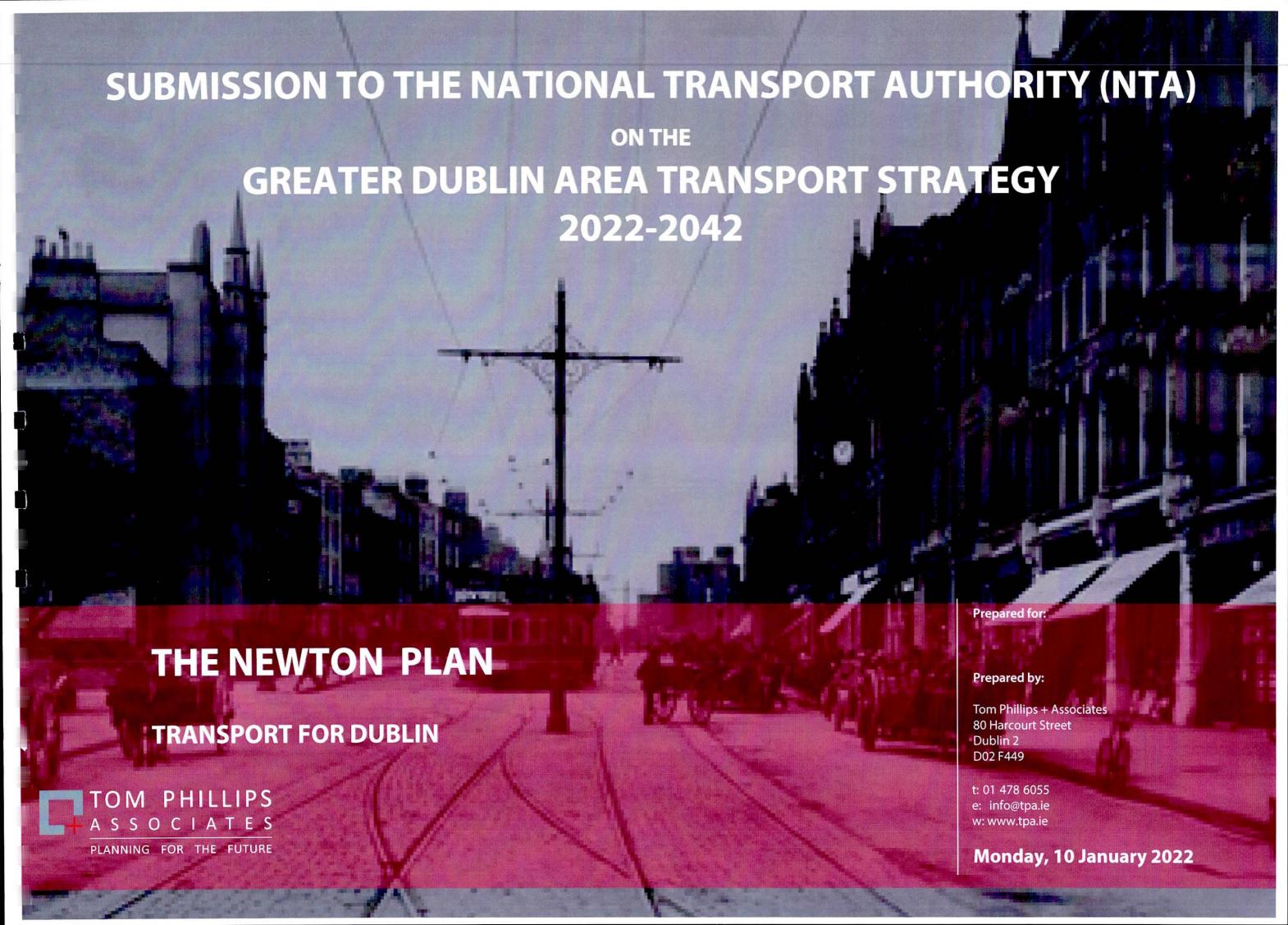
Dublin 4.



G-LINK (GREEN/GREAT) BLUE LINE 5K INKS UP ALL SYSTEMS BLANCH CONNOLLY STN O'CONNELL ST THE POINT HEUSTON LIAS CITY ORBITAL LUCAN MACKEN ST. BR. Main Benefits ST. JAMES All Dublin centre areas within walking distance of a rail or Luas line. Accommodates all arriving at Dublins three rail stations and bus station. Maximises bus use, reduces congestion, BAGGOT ST. BR. ST STEPHENS IP Makes city more accessible especially FATIMA for users with a disability. BAGGOT ST. ATHFARNHAM FUTURE LUAS LINES GREEN LINE REDILINE TN 2000



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National Transport Authority Dún Scéine Harcourt Lane Dublin 2 D02 WT20

Monday, 10 January 2022

[Submitted via: https://consult.nationaltransport.ie/en/consultation/greater-dublin-area-transport-strategy]

Dear Sir / Madam

RE: SUBMISSION IN RESPONSE TO THE DRAFT GREATER DUBLIN AREA TRANSPORT STRATEGY – THE NEWTON PLAN

1.0 INTRODUCTION AND CONTEXT

1.1 Environmental Impact Assessment – Examination of Alternatives

The Pembroke Road Association and the Baggot Street Traders¹ have retained Tom Phillips + Associates² to respond to the invitation by the National Transport Authority to comment on the *Draft Greater Area Transport Strategy (2022-2042).*



¹ Michael Quinn, The Lansdowne Hotel, 27/29 Pembroke Road, Dublin 4, D04 X5W9.

Figure 1.1 Greater Area Transport Strategy (2022-2042). (Source: https://www.nationaltransport.ie/wp-content/uploads/2021/11/NTA-GDA-Transport-Strategy-2022-42-15.11.21-FA-WEB-1.pdf)

In this regard, we base much of this Submission on an alternate multi-modal transport solution that we trust will be considered under the Examination of Alternatives' section of the requisite Environmental Impact Assessment process, and of a Strategic Environmental Assessment (SEA) of key plans and projects.

Known as *The Newton Plan,* it was conceived primarily by Mr Tom Newton, an experienced former bus driver. (Figure 1.2 (and Appendix A).)

Mr Tom Newton and Ms Caitríona McClean³ would welcome the opportunity to discuss this proposal with the NTA GDATS' Team to clarify issues arising.

The Newton Plan looks across several transport modes including existing and proposed LUAS lines, existing and proposed heavy rail, and a proposed service road from the N7 to the M1.

It presents an integrated plan incorporating rail, LUAS, and bus, alongside a recognition and placement of walking and cycling as primary and environmentally harmonious modes of transport and embraces community, family and individual wellbeing.

This document includes the following explanatory plans:

1.	<i>The Newton Plan</i> – A Post-Covid Transport Proposal for Dublin	Appendix A (Figure 1.2)
2.	Dublin City Centre Bus Plan	Appendix B (Figure 1.3)
3.	Bus Super Orbital	Appendix C (Figure 1.4)
4.	3 in 1 Bus Orbital	Appendix D (Figure 1.5)
5.	City Bus Network – Contraflow Bus Loop on the Quay	Appendix E (Figure 2.1)
6.	Map Showing Road, Rail and Light Rail (existing and	Appendix F (Figure 3.1)
	proposed)	

In our professional opinion, *The Newton Plan*, proposals remain consistent with the spatial planning policies and objectives of the *Regional Spatial and Economic Strategy* (RSES), which itself is consistent with the *National Planning Framework* and updated *National Development Plan*.

Similarly, The Newton Plan delivers on the NTA's key Strategy Objectives of:

- 1. An enhanced natural and built environment;
- A strong sustainable economy;

² 80 Harcourt Street, Dublin 2, D02 F449.

³ Tom Newton, Email: <u>circletransport@gmail.com</u> Caitríona McClean, Email:cmaemcclean@hotmail.com



- 3. Connected communities and a better quality of life; and
- Importantly, an inclusive transport system.



Figure 1.2: The Newton Plan. (Source: Tom Newton.)

Figure 1.2 (and Appendix A) present a graphic representation of the overall plan, illustrating the interface of multi-modal transport routes, with a particular focus on how buses traverse the City.

In our opinion, the most important part in any transport plan is the City centre, especially for buses.

With the City centre relatively compact in most cities, and with Dublin no exception, many more bus trips are needed to have any real impact on car reduction.

1.2 Dublin City and The Transport Plan

We submit that the City is not suitable to accommodate the number of buses that are needed under the present City layout. This results in the bus becoming the main cause of City congestion.

In an effort to address bus congestion, bus terminals were located effectively out of the city centre.

This causes three major problems for passengers with "Back Tracking":

"Back tracking" is where passengers need to go back several stops to board their bus as when the bus arrives into the Centre there are no seats left. (see also Section 3.1.1 below.)

Full buses pass passengers along the route.

Buses become overloaded.

Three more problems are caused by bus:

- 1. Duplication results in major congestion problems.
- 2. Buses face more delays; and
- 3. Too many buses are located in the wrong place.

In addition, with this system, buses:

- 1. Block the LUAS network.
- Reduce the space for cyclists; and
- 3. Prevent more streets from being pedestrianised and choke footpath space.

The City effectively becomes a massive bus park.

These problems make bus usage uncertain, uncomfortable, and unsafe.

Most of these problems can be addressed by the Quay Bus Contra (QBC) Loop that separates all modes of transport from each other.

1.3 The Newton Plan serves to address several transport-related concerns

The Plan shows orbital LUAS and the rail component. *The Newton Plan* builds on what is already there and, we submit, vastly increases capacity at a relative cost being less than the intended NTA spend. It could be delivered within a much-reduced timeline to that proposed by the *Draft Greater Dublin Area Transport Strategy*.

In the context of climate change, anything beyond a ten-year timeline is ineffective.



The current Strategy operates on a twenty year plus basis, which is likely to be inadequate.

The Newton Plan is designed inter alia to preserve the integrity of community and respect the architectural beauty and scale of the City's heritage.

1.4 Highlights of The Newton Plan

Key points:

- 1. Orbital LUAS providing links with intercity rail at the Adamstown Hub saving Dublin commuter time and allowing access to all parts of Dublin without requiring passengers to go to City centre first.
- 2. Missing Link (see (M) in *The Newton Plan*) giving direct access to Dublin airport via rail to all mainline rail passengers including Belfast. This does not require tunnel digging or station change in the City.
- 3. The return of the Baggot St tram.
- 4. Pedestrian walkways direct from Ballsbridge to Parnell Square.
- 5. The 'Glink' (G-Link) vastly increasing LUAS capacity in Dublin City, solving congestion.

This is a simple concept involving trams accessing St Stephen's Green now in both directions by adding a line from Fatima.

Every second tram from Docklands loops back from Heuston via Fatima and St Stephen's

- Rail access to Dublin airport via all existing Dart lines.
- 7. Greater efficiency in use of bus fleet by contra flow bus lanes on the Quays.

North, South, East and West bus routes turn around on the Quays to pick up more out-of-City passengers.

8. Higher priority and safety for cyclists on the Quays.

Summary of our concerns with the current DGDATS:

- 1. The NTAS suggests that the Lucan LUAS route is not feasible as it requires joining with the Red Line (existing) and there is insufficient capacity. The Newton Lucan LUAS goes via the N4
- 2. There is no mechanism to address flaws in Bus Connects that leave people without access to a bus, with no mechanism for challenging these issues.
- 3. There is no provision for review of the positioning of the M50 toll. A Cost Benefit Analysis is overdue.
- 4. The need for over-and under-passes to separate local and through traffic on main archways has not been comprehensively identified and addressed. Addressing this would significantly alter travel time and reduce stress.
- Land use under the GDATS Plan does not strive to meet the potential locally. The orbital LUAS network in The Newton Plan opens up wider potential fully facilitating the outer landbank corridor.
- 6. The Newton Plan preparation process identified concerns with the public consultation process that need to be addressed:
- Locations chosen by NTA to hold consultations were not always on a bus route. This is a basic requirement.
- The Environmental Impact Assessment process particularly the requirement for a thorough examination of alternatives – requires that the views of the public are addressed comprehensively, rather than collated and presented as statistics.
- Sensitivity to the aesthetics is required, including an examination of the effect of the location of bus termini on City architecture, and issues raised by communities in terms of their private property.

1.5 Costs

The Newton Plan is presented as a cost-effective alternative to the GDATS proposals:

- 1. Bus solutions involve a much more efficient use of the fleet. The Quays bus contraflow is virtually cost free.
- The return from the Glink in *The Newton Plan* more than justifies the cost of less than 6km on roadway. No land acquisitions.
- 3. The missing link of approximately 20km requires 3km access through agricultural land.



1.6 Delivery

It is projected that *The Newton Plan* can be delivered in full within ten years.

The capital requirement is far less than projects proposed by the NTA. Each component of *The Newton Plan* in itself delivers stand-alone benefits as well as the benefits of the integrated system.

1.7 Non automated mobility (see also Section 2.0 below)

The Newton Plan gives priority to cycling and walking in the City. A by-product of the contraflow on the Quays is a new concept to make cycling (cycling family, e-scooters etc) safe at junctions where over 80% of cycling accidents happen.

Newton proposals:

- To encourage additional night-time haulage, lorries will be toll free between 20:00 hrs and 06:00 hrs on all motorways.
- Rail has a great potential to ease pressure on the roads. Night-time freight has competed
 with rail repair and maintenance on our main lines. The Newton Plan proposes opening
 the line between Athlone and Mullingar and opening a section of rail from Athenry to
 Claremorris.

These allow both maintenance and freight to operate at night without competing with each other. This requires agreement with cyclists to avoid using this greenway route at the bridges between 20:00 hrs and 06:00 hrs.

 Reopen the Rosslare line to Waterford for freight so that in the event of maintenance on the Dublin to Waterford or Dublin to Rosslare route, the alternative can be used.

The Rosslare to Waterford line will continue on to Foynes in Limerick as a major freight route. This is now a requirement because of Brexit, and Foynes is a deep port. *The Newton Plan* proposes this strategy rather than routing all the freight through Dublin.

- We are concerned that penalties and constraints are being imposed on car owners without providing adequate public transport solutions or any proposals facilitating the cost of periodic car hire to make it a realistic proposition.
- The positioning of the toll on the M50 is overdue for review and a cost benefit analysis is required of the consequences of alternatives.
- There is a need for under and over passes on main archway to be addressed under *The Newton Plan*. A glaring omission is the Palmerstown Junction, which causes serious traffic delays into and out of the City.

- The Newton Plan does not focus on penalties to dissuade car owners. The Newton orbital LUAS network is designed to attract passengers and reduce the real need for car usage.
- Dublin needs another orbital road (SR51 in The Newton Plan).

The functions of the road are to service the outer industrial land corridor, to ease congestion on the M50, and to reduce local rat running. Much of this road is already built, but the pace must be increased.

- Location is important to facilitate the completion of the Newton orbital LUAS. The
 required route is from the N7 to the M1 via Leixlip and Blanchardstown. The map in the
 Introduction refers. (See Figure 1.2 and Appendix A.)
- Location is important to facilitate the completion of the Newton orbital LUAS. The
 required route is from the N7 to the M1 via Leixlip and Blanchardstown. The
 environmental effect on the Liffey Valley is a vital consideration in the location of this
 road. The map in the Introduction refers.

There are issues with how this section is presented:

- The location of Park and Ride on the map provided is vague and difficult to discern.
- The next generation ticketing has not been justified in terms of costs and no cost versus revenue stream has been provided. Tendering for the equipment suggests the cost exceeds the potential revenue stream over the life of the equipment. We seek that the NTA publishes the relevant figures and facilitate public debate on alternative strategies – i.e. extending free travel.
- There is a lost opportunity regarding proposing incentives for use of low and zero emission taxis. There is no evidence that the NTA has been proactive in this regard.

1.8 Bus

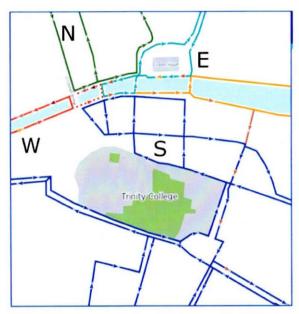
Under *The Newton City Centre Bus Plan* there is no need to heavy load all bus routes on a small number of streets, thereby negatively impacting residents and traders alike.

For example, under the NTA proposal the positioning of buses along Pembroke Road and Baggot Street is heavy, whereas Northumberland Road and Leeson Street would be under-utilised.

Figure 1.3 illustrates a proposal for the Dublin City Centre Bus Plan, illustrating a new city centre layout for the network.



Dublin City Centre Bus Plan



New city layout for bus network in the City Centre. Buses come into the city from North, South, East and West forming and interchange without obstructing eachother, the Luas and other traffic flow. This creates a new safety concept (C.H.O.B) for cycling and cycling families (e-scooter) in the city centre. This concept allows many more streets to be pedestrianised without blocking traffic flow. This is made possible by the Quay Bus Contra-Flow Loop, on the quays, maximising road and footpath space. Making Dublin B.E.S.T for business, entertainment, shopping and tourism. This creates the ideal public transport interchange in the city centre. By getting the city centre right, the rest of the public transport network will fall into place. This can be done quickly at little cost, benefiting all areas and public transport users (Especially users who has a disability) with a highly maintained public convenience (toilets), an essential part of the plan to make the city centre great. No public transport plan will work successfully if we don't get the city centre right

TN 20

Figure 1.3: Dublin City Centre bus Plan. (Source: Tom Newton.) (See also Appendix B.)

Under the NTA proposal there is an absence of a City centre bus plan.

The Newton Bus Plan starts with the City centre and takes into account all other modes of transport which must be designed in parallel. A simple change on the Quays generates the improvements that are necessary to solve City congestion. The Newton contraflow is an essential component in a Dublin City transport solution.

Figure 1.4 illustrates a proposal for a Bus Super Orbital, with Figure 1.5 illustrating a proposal for a 3-in-1 Bus Orbital. It is synopsised as "where one route becomes many and joins up at Hubs, with a minimum of three routes".

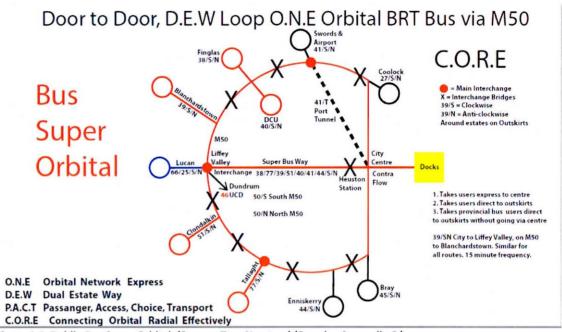


Figure 1.4: Dublin Bus Super Orbital. (Source: Tom Newton.) (See also Appendix C.)

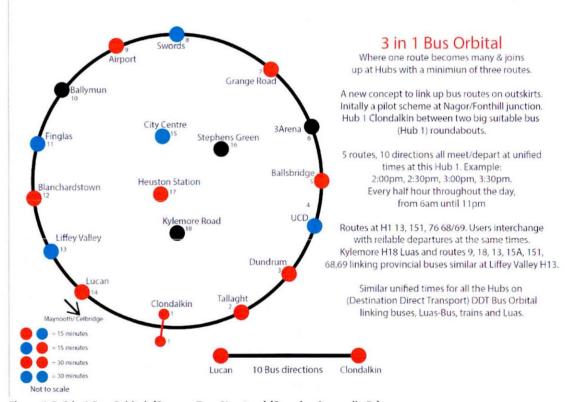


Figure 1.5: 3 in 1 Bus Orbital. (Source: Tom Newton.) (See also Appendix D.)



2.0 CYCLING AND PERSONAL MOBILITY DEVICES, PEDESTRIAN STREETS AND TAXIS

2.1 Cycling, E-Scooters, Pedestrian Streets, Open Spaces, Footpaths (a2)

Cycling will, in particular, the use of e-scooters will play a major role in car reduction.

It will form a vital component of a public transport solution. Under *The Newton Plan* the use of privately-owned e-scooters or public transport scooters will be used by passengers to travel the first and last kilometre to and from public transport in a given journey.

With car numbers and population increasing, with many cars do just over 2km per usage, measures must be put in place to reduce car movements and ease traffic congestion before the city reaches full gridlock.

Public Transport will play a major role in this aim, but it will fall far short without the cycling family. For the cycling family to do this, measures must be taken to encourage more cycling. Firstly, priority must be given to cyclists in city centre; they must have equal right to road space as all other users.

Safety is paramount in any cycling plan, mainly at junctions where over 80% of fatal cycle accidents happen. Cycle lanes will not be sufficient to meet the necessary demand of a transport solution.

The cycling mood is changing with more wanting to cycle, further encouraged with the aid of e-bikes, e-scooters, Dublin bikes and extra safe bike parking areas proposed. Public transport e-scooter 1st and last mile is the icing on the cake for cycling success.

It needs three vital ingredients for the cycling family to be successful as a vital mode in a public transport solution:

- Safety
- 2. Priority
- 3 Space.

2.1.1 Safety

This is paramount; cyclists must feel safe. There are three big areas of concern for cyclists:

1. At junctions, where over 80% of cycle fatal accidents happen.

- 2. Visibility, due to large vehicles (bus), mainly not been seen by other motorists, other vehicles hidden from their view.
- 3. Where cyclists intend to go straight ahead, they can be in danger from vehicles turning left. Bus drivers have a problem with cyclists weaving in and out and having to cross cycle lane to access bus stops. The Newton Bus Concept has an inbuilt safety device to address these dangerous traffic problems. By operating bus on the Quays contraflow, this segregates bus from all traffic including cyclists (a big breakthrough). This allows for a new concept to make cycling safe, Cycling Headway Orange Box (CHOB).

This is like a yellow box junction, colour orange before each traffic light on Quays up to a depth of five cyclists. It works as follows:

- A. Cyclists initially use the left hand side of road. When cyclists reach the red traffic lights, they pack into the Orange Box (motorist not allowed to stop on Orange Box). When the traffic lights go green, all move off in block holding control of traffic lanes. Motorists can't overtake due to 30km speed limit, cycle volumes and cycle priority. If motorists move as fast as cyclists, its fast enough. Buses are not blocking cyclists' view, or motorists are not hindered from seeing cyclists.
- B. This system makes cycling safe when going straight ahead from vehicles turning left.
- C. It eliminates dangerous blind spots for bus drivers and eliminates buses crossing cycle lane to access bus stops. This concept gives full priority for cyclists on the Quays.

The whole city benefits from the Quay Bus Contraflow.



Figure 2.1: City Bus Network - Contraflow Bus Loop on the Quays. (Source: Tom Newton.) (See also Appendix E.)



2.1.2 Priority

For cyclist to have any real impact in car movement reduction, they must have equal priority with all other transport modes in the use of road space and not be confined to cycle lanes only, as many areas or streets have not enough of space for a cycle lane and overcome the problems of the disappearing cycle lane. Cyclists will have priority in bus lanes within two kilometres of the city centre, (OCB), already in operation. Cycling will have full city priority in *The Newton Bus Concept*.

2.1.3 Space

It is important to have sufficient space for cycle use, especially with the influx of e-scooters. For the cycling family to have any real effect in containing car movements, it will have to increase by over fourfold. The signs are good, with a major cycling parking area proposed at Heuston, public transport E-scooters, new bus, and rail ideas to promote more e-scooter use and now space on Quays to accommodate them in a safe way. It also addresses the problem of cycle lanes overloading.

The main area for cycling is within five kilometres of the City centre. To make cycling and escooting feasible and safe, it would be necessary to put new measures in place.

Firstly, full priority must be given for cyclists within this area on a par with all other modes of transport.

There is sufficient space in Heuston Station and The Phoenix Park for thousands of cyclists. The three-point turning and Quay Contra for bus will greatly aid and encourage more cycling and escooter use. The layout of the bus network in the rest of City is safety designed to encourage more cycling and escooters.

2.2 Pedestrian Streets

The Quays' Bus Contraflow (QBC) loop provides more opportunities to pedestrianise more streets with a pedestrian way from Parnell Square to Ballsbridge via O'Connell Street, Westmoreland Street and Grafton Street (already pedestrianised), St Stephen's Green, to Baggot Street. Talbot Street is also pedestrianised.

2.3 Footpaths

The Quay Bus Contraflow (QBC) makes room on the footpaths. Bus passengers now use the footpath on the Quayside. Business passengers use the footpath on the building side. The new interchange reduces junction crossing.

2.4 Open Spaces

The Quay Bus contraflow (QBC) maximises the use of more open spaces. It allows the Civic Plaza to function and it creates a City centre public transport interchange and space for a river plaza with many commuters/passengers interchanging transport or meeting in this area.

2.5 Quay Bus Contraflow (QBC)

The QBC has many advantages and heart or engine of a bus solution. It separates buses from LUAS; it allows all modes of transport to use the City and can double bus use without adding to traffic congestion. If the Quays are wide enough for two lanes of traffic to run in parallel, in our opinion, they are wide enough for contraflow, as two vehicles meeting each other need less space to pass one another.

2.6 Taxis

Taxis are adequately accommodated for with measures for their benefits including access, short cuts and taxi stands.

2.7 Public Conveniences (Toilets)

Public toilets are essential part of *The Newton Plan*, highly maintained and staffed.



3.0 PUBLIC TRANSPORT

3.1 Bus

Buses are the workhorse of a transport solution. They are flexible and serve across a wide-range of communities — including residential communities.

However, several problems have arisen over the years (despite improvements in the bus service) that make public transport unattractive as a method of transport.

3.1.1 "Back Tracking"

This is a relatively new problem, but now very significant, mainly in the City centre.

The term "back tracking" is used to describe where a passenger needs to go back further along the transport route (i.e. several earlier bus stops) in order to secure a seat on that bus route.

This situation has arisen as a direct result of the relocation of the City bus terminals outside the City centre. This, so called, "back tracking" adds to bus overcrowding and passengers being stranded along the route as buses are full, thereby preventing them from taking on more passengers.

Another problem for bus passengers is the long time it takes buses to meander around residential housing estates. This increases journey times, particularly for passengers whose journeys begin/end at either end of the bus route.

Interconnection/Cross city connections

Passengers wishing to travel by bus where there is no direct route must take two or more buses to reach their destination – this adds to journey time, wait time, seat availability uncertainty and capacity issues.

Capacity - Crowding and/or Overloading

All these problems can be addressed if public transport is designed with passenger satisfaction in mind.

The Newton Transport Plan (Bus) addresses many of these problems.

Cost

This Plan can be cost neutral with a small (additional) toll on the M50 as this would benefit everybody with sufficient people using public transport, leaving ample space for car users and reduced traffic congestion.

3.2 Light Rail

The NTA proposal does not appear to facilitate the LUAS.

Light rail must be designed in an orbital fashion to achieve maximum potential.

The NTA proposal unfortunately uses a radial system which benefits people unequally and assumes all passengers' destinations is the City centre. This adds to cost and travel time.

The Newton Plan includes an orbital light rail.

A further difficulty with the NTA proposal is that the Lucan route proposed by the NTA is not feasible as it joins up with the existing Red Line, but there is insufficient capacity on that line.

The Newton Lucan LUAS is routed along the N4.

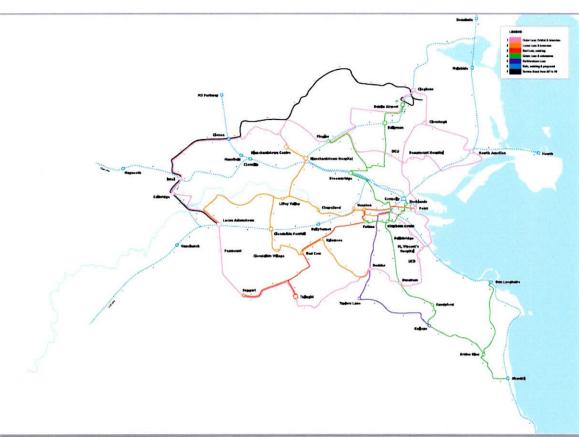


Figure 3.1: Map showing Road, Rail and Light Rail. (Source: Tom Newton.) (See also Appendix F.)



3.3 Heavy Rail - the proposed "Mlink"

Mainline rail in *the Newton Plan* is a very important component in the overall rail connectivity plan for all Ireland. *The Newton Plan* speaks to the Shared Ireland Initiative as well as responding to Climate Change.

The Missing Link (Mlink) identified in *The Newton Plan* is a vital link to make this happen. This involves twenty kilometres of additional rail line from Castleknock to join the Belfast line at Donabate.

The Adamstown/ Lucan rail station plays a key role in linking mainline trains with the orbital LUAS to the outer Dublin area on the one hand, and on providing rail links to Dublin airport from all over Ireland including Northern Ireland.



4.0 NEXT STEPS

We trust that these proposals will be taken into consideration in the finalisation of the *Greater Dublin Area Transport Strategy 2022-2042*.

We would welcome the opportunity to meet with the NTA Team to discuss the proposals and to clarify any issues arising.

I would appreciate a notice of acknowledgement of receipt.

Yours faithfully

Tom Phillips

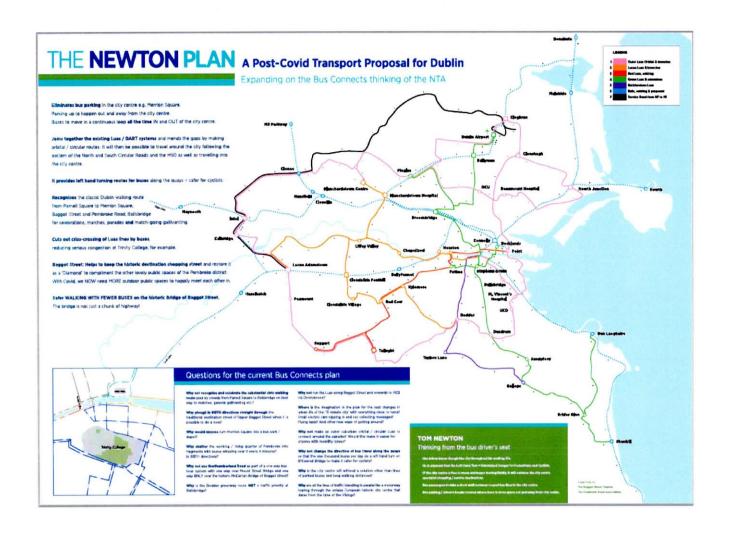
Managing Director

Tom Phillips + Associates

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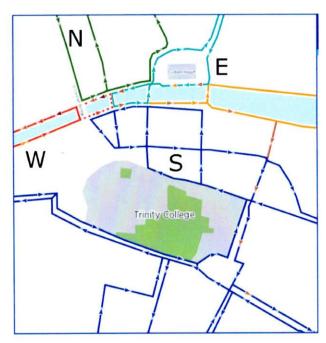
APPENDIX A - THE NEWTON PLAN - A POST-COVID TRANSPORT PROPOSAL FOR DUBLIN





APPENDIX B - DUBLIN CITY CENTRE BUS PLAN

Dublin City Centre Bus Plan

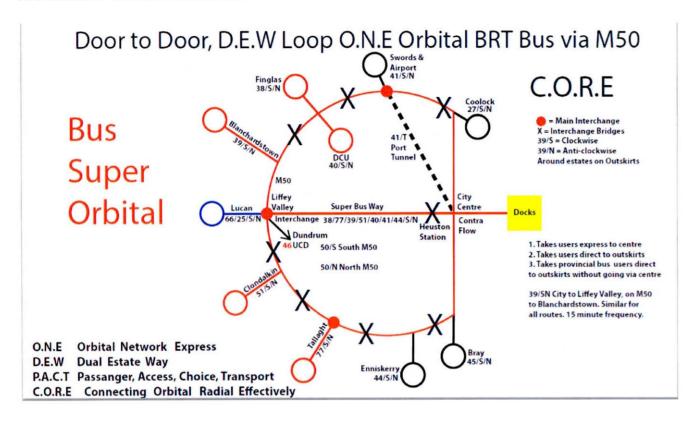


New city layout for bus network in the City Centre. Buses come into the city from North, South, East and West forming and interchange without obstructing eachother, the Luas and other traffic flow. This creates a new safety concept (C.H.O.B) for cycling and cycling families (e-scooter) in the city centre. This concept allows many more streets to be pedestrianised without blocking traffic flow. This is made possible by the Quay Bus Contra-Flow Loop, on the quays, maximising road and footpath space. Making Dublin B.E.S.T for business, entertainment, shopping and tourism. This creates the ideal public transport interchange in the city centre. By getting the city centre right, the rest of the public transport network will fall into place. This can be done quickly at little cost, benefiting all areas and public transport users (Especially users who has a disability) with a highly maintained public convenience (toilets), an essential part of the plan to make the city centre great. No public transport plan will work successfully if we don't get the city centre right

TN 20

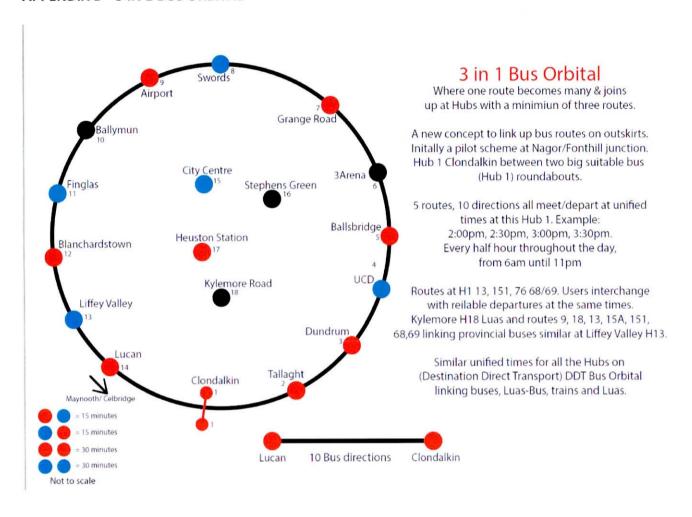


APPENDIX C - BUS SUPER ORBITAL



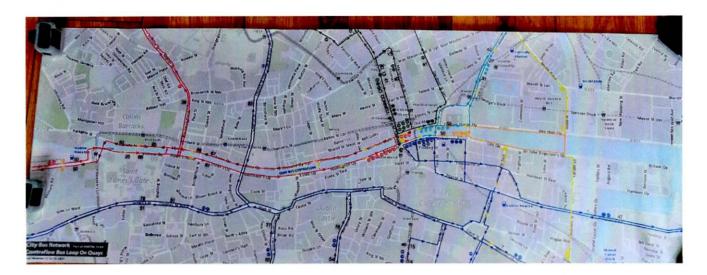


APPENDIX D - 3 IN 1 BUS ORBITAL





APPENDIX E - CITY BUS NETWORK - CONTRAFLOW BUS LOOP ON THE QUAYS





APPENDIX F – MAP SHOWING ROAD, RAIL AND LIGHT RAIL (EXISTING AND PROPOSED)

