

Tom Vaughan,  
Planning and Economic Development Department,  
Civic Offices,  
Wood Quay,  
Dublin 8.

16<sup>th</sup> June 2011

**Re: George's Quay Local Area Plan Issues Paper**

Dear Tom,

The National Transport Authority ("the Authority") welcomes the opportunity to comment on the Issues Paper for the George's Quay Local Area Plan.

The Dublin Transport Authority Act 2008 provides that each planning authority within the GDA shall ensure that its local area plans are consistent with the Greater Dublin Area Transport Strategy for the period 2011-2030. The Authority has published a draft Transport Strategy and the consultation process for the draft Transport Strategy is complete. The final document has been amended and is to be submitted shortly to the Minister for Transport for his consideration. An integrated implementation plan, which will guide investment decisions over a six year period, will follow the adoption of the Transport Strategy.

While the Transport Strategy is currently a draft document, the Authority requests that Dublin City Council reflect the policies, objectives and measures contained within the draft Transport Strategy in the preparation of the George's Quay Local Area Plan.

The Dublin Transport Authority Act 2008 provides that the NTA's report on the preparation of the Local Area Plan shall address, inter alia, the following issues:

- (a) the transport investment priorities for the period of the Local Area Plan,*
- (b) the scope, if any, to maximise the performance of the transport system by effective land use planning,*
- (c) recommendations regarding the optimal use, location, pattern and density of new development taking account of its transport strategy, and*
- (d) recommendations on the matters to be addressed in the local area plan to ensure the effective integration of transport and land use planning.*

Measures LU1, LU2, LU3 and LU4 of the Draft Strategy outline the land use measures that should be considered when preparing the Local Area Plan. In particular, the Local Area Plan would be strengthened by taking account of the following principles/measures:

- A sequential approach to development whereby lands which are most accessible by public transport are prioritised for growth;
- Substantially higher densities in Dublin City;
- In Dublin City, Designated Town centres and in areas around rail interchange points there will be a greater emphasis on commercial development;
- Focus person trip-intensive development into Dublin City;
- All developments provide for internal permeability for walking and cycling; and
- That the provision for delivery of goods and services is taken into account.

This central area is a critical location where significant regeneration of large city blocks can act as a catalyst for the consolidation of development into the city centre. The Authority would, therefore, emphasise the importance of maximising the development potential of the LAP area, through a sequential approach which integrates land use development with investment in public transport.

The George's Quay LAP area must be viewed in its context as a sub-area of a wider central core, whose accessibility will be radically altered by the implementation of the draft Transport Strategy. The overarching policy approach taken in the Draft Strategy is set out in Measure OVR 1 – transport user hierarchy, and it considers transport user needs in the following order:

- Pedestrians (including those accessing public transport)
- Cyclists
- Public transport users
- Freight, delivery and waste vehicles
- Private vehicle users

This hierarchy would appear most amenable to application in the city centre as the area with the highest numbers of pedestrians, cyclists and public transport users in the GDA. It is, therefore, recommended that the Local Area Plan for George's Quay would incorporate this as the guiding approach in its movement strategy and in the proposed use and design of the public realm.

The draft Transport Strategy outlines a number of specific infrastructural measures which will impact directly on the George's Quay LAP area and immediate environs, including:

- Restrictions on general motorised through traffic in Dublin City Centre (WCY 1);
- Expansion of the city centre cycle hire area (WCY 14);
- Upgraded QBCs serving the city centre and radial BRT (BUS 6 and BUS 7);
- DART Underground (RAIL 1);
- Metro North (RAIL 7);
- Luas BXD (RAIL 9);
- Luas Lucan extending to Poolbeg (RAIL 10); and
- Possible expansion of the HGV ban to 4 axle vehicles other vehicle types (FRT 2).

These measures are aimed at enhancing accessibility to the city centre for the maximum numbers of people. It is therefore recommended that the Local Area Plan would take into account the impact of this enhanced accessibility on the area in terms of increased pedestrian movements, cyclists and public transport services.

