

Item No.4

**Report to Chairperson and Members
of the Transportation Strategic Policy Committee**

North and South Quays Traffic Management Measures

Report on Non Statutory Consultation

May 2017

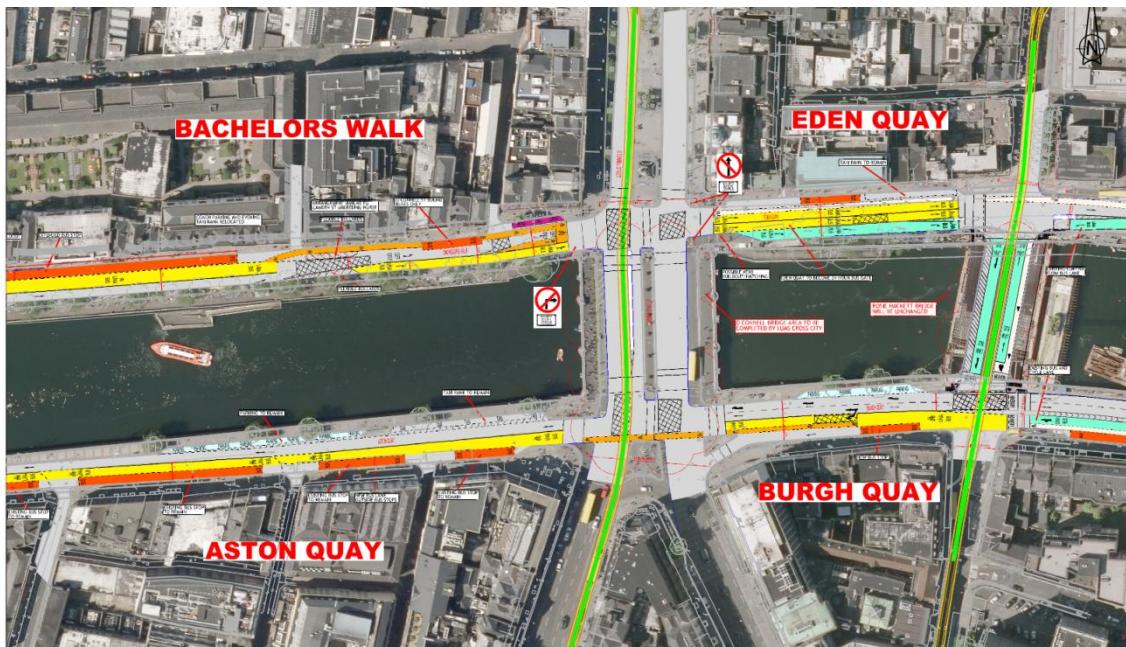
**Brendan O'Brien
Head of Technical Services
Environment and Transportation Department**

May 2017

North and South Quays Traffic Management measures

Report on Public Consultation

Non Statutory Consultation Document May 2017



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Table of Contents

1	Introduction	1
2	Summary of Feedback.....	2
2.1	Submissions from the general public:.....	2
2.2	Submissions by stakeholders:	3
3	Issues.....	4
3.1	Additional bus lanes on the quays	5
3.2	Eden Quay	5
3.2.1	Access.....	6
3.2.2	Traffic on alternative routes	8
3.2.3	Retaining traffic on Eden Quay	9
3.3	EIS Screening report.....	9
3.4	Proposed implementation procedure	10
3.5	Prematurity of plans	10
3.6	Cycle infrastructure.....	11
3.7	Economic impact.....	11
3.8	Other issues	13
4	DCC proposed changes to scheme.....	13
4.1	Scheme Objectives	14
4.2	Eden Quay issues	15
4.3	Change the hours of operation.....	15
4.4	Single lane provision on Eden Quay.....	16
5	Next Steps and conclusion	17

[Appendix A](#)[List of submissions received](#)

1 Introduction

The draft Dublin City Centre Transport Study was jointly published in June 2015 by the NTA and DCC the public consultation process in 2015 attracted almost 8,000 responses and a final version of the study was published in May 2016 and a briefing session was held for the elected members in early July 2016.

This study looked at the transportation needs of the City centre until 2023 and outlines a number of site specific interventions which Dublin City Council and the National Transport Authority have identified as being required in order to improve mobility in the City, while ensuring that public transport could operate efficiently , and also forming the basis for transforming the public realm, ambience and attractiveness of the city centre.

While the study contains a list of proposals the elected members have requested that each proposal should be taken separately through its own statutory consultation process so that each proposal could be reviewed and determined separately.

The proposed interventions on the North Quays is one of these measures, in the 2015 draft study the proposal had been to make Bachelors Walk public transport only, however following the public consultation and engagement with stakeholders, in the final 2016 study Bachelor's Walk would be open to left turning general traffic and instead Eden Quay would become Public Transport only.

The proposal for the North and South Quays was presented to the Transportation SPC in February 2017 and a period of non statutory public consultation ran from the 28th of February until the 10th April 2017.

In order to inform the non statutory public consultation a number of information sessions and briefings took place; presentations were made to the SPC members (23rd Feb 2017), Dublin Chamber of Commerce (6th March 2017), IBEC/Retail Ireland (14 March 2017) and Dublin Town (22 March 2017). A number of attendees raised their concerns to the proposals at these sessions, and they were invited to make a formal submission to the public consultation. In addition a public display of the proposals and details was made available in the Civic offices and we also provided relevant documentation on the DCC website.

Category	Number
Online survey responses	208
Email Submissions	26
Public display comment box	8
Total	242

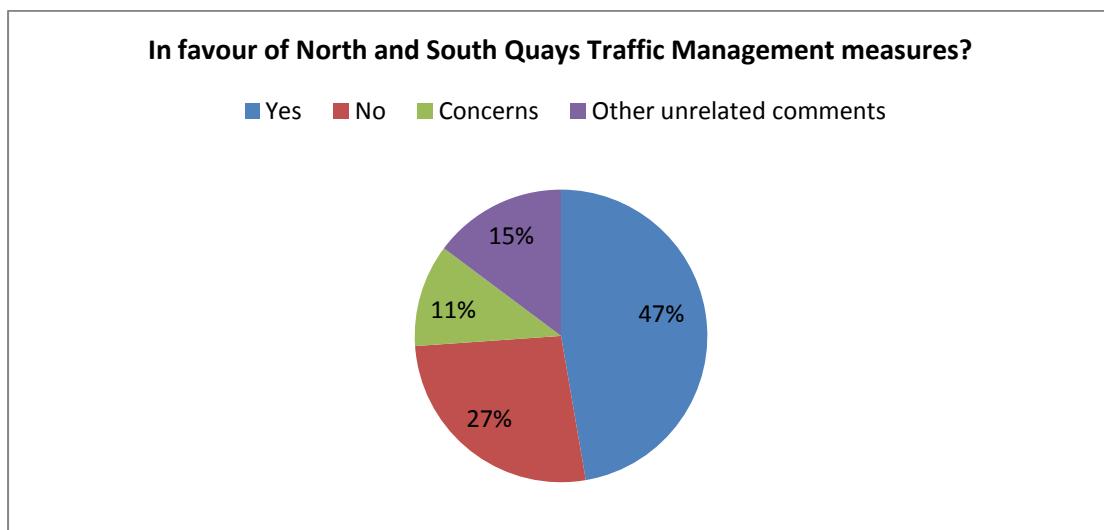
In total, 242 submissions were received.

2 Summary of Feedback

2.1 Submissions from the general public:

In total 205 submissions were received from members of the public (192 by online survey response, 8 by the public display comment box and 5 by email).

The response to the proposed North and South Quays traffic management measures from the general public was as follows:



Those stated as with “Concerns” were generally in favour of some aspects of the proposals but raised concerns about particular aspects. The “other unrelated comments” were mainly support for a Liffey Cycle route which is not part of the proposed North and South Quays traffic management measures.

2.2 Submissions by stakeholders:

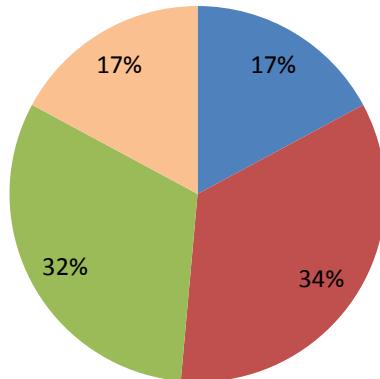
37 submissions from stakeholders were received. These stakeholders were:

<u>Area Office</u>	<u>Carparks</u>
South Central Area Office	Apoca
<u>Business/Retail</u>	<u>Brown Thomas carpark</u>
DCCTA	Convention Centre Car Park
Diageo	Fleetstreet carpark
Dublin Central	IFSC carpark
Dublin Chamber	IPA
Dublin for All	Park Rite
Dublin Town	Qpark
Ibec	Thomas Street carpark
Live Nation Ireland (3 Arena and Bord Gais Energy Theatre)	<u>Tourism</u>
Odeon Point Square	Christchurch
Retail Ireland	Dublinia
SIMI	Failte Ireland
<u>Stanberry Investments</u>	<u>Cycling</u>
Tesco	Dublin Cycling campaign
<u>The Ilac Centre</u>	<u>Elected Representatives</u>
The Keoghan Partnership	Cllr Naoise O'Muiiri
<u>Transport Operators</u>	Cllr Nial Ring
Dublin Bus	Cllr Ciaran Cuffe
<u>NTA</u>	<u>Hotels</u>
TII	IHF
<u>Residents Association</u>	
Blend Residents Association	

The response to the proposed North and South Quays traffic management measures from these stakeholders was as follows:

In favour of North and South Quays Traffic Management measures?

■ Yes ■ No ■ Concerns ■ EIS Concern



3 Issues

Submissions from both the general public and from stakeholders did acknowledge that some changes are necessary due to the introduction of the Luas Cross City and its interaction with the north and south quays.

However while there was some limited support for all the proposed measures, there were concerns and issues were raised from the responses and submissions received as part of this consultation. The issues / comments mainly related to:

- Additional bus lanes on the quays
- Eden Quay
- EIS Screening Report and the proposed implementation procedure
- Prematurity of Plans
- Cycle infrastructure
- Economic impact
- Other issues

3.1 Additional bus lanes on the Quays

The additional bus lanes on the quays are generally welcomed from the public submissions with a view that the proposed measures will improve public transport services and reliability. There were only a few objections to the proposed measures which related to the loss of a traffic lane for private cars and because of the lack of a cycle lane on the south quays. There were concerns raised regarding the lack of separate cycle lanes to make it safer for cyclists and so buses aren't delayed by cyclists. Many also felt that bus lane enforcement would be needed.

The submissions from the stakeholders generally focused on the Eden Quay public transport only measures although most submissions did support improvements for public transport in the area.

Response

The additional bus lanes on the North and South Quays aim to address the current difficulties which Public Transport suffers in this area, the areas have some of the worse delays to public transport across the entire city and these measures aim to alleviate these difficulties. The scheme does allow for better cycling provision but it is acknowledged that the overall solution to the cycling issues on the Quays remains the Liffey Cycle route.

3.2 Eden Quay

From the general public there is some support for making Eden Quay public transport only with many in favour of the proposal. However there is also some concern as to the impact it would have.

From the stakeholder submissions, Dublin Bus, TII, NTA and the Dublin Cycling campaign support the proposed measure. However other stakeholders have concerns or are strongly opposed to the Eden Quay proposal.

The concerns from both stakeholders and the general public are mainly related to two issues:

- Access
- Traffic on alternative routes

3.2.1 Access

Access for private cars to areas of the City (particularly the IFSC, Dublin Port, north county Dublin and venues such as the Convention centre and 3 Arena) was a frequent theme from both the public and stakeholders. Many of the public submissions described how they use Eden Quay for business purposes (deliveries, servicing premises) or to access car parks or venues and not for commuting and yet they would be strongly impacted by the proposals. Dublin Town echo this and believe that commuter and consumer traffic require separate consideration.

A number of car park operators submitted detailed submissions on the difficulties of access to their car parks if Eden Quay was not available to private cars and the circuitous routes customers would need to take to access them, which they are concerned may discourage users from coming into the city centre for shopping and entertainment. They emphasised that many car park users avail of car parks outside of peak commuter times but would be equally affected by the measures. Car parks in the IFSC and Docklands also raised concerns about the access for people coming from outside of Dublin who use the car parks in the area for business purposes.

The Irish Parking Association have also stated “that this measure is not an effort to address traffic problems in the city but is instead motivated by ideological objectives of the Council executive. The primary purpose of these proposed changes is to discourage motorists from accessing the city centre via their cars”.

Submissions were received from venues in the area (Live Nation Ireland - Bord Gais Energy Theatre and 3 Arena, and the Odeon Point Square) who had concerns about access from customers who travel by private car. The Bord Gais Energy Theatre and 3 Arena in particular have a large proportion of their customers coming from outside of Dublin (53% and 48% respectively) and these would be affected by the proposals. The Convention Centre car park is totally opposed to the Eden Quay closure, they state the proposed alternative routes will add at least 30 minutes to journey times if the changes are made, and that the planned changes are totally biased towards the promotion of public transport modes to the complete exclusion of motorists.

Live Nation Ireland (Bord Gais Energy Theatre and 3 Arena) also stated that drop off and collection for younger people, particularly female, and older members of the community from whom mobility is an issue would be denied direct access from the west of the city under these proposals. The Convention Centre car park also believe the measures will have a detrimental effect on the needs of the elderly and people with reduced mobility who are dependent on using private vehicles to access the Convention centre.

The IFSC car park “is under significant threat from the traffic management changes proposed by Dublin City Council on the North and South quays” and they state that “existing and proposed restrictions have and will greatly reduce the support service for the major wealth creating facility in the country, employing some 14,000 people by depriving the International Financial Services Centre and the remainder of the area served by the car park of access to an essential operational and economic asset. The car park is an essential element in the ongoing maintenance of employment at the IFSC. If this support were to be reduced by restrictions on access to the IFSC Car Park, it is likely that a number of businesses currently operating from the IFSC would relocate outside the City Centre”.

Cllr Naoise O’Muiri supports many aspects of the proposed Scheme but not permanent closure of Eden Quay to private vehicles and believes it is a step too far and will cause major issues such as effectively eliminating east-west traffic movement and cut off the IFSC from the north city centre, cutting off the North Eastern residential part of the city from the city centre which is a major access route for residents from this area and it will drive significant volumes of private traffic onto residential roads in the Central area.

Cllr. Nial Ring is concerned that the proposals will cut off the IFSC and the north inner city and that “closing off Eden Quay to private cars can only have been included as some sort of anti motorist plan”.

Response

The City Council believe that the proposal for making Eden Quay public transport only is a proposal which will safeguard public transport access into the area and will have a positive impact on the city centre. DCC also acknowledges the specific fears that have been raised by car parks, entertainment outlets, hotels etc. regarding this measure and has endeavoured to review the measures to see how these concerns can be addressed and if possible alleviated. The measures are not ideological driven by the Council executive but are in accordance with the elected members aims as set out in the DCC development plan 2016 -2022 which contains the following objectives

- ***In accordance with the National Transport Authority strategy, a hierarchy of transport users is supported, with pedestrians, cyclists and public transport users at the top of this hierarchy, having their needs considered first in the planning of transport provision***
- ***prioritising transport and movement schemes, particularly those that increase the use of public transport, walking and cycling, that can be implemented in the short term, bearing in***

mind that major schemes take longer to deliver and will not by themselves provide the capacity to achieve transport targets

- ***restricting through traffic and calming traffic generally within the city centre, and to give increased levels of priority for pedestrians, cyclists and public transport, along with associated improvements to public realm.***

3.2.2 Traffic on alternative routes

The displacement of traffic from the North Quays as a result of the proposed measures was a major concern from both the public and stakeholders. There was particular concern over increased traffic on O'Connell Street as well as areas such as Stoneybatter, Dorset Street and Church Street. Many stakeholders also raised concerns about the alternative routes for traffic and queried whether this had been modelled and whether the alternative routes were capable of catering for increased traffic volumes.

Diageo submitted a very detailed submission on the proposed measures. Diageo currently use the quays as the route between their brewery at St James gate and Dublin Port, making 34,514 one way trips annually. Their fleet also accounts for 12.5% of all HGV permits issued by DCC each day. In their submission they drove alternative routes in the city centre that they would need to use if Eden Quay was public transport only. They highlighted risks travelling though some residential and narrow streets, potential risks with cyclists and pedestrians particularly in some of the turning movements, and the swept path of their vehicles extending into the opposing traffic lane at some corners.

Response

This proposal showed numerous routes which could be used to circumvent the proposed restrictions and DCC is committed to improving the flow on orbital junctions as well as put in place a comprehensive signage strategy for the city. However it should also be noted that by freeing up public transport along the North and South Quays and with the introduction of Luas LCC, public transport as a mode will offer at least to some motorists a better alternative.

3.2.3 Retaining traffic on Eden Quay

A number of submissions from both the general public and stakeholders state that at least some access for private vehicles on Eden Quay should be maintained. Live Nation (3 Arena and Bord Gais) state that the “proposed traffic layout on Eden Quay should be amended to provide one straight ahead bus lane and one straight ahead traffic lane in lieu of two straight ahead bus lanes”

Dublin Chamber consider that “an alternate option for Eden Quay should be explored, which would see Eden Quay closed off to private vehicles, only for certain parts of the day – i.e. morning rush hour. This may be possible given that Luas trams will only be running at 3-minute intervals for a small amount of time each day”. Qpark also propose that one lane of traffic for private vehicles should be maintained rather than fully removing all access. Diageo was in agreement that one lane on Eden Quay should be retained for general traffic.

Response

DCC acknowledges the concerns raised and have proposed some mitigation measures.

3.3 EIS Screening report

There were a number of submissions from stakeholders querying the EIS screening report that has was carried out by CAAS Ltd. In particular the main issues raised relating to the EIS screening were:

- an EIA is required because the cumulative effect of these proposed traffic management changes, combined with other planned traffic management measures included in the overall Transport Plan are considered and it is therefore neither satisfactory nor reasonable to treat each of them in isolation.
- That the full extent of the traffic management measures for the North and South Quays have not been subject to EIA Screening, and that the terms of reference for the CAAS study was limited to Eden Quay
- This constitutes project splitting and exposes the wider proposals of the Dublin City Centre Transport Study to legal challenge.
- None of the three SEA's quoted in the CASS Screening Report of February 2017 sought to properly assess the economic impact of the Transport Study as a whole and yet CASS Ltd relied on these SEA's to “cover” the obligation to consider cumulative effects.
- There were also queries as to why the original EIS for Luas LCC had not proposed these measures.

3.4 Proposed implementation procedure

There is strong objection to the process being used to implement these measures (Section 37/38 of the Road Traffic Act). Submissions made include that “these changes are being introduced in an improper, undemocratic, and flawed manner. The Council is effectively ramming these changes through at short notice, without consultation with the relevant stakeholders (i.e. residents, retailers, business, the elderly, mobility impaired groups etc.)” and that it “is also totally inappropriate that such dramatic changes to the functioning of the city centre would be unilaterally imposed by the Council executive, bypassing the elected representatives, and using provisions of the Road Traffic Act to secure the achievement of their own agenda which in our opinion are not designed to effect such monumental traffic management changes”.

Dublin Chamber (and its members) acknowledge that change is required to the way in which traffic moves around the North and South Quays in order to facilitate Luas Cross City but are concerned over the “apparent piecemeal approach to traffic planning in the city, with a number of individual plans in train which will change irrevocably how people travel around Dublin.”

Response

This issue was addressed in the consultation process where DCC had clearly set out the statutory routes which are available to them and why DCC believe that section 37/38 is the only option available to them under national legislation.

DCC have embarked on a process of public consultation, have widely engaged with stakeholders and have made information on the proposal public on our website in order to ensure that as full a range of views on the proposal could be sought.

3.5 Prematurity of plans

Live Nation (3 Arena and Bord Gais) believe that the closure to private vehicles should not occur until other measures identified in the Dublin City Transport Study such as strengthening of the orbital routes north and south of the city, provision for an appropriate level access for vehicular traffic including private cars to the City Centre for retail and commercial purposes and the establishment of a City Centre Zone to manage deliveries are in place.

Dublin Town also believe that the necessary upgrades to Orbital Routes will most likely occur after additional traffic has been diverted on them which would give rise to further congestion and delays. Fleet Street car park and the IFSC car park also state that the measures are premature as no

alternative routes have been established and the routes selected for further consideration do not appear suitable for the traffic displaced from Eden Quay.

Response

The timing of this proposal is to allow for the changes to the North and South Quays to be in place prior to the operation of Luas LCC and measures to enhance the orbital junctions will be taking place during this summer. Proposals for these measures have been in the public domain since the initial consultation in 2015.

3.6 Cycle infrastructure

There were many submissions from the general public relating to cycle infrastructure. Most see the proposals on the north quays as an improvement but would like to see the proposals to go further and provide segregated cycle lanes and minimise the interaction between buses and cyclists. There is some concern over the proposals on the south quays where no cycle lane is to be provided and there will be a shared bus/cycle lane. There is also strong support for a segregated cycle lane along the Liffey (which is not part of these traffic management proposals).

There are a number of comments regarding the proposed cycle layout at Nicholas street.

Response

The Liffey cycle route remains the solution to providing better cycling infrastructure along the quays but DCC believe that these measures will in the short term enhance cycling provision. The issues raised regarding Nicholas Street will be reviewed to determine if any changes are required.

3.7 Economic impact

There were some concerns raised from some businesses and car parks over the potential economic impacts of the proposed measures. There are requests to carry out a comprehensive economic impact analysis of these proposals. Dublin Chamber are concerned that companies may be “put off from investing in Dublin city centre due to poor manoeuvrability and logistical options and long and/or inconsistent commute times” and an “acceleration of the trend which is seeing companies move their businesses beyond the M50 due to poor commuting options for staff”.

Dublin For All, an umbrella organisation was formed in response to the planned traffic management changes contained within the City Centre Transport Plan, believe that the proposed measures will

have a negative impact on the economic viability of the city centre and will severely restrict access to many areas.

Cllr. Nial Ring stated in his submission that “The proposals are, to my mind, ill-thought out and potentially extremely damaging to the economy of the entire City Centre of Dublin. The economic impact of the proposed changes to traffic management/movement has largely been ignored, notwithstanding that a significant proportion of the rates base of DCC is being put at risk.”

Dublin Town emphasise the importance of car borne shoppers to the city economy. They state that when the College Green bus gate was introduced there were long term impacts on Grafton Street which have led to a sustained decline in footfall on the street.

Ibec consider that DCC should commission a comprehensive economic analysis of the proposals which should assess the likely cost of disruption during the construction phase as well as the longer term potential adverse impacts on tourism and trade due to interruption and rerouting, and the measures to mitigate them.

The IHF (Irish Hotels Federation) state that “It is clear that the proposed traffic management changes will have potential to have a very significant negative impact on a large number of visitors, including tourists, trying to access the city by car”. The Ilac centre believe that the proposals have not been adequately assessed and the changes will have a greater negative impact on the North City retail core.

The Irish Parking Association express their “strong opposition to the proposed traffic management changes relating to the North and South Quays and feel that the consequences of these changes will be extremely damaging for the social fabric and economic well-being of Dublin city centre.” Qpark who believe that Eden Quay forms part of the route from Heuston Station to the Docks is a very important artery into the city centre and the impact to retail and businesses in the area will be severely restricted.

Diaego describe how using alternative routes to travel between their brewery and the Port would result in increased operating costs and increased CO₂ emissions. Retailers Ireland describe how their members have “grave concerns about the vagueness of the proposals concerning the alternative access and car park routes. Retailers believe that delivery times will be severely affected by such measures and that delivery costs will be increased if deliveries to certain areas of the city take longer using the proposed alternative routes”.

Response

As part of the city centre study a comprehensive economic impact analysis was conducted and this report was made available as part of the consultation on this proposal. However DCC would welcome any additional economic data which organisations may wish to share with us which would assist in ensuring that the city continues to grow economically.

3.8 Other issues

Some of the other issues raised include:

- Impact for deliveries
- Signage would be required out as far as the M50 to inform people of how to get to different areas and there should be a big information campaign prior to any changes
- Queries as to whether motorcyclists would be permitted to use Eden Quay
- The planned changes stem not from any measured effort to address traffic problems in the city centre but rather are motivated by ideological objectives of the Council executive

Response

DCC would look to address any specific local delivery issues and have separately invited stakeholders to be part of a new logistic committee to better manage deliveries in the city centre. In addition a sustainable delivery pilot project will commence in June 2017 which will it is hoped will highlight alternative means of deliveries in the city centre. The city centre signage is being developed and stakeholder engagement will be commencing shortly on this strategy.

4 DCC proposed changes to scheme.

It is clear from the consultation process that there is strong support for the overall scheme from the public transport operators and cycling organisations and that while the public have concerns there is still a considerable amount of support amongst the public for the overall scheme.

However it is also clear that the business community, car parks and hospitality sectors amongst others are either completely opposed to the proposals for Eden Quay or have very grave reservations regarding its potential impact.

In addition the briefings and discussions held with elected members have shown that there is wide divergence of opinion regarding the change of Eden Quay to public transport only and whether it's impact will be negative.

However it should also be said that almost all submissions received acknowledge that the introduction of LUAS LCC services into the city from December 2017 means that leaving the current traffic management arrangements in the city centre unchanged is not a feasible option.

In response to the concerns raised DCC have investigated whether there are any mitigation measures that can be put in place and in particular if it is possible to alter the scheme to provide for general traffic access on Eden Quay while still meeting the objectives set out for the scheme.

4.1 Scheme Objectives

This scheme had set out a number of objectives:-

- To reduce the current delays experienced by public transport users
- To ensure that LUAS LCC can be introduced with minimal delays to its services.
- To ensure all Public Transport users will benefit from Luas LCC
- To ensure that far more people can move easily and efficiently through this area than at present.

A major objective is to tackle the issues on Bachelors Walk where the Dublin bus fleet experiences its worst delays across its entire network, these bus delays have knock on consequences for passenger numbers as slow speed of public transport, congestion and unreliability are frequently cited as factors deterring people from using the bus network.

Therefore DCC believes that the additional bus lane provision on the North Quays up to Bachelors Walk will help to address these delay issues, in particular the delays experienced at present where there is no space for a bus to move past a stationary bus at a stop when passengers are alighting/loading, and so should be implemented as proposed.

On the South Quays again there are considerable delays and in particular locations where there is no bus lane provision at all, therefore DCC believes that the additional bus lane provision on the South Quays should be implemented as proposed.

4.2 Eden Quay issues

The proposal to make Eden Quay public transport only is the issue which has raised the most concerns, including the fears of breaking a key link for general traffic and the likely impacts of the displacement of that traffic. The rationale for this measure was to reduce through traffic in this area in order that the delays currently experienced by the bus fleet could be alleviated, that the introduction of the Luas LCC could be managed in such a manner as to ensure that it could operate efficiently in the city centre.

An analysis of the issues at Bachelors Walk on the approach to Eden Quay has identified the following problems:-

1. Long delays experienced by buses caused by having to move from the bus stops on the left hand of the Quays to the right hand lane to turn onto O'Connell Bridge due to having to cross two lanes of general traffic to make this turn.
2. Congestion in the general traffic lanes due in particular to general traffic turning right onto O'Connell Bridge and delays experienced as a result.
3. Lack of any dedicated bus lanes or bus priority measures to assist these manoeuvres.
4. Queuing back through Eden Quay to O'Connell Bridge, particularly in the P.M peak resulting in delays to buses trying to move through this area.
5. Implementation of Luas LCC and the length of time required for the 55 metre trams to cross O'Connell Bridge and Rosie Hackett Bridge could seriously exacerbate the issues already being experienced and be to the detriment of all modes.
6. Conflicts between buses, trucks, general traffic and pedestrians, Bachelors Walk is one of the busiest crossings in the City.

4.3 Change the hours of operation.

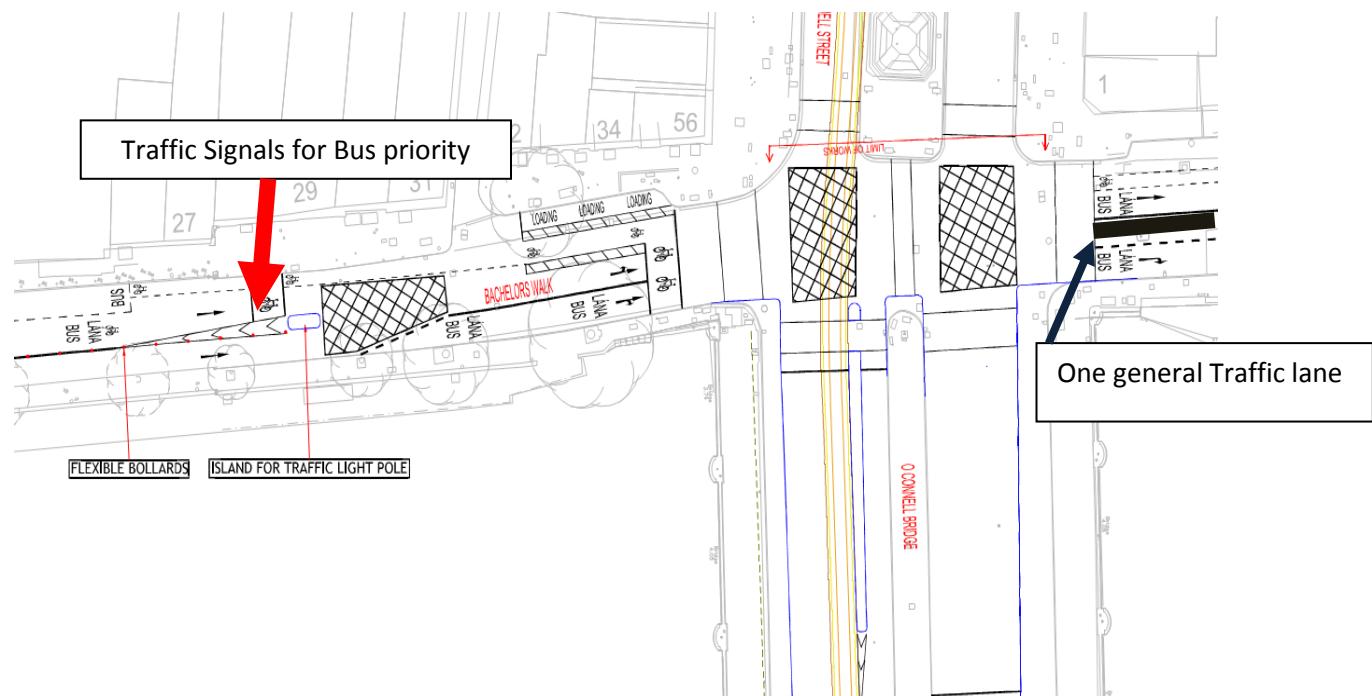
A suggestion that has come up on a number of occasions was to change the hours of operation from a 24 *7 day to 07:00- 19:00 Monday to Friday. We examined this proposal but it has a number of issues:-

1. Concerns regarding compliance
2. Potential confusion as to when general traffic could or could not use it.
3. Did not address adequately the protection of the bus fleet from the potential impacts of Luas operation.

4.4 Single lane provision on Eden Quay

A number of suggestions were made that a single lane of general traffic could be accommodated on Eden Quay provided adequate protection for the bus movements was implemented on Bachelors Walk. We therefore considered if we could alter the design from a single left turning lane of general traffic on Bachelors Walk to a left and straight ahead lane to allow access to Eden Quay for general traffic.

It was clear that the protection of the bus fleet operation was the difficulty with this proposal and would require substantial additional bus priority measures using traffic signal control with advanced bus priority interventions.



The above layout shows the option considered, on Bachelors Walk the interaction between the bus lane and the general traffic lane will be controlled by traffic signals with the aim to ensure that at all times the bus fleet can efficiently and safely move from the bus lane on the left to the right hand bus lane. The signals will operate in a manner to allow general traffic to proceed only when it is clear to do so and they will be able to proceed left to O'Connell Street or straight ahead to Eden Quay.

It is not proposed to alter the arrangement whereby the right turn to the bridge is for Public Transport only as this measure, will as well as helping public transport ensure that the lane on Bachelors Walk for general traffic will be able to operate efficiently.

DCC are of the view that this proposed alteration to the scheme helps to address a lot of the concerns that have been raised about the original Eden Quay proposal, as it allows a single lane on Eden Quay, it still retains the direct link to the IFSC and the car parks and entertainment centres there, it will reduce both the volume of traffic in this area and the amount of traffic diverted on to other routes.

We believe this proposal will help to address most of the issues surrounding public transport delays in the area and will also help to mitigate against any issues that the introduction of the Luas LCC raises. It does mean that general traffic will be queued particularly at peak times at the new traffic signals while public transport vehicles clear the space before them. However it does try to differentiate between commuter and consumer traffic as when traffic is light the delays to general traffic would be minimised.

It is however a compromise on the original scheme and there are concerns that this measure, which will rely on traffic signals and segregation of the bus lanes, may be difficult to operate and could potentially have knock on impacts for transport in general along the North Quays. The fact that the North Quays link is still open may encourage all vehicles to still use it rather than explore other options or modes.

It may therefore be necessary that in the future that Eden Quay may have to become public transport only, however DCC are prepared to introduce this alternative proposal and monitor its effectiveness prior to any further changes being proposed.

5 Next Steps and conclusion

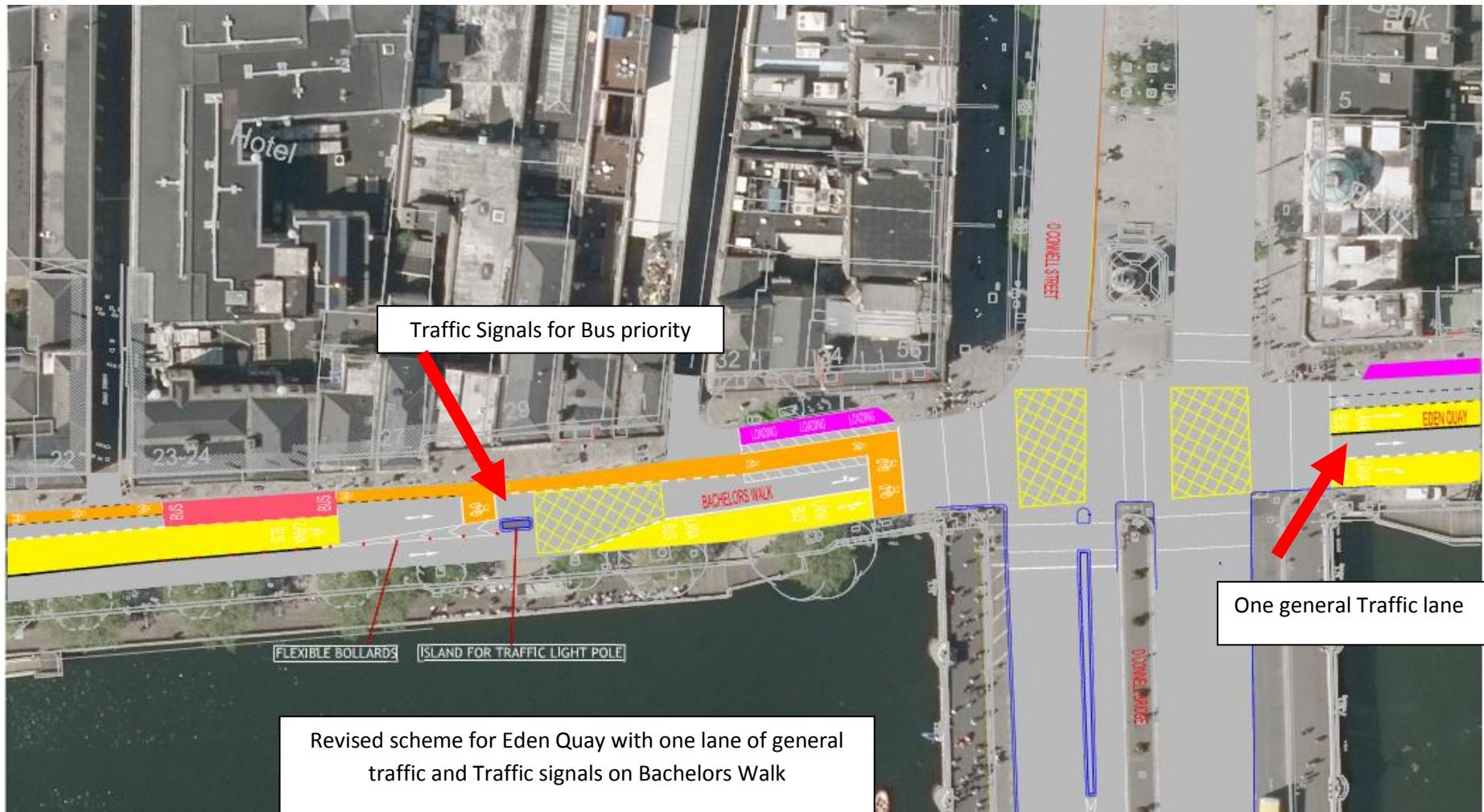
DCC would like to thank the elected members, members of the public and stakeholders who took the time and effort to make submissions and especially a number of very detailed and comprehensive ones that we received. We have analysed all the submissions and believe that they have helped in the preparation of the final proposal and to inform how this scheme could impact on the city.

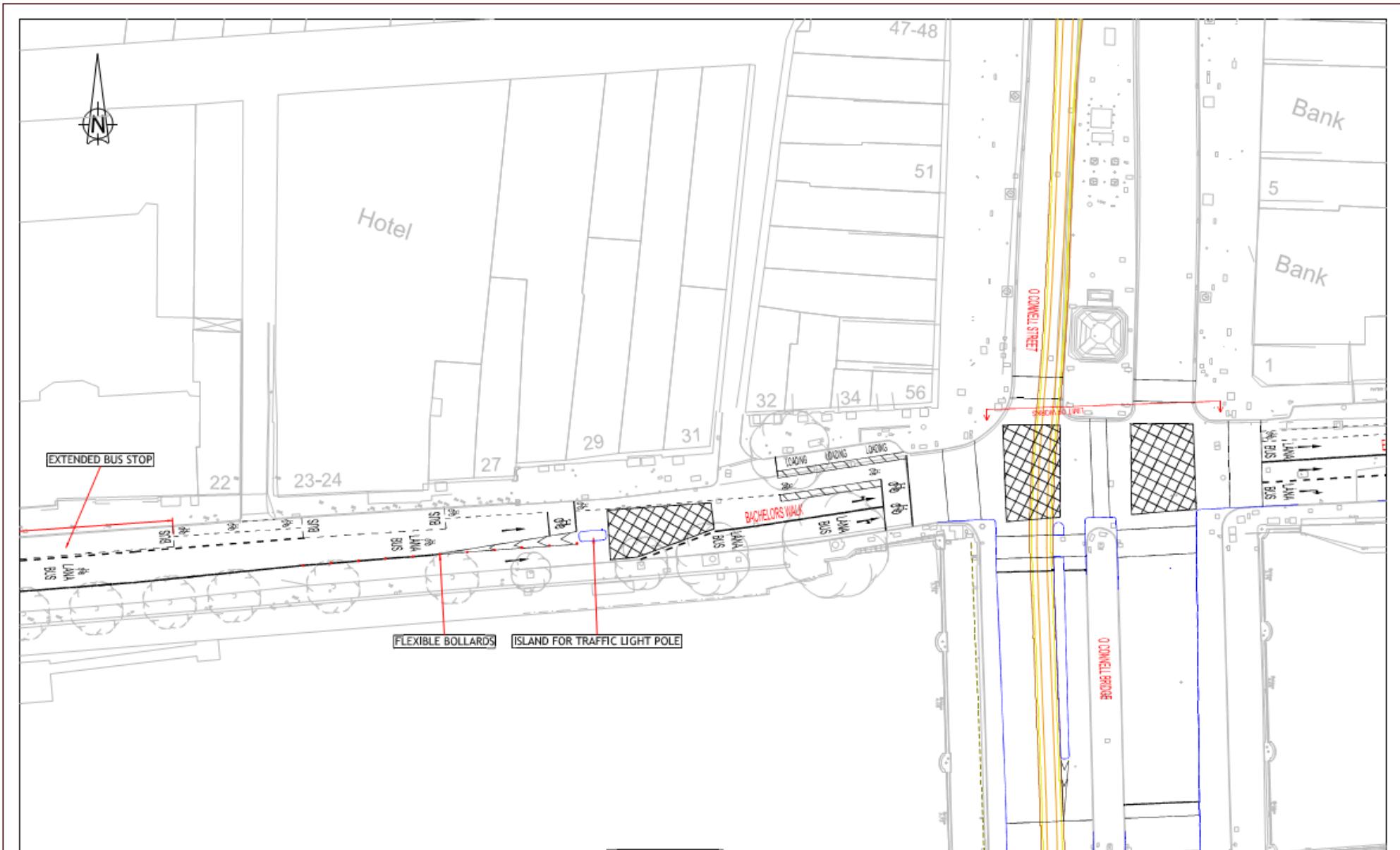
On balance DCC believes that the revised proposal to allow a single lane of general traffic on Eden Quay and to allow Bachelors Walk to have a bus lane and a left turning and straight ahead general traffic lane, is an appropriate response to the concerns raised, shows the value of the consultation process and we hope will substantially meet the objectives of the original proposal.

We would therefore propose to amend the scheme for Bachelors Walk and Eden Quay to allow one lane of general traffic on Eden Quay and one lane of Left and Straight ahead general traffic on Bachelors Walk, as well as the additional traffic signals and detection equipment. The rest of the scheme will stay as originally proposed and it is intended to implement these measures in August 2017.

The operation and effectiveness of these proposals will be carefully monitored using data from Dublin Bus, Luas and our traffic control system both during the LUAS LCC testing phase and also when passenger operations commence in December 2017.

We furthermore would undertake to bring back to the transportation SPC in early 2017 a report on its operation and performance and if any changes were to be proposed in its operation this would come back to the SPC for consideration.





Appendix A

Submissions received from:

A Younge	Christchurch
Aidan Clarke	Christopher Mulhall
Aidan Curtis	Ciaran Blackall
Aidan Ring	Ciaran Holahan
Aiden Creavin	Ciaran O'Connor
Aine Tubridy	Claire Bradley
AJ Newham	Clare Sullivan
Alan Martin	Clare Sullivan
Alan Wolfe	Cllr Naoise O'Muirí
Alan Wolfe	Cllr Nial Ring
Alex Gibson	Colm O Muirgheasa
ALISTAIR MENARY	Colm Ó Riain
Andrew Murphy	Conor Collins
Andy Skinner	Conor Hughes
Anna Heussaff	Conor Kearney
Anne Bedos	Convention Centre Car Park
Anne Bedos	cormac mac gearailt
Anon 1	Damian Browne
Anon 2	Damien Kaye
Anon 2	Daniele Ponzo
Anon 3	Dave Wilson
Anthony keane	David Fennell
Anthony Moran	David fitzpatrick
Apoca	David Healy
Astrid Fitzpatrick	David knox
Austin Tuohy	David Ó Laigheanáin
Barry Smyth	David Stafford
Ben Butler	David West
Ben Prevo	DCCTA
Blend Residents Assoication	Dee OConnor
Bob	Deirdre Doyle
Bob Laird FCILT	Deirdre Murphy
Brendan Kenny	Dermot Dempsey
Brian Canning	Dermot Marron
Brian Kelly	Dermot Ryan
Brian McArdle	Diageo
Brown Thomas carpark	Domhnall Egan
Cathal Mac Coille	Don Reilly

Donna Cooney	Ibec
Donna Curry	IFSC carpark
Douglas Black	IHF
Dublin Bus	Ilac centre
Dublin Central	Imelda Maher
Dublin Chamber	IPA
Dublin Cycling campaign	Jack Hyland
Dublin for All	Jacky
Dublin Town	James
Dublinia	James keane
Eamon Timmins	James Lynch
Éamonn Ó Ceallaigh	Jan Bosch
Eddie tarpey	Jef Bucas
Edward kelly	Jef Bucas
Elaine Kelly	Jessice byrne
Elaine King	Joe McGlynn
Elaine Snowden	John
Enid Bebbington	John Donegan
Eoghan O Brien	John Dorman
Eric Conroy	John McHale
Faile Ireland	John O' Flaherty
Falk Osthus	John O'Flaherty, Gavin Ward, Stephen King
Fiona McDermott	John O'Sullivan
Fleetstreet carpark	John Power
Gael Gaudin	Jonathan Bevan
Gael Gaudin	Joseph Lovett
Gary O'Sullivan	Karen O'Connor
Gary Thompson	Karen Ward
Gavan Flinter	Karl Duff
Gavin stokes	Katie O'Neill
Gerard Crotty	Keith Byrne
gerry canavan	Kenny Porter
Glen Straiton	kevin
Green Party	Kevin Baneham
Hazel O'Connor	Kevin Morrissey
Hugh McCann	Kevin O'Farrell
Hugh Raferty	Kieran Ryan
Ian McGarry	Kieran Ryan

Kieron Lawlor	Park Rite
Laura Mullin	Pat McGinley
Liagh Miller	Pat Murphy
Liam Fox	Patrick (unknown surname) 1
Liam Kennedy	Patrick (unknown surname) 2
Lily Conway	Patrick Stanley
Lisa O'Brien	Patrick Tuite
Live Nation Ireland (3 Arena and Bord Gais Energy Theatre)	Paul Loughran
Logan Sisley	Philip Milofsky
Lorcan Lyons	Philip Murray
Lorraine Mullen	Qpark
Louis Twomey	Rachel Devine
Lucille Redmond	Retail Ireland
M.Bruton	Richard Leahy
Magdalena Baran	Richard Sheehan
Mairead Forsythe	Robert Lawson
Marc Evers	Robert O Shea
Maria	Roghan Colbert
Mark Cumming	Ronan Johns
Martin	Ronan McGoldrick
Martina Mullin	Ronan Mulcahy
Mary Mac Namara	Rupert Fuller
Matteo Spreafico	Sam Boles
Matthew Sherian	Sarah Gallagher
Michael O'Meara	SCA office
Mike Higgins	Shane Finan
Muireann O'Dea	Shane Hogan
N. McHugh	Shea Carroll
Naoise Ó Foighil Roantree	Shona Gorman
Neil Cameron	SIMI
Neil Peirce	Simon Bailey
neil rossiter	Simon Cahill
Neill Roche	Siobhan Carr
Niamh	Stanberry Investments
Nollaig O'Maoilriain	Stephen Hanley
NTA	Stephen marry
Odeon Point Square	Stephen Mc Guinness
Padraig McEvoy	Stephen O'Callaghan

Sylvia O'Sulliva
Tara Russell
Tesco
The Keoghan Partnership
Thomas Street carpark
TII
Tom (unknown surname)
Tom (unknown surname)
tom wade
Tomas Breen
Tony Marnell
Tony Murray
Vincent Potter
Wendy Cox