

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

30th March 2012

Re: George's Quay Draft Local Area Plan

Dear Tom,

The National Transport Authority ("the Authority") welcomes the opportunity to comment on the George's Quay Draft 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, which has been submitted to the Minister for Transport, Tourism and Sport 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.

NTA Comment

The Authority is satisfied, subject to the recommendations below, that the policies and objectives of the George's Quay Draft Local Area Plan are consistent with the draft Transport Strategy. The Authority welcomes the commitment of Dublin City Council to redevelop the three 'Key Sites' within the plan area as part of a wider policy of development consolidation within the city centre, with an emphasis on areas well served by rail. The Authority also welcomes the proposed new pedestrian link from the Hawkins Street / Townsend Street junction to the Tara Street / Poolbeg Street junction through the existing large block containing Hawkins House, Apollo House and College House. This link will improve access from Tara Street station to College Green and the key uses along Dame Street and Temple Bar. The policy relating to limiting car parking provision in the development of the area is also welcomed.

In relation to the transport measures, the Authority, in conjunction with Dublin City Council, is in the process of preparing a city centre transport plan. This will have the central objective of optimising the movement of people and goods in a safe and efficient manner within the city centre. A set of

transport networks related to all modes will emerge as part of this plan. As such, the Authority recommends the following:

- Any transport networks, likely to be influenced by the city centre transport plan should be indicative only, particularly Figures 17 and 18;
- Associated with this, the amendment of Objective 10 under Movement and Access to remove specific routes and replace with “Implement the Cycle Network emerging from the NTA/DCC city centre transport plan which will incorporate cycle lanes, contra-flow cycle lanes and two-way cycle lanes where deemed necessary within the plan area”;
- Prioritisation of specific key elements of the plan, which are required regardless of the emerging networks (e.g. improved crossing facilities) and can therefore be implemented immediately without prejudicing the city centre transport plan.

I trust that the views and recommendations of the Authority will be taken in to consideration in the finalisation of the George’s Quay Local Area Plan.

Yours sincerely,



Hugh Creegan

Director of Transport Planning and Investment