

Comments from those who responded: Dublin City Centre (Between the canals)

As many traffic free areas as possible please

Less traffic please

I think this is a fantastic step in the right direction for the city, I extremely strongly support this draft plan

Strongly support these proposals - but please get on with it!!!

Lead, lead, lead - give us a city for people not cars

transport system more efficient and effective. It will have so many health and climate benefits too! It honestly can't happen soon enough!

I think the plan looks great and deserves to happen. This would be transformative for Dublin City Centre. But it must take place in tandem with Bus Connects, Metro, and enhanced Luas services.

Fantastic plans. More of this please.

It would be very much welcomed to see improved traffic planning and public realm improvements along to South Great Georges Street/Aungier Street/Wexford Street/Camden Street corridor. This is a fast evolving and increasingly dynamic part of the city with appalling public realm, minimal greening/tree planting and excessive traffic lanes, especially along the Camden Street/Charlotte Way element. Charlotte Way is particularly important given its link to South Georgian Core and Iveagh Gardens, yet lacks any greenery and has excessive traffic lanes.

reduction targets. Air quality will also improve. As a long term resident of the the city center commend DCC for an innovative and bold plan.

I am delighted to see plans to improve facilities for cyclists and pedestrians in the city, I would like to flag that an important issue to overcome is large traffic junctions that cause crowding and reduce accessibility for pedestrians. The dame st, George's St Junction for example. I am particularly frustrated about the junction between King st North and church st. This junction is large, very busy with traffic and very slow for pedestrians. I find it very hostile and it impacts accessibility between Capel St, smithfield and parks such as blessington basin and grangegorman. I think if this could be somehow addressed, either through reduced traffic, zebra crossings, or a pedestrian bridge, it would greatly improve quality of life for residents of the area and the many tourists that travel through.

Get it done- I don't cycle because I don't feel safe, if there was protected lane I would. Also get the metro built.

A lot of expensive semi mature trees which will need watering and may not be storm resilient due to root pruning. Much more economical and ecological to plant young native whips shrubs and trees together and involve local communities in establishing and caring for them

Better but I'd like to see the concept of super blocks to help prevent rat running

People live on the quays, both North and South, many of these residents have cars and their rights of access do not appear to be addressed by the plan. Older, or disabled travellers need cars to access work or medical appointments . The issue of increased traffic and poorer air quality as cars are forced off the quays into surrounding areas has not been addressed either. I will lobby all my elected representatives to block these changes until an environmental impact study has been completed and the needs of those communities that live on and nears the quays are addressed.

As a daily user of the city centre who travels by foot, bicycle, car and bus I believe the proposals are necessary to ensure that transport in the city centre remains efficient and sustainable.

More public plazas will result in a more vibrant and liveable city.

Reducing private car usage will result in more effective public transport and will result in reduced journey times and more efficient use of transport corridors.

I strongly welcome and am in favour of the proposals.

I think it's time to give those who live and work in the city centre a chance to breathe.

Please be inspired by Paris and what they have done with their quayswe can make the quays a living space - with clean air - walkways - gardens - but it needs policing and we need to manage the drugs issues which makes the boardwalk dangerous. Please give citizens and those visiting reasons to love the city, to walk the city, and reward carless travel

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parking your car on a public street is storing your private property in a public space. in countries like japan you cant even purchase a car without proving you have a private parking space or paid space.
especially in city centre parking should be removed / reduced to make way for a more pleasant public realm which is accessible / enjoyable for all.

city centre car parks should have a levy put on them to discourage use / make it more expensive to park / cause traffic in city centre. Especially car parks around brown thomas which should be fully pedestianised.

Fabulous proposal, great to see ambitious action being taken to improve inner city public spaces. It's crucial that the council focuses on improving urban spaces for those living, working and shopping there on a daily. Dublin City should not be a thoroughfare, but rather a destination. Improving public realms would also be beneficial for those taking public transport & engaging in active travel.

Great proposal for all those living & coming into the city.

Take more traffic off the quays and other roads leading into the city. I would love to cycle into the city centre but with the current traffic set up I would be too afraid to get on a bike.

Support the restriction generally.

However should ensure an exemption for those who commute by car who actually need to get to the city centre at various hours.

Business owners/staff in places that finish up at 3 or 4am. Fire brigade staff, Gardai, hospital staff etc that may stay on, work nights or have unpredictable hours with no reliable public transport options or the need to carry gear, uniform, equipment etc etc.

Provide neighbourhood bike bunkers for storage and associated bicycle repair and maintenance services.

Ban the use of 'free sharing' e scooters without a licence to operate and only allow distribution at fixed points not scattered everywhere

BIGGEST emphasis to be placed on walkability in the city to revolutionise the experience by decluttering the pavements, towing illegally parked cars greening the pavements, improving their design and quality, providing for mobility needs of wheelchair users, visually impaired, parents with dependent children and providing FREE water distribution and comfortable SEATING at regular intervals along many more routes and why not put a recycling bin back in and get the full civic improvement that DCC must now deliver to match the pride of Dublin!

It's great news to finally see this plan draft! I've been living in Dublin city center for 8 years now and I've been looking forward to something like this since I moved into the city.

Thank you! great work!!

It's an excellent plan but could be yet more radical, with a significant reduction in traffic lanes, and corresponding extension of pedestrian space, required in several key areas not identified in this plan, such as Parnell Square.

There are numerous under utilised civic spaces in the city centre. From what I have seen so far new civic spaces main purpose will be to facilitate more drinking outside pubs.

As a resident of Ormond Square, we already see the negative impact of Capel Street being closed to traffic. Capel Street is empty and traffic is backed up on Church Street and Mary's Lane. We have lost access to our house from Capel Street. Removing private cars from the quays will impact us further and we fear and additional charge to drive down the quays. A charge similar to the one we pay for residential parking.

I think all the plans and the overall goals look good for the city centre but it's not clear how the "through traffic" will be realistically able to be managed though. What are the alternative routes that this current cross-city or through traffic should be taking instead of through the city? Are there enhancements to roads outside the city centre to enable this? Or are there park and ride facilities to allow public transport for part of these journeys?

Please make Fishamble Street traffic free too, I've been emailing in about Fishamble Street for months, I live here and the level of traffic is disgraceful and no doubt impacting my health with the pollution levels.

Alternatively at the very least make Essex Quay and Wood Quay one lane or traffic free. Or only accessible to emergency services and delivery vans.

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People need to use cars to get to certain destinations. You want to introduce cycle lanes all over the city where in fact any new cycle lanes in city to date are empty most part of the day . Capel Street is pedestrianised now and has seriously damaged trade to the existing businesses on the street itself .

There should be direct access to to all parts of the city center by public transportation park and ride into the city center only the workers need a far better public transport.

The city has been destroyed by unwanted cycle lanes. The plans will destroy the economy of the city. You are making the ordinary people of Dublin, hard working and honest people suffer the burden of further cost nobody can afford. Your government should be ashamed. I will never vote for this government again and i shall encourage and advocate my friends and family to do likewise.

As I have a walking disability I would so appreciate if footpaths could be brought up to some sort of standard. Even using a walker it constantly catches in the cracks and holes in the paths and roads making it so very dangerous!

It was agreed to stop private traffic through college green awhile back , all it's done is allowed private Buses to park (60 mins) at AM to pick up passengers for tours outside the city,

On two occasions this week my public bus could not stop at my desired bus stop , I don't believe the powers are thinking this through, if you stop private cars it will be replaced by private Buses ,

I love the idea of Custom House quay being traffic free but there needs to be something to attract people down there to increase footfall. As of now it can feel unsafe at quiet times. I walk around there regularly.

Sending traffic from Westland Row to turn right on to Pearse Street towards the Samuel Beckett bridge is a stupid idea as traffic in this area is already quite heavy and this will lead to chaos around the area. Again your only plan seems to be restrictions on cars using all the current road space in the city(closing roads so people can drink alcohol on the streets) and then you seem surprised that traffic becomes more congested around the city.

The plan does not give consideration to those who live in town who need to travel to visit family/friends by car or who need private transport for on call at work eg hospital or night shifts as Dublin is not safe to get public transport at night. The city needs to be made safer before implementation of a transport plan otherwise increased civic spaces will lead to more antisocial behaviour

Cúr ar fáil ag Gaeilge é le do thoil

Love the plan. More, safe, walking/cycling areas & paths. More spaces to sit on benches/things for kids. More drinking water fountains, toilets & zebra crossings.

Taxis need to be restricted in some way in the city core. they are blocking bus lanes currently and from what i see that is just touting for business or as a through route for 1/2 customers. i note the need for some taxi use in the core but the numbers need to be reduced

Excellent plan, please make more of the city car free and make metro happen.

The plans look amazing! Please implement as soon possible for a safer greener city with better faster buses, safer cycling, more pleasant walks and nicer places to spend time in the city. This is almost more of a public realm plan as it is a transport plan and it is well needed! Thank you DCC and NTA please do this ASAP!

As a cyclist and a resident of Dublin city centre, I am strongly in favour of the proposal to reduce car traffic in favour of pedestrians and cyclists.

However I am concerned that the council proposes to give "advantages" to motorcycle users -- motorcycles are just as bad as cars when it comes to noise, air pollution and danger to other road users.

I am a regular cyclist user of the Christchurch junction on page 44 -- the proposal retains conflict between motorists turning left from Christchurch Place onto Nicholas Street and cyclists going straight ahead onto High Street -- it would be better to remove the left turn lane entirely.

Also taxis should be banned from bus lanes, clamping fines for illegal parking should be increased, and there should be a levy on multistory car parks to reflect the environmental damage caused by car use. On-street parking meter charges should also be increased.

People have to travel across the city for work and childcare. I work in one area of the city and collect my kids near where i live, i rely on car to make the journey as there isn't public transport that allows me to collect my kids on time

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More thought for people with special needs who cannot use public transport due to noise crowd issues

I like it in principal, just wondering about residents who live in or near the city centre in apartments & have cars and how they will get about if roads are closed or charges come in to drive some streets? I live along the south quays & only use my car at weekends but I do need it as public transport isn't an option.

These questions lead a person in a certain way. Surely, most people are in favour of less traffic and more public transport. But none of this addresses the difficulties disabled and the elderly have in walking to public transport. In the North Strand because the council have taken away our bus stops, it's now impossible for me and many of my neighbours to walk to the very far away bus stops, we now need our cars to access town. There's no derogation for the disabled. Are we just supposed to stay at home? Disabled parking and ability to use city centre streets should be allowed for blue badge holders.

This is a fantastic start and hopefully the start of a brighter future for our city. More greening, public plazas and squares and more civic amenities.

Seriously time for these changes. We have lagged behind other European cities for far too long. Simply - more cycle lanes, more public transport, more traffic free zones, more plazas and civic spaces, more trees and planting.

I am a mother with two babies and a pram it is impossible for me to use public transport - the gap on the train is too wide to get on and off the lifts don't work at my local station so I can't even get to the platforms and when I take the bus I can't get a safe space to put the pram and be with my baby and toddler. I can't cycle because I can't afford one of those cargo bikes so the only way for me into town is to go in my car and now I'm stuck in hours of traffic ! It is the pits

Active and public transport is essential to reducing our emissions. I hope this plan is fast tracked and not held up for years and years like most plans in this city. Dublin could be a fantastic European capital city. We need bold plans to make this happen. Make a city for people and not cars and it'll happen. Make it a city people want to spend time in. Time of the private car and car parks is over. I fully support these plans and the benefits they'll bring - from health because of active transport to aesthetics to the environment. The time is now, Dublin needs saving.

Massively supportive of the contents of this plan. Potentially transformative. Suggest that the scope of the project at the custom House should be broadened to look at the grounds of the customs House. The building is one of the finest in the country and using its surrounds as a surface car park is crazy. And completely incongruous with the proposals that you are making adjacent. Parking should be removed and a publicly accessible park surrounding it created. Thanks

I'm so excited by the thought of these plans - I live in the inner city, just outside the core area, and regularly cycle through town to go to work, shop, meet friends, etc. Despite the quays being the most direct way to travel, it is such a consistently nerve wracking experience that I try to avoid it. The level of traffic, shared bus and cycle lanes, narrow and busy footpaths that force pedestrians to step out onto the road, all combine to make it a really challenging journey. The Liffey is an amazing amenity and reducing private traffic and freeing up more public space is an brilliant step towards making town a more pleasant place to be.

Enough thought has not gone in to the impact "downstream" of these changes. Samuel Beckett cannot take any more traffic this is a key artery across DC. On South Canal routes cars don't move any more with the artificial creation of traffic with poor traffic light management. NX bus from Wilton Terrace via Beresford to Navan, as an example, this is a key route for workers, what happens that route? Right turn on to Pearse St from Westland will clog traffic going any direction near Westland, public transport won't be able to get on to Westland Row. Right cross traffic turns need to be largely banned. South/North Circular and the M50 are the only orbital routes we have, people driving through town do so out of necessity not ooh I love junkies walking in front of me while deliveroo drivers come at me from any angle that suits. Finally, DCC is neither cleaned nor policed, creating new junkie zones will back fire horrendously.

Great plan, important to see through and ensure Public Realm paving etc of a high standard. No bollards please

I have to use a car due to in mobility caused by illness which stops me using public transport and cycling. I feel when these plans are being drafted no one thinks of people with disabilities we are being excluded from the city centre, theatre shopping etc

Build a Metro, for God's sake. Every single transport plan, strategy and reconfiguration for Dublin in the past 50 years has been a poor attempt to make up for the lack of a Metro. If Athens, ATHENS, can build a Metro, then Dublin can too.

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The proposed closing of the quays to through traffic and diverting it up to church street will cause even more traffic and havoc on church street and constitution Hill and on up into Broadstone and phibsboro. What measures will be taken to mitigate this for local residents of those areas? How will air quality be improved in these areas? Church Street to Doyles corner needs to be sorted first and given proper kerb separated cycle lanes in both directions so it is safe to cycle.

More protected cycle lanes. More cycling parking like at Drury Street, Wolfe Tone, etc.

Moving the cycle lane on the north side of the Liffey to be contiguous on the side of the street with the building. The change from the left side to the right side at the Father Matthew Bridge is unneeded and dangerous.

More protected cycle lanes,

Car free spaces will not improve city centre living if they prevent city centre residents from accessing services. Without a reliable, safe and affordable public transport system, I believe reducing access by car will negatively impact businesses in town as current transport options from outside city are unreliable. It is also unclear how "through" traffic is being distinguished from cars accessing city centre to shop or work.

Safer cycle lanes

If we will be expected to use the M50 in place of driving through the city the toll should be dropped

The city planning is being favoured towards external influences and does not indicate any care about residents. More green spaces, less focus on hotels. More playgrounds, bins, places to sit. Less tower block hotels everywhere. A city for people that live here not a city for tourists and developers.

Gardiner st needs a separated cycle lane now. It's dangerous. Beresford place is also dangerous for cyclists

Traffic should not be allowed right in the centre of the city. These areas should all be pedestrianised with routes for public transport and bicycles. Private cars should come last. Inner city residential streets should be blocked by cars using them as rat runs. A perfect example is St Joseph St, Dublin 7.

Fantastic plan. The fullest and speediest implementation should be a priority

Go ahead, please limit private cars as much as possible and improve public transport, biking and walking.

I would welcome the plan enthusiastically. Though I would be a little concerned that by taking on so much so quickly, such an ambitious plan risks triggering a backlash.

I am really excited to see these plans come into fruition.

I live and work in the city centre, and cycle along the quays everyday to and from work and also when otherwise moving through the city. At rush hours, they feel like a death trap for cyclists, these changes can't come quick enough.

There is a distinct lack of outdoor spaces to sit and enjoy the city in which this plan will go some way towards helping.

I would add that tourist coach parking also needs to be tackled, the drop off areas on Nassau are congested and lead to conflicts with tourists, cyclists, private coaches and public transport. Moving these to Merrion Sq would help alleviate this.

There is also an immediate options to improve cycle / pedestrian facilities around Ely Place, Merrion Row and the NE corner of St Stephen's Green and around the West of Merrion Sq / Merrion Street, and also Dame St.

Is funny to see cars driving through College Green illegally, but there's no Garda to reinforce that.

More cycle lanes, pedestrianised streets / areas, and less inner city parking

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Part 8 should have given an option for neither. I don't know what the public consultation is for, sure you'll do what you want to anyway! But seems how you've allowed the space for comment, here's my rant! For years now, access to my home in the city centre is being choked off. Can't turn right on O'Connell bridge or Custom House bridge in a car anymore, now you want to ban traffic on the Quays altogether. The amount of bottle necks you have created around the city centre is ridiculous. The useless and unneeded bike lanes at Merrion Square, the junction of Lesson Street and Earlsfort Terrace (I'm a cyclist and honestly never needed them). Gifting 24 hour buslanes to TFI (the people pay to build the roads and you give the roads to a private company) to encourage people onto buses overrun with antisocial behaviour (not all routes are like that though). Remove the buslanes and bikelanes on the Quays. Review all buslanes and get rid of some- like the one on the Iron Bridge heading into Pearse Street: it creates a bottle neck that backs all the way to Ringsend because cars can't move forward to Pearse Street because the lane is blocked by cars wanting to turn left onto Macken Street. All the loading bays are destroyed around town from the permanent covid hangouts outside the bars and restaurants- businesses want and need deliveries, but there's nowhere for the trucks to stop (my brother drives for Guinness). Walking around town is like walking through a giant pub in the evening- joke! Charging people to drive and park because of the type of car they have will make the city centre a playground for the rich. Build houses not bikelanes! Close the loopholes that allow developers to build high on a small area to avoid giving houses to the Council. Plant forests to take in our CO2, and use our turf to fuel powerstations for cheap, homegrown electricity, and electrostatic precipitators to put out clean air instead of the smoke- like the incinerator in Sandymount!

We need more trains, trams and metro, urgently!!!!

I'd like Dublin City Council to remove the bike racks outside Street 66 as part of the pedestrianisation of Parliament Street, and return the space to being designated for outdoor seating, as it was prior to June 2023. It is one of the few LGBT spaces in Dublin, and very important to the community.

Also, it would be good if the level of conflict between pedestrians, cars and cyclists in Dublin could be reduced under the new plan so that it's safer for everyone. The current cycling infrastructure often causes conflict with pedestrians, particularly when bikes cycle through green pedestrian lights in certain areas to avoid cars.

Really great work on cycle routes so far, excited to see what's in store!! Dublin is becoming a far nicer place to live with these changes!

It doesn't go far enough. All dual carriageways should be removed from the city centre, with half of each being given over to pedestrian/cycling/civic spaces.

e.g. There is no justification for having a dual carriageway on Bridgefoot Street. The park side should be made part of the park, with the east side being 2 way and parking removed.

Other examples are High Street, Thomas Street and the stretch from Cornmarket to the quays.

Slip lanes should be eliminated in the city centre. They cause danger for cyclists and pedestrians and invite drivers to speed around corners.

We need more vision and more implementation. More trees. Wider footpaths. Less redundant signage. More policing of traffic infringements.

We need more vision and more implementation. Wider footpaths. Less signage. More trees. Less beholdent to car par owners.

Please make more segregated cycle lanes around the city. It's terrifying trying to cycle through town without them.

Dublin City is destroying this beautiful city.

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While reducing space for cars and increasing space for footpaths, make the inclusion of trees in footpaths mandatory unless it is impossible to do so. The positive evidence for including trees in city centre locations is legion, not least for climate change. Feel free to plant native trees that are a decent size - not small wiry things that offer nothing in terms of habitat for native wildlife.

Also, all across town there's a veritable obstacle course of bollards, electricity boxes, poles, signs etc unnecessarily taking up valuable foot space. (see mini stonehenge in College Green, or the bollard agility course outside Nourish on Wicklow street). Work with the associated Departments, State Bodies, City Councils etc to make it mandatory to minimise unnecessary obstacles on footpaths. Put the utility boxes underground. We don't need a separate pole for a yield sign, a separate pole for traffic lights and another one for parking. If it's a problem of policy, change the policy. These things have to happen in tandem with a cohesive plan, otherwise progress is hamstrung.

All of these ideas in the plan should be implemented. Then, focus should turn to connecting pedestrianised spaces. For example, expanding the pedestrian area around Grafton Street to include South William Street, Drury Street, Exchequer Street, St Andrews Street, etc. Then connecting the Henry Street pedestrian area with the Grafton Street pedestrian area through removing traffic from College Green. People should be able to move through the very core of the city north to south and vice versa without having to wait at traffic lights. Also, there should be consistency in paving materials (the stonework used in Trinity to allow for both heritage and wheelchair access is state of the art and should be deployed across the city, as done similarly in Brera in Milan, Italy), reduction in bollards (which are cheap looking, tacky, not maintained and destroy the vista of the city), reduction in signage including those directing motorists towards the M50 and airport (the importance of this signage is greatly diminished considering Google Maps has been around for more than 10 years) and the ban of use of tan-coloured tarmac for short term solutions.

All the R148 is very badly arranged, for buses, cars, cyclists, pedestrians have no space.

Buses are still very unreliable, changes of drivers are in my opinion not efficient, done in the middle of the route like in city centre instead of doing it at the beginning or end of the route. Drivers talking to each other, no info to passengers, I understand people not wanting to take public transports, hope the metro will make a difference

Just get on with it!

Further investment in rail and light rail required.

Safe segregated cycle lanes badly needed all around St Stephen's green, Merrion Street, 3 other sides of Merrion Square, Baggot Street upper, Charlemont Street.

Safe segregated cycle lane on Queen Street. currently a dangerous 3 lane one-way street.

Get rid of all kissing gates on cycle/pedestrian routes to allow free and fair access to disabled users, cargo bikes, double buggies etc

Remove wide central reservation between traffic lanes on High Street, Patrick Street, & Clanbrassil Street.

So much wasted space that could be better utilised for segregated cycle lanes.

Turn around St Patrick's Cathedral is particularly lethal with buses/taxis travelling at speed.

Planting needs to be a buffer between traffic and footpath/cycle path so pedestrians and locals can enjoy it.

Remove all unnecessary M50 & car park signs on footpaths around the city centre.

Remove street parking on streets with ample off street parking

Closing off section of road will push public transport and private cars into other areas of the city and start causing problems and back logs, extra footpats jutting out into the road way's is dangerous ie eden Quay and o'connell St. There is not enough space in the city centre to do what is planned. We do not have the big squares and plazas like our European cities. For public transport, the buses are being squeezed in between all these bike lanes popping up, bus lanes and shared bike lanes are holding up the place, metro we be talking about this till the year 3000 and still not a shovel gone into the ground, definitely need luas or a dart airport,

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Crossing to the other side of High Street on foot is always a bit annoying it always feels pedestrian-hostile, Christchurch junction is also annoying to navigate as it often feels you have to take the long way around the junction on foot to get into the city centre as the High Street crossings are shorter but usually has cars going through it and you have to walk in the wrong direction for a bit. More frequent pedestrian crossing times on the lights would help, as would generally making the infrastructure so car-focused around

There. Or maybe a pedestrian crossing further back which follows desire lines? Or making all of the Christchurch junction have the green man at once?

The Thomas St./High St. junction always feels like pedestrians are an afterthought, as it makes you go the long way around if you're heading into the city centre. There's 4-6 roads/pedestrians crossings to navigate if you're coming from the south Thomas St. footpath heading towards Lord Edward St.

The plan represents progress for one big reason: it is based on acceptance of the obvious fact the city centre cannot function or thrive unless people can travel into and around it easily by walking, cycling or public transport.

Cars can do the same 1 only unsustainably and 2 only for a tiny minority - there simply isn't room for everyone's car.

The sooner these changes are made the better, thank you

Dublin City and surrounding areas need to be liveable for residents who commit and support the city rather than being a through fair day travellers. The city council needs to see Dublin as "homes" where children are raised and go to school and allow for local safe movement by foot & bike rather than allocating road space to huge low capacity buses and

The plan is fantastic and very welcome. It would also be good to see some measures to reduce on street parking around the south and north Georgian cores, particularly around the Squares and streets off of same. E.g. Hume Street and Mount Street. Given the prevalence of car parks in these areas, sacrificing the Georgian streetscape for additional parking is unnecessary.

Enforce bus lanes with cameras enforce lights with cameras so often cars are over thr pedestrian crossing. Ban suv in town too big 30km speed limits enforce bus into phoenix park pavements r desperate sort them out get rid of al the bumps of tar from contractors and stop digging road put in a gully that they can access for pipes

We need this.

The city needs to be a healthy place to spend time - calm, vibrant, beautiful.

There is finite public soace - let's use it in the best way possible - efficient movement of people, beautiful places to spend time,

I would ask for the best possible materials to be used, a smart maintenance plan, but most of all, an agile project plan to get this implemented as soon as possible.

Wishing you the best to bring this project to fruition. Don't delay.

Late night Darts/Luas/ Bus please

Your proposed plan will create more traffic congestion in an already disastrous traffic planning area. You cannot push people onto one mode of public transport without providing underground or tram links.

Try going down the quays or around the city centre during the day and you will experience some of the already disastrous traffic planning in action.

It boggles the mind as to what type of planners think cutting off more streets and reducing lanes will help traffic congestion.

I think this is great news. I'm very nervous about cycling in the city centre and this would ease my fears.

As a city dewller, the fewer cars that come into the city, the better my quality of life and increase on my safety.

Big changes need to happen to make Dublin a more liveable city and I'm hoping this will be the start of it

Love the plan. Please make it happen.

Its a great plan, hope to see it implemented.

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The traffic situation in Dublin is getting worse, Constitution Hill to name but one. What Tulip decided to reduce Bus Lane and Car lane to a single lane combined to allow for 2 cycle paths? On the Flats side you could have run the cycle lane through it, but no reduce 2 lanes to one, causing complete traffic madness and even more pollution from trapped motorists. Capel St pedestrian only has caused havoc on Church St as well, but hang on we can squeeze a cycle lane in there no problem. As for Fitzwilliam St the cycle path is down right dangerous and I would like statistics on how many pedestrians have been injured by speeding cyclists. Griffith Ave is another disaster with no public consultations. the new layout at Christchurch is unbelievable, whoever you have planning these should be terminated immediately as they are causing more pollution than ever before, I wonder can we set up Pollution monitoring stations at these junctions?

Dublin City has serious issues with congestion and air pollution. The proposed plan will not only benefit businesses but the people who live in the city.

The city as it currently stands is too dangerous, traffic wise, for us to bring our children to regularly. Making Capel Street traffic free has been a huge success and is also the route I use going to & coming from work now, despite it being longer as it is easier and safer. The city is also very noisy and smelly when walking through it. Any reduction in traffic will help this and make it a much more pleasant experience. Making Dublin city a liveable place for city centre residents is vital if we want to have some semblance of life here in the city core.

These are excellent plans and it's high time we got on with it

I think it seems like an amazing plan and it would be brilliant if it was implemented. Town should be a place for people to come and enjoy, not a motorway for people passing through.

I would like to see a lot more public seating being provided in town that you don't have to spend money to use rather than the new car free spaces being given over to private businesses such as cafes etc as has been the case up to now.

Regarding the designation of the primary cycling network (P. 55 of the plan) - I think it would be a mistake not to categorise all of the North Circular Road, Portland Row, and Seville Place as primary cycling network. These areas are currently heavily used, feeding large volumes of cyclists from the west, north-west, and north to north-east of the city to the north docklands, an area which is continuing to rapidly expand as a place of work. Further, these routes currently have poor cycling infrastructure in places and are very congested by car traffic.

An urgent roll out of cycle facilities need to be acted on as soon as possible. Can't expect an increase in cyclists unless we have the proper facilities.

These proposals are great to see. I avoid the bus at all costs these days because it takes too long to get through the city, particularly on Westmoreland and D'Olier Street, those are absolute disasters. The quays could be such a great space for pedestrians, coffee and food trucks etc, but they're made so unpleasant by the huge volume of cars passing by. I appreciate these proposals may be seen as radical by those who tend to drive through the city, but the volume of private cars at this stage is having an adverse effect on the very basic functions of a capital city. I've visited Capel St far more often than I would have done before it was pedestrianised so it would be great to see the city become a bit more friendly to pedestrians and to those who live here.

I'm for more pedestrian areas but where will all the traffic currently on these roads go as even if all plans go ahead same amount of traffic will be there so putting more pressure onto other tributary roads; how will businesses in city centre get and make deliveries - feel it could make businesses leave city centre; bicycles, scooters and skateboards can be just as dangerous to pedestrians and with areas pedestrianized this will give people false sense of security so won't expect bikes, scooters or skateboards and there will be more accidents because of them - what measures will be in place to stop this?

Comments from those who responded: Dublin City Centre (Between the canals)

Appreciate the direction policy is going in the city centre, but I would prefer to see more ambitious reductions in car journeys into the city centre.

In particular, equating taxis with public transport is deeply problematic, given their wildly inefficient use of space on roads compared to mass transport systems like buses, trams and trains. At key parts of the inner city, traffic

There is also very little in this document on how new restrictions on car access will be enforced. Anyone familiar with the city centre will know that cars routinely flaunt existing restrictions (whether access or parking restrictions) with little or no consequence.

Draft policies are fine – but without concrete plans for meaningful enforcement regimes (with or without the involvement of An Garda Síochána) this plan will not deliver infrastructure that will encourage potential walkers or cyclists that these are meaningful alternatives.

An exciting vision - lets out it into action!

This plan is destined to fail - active transport here is dominated by deliveroo/just eats e-bikes speeding through city centre; e-scooter riders who follow their own rules, and cyclists mostly doing relatively short distances. When comparing to other European systems you need to consider differences in the weather and the lack of flexibility in Ireland (work start times, school start times etc.) Most importantly our public transport system is not sufficient to facilitate this transition now and needs to be significantly improved (more frequent, more reliable and most European capital cities development of a metro). Until we have this any plan like this will fail and traffic will just redirect itself through other roads, or sit in even worse traffic increasing emissions (like has happened over the past few years). I do not agree with removing the private car access before a significant improvement in public transport (I live in the city over 20 years and have a car as this as been the only way to transport my dogs (not allowed on the bus), young children (try bringing a 3mth old and all the things you need for an overnight stay on a bus, heavily pregnant (nobody gets up to offer you a seat). Having just returned from Turin there is a fantastic driver-less metro system with trains every 2-4 minutes, and a linked bus system that covers the whole of the city with very frequent service. Enhancing pedestrian space is not just about widening footpaths and closing roads - take back the outdoor space from restaurants where it is not used and launch the DCC green parklets proposal (that was on view at Bloom), do something with the space that has been taken back (Capel street looks no different, there is no 'greening' of College Green (looks worse than it did with cheap tarmac paths), and put back more bins. Dublin city has deteriorated so much that it's really depressing for residents to see lost opportunities. Also from a legal perspective residents will need access preserved (and I'm guessing that businesses with car parks, and delivery needs will need the same). This plan is depressing for how narrow-focused it is.....needs a holistic view of the city and its people.

Fantastic plan. Would be amazing to prioritise pedestrian and cycle space. Would be fantastic to improve public space to allow for more public markets, cultural events and greening of the city centre. There are simply too many cars travelling at speed through Dublin City not making it a people friendly habitable city.

Delighted to see such an ambitious proposal that will drastically improve the lives of commuters and residents. This plan will make it easier for all of us to opt for public transport or cycling when getting around, and it will make the city a much nicer place to be in. Incredible work - well done.

I welcome the emphasis on public transport and improving cycle networks as someone living within the canals, and I see huge benefit to the proposed pedestrianisation of key cultural and commercial spaces within the city. However, I grew up in Celbridge and commuted from there by bus and by car at different times in my life to college and work. Given the number of people that have to commute daily from the outskirts, I can see backlash to the blocking off of private car routes before alternatives are made available.

I think the NTA should take case studies of daily commutes for those living in key commuter belt towns in Kildare, Wicklow and Meath for example, and propose alternative routes which demonstrate to people that their commute will be unchanged or indeed improved by these measures. Otherwise, people will first and foremost see these measures as an added stress and difficulty in their lives when they have been priced out of living in the areas that will no doubt see huge benefits.

This idea with the quays is ridiculous I work in Ringsend and live in D12 I start work at 4:30 am I can't now go through College Green the quays are down to one lane and is slow during the day and now you want to cut it off altogether, think about people who work who need to access parts of the city

Comments from those who responded: Dublin City Centre (Between the canals)

We need less heavy traffic in the city and trucks and logistical traffic should only operate outside of set hours.

All really great proposals and this cannot come soon enough to improve the quality of life in Dublin city centre.

Please do this. I live in the North Inner city and the noise and air pollution are through the roof. There are thousands of cars going by my window every day. I cannot open that window because of the car traffic - it is too noisy and smelly. I cannot cycle safely from my home to the city centre because of cars on cycle lanes, I cannot walk with my disabled family member because of cars parked on footpaths. I cannot cycle with her as there is no safe route from where I live to the city centre. People who drive through have the M50, they should use it instead of our communities. This needs to happen as I am not the only Dublin citizen at a breaking point.

Public transport is currently slow, unreliable and unpleasant (crowded, noisy, with too many people having their mobiles on loudspeaker and nus drivers playing loud music). Until this changes there is no point trying o push people to use it because everybody hates it too much. The creation of wide bicycle lanes has created bottle necks for buses and luas, slowing those down even more, eg at o'connell St, trinity. And why does all public transport have to pass through the very city centre?

these plans were written by someone who doesnt experience travelling in the city centre daily.

What good is keeping custom house or Beresford place car free? it will just create more traffic - I live in stoneybatter - I cannot get on the luas or bus unless i leave my house by 7.15 - this is no exaggeration .

the bus and luas capacity has not been increased so please do not suggest it has - its impossible to get on at peak hours.

The road on the quays is there for use - there is already cycle lanes - a lot of people do not cycle so please stop pushing this just because Eamonn ryan likes his bikes and is determined to change every road to a cycle lane - we are a thriving city we should be able to drive down the quays ! Yes traffic is slow at rush hour like every other city in the world - but its also a life line for people to travel, who dont cycle and cannot walk long distances.

I suggest you actually add a few more trams and buses on before closing roads for no reason. Luas run every 12-15 mins sometimes in the morning its far too long - hence no space.

Also These traffic free zones like Custom house quay etc - what will become of the space - its a ghost town down there most of the time and you are just creating more anti social spaces -

people are trying to get to work - stop making it harder than it is already!

How will people who enter Trinity with a Car enter Trinity if Lincon's Place is closed for cars and only pedestrians, it will be a big hassle. It is a good idea, but without a solution for this, it do not make sense,

It is very much unclear with that.

Would be good for Rental transparency to be considered using something like howmuchrent.com as high cost of rent is affecting business and employees

Bike bunkers are a nice concept, we are far behind Amsterdam

Swords and 2 biggest suburbs have only a bus connection, that has to be improved for them.

Use of the river Liffey for transport between custom Quay, heuston station and south wall lighthouse(tourism)

Cars have a valuable place in every city. With access issues myself public transport is not an option for me. Driving is. I feel as DCC don't want me or my kind in town. I don't venture in very often any more and less and less the more cars are rejected form the city the more I feel I am. This survey is very leading and poorly written. You don't care what people want you just want to make your point hay loom x amount think it's a good idea. You are forgetting the city is for all. Has Less cars has lead to more crime?

Love the plan, please maintain the ambition and do not dilute it. If anything, go further. I've spent quite a bit of time in cities that do this well (Utrecht, Valencia) and it is completely transformative. As a Dubliner, I want the city to be somewhere people actually like to spend time in.

These proposals are long overdue and their success can be seen in many European cities.

As a city centre resident, this proposal will greatly improve the air quality and quality of life. It will further enhance the attractiveness of the city centre for visitors and tourists.

Comments from those who responded: Dublin City Centre (Between the canals)

Please prioritize public transport and active travel and make our city more liveable. Some areas, especially the quays, are terrifying right now for bike users. Segregated bike lanes are crucial.

Please remove taxis from bus lanes- they are not public transport.

Please remove large trees that destroy the footpaths and make them unusable for people with mobility issues, buggies etc. Replace them with appropriate planting.

The traffic in city center has always been horrendous especially after the closure of Capel Street, and reducing lanes on the quays. Cyclists are still zooming in all lanes instead of using the cycle lanes, and that defeats the purpose of spending millions into roadworks and plannings, Dublin City Council should consider the local residents' opinion prior to consulting people outside inner Dublin City. This is ridiculous.

Consider an ultra low emission zone between the canals to discourage unnecessary through trips, particularly port traffic.

Custom House Quay plans will be very beneficial. More focus should be give to the river front. Ultimately, most of the motor traffic should be diverted away from the roads along the Liffey.

Anti-social behaviour is a significant issue in Dublin. This is a huge barrier to the success of the plans in this report, particularly for walking and buses, this needs to be addressed.

Make better use of existing pedestrian facilities - the boardwalks along the Liffey for example should be much better policed to reduce antisocial behaviour, consider amenities such as markets, food/drink stalls etc. Boardwalks should also be implemented on the south side of the river.

Opportunities for more green landscaping - increased biodiversity / sustainable urban drainage systems. Dublin needs to be much more ambitious on this front, the plans for College Green for example are 99% paving and not much else.

Well done, showing leadership

Think it's great overall and would hugely improve the city. For the general theme of reducing car use in the city centre I would like similar ambition to be applied to the drury street, south William street, Wicklow street area which is dominated by cars despite these being far outnumbered by pedestrians. I hope the DCC Parks department have a strong role in delivering these plans as they've done great work in the city in recent years. Other than that if timelines could be shortened that'd be great, as traffic restrictions even prior to longer term improvements would still be highly beneficial

STOP RUINING THE CITY, the traffic can't get out quick enough, people are in there cars and on busses longer because of the changes DCC already made, making roads one way and putting more bus lanes in when there's enough already and cycle lanes in when they don't even use them.

The drivers pay for the roads and pay for on street parking, cyclists don't so why do they get so much priority and why would you want to loose on street parking as its already terrible. THE BLIND LEADING THE BLIND IN DCC. Who comes up with this stuff.

The Quays need to go back to two lanes and at Heuston and fairview and so many other areas what a disaster change it back

Comments from those who responded: Dublin City Centre (Between the canals)

Re: Tara Street/Pearse Street Plans

- Proposals for Tara Street and Pearse Street are very attractive and I would appreciate the large amounts of through traffic being removed from my area.

- Create a public plaza on the Hawkins House site in the Tara Street plan. This is a state owned site with no active planning permission as it has expired.

- There should be increased greening along Poolbeg Street and Townsend Street

- There is a mixed pedestrian/road element proposed on the east side of Poolbeg Street and a similar one should be introduced on the stretch outside Mulligans on Poolbeg Street to complement the new diagonal pedestrian route through the College Square site.

- Relocate buses from Poolbeg Street onto the Quays as the street is too narrow. Introduce a loading bay, tree planting and bicycle parking / Dublin bikes in the space where the buses currently occupy.

- All paths on Poolbeg Street should be upgraded and widened at the same time as the ones outside the College Square development. Pedestrians have to walk in single file as they are so narrow. Pedestrians have to walk on the road if someone is walking the opposite direction. The condition outside Mulligans Pub etc. are hazardous.

- Private residential parking on Corn Exchange Place can currently only exit onto the Quays which may be unsuitable if this section becomes bus only. This street is currently a huge rat run and it would be positive to introduce a solution for this.

- Private parking for Gardai should be severely reduced around Pearse Street Garda station. Both on Townsend Street at the rear and the double parking at the front of the building. There are in excess of 60 cars parked here throughout the

More pedestrian and cycle friendly streets are desperately needed. I spend time, shop and socialise on streets without car traffic far more often than on streets where cars are allowed. We can reach a compromise whereby cars carrying people with mobility issues are allowed into the city centre but the vast majority of cars should be taken out of the city so we can enjoy clear air and a safe place to walk.

This is an absolutely fantastic plan, I was blown away by it! Fewer cars, more public transport, more public spaces, better walking and cycling networks... this will dramatically transform so many people's day to day lives for the better. I cycle, walk and bus to town most days of the week and my commute is so much faster (and cheaper) than if I were in a car. I pass so many cars stuck in traffic and wonder why they're not on a bike or a bus. That said, and while it is much improved in recent years, the cycle network as it is does need significant investment to make it a safer and more desirable option - improve road surfaces, cycle lane separation from traffic and ensure an interconnected system (including through tricky junctions). With this plan, I hope more people will make the switch. Well done to all involved in this plan! Wonderful to see such leadership and vision for our city.

I am so enthusiastic and delighted to hear such committed plans to reduce traffic and priority of cars in Dublin city. More public transport and facilities for cyclists and pedestrians!

I am very supportive of any efforts made to pedestrianise areas in Dublin and de-prioritise private car use on public roads. This is crucial not only to improve air quality and promote active travel/public transport, but it also makes the local area more attractive, functional, safe, and increases foot traffic to local businesses. The removal of cars from Capel Street had a wonderful result on the local area with the city council investing in public seating and planting, and overall Capel Street now a public space instead of a road. I hope to see this across more of Dublin.

European cities thrive on shared pedestrianised spaces, Dublin needs to change if it's to become a liveable city, cycling in Dublin is becoming much more dangerous due to the lack of infrastructure and respect given to it as a mode of transport.

No private car needs to go beyond the Phoenix, Phibsborough or Pearse street dart station.

Increase the number of Dublin electric bikes will help reduce congestion and provide more options.

Comments from those who responded: Dublin City Centre (Between the canals)

More of these consultations!

I strongly support the principles in this plan.

The plan would benefit from being more ambitious in reducing the impact of private motor cars on the quality of life of those who live in the city centre. In particular, it is regrettable that the plan specifically refers to designing to ensure continued access to car parks. Reducing parking facilities in the city centre should form part of this strategy.

The city should learn from Paris and its approach to the Seine and should have as an objective to remove all traffic from the city quays.

The interventions proposed are heavily weighted towards the southside. It would be preferable to have a more even split across the city. The area around Amiens Street/Connolly station is in need of serious intervention to unite the various public transport options and provide a more attractive point of arrival into the city. Buckingham Street has the potential to add to the connection of the cycling and walking network and requires urgent public realm intervention.

Really good ideals, just hope it gets implemented to the same quality it appears.

Reduce traffic lanes along north quays in the city centre from Croppies Acre Memorial Park inward please - the noise is unbelievable. I live there and have had to sound proof my bedroom window and the traffic noise STILL wakes me up every night. This is evidence of very poor quality of living in Dublin city centre.

More pedestrian crossings along the North Quays. There should be a crossing at every junction but there isn't. Pedestrians have to take it into their own hands to cross in a straight line because there aren't even pedestrian buttons or crossings.

Implement a continuous cycle lane along the south quays at Ushers Quay and Ushers Island! It is treacherous at the moment.

Further public transportation options should be available to the airport. Also, public buses often pass through bus stops without stopping. This should be enhanced.

Strongly in favor of dramatically reducing car access and increases green spaces across the city

The basic principles are good, and the addition of more civic areas is great.

I would prefer if this was more radical.

In many European cities most of the city centre is completely cut off from transit cars and only those who need local access are allowed in.

At the moment travelling by bus the main option for public transport is extremely slow in the whole city but in particular in the city centre. Cars need to be removed as much as possible to allow buses move more freely .

Additionally I think private car parks should be compulsory purchased by the council and used for civic purposes and not as car parks in the centre of our cities. They are preventing the true pedestrianisation of the Grafton street area in particular.

The new plan is a great step forward to transform the city and make it more livable.

Implementing all the new propositions would bring Dublin closer to its European counterparts rather than looking like an American, car-oriented city.

We have seen that the reduction of traffic in several areas of the city has brought many more people, such as Capel Street and Blackrock Main Street,

The numbers are already there to show most cars are not stopping in the city centre and therefore just bring pollution and disruption to the people that want to be there.

It is important is rolled out quickly to avoid cost increases, delays and missed opportunities, as we have seen for so many projects around the country.

Reducing the sheer volume of cars is an essential idea to make Dublin a modern city with clean, breathable air and spaces for people to actually exist within the city.

Comments from those who responded: Dublin City Centre (Between the canals)

Safe cycling spaces from Heuston Station to the city center should be supported. The safe cycling space should be continuous and not require swapping sides of the road.

Taxis should not be given priority over busses if there is a squeezed point.

Pushing a pram or walking a dog in the city centre takes an enormous amount of effort and is often quite stressful. And the reason it's stressful is because our public space is dominated by people in big metal boxes that have received decades of priority from our government.

This plan is a nice step towards making Dublin more livable. Big thumbs up!

Good luck with the plan!

All of this and more. Be ambitious!

I work in construction, I require a van to transport my tools and materials to sites around the city all areas, centre and suburbs. I live in the areas between the canals off Clanbrassil street. I cannot carry the materials and tools required to do my job as a stone mason by bicycle or public transport. I support more cycle facilities and improved pedestrian areas, however I strongly object to any measures that reduce my ability to access my work. When I'm not working I walk into the city centre as it's a short journey, I live in the city centre, I need to park my van in proximity to my house, I need to be able to access my property. There must be some consideration made for people who rely on their vehicle to get to and from work with the tools and materials they require to do the jobs they are paid for.

I would love to see this happen. There are way too many cars in the city, blocking footpaths that are too narrow. I also have a very real concern about the Air Quality where I live and work in Phibsborough, with people driving through and Nitrogen Dioxide levels being at illegal levels.

I would also welcome more pedestrian crossings in the plan such as pelican crossings and more traffic calming measures such as chicanes, raised tables and the likes to slow traffic down.

Finally, there is greening in the plan, but I would think we need more as the city heats up and gets more rain. The run offs in Phibsborough are very intense, and any device to slow down the water would be welcome.

I am very supportive of this as a resident and a business owner. This will make my business thrive and my everyday life better.

Thanks for having such an ambitious vision for the city, I will send that consultation to everyone I know.

Comments from those who responded: Dublin City Centre (Between the canals)

that matches the vision I have for what our city could. My biggest fear is that we will dilute it or delay it. What is vital is that there is a positive narrative told - for example since the plan's release yesterday all the major newspapers have talked about banning/restricting cars. We need heavy marketing to sell the real story to Dubliners - this is about making the city a place for everyone to enjoy and thrive.

A couple of small comments -

Christchurch junction - this for me was the weakest part of the plan and I don't believe the interventions are strong enough. I live near here and cross this junction every day, it is awful, stressful, and tourists are always confused. We need to do more to reduce the speed of traffic through the junction and to prioritise pedestrian traffic - it's a very busy pedestrian junction and without fail I see people running across the junction every day because the lights take too long to change, the islands (which shouldn't be there) mean staggered crossings on a single stretch of road. We must do better.

The issue with tourists coaches - solving parking solutions for them is a must. I'm based just off Capel street and the volume of tourist coaches has increased significantly - they are reversing back one-way roads, they are parking across multiple disabled bays, they are mounting pedestrian footpaths and parking the entire coach on a path. I'm hugely in favour of the pedestrianisation of Capel Street, but the combination of it and the numerous new hotels and apart-hotels which have been built (where residential homes were more sorely needed) in the area has made Mary's Lane very dangerous.

Taxis -

I understand the need to permit taxis alongside public transport for those who cannot use PT for whatever reason. However, this does not mean that limits can't be applied. We should consider limiting taxi use of bus lanes during peak hours - this would go considerably towards improving efficiency of public transport.

Last mile delivery -

There should be more parking spaces available on the edge of the city next to Dart/Luas and major bus stops to allow commuters to complete the last part of their journeys using public transports. The parking fees should include the cost of the public transportation to and from the parking places

I live in East way how can I get in or out of the city in my car if you block off the Liffey quays , are you dopes?
Did you even ask any local ya saps!

Great start but needs to be more ambitious with the objective to remove all travel by private car in Dublin city where absolutely can be. Reduction of taxi in the city center is needed as well, this is no public transport and only benefits people with economic means to afford.

If you adopt this plan I will vote you out of the council at the next election. I need to drive to work in the suburbs . I'm not interested in accommodating your singing in the rain , wet weather walking plans, people need to drive to shops, to work,

I live in the Inner City as an owner occupier of a house on Strand Street Litte. In the past 5 years or so vehicle parking places on my street have halved to accommodate the needs of businesses. Reducing vehicular travel in the inner city is a great objective but some allowance must be made for residents in the plans.

No, no, no, no. I don't want you banning cars. I want to buy a car, I'm wet every day from cycling, no public showers or toilets in the city. No showers in work. I stink in work. I want to drive to work on the Northside but you are planning on cutting off all routes. Muppets, who developed that plan, some 10 year old, a wannabe Gretta Thunburg, more interested in climate that people, ignorant people, ignorant , ignorant people.

This draft is a good start but too little (too late). A complete overhaul over the roads system in Dublin city is needed. I mean the whole area between the canals and all the arterial roads going into the city should be redesigned.

High quality walking, cycling infrastructure badly needed. Everything in the city that has that name is far below criteria for high quality.

Comments from those who responded: Dublin City Centre (Between the canals)

Just a few quick reasons why the plan is a mess.

Limited Accessibility: The proposed plan in Dublin will reduce accessibility for all road users, impacting not only the city's residents but also visitors and those who rely on private cars. It's particularly awful and cruel for individuals with physical disabilities who need to traverse the city by car. This plan will add considerable delays for cross-city travel, exacerbating congestion and pollution, which will, in turn, raise the overall costs for car owners, including those with electric vehicles. They will consume more energy due to longer routes forced by the plan and endure heightened traffic congestion on alternative routes.

It will make things extremely difficult for the sick when e.g., like myself, fellow citizens that have an elderly relative that often needs to visit two hospitals Northside and Southside in the course of their medical treatment on the same day.

Not all areas are well-served by our barely useable public transport, seriously how do you expect e.g. night shift workers, medical personnel with late rotas to cross the city without losing hours of their time. Removing cars and parking spaces in the city will make it very difficult for people to access essential services, jobs, or educational institutions, disproportionately affecting those without valid alternative transportation options.

Economic Impact: Many city centre businesses, small and large, rely on customers who drive to their establishments. Removing parking spaces will deter customers and negatively impact the local economy. Additionally, businesses and individuals who depend on their cars for work (e.g., delivery drivers, sales representatives) will be entirely negatively impacted.

Personal Freedom: Restricting access to personal vehicles is limiting personal freedom and mobility. People have valid reasons for needing a car, such as medical conditions, family responsibilities, or unique job requirements. We live in a Democracy, DCC's & the NTA's dictatorial style of forcing of cars off the road has zero mandate from Dubliners.

Public Transport Capacity: Public transportation systems do not have the capacity to accommodate a major influx of

My experience and observation of Dublin City Council is that is institutionally incapable of managing an urban area, so I have absolutely no expectation that anything meaningful will happen as a result of this consultation. DCC is decades behind and the city is in tatters. A filthy and shabby place that doesn't meet the most minimum of urban standards. (And wait till you hear what I really think.) Take no pride in this transport plan - it's a disgrace that it is decades over due. A disgraceful performance by DCC.

I drive a hybrid car which I plug in everyday. I hardly ever fill up with petrol. I am doing my part for climate change but now you're saying my 35,000 euro investment in green driving will be banned. I say get a life. You need to bin this plan

I fully support any plan to reduce and remove traffic from the city centre. I don't really understand why the Custom House is the focus here. For me: all around south William, Dame Street, George's Street is a no brainer and I work towards within the canals.

A comprehensive plan to eliminate cars needs to be made, to address push back from families, elderly and disabled people who have genuine concerns. Luas needs to be expanded, buses are not the solution. Cycle lanes are useless to families if they are not safe enough for children. Big wide safe cycle lanes which are wheelchair accessible.

The city is really becoming unlivable at the moment and radical change is needed.

Love the idea of reducing congestion and making city centre more inviting to walk/cycle/spend time in.

I wholeheartedly support this plan. I live in the city centre and do not own a car. We need a more efficient public transport system to reach our climate targets, and the city desperately needs more pedestrian friendly areas.

I think this is an excellent idea. I have just bought a house in Fairview Dublin 3 and I am very excited to see the local and national governments taking this initiative.

Traffic will adapt.

First we had stupid speed limits on the quays, then half assed one car lane on the quays, now you want to ban cars. You should be banned from the pale, dooooozzzzzeeeeeyyyy dopes ! Don't ban cars you dopes!

Comments from those who responded: Dublin City Centre (Between the canals)

Fewer cars, safer cycling, more car-free public spaces but ensuring that they do not become spaces for congregation of troublemakers/drug-taking á la Brussels (avoidable through ensuring good mix of outdoor cafés, restaurants, event spaces etc., not just vast empty spaces with seating). Better reliable links to the airport.

What a wonderful proposal. Banning cars, ambulances, fire engines etc. I can't wait to see how that works out for you. You deserve everything you get putting the climate before the needs of residents, commuters and workers in the city. Hopefully the public will vote you out asap. See you at the dole queue.

I want see more connection between the existing bike lanes,

It would be great too have bike storage on the front of Dublin buses to encourage cyclists coming from further away e.g. from outside the two canals out M50

Already seeing how small additions to the cycling infrastructure in the city has improved the uptake of cycling. Civic spaces would be a great addition, would be good to see small kiosk/stall areas for restaurants and retail to setup and draw people to the area

Free public transportation please let's save the planet ! Let's get everyone cycling and invest in community gardening ! There's so much to do and the clock is ticking!

I was a cyclist about the city for about 20 years. I had a few near misses involving cars on the road. Following the theft of my last bike, I decided to quit cycling about town, risking life & limb. It's just not safe, I decided. I would love to see conditions made safer for cyclists.

Great work, brilliant to see some vision for the future. Would be slightly worried around safety situation in a Custom House plaza given existing issues near the Rosie but let's go!

The proposal will create a month south divide, further cementing the leafy south side suburbs and the neglected north side neglected north side - no cross city interaction. It also fails to recognise some north siders work in areas of the south side not connected by any public transport.

So happy to see this, well done and thank you. Badly badly needed plans to de-emphasise the obsession that Irish people have with their cars. I can't imagine any other city in the western world where, when faced with needing to travel to a destination on the opposite side of the city, the number one choice for the majority of people would be to sit into their cars and drive slap bang into the traffic in the centre of it. I personally would make taking your personal car between the canals a more costly pursuit through charges, and a more time consuming one through a reduction in car lanes and an increase in bike lanes/pedestrianised zones. This is the capital city in what is supposed to be one of the most social countries in the world, let's make it an enjoyable place to spend some time! Thanks again!

Reduce speed limits, introduce speed cameras, more zebra crossings, pedestrians should be prioritized at traffic light crossings. Low emissions zones, tolls for driving through the center, remove car park deadzones in the center.

Question 7 should have an 'Other' option. I use a wheelchair. Clearly accessibility is not a major concern for Dublin City Council.

Question 8 should have options for 'Both' and 'Neither'.

Question 11 should have 'Prefer not to say' option.

So, apart from all that, the Dublin City Centre issue is the sheer volume of thugs, thuggery, crime, violence, drug use/open-selling, and so on. You can create as many of these public spaces as you like, but the street drinkers and drug users will take them over, as they have already done with all the other public spaces.

Frankly, people feel and ARE safer in their cars. Why would they risk exposing themselves to attack and mugging by walking?

First: fix the criminality. Then create your spaces.

Comments from those who responded: Dublin City Centre (Between the canals)

While an improved transportation plan is a welcome idea, there are other measures need to be addressed first. More public spaces without an improved community garda presence and relationship building is a recipe for trouble. Public transport is failing due to a lack of staff and no show busses and some areas no serviced at all or a very minimal service.

Footpaths are down right dangerous, uneven surfaces causing ankle injuries, massive sink holes and very poor attempts at repairing footpaths after ESB, Internet, waterworks etc etc etc. the majority of pedestrian crossings are like patch work quilts in very prominent areas such as Trinity College, College Green, Westmorland st, Pearce st, Parnell st, North Fredrick st, I could go on and on. As I pedestrian I do not feel safe walking in the city because of the conditions of the paths to the dangerous cyclists who constantly drive through pedestrian crossings against the lights. With total disregard for the pedestrians. Education and some repercussions for cyclists would be welcome as they have a free for all both on the roads, cycle lanes, pedestrianized walkways, streets, bridges parks and all the public spaces. Please contact me as I would welcome bringing you on a walk with from my home to the city centre. This I do at my peril. I am a fit strong independent person who loves to walk everywhere, but with all the "improvements so far have been for the ignorant, down right rude and aggressive cyclists and not the pedestrians. The amount of non English speaking people cycling on the wrong side of the road it's clear we need a respectful cycling public campaign in many languages.

Until the public transport infrastructure is suitable for a capital city we cannot abandon drivers who need to use the quays. The quays have already been reduced to single lane in some places and bus corridors are unnecessarily restricted 24/7 so reducing this further would prevent me accessing city centre. This will impact businesses and cultural life for many. Living near Hueston I need to drive on the quays when collecting family from bus stops who visit from Cork. I have small children and disabled parents so need to use a car and since the measures brought in over Covid lockdown the waiting time on the quays has doubled. I have friends who are tradesmen and delivery drivers and in most cases they refuse to take work in city centre due to the reduction in access on the quays since lockdown.

I do not currently cycle in and out of the city due to poor facilities and lack of good quality cycle lanes. I would like to cycle in the future and believe the proposed changes would facilitate that.

This is one of the few recent projects for Dublin that gave me a bit of hope for the city. Lost count of the times I was almost ran over by cars/vans/trucks/buses when cycling from or to town.

I do hope this extends beyond city center, there are so many more areas that would benefit from this approach, entire neighbourhoods split by roads that are only used to move one driver from A to B (see Phibsboro or Kilmainham) with almost none pedestrian crossings, slow changing traffic lights for pedestrians, etc.

This plan will destroy the city. People will not travel in to city centre. Areas further out will become destroyed with congestion. Please understand that most people will never cycle ..never. Its a punishment. Lots of people are unable to walk / cycle .. they are being punished. Public transport is shocking. Change can only come after decent public transport is offered and after alternative traffic routes are identified.

Be brave and follow through with decisions. Don't try to please everyone, because usually this results in nobody being happy as none of PT, cycle, pedestrian, cars have optimal space.

Creating large plazas for undesirables to hang out does not make the place more attractive. O'Connell street that has large streets/footpaths is not a nice place. We don't have enough good weather in Ireland for plazas that you find in Europe where there are nice cafes etc.

Also the public transport does not support reduction in cars. Private cars are still going to be used pushing the cars around other routes. Why frustrate people and make lives harder for people going around their working lives in order to big open unused plazas. If you need a plaza for tourists then a custom built one out in Phoenix park etc should be considered.

Comments from those who responded: Dublin City Centre (Between the canals)

Make the entire city centre 30km/h. Install retractable canopies over popular pedestrian areas (shelter from rain and intense sun, but open when the weather is good). Encourage drivers and their passengers to adopt the "Dutch Reach" to open car doors (this is, using the hand furthest from the door to open it. This gives you a better chance to glance behind and see cyclists - <https://www.youtube.com/watch?v=Dbbqxenk6Vk>). Have a car free day every weekend to get people used to cycling safely in the city. Provide covered bike shelters and optional storage (paid lockers) in several city centre locations. Ideally alongside all Dublin Bike stops!

I live on Arbour Hill near Phoenix Park. I don't own a car, and feel lucky that my house's location means that I can walk into the centre. I walk to work at Trinity College Dublin, which takes about 45 mins. It should be a pleasure (even in the wet weather!) to walk along the Liffey, but it is extremely stressful. I'm originally from central London, but have never seen traffic congestion like there is along the quays. Frequently the pedestrian crossings are blocked by queuing cars when the light goes green so we can't safely cross. Very large vehicles block turnings and crossings without a care. You have to cross the road multiple times to find safe crossings, and cars frequently jump red lights. I have only once seen this breaking of the driving code punished by the guards (a cyclist who went through a red light over a pedestrian crossing in front of the guards). I wouldn't even dream of cycling, since it feels so unsafe. But I'd never have thought I'd feel so unsafe just walking to work. Please address this.

1. Increase bus connectivity around City Centre without having to go to city centre first. For example, bus running from Islandbridge along the canal to Ringsend area. This is just an example. This will reduce the traffic going to places along the canal without having to go the city centre along saving time, money and the need to take 2 buses.

2. Reduce speed in all areas including commuter towns. A lot of areas in commuter towns have a speed limit of 80 km/h even with the presence of residential areas and less visibility. Example Turvey road in Donabate.

3. Increase bus connectivity to commuter towns. For example Swords Express, a lot of people use this bus to go to offices in Swords, this bus is expensive and has very irregular time tables specially for the buses coming from Swords. Even though there is a Dublin bus, this bus takes twice the time to reach city centre. Commuter towns need to have more affordable connectivity to areas in Dublin without having to go through the city centre. For example along the canals instead of to the city centre. A lot of us end up having to take two buses which not only increases the crowd in the city centre but also the need for more buses.

4. Along with pedestrian and cycle infrastructure, there is a need for improved Luas connectivity as well. For example the west side of the Luas city line is only connected till the Heuston area. This should be further increased at least till Islandbridge with the building of the new Heuston extended terminal through Clancy Quay.

5. The Islandbridge area needs to have better connectivity to the city centre.

This will be momentous for the livability and economy of Dublin. I will be very happy to see this being implemented

I think the plan is excellent and we need this kind of vision for Dublin City Centre. Dublin is hazardous for cyclists and we need good cycling infrastructure to encourage more people to cycle. Also, private cars and car parking are given too much of a priority and this needs to change, to be more in line with other European capitals. This will benefit both tourists and Dublin residents alike.

I'm all for more cycle lanes, but please also prioritise pedestrian space - pedestrians make up much higher volume, and there are lots of people with accessibility issues who use footpaths. There are many places in Dublin City with wider bike lanes than usable footpaths.

Comments from those who responded: Dublin City Centre (Between the canals)

I have never been so encouraged reading a proposal from DCC. It really confirmed to me that the Council was capable of thinking in a big picture way about future of the city. The urgency of the need for these measures cannot be overstated. Something that also needs to be considered is the use of bus lanes by Taxis. When bus lanes were first introduced in Dublin, they were for buses. Taxis were initially permitted to use them in 1984 as an "experimental measure". I think it is time to stop this experiment; at the very least, taxis with no passengers should not be allowed to detain busloads of commuters travelling by sustainable means.

Finally, DCC needs to be given a mandate on enforcement. We should have a capacity for camera-based enforcement where fines are automatically issued to people driving in bus lanes. Only this will create a sufficient deterrent.

Thank you again for such a positive plan.

a) The overall concept of the plan is good.

b) In adjusting it in the light of feedback and detailed analysis, it will be crucial not to lose sight of the guiding principles and policy objectives.

c) The plan will require greater consistent support than is currently visible from the bodies responsible for traffic management and law enforcement.

An instance near me on the South Circular Road is the stretch from Leonard's Corner to Donore Avenue. This includes a pinchpoint, where the road curves just before the mosque. Afternoon outbound traffic is routinely congested up to the Donore Avenue turn for the canal bridge. This is partly because that stretch of road only becomes a clearway at 16:00, which is far too late. There is also a conspicuous lack of enforcement of the existing clearway from 16:00 onwards. A consequence is that drivers familiar with the route turn off onto St Alban's and other residential roads, making them rat runs.

I cycle, so the SCR traffic does not affect me directly.

A much needed and welcomed plan to rejuvenate Dublin for the benefit of community's living in an urban environment. I fully support the greening interventions, but more emphasis should be considered in increasing green spaces and pocket parks especially in the NEIC, which is deficient in green spaces.

I would like to see more pedestrian streets and lanes for cars reduced or roads made one way. Safe bike storage needs be increased, with Bike Bunkers within the NEIC to facilitate bike ownership as tenants don't have storage provision. Speed humps should be situated leading into all Residential roads which come from secondary connector roads, where traffic needs to flow but excessive speed will endanger pedestrians and provide a continuous surface level to benefit walkers.

Teach cyclists the rules of the road .

Removing private cars significantly reduces accessibility for families and those with disabilities. Our public transport is not set up for wheel chairs or buggies so that needs to be addressed first.

The public transport is not good enough as of yet to facilitate these changes proposed. In other major cities if you need to get connecting buses the bus stops will be next to one another, whereas here you sometimes have a 5-10 min walk. Buses do not link the different areas of Dublin city centre effectively. The insufficient lack of public transport to the airport is a huge issue that leads to the need for private cars to be used across the city centre. Plazas will not help reduce traffic, it will just likely lead to more domestic disturbances of youths causing trouble, and undesirables being in the area. It would become another O'Connell Street. Along the Liffey there are already drunks/addicts making it a dangerous area. Plazas in other countries are in areas where there are restaurants/cafes and nice weather- places you wish to sit out. Your suggestions are not this. In addition, your suggestion of turning Lincoln Place Gate into a Plaza is ridiculous- have you considered that it is a key way for deliveries to places such as Trinity College Dublin (or even for students to move in to campus accommodation? Have you even asked these places what they think since they are the ones to be greatly affected? These possible plans seem like they will be more problematic than what they are hoping to solve! Many of the bike lanes are not really used with cyclists preferring to cycle on the pavements. Cars are just going to be pushed on to already other busy routes.

Comments from those who responded: Dublin City Centre (Between the canals)

Excellent overall. As a cyclist, I would prefer NO bike lanes on the Parliament St plan, bikes and pedestrians aren't a good mix especially when the street will be busiest at night and weekends. I can still hop off my bike and walk the street in about 3 min if I want to travel across it. Delivery bikes flying down Capel St don't make for a relaxing experience when I've a couple of kids wanting to run around!

Also a congestion charge for peak hours should be considered.

More alternative options like skateboards or scooters (not powered) could offer huge advantages if the paths and cycle ways are multi use as well as the public spaces

Less focus on cyclists.

Please, please, please implement this and soon. We can finally get some way closer to having a vibrant city centre where it will be a pleasure to spend time in. The more plaza and squares the better. Having been in other European cities where people are prioritised, the whole cities enjoyable places to be. Dublin has incredible potential, bars, restaurants and people but the with the traffic it's hard to experience that. I honestly believe we could go further here, dream a little bigger and it will be even better.

By penalising cars and prioritising public transport and cycling, you make the car a slower, less convenient mode of transport. Then the buses and bikes and go quicker, safer and more frequent this doubling the effect and will transform the city and its people.

You can also have both Custom House and Liberty place pedestrianised, it doesn't have to be a choice. But if only one Liberty place is more enclosed so it might work better.

Please get this done soon, expand amount of public space and give us a city to love.

Looks great! A good step to a healthier move livable city centre. It would be great to see a connected network of safe segregated cycle lanes accessible to all.

The plan for civic spaces is great. The city will really benefit from these. However, I do feel there should be an associated crime and cleanliness plan for the management of these spaces. The current spaces are on the whole dirty with a lot of litter and human waste. They're generally unwelcoming and also overrun with seagulls. There needs to be a provision for attended public toilets and much more patrolled security in these locations. For example the current boardwalks, particularly Batchelor's walk are a haven for drug dealing and taking, you could sit and eat there due to the number of gulls and pigeons, and they are generally filthy.

My other main point is for areas which will be shared cycle/pedestrian areas a way to slow cyclists needs to me implemented as Capel street is a now a high speed cycle cut through and feels somewhat more dangerous as a pedestrian than before.

Fantastic - anything that can be done to reduce air pollution for the safety of our children is essential. In addition, the pedestrian areas will be great for community and social spaces, while also reducing congestion. Many thanks.

Fantastic - anything that can be done to reduce air pollution for the safety of our children is essential. In addition, the pedestrian areas will be great for community and social spaces, while also reducing congestion. Many thanks.

Reducing cars into the city centre will have a devastating effect on business and with reduced business in the city centre it will allow anti social behaviour to take over all these so called civic spaces. I say this as someone who never drives, always cycles or used public transport. I live on the south side of the city and work in D8 and D11

Creating a traffic free plaza in front of the custom house would be fantastic. Dublin greatly misses out on high quality pedestrian spaces along the Liffey.

This is long overdue project to reduce very significant pollution and daily exposure to the loud noise being experienced by residents in the city centre. Car traffic must be urgently reduced.

Comments from those who responded: Dublin City Centre (Between the canals)

Both DCC and the NTA, particularly DCC, are culpable for not allocating sufficient road space for cars traversing the city, thereby consistently exacerbating the traffic situation. The traffic congestion in Dublin can be attributed to DCC's flawed and clueless design strategies. It would be beneficial if DCC's road transport division and its traffic engineers were reassigned to other areas (anywhere that they will do less harm to Dubliners) where their impact on Dublin and its residents could potentially be less detrimental. (P.S. Just who gets the contract for the hideous and dangerous proliferation of horrible plastic bollards across the city? They must be making a fortune!

Only DCC would have the audacity to propose that barring private cars from moving through the city is a beneficial strategy. This will reroute traffic, leading to additional congestion due to the reduction in road space available to vehicles. Furthermore, it will result in increased pollution and fuel costs from all vehicles due to the extended travel time caused by DCC's newly introduced congestion.

The reduction in road space for cars will lead to increased congestion throughout Dublin, negatively impacting travel times for all road users, including public transport. This is due to the fact that surrounding roads will become overburdened due to DCC's hare brained reduction in road space.

Dublin is home to numerous central hospitals, clinics and health centres and DCC should be aware and take into account the volume of traffic that moves between hospitals etc on either side of the river due to emergencies and recurring patient visits. The proposed city centre scheme could potentially kill patients, as patients will be forced to detour away from the city centre to cross the river, as outlined in the plan.

Only DCC would have the audacity to propose that further reducing public parking spaces for private cars in the city is a beneficial strategy. Dublin city should aim to become a vibrant living space with residents occupying available spaces "above the shops" and new constructions filling vacant spaces throughout the city. Public parking spaces are needed and should be increased in the city centre, not removed! This ill-conceived plan will drive residents away from the city.

Ban traffic along the canals and introduce public transport

Not CRPD-compliant re consultation, and therefore not surprising that it's disablist

1000000% need a subway or way more Luas lines. Like the whole city should have a luas. It should go to the airport, run 24/7 and to every neighborhood of the city (and the suburbs). We need more trees and seats at stations. A lot more covers and a lot more tap on/off machines

I like the draft plan, the only thing I would like to see more ambitious plans to increase cycling and walking infrastructure

Congestion charge needed - famously it's an unpopular policy pre introduction and very popular after - necessary !!!!!

I think investment in the long-range, high-capacity transport like underground, luas and dart should be prioritized to make commuting from a wider suburb area better. This will help with reducing need in private cars for residents who are not currently covered by luas and dart lines and offer a wider range of housing options for people with jobs in the city center, instead of hot-spotting prices along the existing railways.

Comments from those who responded: Dublin City Centre (Between the canals)

This street should be pedestrianised:

Talbot Street should have been prioritised ahead of Capel Street, as it has higher footfall and is the main walking route from Connell station towards the shops. From the junction of Gardiner Street Lower towards the Spire, this stretch is heavily used by pedestrians, the footpaths are too narrow and there are nice eateries, which could expand onto the street. There is no need for the buses to go up this road, it is far too busy to accommodate them, and dangerous.

This street should be pedestrianised:

Parnell Street (Chinese shop section) is a vibrant section of restaurants and small independent shops. This area of Parnell Street has incredibly narrow footpaths and is a popular destination that is suffering from poor public realm and bus stops.

This street should be 30km/h:

North Circular Road, should have a low-speed limit applied if we seriously want to promote this route as active travel. A lower limit would reduce deaths and noise and encourage people to walk or cycle, and although I acknowledge the plans for a new road layout and enhanced bike lanes, this will not reduce the noise which is at present very unpleasant for houses.

I would love to cycle to centre with my kids or with a cargo bike. Greenspaces wide enough for a tricycle cargo bike, safe areas to park bikes (free to encourage leaving car at home) would be beneficial. I'd love if the canal bus lanes had barriers up so that kids could cycle along without fear that a car would knock them off. Areas like D8, Crumlin, Drimnagh have so many families using cars. Cheap e-bike/cargobike rental to allow families to trial doing school runs/commutes with these would help too. What about free bus rides for kids during 8-9 and 1-3 to encourage bus use?

Give back as much space as you can to pedestrians and cyclists. Clean air and a pleasant city environment are things we can achieve and how it would lift the city! Don't listen to the noisy, aggrieved motorists' lobby. They'll get over it.

A drastic reduction of private car traffic is needed in order to make the city safer for cyclists and pedestrians. Often as a pedestrian you can get held up by a lack of safe crossing points, the lights not prioritising pedestrians as well as dangerous motorist behaviour. As a cyclist, a reduction in the number of car lanes is a very simple and effective measure to increase safety, so that in the event you need to merge with traffic to turn right you ideally only need to cross one lane of traffic or a maximum of two. Segregated cycle lanes where practical are the most desirable.

Overall, very supportive! As a very unconfident cyclist, I'm unwilling to use any unsegregated cycle lanes as I find them too dangerous. It would be good to ensure ensure that the entire quays have a segregated cycle path. Currently there are a collection of pieces and it is quite unpleasant to move between them.

The city is utterly dominated by cars - this is finally making the changes needed to free Dublin from being a dirty, dangerous town for people to live in. Dublin can and should be beautiful.

Imagine that everything in this plan was delivered - the plazas, the cycle lines, the greenery. Now imagine a political party proposed that we rip all that up and revert the city to the way it is today, reintroduce the cars and demolish the plazas. That initiative would get nowhere. The resistance to these changes is just inertia. The changes will be a radical improvement that people will love.

Eliminate as many private car journeys through town as possible.

Public transportation is the priority. If you want to reduce traffic and make sure people don't use cars, you need to give an alternative. But this alternative must be reliable, the quality of the service must be top notch.

I am an electrician and 90% of my work is within the city so how do I get a van load of tools needed for a job to a site ??

The high quality of the transportation design and infrastructures are important, I am wondering it is possible to increase the security measures to protect the parking cycles. I have one cycle, but every time I park my cycle in city center, I feel so nervous since I have one bike stolen before in the city center. Is it possible to add some CCTVs to protect people's belongings.

Remove the clutter to free up space. So many junctions have a too many poles. See the junction of Parnell rd and Clogher Rd. 5/6 poles at each corner. Or the end of the Ballymun rd at Griffith Ave. It is not just poles and obsolete signs but the positioning of utility boxes. See Luashenge on College Green.

All bus lanes / cycle lanes should be 24 hours.

Enforcement is key. See the bus lane at Dolphins Barn (into the city) as an example of poor enforcement.

Comments from those who responded: Dublin City Centre (Between the canals)

Moving towards a car-free city center would be fantastic for both business and more importantly, the city itself. Too many cars on the road are slowing down public transport, creating unnecessary emissions and ruining the aesthetic of the city center. I would love full pedestrianisation of Parliament Street. One thing - we need nicer paving stones when streets are pedestrianised. Capel street still feels like a road.

I would love to rely on travelling via bus more often but the lack of frequency/predictability make this a hard option for me to choose. I would certainly prefer fewer, more predictable, more frequent routes even if it meant having to walk further to and from each end point.

Public transport within the city should not end so early. Infrequent night services are standard in many European cities, and most capitals. Dublin should offer less frequent dart and luas services at late hours - the only alternative right now are taxis which are far more expensive and far less green. It would positively change Dublin nightlife for all

As someone who has mobility issues and who travels into the city to work I require my car. Removing another crossing point over the liffey will merely result in increased traffic on the other routes. Increasing the traffic congestion in an area by reducing the number of lanes available for cars, as proposed for Gardiner Street will not enhance the area, it will result in longer traffic cues.

As someone who worked for many years on Amiens Street I can say that creating a civic space at Beresford or around the Customs house will merely result in more antisocial behaviour in the area.

1. REMOVING ON STREET PARKING from main arterial roads is a very quick fix to allow safe segregated cycle lanes in the interim while this plan is put into place. Please do this along the NCR, the same as has been done for example on Griffith Avenue.

2. FUTURE PROOF these plans - narrow single-bike I-width segregated lanes may be an improvement for now, but if cycling really takes off and car use in the city centre becomes untenable, you're going to need to be able to expand the bike lanes to be wider. Look at Paris - most of the Rue de Rivoli is now two lane cycle traffic. Cycle lanes need to be wide enough for a hugely increased volume of cycle traffic, and also WIDE ENOUGH TO BE CLEANED AND MAINTAINED otherwise bikes will just end up using the road

3. THE QUAYS ARE A MESS - there should be a continuous protected two-way cycle path all the way from Heuston to the Point, at the moment you have to weave backwards and forwards across the carriageway and across the river, it disappears all together in several critical places, and essentially is completely unsafe and not fit for purpose.

4. ALLOW CYCLE CONTRAFLOW ON ONE WAY STREETS, removing car parking to facilitate this where necessary. Nassau street is a good example - this should be the default, again see Paris

5. HURRY UP with the canal greenway - closing the tow path for what may now be two years to upgrade what was essentially already a cycle path to a 'greenway', without putting in any alternate provision for safe cycling, or doing any risk assessment of what the impact of this closure would be, is beyond farcical - it is nothing short of a disgrace. It is inconceivable that the council would close a road to cars for even one tenth of this period. This is absolutely not good enough and an alternative cycle route should urgently be put in place for the duration of the closure, for example by removing car parking from the entire length of the north side of the NCR from phibsborough to the five lamps and putting in protective red and white barriers as were in place for several years on city quay.

Comments from those who responded: Dublin City Centre (Between the canals)

Please actively involve cyclists and pedestrians in the design of cycling and walking facilities to ensure that they are fit for purpose. Too often, bike lanes seem to be designed without involving end-users which makes them user-unfriendly at best and downright dangerous at worst. This means that cyclists/pedestrians won't use them.

Ensure that new cycling and walking facilities are designed in such a way that they are truly segregated from motor traffic and, more importantly, that motor vehicles can't just park in them for "just a minute".

Please ensure also that there will be sufficient loading bays that delivery vehicles or even taxis can use to counteract the need to park in bike lanes which, in turn, makes it unsafe for cyclists who will be pushed into moving traffic.

Please incorporate zebra crossings in the new design throughout the city, like they do in many other European cities, e.g. Paris or Budapest, to reduce jaywalking and the prioritisation of the car.

The timing of most traffic lights do not give adequate protection or regard for pedestrians and also would seem to give major priority to cars and vans. DCC traffic managers would do well to do walk throughs of some of the more dangerous crossings in the city. Increased Garda enforcement of speed limits and red light breaking would be of considerable benefit.

It would also seem to me that many motorists are ignorant of the rights of citizens to cross the roads.

The draft plan is good, in my opinion. As an inner city dweller, a pedestrian and a cyclist, I would of course like to see bolder measures taken to reduce the size and number of vehicles in town. But understand that everyone must be encouraged to buy into the plan.

Two thoughts:

Possible restriction/levy on large SUVs in city centre?

No parking/driving on cycle lanes on Sundays - people who live in city move about/cycle on Sundays too.

Good luck with plan. Thanks.

Continuous footpaths, or what's referred to in the plan as raised table crossings, need to be the default in the city centre. One-way cycle paths that are wide enough to facilitate overtaking should also be standard and, generally, city centre cycle paths need to be wider than elsewhere in the city because cycle traffic is being concentrated in the city centre. Across the city there are too many pavement bollards that are intended to block cars from parking on city streets, however these bollards are also an impediment to pedestrians and there should be alternative low-level barriers that are low enough to block parking but not so high as to allow able-bodied pedestrians to walk over them without problem - for example, the new bollards on section of the remodelled Liffey Street that still permits car traffic must take away nearly half a meter width of usable pavement space for pedestrians. Permissible hours for stock deliveries to businesses in the city centre are too generous resulting in pedestrian zones being clogged for much of the morning (look at Grafton Street), delivery hours should be further restricted so that deliveries occur no later than 8am like in cities in the UK. Another problem is with busses using the city centre as parking. Much of Abbey Street and Eden Quay have been turned into Dublin Bus parking spaces and the city's quays are often a great wall of Dublin busses. Pavements on Gardiner Street are still too narrow in the proposed design, and actually the minimum pavement width is too narrow in design guidelines. The junction of Christchurch is still too car-centric in the new proposals. Better use of the space under the arches of the loop line bridge should be considered because they're currently dead spaces which are contradictory to the ambitions of the plan. Street clutter is also a big problem in the city centre - why are there so many traffic signs? Why can't we reduce or remove more signage so that there is more ambiguity that forces drivers to drive more slowly? Why is there still a big un-finished box in the middle of O'Connell Street opposite Schuh that's covered with Luas Cross City branding from when that line was under construction? This ventilation box is so ugly and was never part of the final plans for the re-designed O'Connell Street when it was being updated. Why does the plan not further restrict taxi traffic as the city is moving towards a more accessible 24h bus network? Surely taxis sit at the bottom of the public transport hierarchy, are as carbon intensive as cars and should be discouraged in places where there are other public transport alternatives. I am totally opposed to more taxi facilities in the city centre because we don't need it and we should be encouraging people to use more sustainable public transport options.

Comments from those who responded: Dublin City Centre (Between the canals)

More buses into city centre for workers, schools etc, especially in the morning as over crowded and many are full and don't stop,,,more bus shelters for city centre as very few I understand they might look ugly, but Irish weather, and long wait times, pathways and shores need cleaning, dirty and flooding,.more bins outside city centre stop rubbish blowing under bicycles, cars ect,problem is everyone travelling at rush hours,,and a bigger population than originally expected living in the area's, and no proper infrastructure in place, and behind the rest of large cities in the world, with transport to airport, ports, colleges, schools, all have to travel via centre of Dublin not to mention workers, it's a mess and closing streets is not the quick answer ,,just moving the traffic to else where,,cyclists not all, not following rules of the road on pathway, using traffic free area's as cycling lanes especially electric scooters, bicycles are down right dangerous , majority of them don't wear lights, helmets, very little public seating in any of the new areas of the city, as for rewilding city centre areas tending to look tatty and turning into eyesores after a few months, when the travel infrastructure is sorted it will be a great city, instead bicycles being robbed every day, more parking around the city centre with free shuttle into centre for workers many travel long distance to get to work having to drop children etc to school don't have a commuter choice, to get to work due to no accommodation available within the Dublin area, it would be fantastic if everyone was able to walk to work, schools, shops and carry shopping for a week in one or two recycled bags, but people need cars to live their lives unfortunately, as a non car owner I can see this, as for public transport it grand if you're travelling off peak, and making Dublin into a uniformed standard European type city centre will just kill it ,, the city centre need deep cleaning on a rota,it looks dirty, beggars, god help to poor homeless, drug users sleeping around doorways ,lanes, with no help no shelter, nowhere to cook, wash, very few public toilets, especially after 6pm..might make it look nice but it's just sweeping under the carpet,but there is no carpet

I strongly support the plan and encourage its rapid acceptance and implementation. In particular cycle lanes for Pearse St, Tara St and Gardiner St would have an immediate positive impact as these are all difficult places to cycle. More pedestrian spaces are needed right throughout the city and I hope that this plan is just the start, that further roads are made traffic free, more cycle routes, and that inner city car parks that block pedestrianisation and traffic restrictions are closed.

I am all on favour of doing what we can to reduce the number of cars in the city centre. But before that can become a reality, we need to increase the number of public transport options into the city centre. More cycleways is a great idea, but not an option for everyone. And not all weather is conducive to cycle commuting. And the number, frequency, and price of busses is restrictive to many to be an alternative to cars. More open plazas within the city centre are much needed too. So, of the many vacant lots in the city are not going to be built on with much needed homes, can they at least be repurposed to being open marketplaces and the like. We also need to make the city centre feel safer, but that's out of your remit, of course.

Make Kildare and Molesworth street a T-shaped civic and cultural space.

Can't wait to see the implementations come to fruition! Best of luck.

I would love to see more public places, pedestrianised streets and public toilets but especially more public transport. The Luas connection is a great start

Road quality of cycle lanes need improving as they are very uneven and potholed

I think for a first world country like Ireland to rely on buses to largely support public transport lacks ambition.

Dublin, and Ireland, was better connected via rail 100 years ago than it is today.

Trams must be the epicentre of our public transport plans.

Redirecting existing traffic and adding to traffic volumes with more bus capacity is not the answer.

The road network in Dublin City centre cannot support these volumes, and the rise of congestion emissions will drive young families like mine out of the city centre.

DCC's policy documents seem to contradict themselves and it would appear that vested interests within state and semi-state bodies are influencing the decision making without fully considering the consequences for the dwindling number city centre residents, commuters, tourists and people who come to Dublin to shop and socialise.

Comments from those who responded: Dublin City Centre (Between the canals)

For improved cycling experience much more effort needs to be made to separate buses from cyclists. The frequency with which cyclists have to share space with buses is extremely intimidating for cyclists who lack confidence. More effort needs to be made to ensure buses do not break speed limits - which in my experience they so often do.

Also there remains an ongoing problem of traffic lights being timed in a way that ignores the speeds of slower cyclists. For example on Cornmarket Street coming from Thomas Street, it is not unusual for lights to have gone from green to red before cyclists have cleared that complex and busy junction to the river.

For improved pedestrian space the plan should avoid mixing cyclists with pedestrians as mixing inevitably leads to cyclist dominance as cities like Amsterdam show, where walking can be a very unpleasant experience where pedestrians must mix. It's also very stressful for vulnerable pedestrians and children to share space with cyclists.

There remains a stark absence of safe pedestrian crossings around the city: best illustrated by the near 5km of Chesterfield Avenue that does not contain a single safe pedestrian crossing point - not even at the zoo which is so popular with families.

Also for improved pedestrian experience the light cycles for pedestrian crossings. Despite claims of improvement many pedestrian crossings remain very poorly timed.

As a business owner in Dublin 2 (one of Dublin's oldest businesses) it is already almost impossible to make a delivery to a customer on the north side. All in favour of the plan but we absolutely need corridors for delivery vehicles - Dublin needs its businesses

In the NEIC there is a lack of green spaces. New urban pocket parks and open spaces should be created and linked to active travel and public realm improvement to these spaces. I don't think additional green spaces should be left as an after thought, but need to be integrated now into this scheme.

Public transport esp bus is not reliable and this plan does not address that. People travel through the city to a) go somewhere so have you thought about the knock on affect of that? How do people get where they need to go? B) clean up the city as it is dangerous and filthy place stopping traffic will not do that. No one wants to go there just want to go through

I fully support the aims of the document. The public realm proposals are very good and should be implemented. However, I think many smaller interventions across the entire city would be even more beneficial to create a city less dominated by cars.

1. A comprehensive decluttering of streets that removes all unnecessary poles, signs and other clutter to improve the look of our streets.
2. A comprehensive study that identifies all streets that can be made narrower for car traffic and widened for pedestrian, cycling space or more greening. Some sites where roads are made more narrow could be used for housing development.
3. Raised tables should be the default at all junctions of minor roads onto major ones.
4. Junctions should be squared off to reduce vehicle speed and make additional space for pedestrians.
5. Wide zebra crossings or other clear markings should be used all across the city to indicate that pedestrians have priority over road traffic. This would include all existing pedestrian crossing facilities.
6. All slip roads between the canals should be removed.

Traffic and its pollution (fumes, noise etc) are choking the city's population and needs to be addressed. The plan needs to be decided and implemented quickly. The Plan should not follow the TFI model which has been a disaster for people who live in the city.

Please stop trying to make life difficult for people living and working in Dublin

Before any changes happen in the city we need more guards on the streets, reducing traffic has made the city centre full of trouble makers at night who can cause anti social behaviour because passing motorists can not see what they are doing. Tourists are frustrated by no access by traffic, any traffic public or private. slowly you are destroying the city centre in the name of progress ? ask any young person on a wet Saturday night how they feel about pedestrianisation of streets !

Pedestrian streets. Favour public transport, buses and taxis.

Comments from those who responded: Dublin City Centre (Between the canals)

It should be possible to design access to the city centre to accommodate more flexibility in regard to cars being able to use through routes as well as other modes of transport. Closing off access is having real consequences for those who can't rely on public transport or find Dublin City centre unsafe. I tried last week on returning home to Dublin from a rail station Heuston to board the Luas. I had an overnight bag. It was impossible at peak times from one of the main railway stations to board the Luas. I saw people being forced to walk for miles in lashing rain, after waiting 50 minutes I then got off at Abbey street to try to get the other Luas going south. My overnight bag was slashed with a knife by a youth on Abbey street. Next day I took my car. You seem to be suggesting more pedestrian spaces. I would suggest in Dublin that will make anti social behaviour worse and will drive much needed businesses out of the city centre. Yes it needs redesign but extremes are never going to work.

This transport plan has no consideration of business. Business pays rates which is what funds this council. No business no life blood for this city.

I cycle into the city but my family have mobility issues and would not be able to access these spaces

The retail sector is on its knees

Please amend this plan to consider elderly business mobility and access

It is massively important to make all the arrangements to improve public transport in Dublin. It has a very bad reputation and actually it's hard to prove that different. For me, it's 5km commuting to work and it takes 50 mins. It's a distance that in other cities with a proper metro network would take 15-20 mins.

Also, all the pedestrian streets and public squares in the plan are needed (and maybe even more like Dublin castle area, George's Arcade Market area, Kildare street) to have a better experience of the city.

I like Dublin, but if I think of public transport, I'm not sure I'll be living here for long because it's very bad and unreliable, making very hard to move within the city, even for short distances.

For instance, it's ridiculous that UCD, the biggest university in Ireland, doesn't have a Luas or a Metro stop! Thousands of students go there everyday and it's always a mess with buses. Do you think it's normal that there's no short-term plans for that?

Anyway, good luck with the plan, I hope it will be delivered on time and that it will actually improve the city.

I mostly cycle or walk in the city centre where I live in D1. However I am concerned that the new traffic restrictions will cause people who actually live in the city great difficulty in driving from north to south and vice versa. I propose as in other cities that those who reside in the city are given a permit to allow them to go through the city so they do not have to drive excessively around there y increasing CO2 emissions.

Cycling lanes are badly laid out on the quays in particular, cycle lanes should be on the right side instead of cyclists crossing 2 lanes of traffic to gain access to cycle lanes.

Cyclist stay on the right blocking bus lanes because of this.

Also bus lanes are held up with vacant taxis driving in them. Taxis should not be allowed use bus lanes if not in hire.

All of this slows bus services.

Also major traffic volumes when schools are on. What is being done to lower the pollution from those using cars to bring children to school. There is a massive difference in traffic volumes when schools are on. What is being done to change this?

More traffic police and on the ground policing in troubled areas

I believe the greens who only got 3percent elections have too much power in council they are creating traffic chaos capel st is a disaster closed no reason so one deliveroo can cycle in middle road or two people can walk middle road when it has a cycle lanes and 2 footpaths the greens don't care if a single mother with 3 kids needs a car do her weekly shopping how are you supposed take 3 kids on bus and carry your weekly food shop on bus

It's a great idea, but, please, back this with proper public transport. Public transport is not working in Dublin. It is bewildering that more LUAS lines that interconnect are not being constructed.

Public transport is synonymous with slowness, delays, long-figure lack of seriousness in Dublin

No other EU capital is as backward in this regard

A lot of traffic changes are premature, until bus connects 100 % operational. Footpath widening needs to be reversed back to 2019 positions. It's a nightmare for bus drivers or goods vehicles. Speed limits on arterial roads should 80km .city is choking because of very poor decisions by Dublin City Council.

These plans should be implemented as soon as possible. Also, more should be done to enforce no parking on footpaths.

More cycle lanes

Comments from those who responded: Dublin City Centre (Between the canals)

Please put priorities of pedestrians first. Many crossing in this area have substandard pedestrian crossings making it difficult / dangerous when walking - in particular if pushing a pram or buggy.

To reduce rat running, please consider putting in place filtered permeability on some smaller residential streets (eg Saint Anne's Road at the junction of Drumcondra Road.)

As a next step, a plan for Whitworth Road is needed. This is not included in bus connects and has problems with narrow footpaths, speeding vehicles, footpath parking and cars swerving to avoid hump ramps. Many of the bus stops are not accessible to vulnerable user groups.

- There should be places in the city where you can go to be or to socialise without spending money. Please see Third Space theory on this: https://en.wikipedia.org/wiki/Third_place?wprov=sfti1

- Take inspiration from other European cities. Read sociological theories. Humans needs trees, connections and quiet, not cars, bars and shopping centres.

Thank you ☺

ambitious and encouraging Plan that makes me feel excited about the shape of the city in the years to come.

I am a woman living in the study area (D8), a cyclist and sustainability professional. I cycle across the city, from Kilmainham to Ringsend, for my daily commute. When the weather is too bad, I get the bus instead. On the weekends, I walk or get the Luas for shopping and socialising. As such, the Plan is hugely relevant to me and my daily life. My impression of the Plan is overwhelmingly positive. I have a few thoughts that I hope are helpful, as follows:

The need to alleviate inner-city traffic by reducing private car volumes is not only essential to realise the vision of BusConnects. Traffic is already a major issue at peak times for buses passing through the city centre. It takes absolutely ages to get to and from work on the bus. For this reason, I ride the bus only as a last resort - when it's too wet or windy to cycle. Buses are packed to overflowing, steamy and move at a snail's pace on the quays. As is, the bus is not a pleasant or attractive way to commute in Dublin. There is an urgent need to dramatically reduce private car volumes - of which I am wholly supportive. I have a drivers' licence but choose not to own a car or drive in the city. I rent a GoCar when I have a need for it. There needs to be wider acceptance of the idea that private cars should only be used in a city centre context where strictly necessary.

The pedestrianisation of Capel Street and occasionally of Parliament Street has been fantastic for the city, creating a really positive social atmosphere and allowing space for people to slow down, relax and potter around. It makes going into town much more attractive to know that there are spaces like these. Well done to DCC for making this happen. And it's great to see that this will be permanently rolled out to Parliament Street.

I would like to see the final Plan placing a greater emphasis on transforming deliveries and logistics in the city centre. Delivery vehicles are a major contributor to emissions and are disproportionately implicated in accidents involving pedestrians and cyclists. It would be great to see a more holistic strategy in terms of the micro-consolidation centres and use of cargo bikes for last mile delivery. Is there an opportunity for something like a city-wide circular logistics strategy? Logistics hubs could be centralised and combined with transport hubs, parcel motels and other amenities to maximise efficiencies. DHL's City Hub project in Germany and the Netherlands is a great example. Either way, there is a

Dublin is known worldwide for its horrendous and useless public transport. In most cases it's faster to go by foot rather than using buses or LUAS. For example, giving priority to pedestrian over Tramway (like in Dawson street and few other places) is incredibly stupid and defeat the entire railway investment in city-center. Such middle-age thinking would never happen in any other cities. Or just look at College Green crossing where busses are creating traffic jams blocking the LUAS every morning ...

The pedestrian zone created in Capel Street thanks to covid should have been done decades ago. Dublin urbanism is basically 50 years behind other European cities with similar size.

Dublin needs more pedestrian zones, more safe cycling lanes (the one in Bolton street where cars park and drive on the cyclists is just an insult), more LUAS on dedicated lines and more green spaces on street.

Comments from those who responded: Dublin City Centre (Between the canals)

I live in the city centre (as identified in Q9) I also work in the city centre. It appears that there is a determination to divide the city in two North and South as there seems to be an intention to prevent people from travelling across the river.

If you succeed in closing Pearse Street you will merely push all of that traffic onto other roads which are already heavily burdened with traffic,.

Before you start closing more roads to private cars you should have a working public transport system in place not the current farce of ghost buses.

With regard to Gardner street, as the only street after Constitution Hill that allows private cars to traverse the city centre when coming from Cabra, Finglas Glasnevin. Reducing our access to both side of the city will not solve traffic issues

There is no requirement for a traffic free area in that location, if you do insist on implementing it who will be paying for the extra policing that will be required to keep the ordinary people and tourists safe?

Stop funnelling practically all public transport through o'connell street/bridge, college green, parnell, quays. Even without private transport, these are total bottle necks, and suffer from too much space given to unnecessarily wide and underused bike lanes. Stop the crazy practice of driver changes in the city centre. And enforce etiquette around noise/mobile phone loudspeakers/antisocial behaviour on public transport which make travelling on it so unpleasant.

- add an only bus line in Bachelors walk It is a really busy area in the morning and buses usually take more than 17 min to reach Trinity. (by walk it take 10 min). It's scandalous.

-have a plan in case bus driver will not show up at work. It happened that I have to leave the bus because at the changing driver no-one showed up and the previous driver told us that nobody could cover that journey.

-n 145 rarely show up even though the screen at the bus stop is showing the arrival time.

-increase fastest bus to UCD!

Our family and local residents on Shelbourne Road, Ballsbridge are strongly in favour of the suggested changes and delighted to read your plan. We would love for both sides of Custom House Quay to be pedestrianised, a pity to only have one or the other option, as its clear the city and area would massively benefit from both areas being pedestrianised. We hope the fence around the custom house would be opened to allow use of the gardens by all at all times of day or night. We believe Dublin should strongly prioritise cycling and pedestrian infrastructure, that are independent and separate to buses/cars/trucks allowing people to cross the city away from roads. We believe there should be a stronger focus on tree planting and bio-diversity and softer landscaping not all hard surfaces, less tarmac/stone and more permeable surfaces. We strongly recommend a 30km/hr speed limit throughout city, (not only in centre) but on all roads that do not have entirely separate cycle/pedestrian lanes. We would also recommend safe zones around schools and much stronger incentives to prevent parents driving their children to school and encouraging them to walk/cycle, the cars dropping off other children are often their most dangerous part of the trip to school. We need more speed cameras and/or speed indicators (like in many villages in Ireland), there is minimal speed control or advice in Dublin compared to many country villages. We would also recommend incentivisation of not driving in Dublin City such as a congestion charge similar to London. We note the definition of a Secondary Cycle route provides for DCC to only consider the provision of any cycle infrastructure or safety measures where possible. It makes no commitment to provide safe cycle routes. As an experienced cyclist that navigates Dublin city centre daily I would suggest that the plan should commit to delivery Secondary Cycle routes which provide safe cycling on those routes. The Primary Route is too fragmented. DCC should commit to safe segregated cycling on the Secondary route that children can use on their own, otherwise the plan is at risk of failing to succeed in school kids cycling to school due to lack of safety. Many thanks for the plan, we hope you will push out even more change.

Comments from those who responded: Dublin City Centre (Between the canals)

Thank you very much for your strategic plan, if you are successful with it it will transform Dublin into a beautiful city that will offer a great quality of life for its inhabitants.

Please focus on increasing biodiversity and planting trees. Trees are paramount to improving quality of life in cities for all inhabitants. They give calm, reduce noise and pollution, soak up excess water and soften the hard cityscape.

As a daily cyclist in Dublin I am acutely aware of how unsafe the city is for cyclists and can understand that many people choose not to cycle due to lack of safe routes through Dublin. I am very sad that my children don't get a chance to cycle in Dublin because it is just not safe for children to cycle. I think one of the best things you can do for Dublin is to make cycling and walking safe and enjoyable. Please prioritise this in your strategy. Even all the secondary cycle routes indicated in your map on page 20 should be realised to make cycling easy and safe and accessible to all.

I think speeding and incorrect parking as well as breaking lights should be penalised much more and the revenue created should be used to finance this plan. It is still way too easy to drive around Dublin but the traffic ruins the city centre. Please make driving in Dublin less attractive. Take away car parking spaces and give the space back to the public. Please follow through on your plan to create pedestrian zones and reduce speed limits to 30 km/h.

I can't wait for you to start carrying out your plan, I hope you will be starting soon!

Excellent pedestrian infrastructure would be my top priority. I'm keen that this opportunity is taken to reduce emissions from traffic asap given the climate crisis, and also health concerns about air quality.

Great vision for Dublin, love to see the open spaces have pedestrians as priority, also the thought for clearing out traffic will mean bus services can run smoothly. I hope this progress can be made quickly as it's needed now.

I live and work in Dublin City Centre. I also do most of my recreation here. As someone who mostly cycles to get around, or takes public transport, it often frustrates me that the vast majority of space on Dublin streets remains devoted to the private car, with few exceptions. As many cyclists and pedestrians frequently encounter, getting around Dublin often means dangerous interactions with cars due to poorly-designed infrastructure, or inhaling lung-fulls of dirty exhaust fumes. As a doctor working in one of Dublin's main emergency departments, I see the injuries caused by this mixing of car and pedestrian/bicycle traffic all too often. I also understand the imperative to clean our air from the deadly pollutants released by private cars, and that levels of such pollution are highest in our city centre. Coming from the countryside originally (but having lived in Dublin City Centre for the last 6 years), I believe we already have relatively good public transport options which are improving all the time, in order to get around the city. It is already possible and convenient for most people to get around Dublin without a private car. I commend the plans proposed by DCC and TFI for improving these options further. It strikes me as unjust that so many cars still cross the city centre as through-traffic, subjecting those of us who actually live and work here to a higher volume of dangerous, dirty traffic despite most inner-city residents and commuters using sustainable modes of transport to get around our homes. In the last couple of years I have been delighted to see positive developments in Dublin such as the pedestrianisation of Capel Street. I look forward to the further public realm and streetscape improvements suggested by DCC in the coming years, and support their implementation in full. I truly hope these plans are not watered down due to the desire for convenience of a vocal, selfish minority at the expense of the majority of us who actually live and work in the city centre. Travelling to other European cities, it strikes you how behind we are in Dublin in terms of pedestrianisation and public transport. These proposals for positive change give me hope that over the coming decade, we will become a truly liveable, safe and welcoming city for residents and visitors alike.

The current approach to traffic completely ignores people who live in or close to the City and need to commute to work by car. How can creating essentially car free zones around existing communities who have cars be fair. I live on North Strand and struggle to get to work based on traffic changes you continue to make. It's not fair - some people live, and commute by car within the areas you're looking to make car free. Is there going to be compensation for car owners who can't legally move around in them due to the changes?

Comments from those who responded: Dublin City Centre (Between the canals)

I have a car just for driving out to my parents or away surfing on weekends. Most of the time my car just sits on the road in phibsboro and takes up space.

It would be nice if we had more multi-story car parks where we could cheaply and easily store cars for people like me who don't use them enough to keep them on the street.

Then we could use that street space for cycle/bus lanes or just put up some nice benches or something.

I still need a car for going anywhere outside Dublin because the trains don't go where I want to go and the busses just don't show up (ever tried to get to Lahinch on public transport?).

But my car doesn't need to be parked right by my house. That space is more valuable as something else.

Also - I've been mugged a few times walking home from town at night. I would always prefer a taxi but there never seem to be any available after midnight. If DCC could do anything to get more taxis working nights then it'd make Dublin much nicer and I would go out more often - nowadays if somebody makes a plan that ends after 11 I just don't go. I'm sure there's loads of pubs and restaurants that would love me in there spending money but I just can't risk it again.

I am very rich as of just recently and spent all my college years in Dublin wishing I could earn enough money to eat out and buy rounds all the time. Now that I'm finally a real adult with a job it's a shame that I can't spend it safely and get home in one piece at the end of the night.

I very much support cycle-friendly options for the city centre and beyond.

The plan should include measures to penalise SUVs even more than other private cars. For example higher car parking charges, including in privately operated car parks.

I am not happy with the plans to facilitate e-scooters. And there must be much more stringent policing of their behaviour.

I would prefer much greater resources allocated to public transport and far less to cycling. The former serves everyone. The latter is only an option for a quite small section of the population, and is much less used in winter.

Get rid of all the clutter! The proliferation of poles, bollards, bins, cabinets, etc. is totally unnecessary and counter productive. It all also needs to be coordinated in design, materials, and graphics.

It's scandalous that Dublin Buses park along the south side of Merrion Square, ruining the most important vista in all of Georgian Dublin - to/from the Pepperpot Church and the Dail. Bus parking by the Wilton Place stretch of the Grand Canal spoils another prime view.

The Thomas Davies statue and fountain must be retained in College Green, as well as the Grattan statue.

Street names mounted on both faces of all 4 corner buildings are absolutely essential at every junction. If a building is replaced or renovated any existing sign must be reinstated immediately on completion, or a new one erected. For a tourist city it's absolutely inexcusable how few streets can be easily identified.

Comments from those who responded: Dublin City Centre (Between the canals)

This area is a deprived urban area, lacking green space with the highest illegal dumping, and now will also suffer from heightened air and noise pollution. The shoppers and tourists will, however benefit from no traffic along the quays, but it will give poor people with intergenerational poverty, more asthma and diseases known to be affected by car pollution. As illustrated in DCC Dublin Strategic Noise Modelling Results, this R101 road already has noise pollution in excess of recommended EU levels, we should already be looking at possible noise reduction measures at this location. I would like a speed limit reduction to 30km/h on the north circular road (Between Dorset Street Lower to the Five Lamps) and inclusion within the NAP.

The people who live on the north circular road in NEIC and the surrounding roads have the lowest levels of car ownership therefore rely on bikes and public transport. Yet overwhelmingly most are renters and not permitted to store bikes inside or have access to outside bike loops. All roads stemming from this road, should have on street secure bike storage or on the road bike loops integrated within tree buildouts. This infrastructure is needed to allow full participation on the active travel routes and promote bike use.

Part of this plan, should also see the relocation of Summerhill Bus garage, within the NEIC. The area should be accessible for recreational purposes, I would propose that buses could be accommodated in a basement with greening/CALISTHENICS adding to much needed green space within this urban area.

The conservation and improvement of Mountjoy Square, should be a turning point for the NEIC, and herald removal of buses from this square. No BusConnects routes should be allowed to terminate at the square and wait at this point. I am delighted to see the North Circular Road gaining a useful bus service as this area has been lacking. I would like to see real time displays rolled out on this route including an upgrade to bus stops on Summerhill as infrastructure plays an important role in the uptake of public transport.

We must not overlook the importance of maintaining clear footpaths and roads from illegal parked cars, Summerhill suffers from both. Cars fully mounted on and blocking footpaths, it seems that this road is a lawless free for all, and clear policies to fine via tickets and new public realm scheme is critical.

I'm concerned that the visualisations show only a small section of this plan, and don't portray what the reality might be in other areas of the city if these projects go ahead. Greater information should be given, showing where traffic will go and how this will impact on communities, as I have reservations that the North Circular Road will become heavily trafficked, and this might be overlooked. I would like to see more details including a detailed map of what the outcome of these plans might look like so we can see how everything fits together, BusConnects, banning cars from the Quays etc.

I would ask for:

A Dart station at Croke Park stadium

Stronger restrictions for streets around Mountjoy Sq

Make the North Circular Road 30km/h from Dorset St Lower towards Quays

No BusConnects routes terminating at Mountjoy Sq

We need greater bike parking provision on active travel routes

I would like less road space given to cars, taking out lanes giving space to pedestrians/cycles

I appreciate the BusConnects 0 bus route, and think it is a great addition.

Comments from those who responded: Dublin City Centre (Between the canals)

totally unreliable. I am a wheelchair user and I frequently use a car to get to work. The two proposed car free zones around the Custom House will directly impact my means of getting to work as I work in the Custom House.

We also do not need the disruption of the planned Metro project going under our houses in the Phibsborough area. There is a perfectly good Luas line running through the area, so why not extend it to the airport, above ground and along the existing road network. Build a spur off the existing line from Broadstone to Dorset Street and straight out through Drumcondra to the airport.

The current plans through Phibsborough will result in the loss of the Brian Boru pub a famous historic landmark in the area, severely jeopardise the foundations of Berkeley Road church, again a historic landmark. Traffic on Berkeley Road, a main artery to and from the city centre, will be reduced to a single lane for who knows how long. Not a single lane in both directions, a SINGLE lane, effectively making it a one way street. Access to the church, which is important to a great many people, will be disrupted greatly. What about weddings and funerals and other ceremonial occasions, such as Communion, confirmations, not to mention Easter and Christmas?

What about the Mater and Temple Street hospitals? Constant noise pollution is hardly conducive to aiding recovery of seriously ill patients, is it?

The proposed works will cause untold disruption to emergency service vehicles going to and from these hospitals, which will in turn put critically ill people's lives at risk trying to get them to emergency treatment.

If you want to reduce the traffic in the area then stop the ridiculously long wait times for vehicles to get through traffic lights. Keeping vehicles sitting at lights for 4 to 5 minutes at a time, then letting 2 or 3 vehicles through and going red again, that's what is polluting the air, as every time a car starts off from the lights it belches out fumes far more than if driving at a steady speed.

Also with the inordinately long stoppages at lights and the short time lights stay green, it encourages drivers to put the boot down in order to get through the lights to avoid being caught for another 4-5 minutes. My daily commute to work

Very positive. Delighted to see it.

Public spaces look great on images and visualisations however the reality is usually a little grimmer given the weather and somewhat antisocial behaviour in Dublin. Public spaces with no through traffic where there are many restaurants and coffee shops for people to stay and sit outside will work. Public realm spaces where no outdoor dining is available will be empty and look grim. I don't believe a public realm space at Custom House or Beresford's Place are suitable given the anti-social behaviour in the area and the lack of restaurants/coffee shops. The through traffic will keep this place busy. It's not an interesting enough place to hang around. However, for Parliament Street, no through traffic will work great.

Generally public realm spaces use the grey granite which makes the place look very grey and dull. Choice of materials (more colourful ones) would add a warmth to a city that has many cloudy days. Rain gardens add a nice greenery and people can be educated on the benefits of these features during flooding. What about a massive green space at College 'Green'? The image shown in the plan is a little grim - again, no adjacent cafes/restaurants therefore people will primarily just walk straight through. A large green space is needed to make a public realm look attractive for people walking / cycling through. Remember Smithfield - people don't generally hang around there and it's all paved. It's almost attractive but doesn't fully work. Equally, O'Connell Street has lovely black paving, tree-lined street, plenty of space for people to walk up and down but is surprisingly unattractive to be on - I believe due to the lack of outdoor dining and therefore all the open space is empty and ugly for people walking through. The materials are also dark there are no gardens / green spaces only small trees.

My final thoughts are:

- a) no through traffic won't make the city look or feel better as some proposed public realm spaces will not work due to lack of outdoor dining.
- b) overall agree for more pedestrian and cycle routes where possible.
- c) Paving materials need to be given serious consideration as the city is very 'grey' looking and does not particularly give off a warm feeling.
- d) where green spaces are proposed, they should be large and inviting.

Comments from those who responded: Dublin City Centre (Between the canals)

The NEIC is a Strategic Development and Regeneration Area, with an objective to plan for improved connectivity and public amenity while utilising existing assets in the area. Yes, this area has Georgian streets with wide open roads, but it shouldn't be the case that these are utilised to flow traffic through as ring rounds (North Circular Road) or as bus terminal points (Mountjoy Square). How can we allow commercial areas, as set out in the DCC Markets Area Public Realm Plan or Dublin Transport plan around the quays to be dramatically improved with ambient pedestrianised routes, while the community's of the North East Inner City suffers with increased traffic. Density of housing around roads should be considered with urban housing areas prioritised for quiet lower car routes, for these resident can't escape the mental and health impacts cars bring, they can't move their home to a different road. Where is the pedestrian and cyclist streets around Mountjoy Square? We are not looking at NEIC Dublin as a vibrant residential centre that will provide a quality environment where people want to live, with pocket parks and green space. DCC needs an overall objective for Dublin to be attractive to all ages to live, in order to reduce urban sprawl and car commuting for work, and not focus priorities on tourists, and shoppers.

Objectives within the NEIC:

- * To support the implementation of the projects identified in the North East Inner City Greening Strategy and address the deficit of public open green space.
- * To identify greening corridors that that can also serve as high quality pedestrian and cycle routes and connect public open spaces.
- * To promote Mountjoy Square as a Quiet Zone with the reduction of traffic and inclusion in the TAP.
- * To facilitate a reduction in car noise levels on the North Circular Road through inclusion in the TAP.
- * To remove car parking spaces in front of the Rotunda Hospital building on Parnell Street, and the conversion of this area to a high quality publicly accessible open space appropriate to its unique setting.
- * To restore a coherent urban structure where it is poor or fragmented and improving the public realm.
- * To plan for improved connectivity and public amenity, with the opening of ESB networks plat on Summerhill.
- * To support and expand ACA protection and enhancement of the unique historic character of this area.

Please go ahead with all of this. Also, please expand and accelerate the bike bunkers initiative to more areas in the city such as Ranelagh and Athlumney Villas.

The Transport Plan has the potential to also contribute to the development of biodiversity connectivity in the city, if it's properly considered from the outset, feeding into the NBAP and schemes like the All-Ireland Pollinator Plan.

I would also flag that there needs to be consideration for better interchange between modes of transport, not simply more routes. Buses can pose a significant hazard to cyclists where stops have not been properly located with respect to cycle lanes, and cyclists can pose a hazard to pedestrians where cycle lanes converge with footpaths.

Escooters are a mode of transport than needs to be properly legislated for, and that legislation needs to be properly communicated, so users know what is and isn't appropriate. They have great potential for easing transport issues, but at the moment they pose significant risks when used without proper instruction or guidance.

It has become increasingly difficult living in the city center due to heavy traffic, but closing Beresford Place (Liberty Place) or Custom House Quay, as well as part of the quays will make it extremely difficult to get out of the city and visit enderly family in west Dublin

Delighted to see an emphasis on active travel, equality and greening of city centre. Would greatly improve permeability, safety and visual nature of the city.

Comments from those who responded: Dublin City Centre (Between the canals)

Reduce traffic on Stoneybatter by closing off access to Brunswick Street North and Arbour Hill. There should be zebra crossings along that road too.

Create proper segregated cycle paths along North King Street, Brunswick Street North, Queen Street, Blackhall Place, Stoneybatter, Manor Street, Prussia Street, Aughrim Street and the North Circular Road.

There needs to be serious speed reduction measures on North King Street, Queen Street and Brunswick Street North.

The pedestrianisation of Parliament Street, Dame Street and College Green has taken too long and it's looking to take more time. It feels like they'll be constantly delayed.

There needs to be pedestrian crossings on at least three sides (as opposed to one) of the junction of Church Street and Mary's Lane.

Dublin has extremely long waiting times for pedestrian crossings leading to people walking out into traffic. This needs to change. Zebra crossings all around the city should be implemented. The favour is very much on the side of cars rather than pedestrian residents in what should be a very walkable city.

The plan takes ages to load in a browser or PDF reader - graphics might be too high definition.

The proposed pedestrianisation of Lincoln Place is very interesting. In association of this resurfacing of the Leinster Street junction with Clare Street would be nice as the potholes there make it something of an obstacle course for cyclists.

I am very grateful for the segregated cycle lanes that have been deployed in recent years as I probably would not be able to cycle to work without them. It would be nice to see them extended - Mount Street and Merrion Square north could do with having segregated lanes in both directions as they are currently plagued by vehicles using them as temporary parking spaces.

Public cars clog up the city and make it difficult to get around.

Having considered your Dublin City Centre Transport plan, I would propose:

- A Dart station at Croke Park stadium.
- Make the North Circular Road 30km/h from Dorset St Lower towards Quays.
- No BusConnects routes should terminate at Mountjoy Square.
- Remove Summerhill bus garage from current location or move underground, to facilitate green space.
- The residential streets around active travel routes need secure bike parking.
- Less traffic on the North Circular Road, noise exceeds EU recommendations.
- Less road space given to cars, taking out lanes giving space to pedestrians/cycles.
- I appreciate the BusConnects 0 bus route, and think it is a great addition.
- Introduce a congestion charge for Dublin City Centre.
- Tourist sightseeing buses should be electrified.

The Dublin City Centre Development plan will receive far more feedback and submissions from residents and resident groups from the more affluent owner-occupier streets close to the city centre and less submissions from working renters and renting families living in apartments and small houses close to the city centre. This is because owner-occupiers feel they have more stake in the area. Many of the submissions will be requests for managing rat-running traffic through residential streets. To deal with this issue fairly, and avoid traffic management decisions being dictated by who shouts the loudest, would Dublin City Council consider a points-based system for prioritisation of impactful rat-running interventions and traffic free residential streets around the core city centre? Points could be allocated on the basis of: 1. What streets are the most resident dense? 2. What streets have the lowest ratio of outdoor space (private garden/balcony) per resident? 3. What streets have the lowest rates of car ownership and the highest footfall? 4. What streets have the biggest problem with rat running. A points-based system could lead to a better and fairer outcome for the city as a whole and avoid local traffic management becoming influenced by the politics of the upcoming election.

Comments from those who responded: Dublin City Centre (Between the canals)

I support the vision and overarching objectives of this plan. The reduction in space for the private car within the city centre and the transfer of those spaces to pedestrians and cyclists will make the cities streets a more inviting space to spend travel through and spend time while also reducing pollution and increasing safety.

I support the removal of private vehicles from the Quays and College Green (as well as the pedestrianisation of College Green) as this will give more space to pedestrians and a permeant safer route for cyclists. This also provides an opportunity to create new high quality public spaces in prominent parts of the city. The cycle lane on Bachelors Walk should safely connect into a permanent segregated cycle lane along the length of the River Liffey from Heuston to the Docklands.

I believe adjustments are needed to the Pease Street Plan. The left turn ban from Westland Row onto Pearse Street will not be sufficient to stop private vehicles using this as a through route, particularly if Beresford Place remains open to traffic. Therefore staggered bus lanes should be placed on Pearse Street to block through traffic. A bus lane should run eastbound from Tara Street to the junction with Shaw Street and westbound from the junction with Westland Row to the junction with Shaw Street. This would allow local traffic to access Pearse Street from Shaw Street. Bus priority measures and safe cycling infrastructure should also be planned between Pearse Station and Merrion Square to support the increased bus traffic using this route due to the Bus Connects plan.

I support the other public realm opportunities as set out in the plan.

The use of bus lanes by taxis in Dublin, particularly during rush hour, often greatly delay buses traversing the city centre. As buses are carrying significantly more passengers than taxis they should have priority over taxis at a minimum in the most congested sections of the city centre. In order to fulfil the overarching objective "Prioritise sustainable transport capacity", taxis should be banned from traveling through College Green, Aston Quay and Bachelors Walk between 07:00 and 19:00.

I think it's fantastic to such ambition. I live in Kilmainham and work on Kildare Street and have never and will never own a car, as with so many others living in and near the city centre, who have for so long suffered the consequences of unnecessary, loud, polluting and often dangerous vehicular traffic. The plan could be transformational in making Dublin city centre a more friendly, open, safe, clean civic space.

I would like to see wider footpath (with minimal street clutter such as polls), segregated cycle lanes (with minimal plastic wands), and more trees and greenery within the canals

The plan is low on detail on how traffic would be diverted from city centre, It does not appear to give an understanding of the reasons drivers cut through the city centre and how they would be facilitated to take alternative routes. Bike facilities around the city are often poor with bike lane surfaces in bad condition, lanes unprotected, lanes ending abruptly, bikes having to share lanes and taxis and buses and cars parking in bike lanes. The plan does not explain in detail how bike facilities will be improved. These changes are planned to come into effect next year but public transport improvements will not be made in time. The bus service still has a long way to go before it can be thought of a reliable and efficient

I wholeheartedly support the ideas in the plan. I would only say that aggressive investment in public transport will be required to shift deep-set scepticism about its reliability. And aggressive investment and allocation of road space is required to create entire cycle routes that children/older people would be comfortable using - rather than good stretches interspersed with highly dangerous patches as is the case today.

We need more space dedicated to people. More pedestrianisation, more cycle lanes. wider foot paths more bus lanes. We also need proper enforcement. I see so much illegal parking in the city centre. Cars parked on footpaths, cars parked or driving in bus lanes and bike lane. Cars driving over those flexible plastic bollards so they can drive/park in a cycle lane or pedestrianised area. Making the changes you are proposing and have done is great but without enforcement the benefits will be massively reduced.

I support the full implementation of all aspects of this plan.

Introduce congestion charges, reduce parking and provide more outdoor space to bars and restaurants

Comments from those who responded: Dublin City Centre (Between the canals)

I cycle to work, probably at huge risk :(. Through St James's Hosp (or around it), along James's St, Thomas St, High St, Lord Edward St, Dame Street. Sharing with bus lanes and taxis is not great.

Also the Grand Canal cycle path only goes from Portobello to Grand Canal dock area. Only a painted line on canal between Portobello and Suir Road luas (after Suir Road can cycle along shared path to join Grand Canal cycle path to Clondalkin).

On windy days I walk, takes up to an hour (eg yesterday for Storm Debi). Bus/luas is fairly full on my route so bike is much more efficient.

I drive too, but never into work, and now only when essential. Shame a whole generation of kids (including mine now in mid 20s) missed out cycling to school due to favour shown to cars.

Thanks so much for survey. If I'm not too busy in work would love to participate in Webinar but my Department is crazily busy for admin staff.

I think the top three priorities for the Dublin City Centre Transport Plan should be:

- Safer cycle lanes and more cycle lanes in city centre
- Separating the bus and cycle lanes, so buses and cyclists don't have to share the same lane
- Reducing/Cutting private car access to city centre to help facilitate public transport

it is vital that all licenced and insured public service vehicles (buses and taxis) have full access to city centre to provide options for people of reduced mobility to access all areas of the city centre.

More taxi stands are needed in areas of high footfall

A more traffic free city the better.

DCC are destroying Dublin through gross incompetence in the area of traffic management ie out of sequence traffic lights, ped lights that operate without pedestrians, arbitrary carving up of road space creating traffic jams and pollution. People, over a certain age, are abandoning the city centre in significant nos already. Only cyclists seem to matter to DCC. We are all citizens, residents, taxpayers, shoppers etc etc. Treat us all with respect!! Bring back zebra crossings (solar) in areas of low ped traffic which is roughly 95% of the city! YOUR KILLING DUBLIN!

Civic spaces can exist anywhere people are on foot. All footpaths could become civic spaces if they were cleared of traffic infrastructure such as parking machines, bicycle parking and road traffic signs.

Please, please enforce footpaths for pedestrians only. As a disabled person with children it is very scary to have bicycles, motorised bicycles, scooters, cargo bikes etc sharing the same space.

Radically reduction in parking spaces. And charging for remaining spaces, enforcement of no parking on footpaths.

It is a very good plan. A few things:

- The Gardiner st cycle way is too narrow, and the car lane too wide. The data for Air Quality on that street shows very high levels of NO2, and traffic volumes need to be drastically reduced. Also, it is a major commuting route, and a cycle lane of at least 4m wide would be necessary
- Tara st: this should be continuous and join the Gardiner st proposed new cycle lane. It would be a better use of space and, bus stops will be on one side, putting the cycle paths combined on the opposite side means there would be no interaction between bus passengers and people cycling.
- Christchurch place: what is proposed is not very convincing. Pedestrian islands should be taken off entirely and the width of the roads drastically changed. It is one of the worst junctions of the city and an entire redesign would make sense. What is proposed is a slight improvement.

On Q8 why is there no option to choose neither? Traffic space CANNOT and should not be reduced as there are very few viable alternative options to the private car for many people.

Comments from those who responded: Dublin City Centre (Between the canals)

I understand more trams are expensive but a model similar to Lisbon where there are pretty much trams everywhere would work well between the canals.

traffic free college green should be accelerated.

plan document is great.

We need wider foot paths and traffic calming measures. There is far too much on street parking in the city centre.

the needle in making Dublin a more liveable city, e.g. the measures proposed on the quays. I am supportive.

The one exception to this is the proposal for the Christchurch junction - its weak. You've already spent a bunch of money recently making small, incremental changes to this junction and this is more of the same. It's great to see DCC finally showing appetite for doing something meaningful to reduce the traffic on the major cross inner-city rat-run system to the east of the city core (the one converging around the Custom House) but the plan doesn't propose anything meaningful for the one west of the city core (that converges around Smithfield). DCC will need to address that part of the traffic system one day, and I'd rather you didn't waste money on tiny incremental changes at Christchurch that you're going to be forced to dig up again in a few years when you acquire the political will/ambition to grasp that particular nettle. The long term objective for that junction should be to dramatically reduce the number of cars using it and block off the west and northern arms of it to all traffic bar buses and the odd delivery vehicle.

I'd also add it's disappointing to see nothing for Parnell Street or the markets area between Capel St/Smithfield.

Parnell Street is a prime candidate for changes. It has a very edge-of-city-centre vibe at the moment - lots of west-east traffic circulating continuously towards Church St to get around the city core, lots of inefficiently used road space (especially around the cinema), pot holes, shabby footpaths, car priority junctions, broken plastic wands, minimal quality cycling infrastructure... yet despite this it still has high footfall and lots of amenities. It should be so much better and is crying out for some interventions.

Similarly the markets - less of a transport focused problem, but it still suffers from some of the city's worst rat-runs (there are several common short-cuts in the area). The rat-run that starts on SCR, goes down Heytesbury Street, Bride St, Bride Rd, down Winetavern St, across the bridge through to Chancery Place and up Greek St & Beresford St before it finally rejoins the main 'arteries' is maybe the most text-book example of "late 20th century suburban-dwelling Dublin planner thoughtlessly devastates quiet inner city residential streets in favour of the convenience of wealthy suburban drivers" anywhere to be found anywhere in the city. I think it's remarkable that not only has it survived this long, but also that still no planner shows any great desire to consign such a regressive design to the history books.

I love it! Please don't dilute it

Comments from those who responded: Dublin City Centre (Between the canals)

I think the plan is fantastic, it will really transform much of the city centre into areas which are pleasant to spend time in. I'm also eager to see a reduction in traffic as a city centre resident, due to the mounting evidence of the negative health impacts of traffic and pollution. I also understand that noise pollution increases dementia risk amongst other diseases, so reducing cars in the city centre will be wonderful for health!

I also think that I will start to cycle again if this plan is implemented. I used to cycle a number of years ago, but after having some awful experiences with drivers I have become too scared to cycle. I would love to be able to cycle in the city again - it's such an efficient way to get around the city and excellent exercise.

I think having more spaces dedicated to pedestrians and cyclists will transform Dublin into a more modern European city - the sort of place to sit and have coffee and soak in the fabulous architecture and atmosphere.

I realise that the car lobby is strong, and there will be a lot of resistance to this plan, but it has to happen. I am also a car owner; I live within the area designated as the "city core area" and I fully believe that it should be almost impossible to drive in this area. I think that removing through traffic is an excellent way to disincentivise driving into this core area, but I would go further and suggest that we need to also use congestion charges as a further disincentive (I am aware that if I keep my car that I would be paying this charge, but I still support it strongly).

Well done on a fantastic plan to modernise Dublin! Please don't let anything stop its implementation!

High quality public transport corridors, traffic-free civic spaces and safe cycling infrastructure should be progressed as soon as possible. It has been shown that very few private car journeys through the city centre actually have any business in the city, and are just passing through. Devoting so much of the public realm to private cars discourages public transport use, reduces air quality, and overall standard of living for Dublin residents.

It's an amazing plan and something to get really excited about. It would be transformative and would finally bring Dublin towards being a great 21st century city. However in some places I'd like to see it go further. For example the bus stop on Pearse St is in the bike lane, which isn't safe for cyclists. Furthermore at Christ Church there are 2 and even 3 lanes for cars in a single direction. If the plan will reduce through traffic then why are three lanes needed in one direction? Why is a separate lane needed for people turning towards Dame St? Surely after the plaza etc not many people will want to drive that direction. Keeping that and the 2 lanes next to it makes it a 5 lane road, so cycling and walking here would still be dangerous/unpleasant. I'm of the belief that within the canals all roads should be max one lane in each direction for private cars.

In a nutshell there is not enough space in the city for the amount of cars in modern Dublin. As a result public transport is affected as is air quality. Most of Europe has realised this but we in Ireland are slow to change.

Please keep up the good work and hopefully reduce private vehicles to a trickle.

The city will be reborn!

We are years behind towns and cities in France for example.

More high speed Electric Vehicle car chargers needed in North inner city.

Please make sure cycle lanes are wide enough, 2m each way.

The CCTP is good and I really hope it will improve the commute time to other areas just out of the inner city via the city centre. I live in D1 and I usually take a bus to commute to D4; it takes 45-50 mins during peak time (which is ridiculous considering it's only 5 km). Unfortunately I don't see a good Metro or Luas plan that will better connect areas around the inner city reducing the commute time. I don't understand why the Metro Link hasn't been reviewed and expanded considering the entire metropolitan area (can't the other European capital cities be an example?). The plan is still the one-line plan which will partly cover the Green Luas Line. Does that make sense? In my opinion, it does not.

O'Connell St needs to be included. A dangerous and stressful street to cycle. Constant overtaking busses. Proper protected cycle path badly needed. Cavendish Row, Parnell Sq also not included - why? Protected cycle paths needed at busy Christchurch junction. Is Capel St near the river included? This section of street has traffic with no contra flow for bikes to access the traffic free zone. Agree with overall direction of plan. Would enhance the city hugely. Please implement quickly!

Comments from those who responded: Dublin City Centre (Between the canals)

More walkable areas with no car traffic in the city center is a must! Same as any other beautiful capital

It would be great to have digital Leap Cards and that the buses would accept card as payment method. We have been seeing this developments in many Cities as Valetta in Malta and London. Facility to pay will avoid delays when people are literally counting coins to pay their commuting also it is impracticable bringing physical cards with you in 2023. I hope this feedback will be considered I love my city and it would be great to see all those improvements.

The rail network needs to be improved to and from Dublin and the dart also needs to be extended beyond Malahide. There is a huge amount of people commuting from the towns above Malahide. There are far too many Dublin buses on the roads in the city centre. The area between D'Olier Street and College Green is an absolute nightmare in the morning. No traffic should be going through College Green except buses and the Luas. The frequency of Darts needs to be increased during peak travel times as the area between Fairview and Liberty is now a no-go area on a bus. It now takes about 20-25 minutes to get from Fairview to Liberty Hall on the bus due to ongoing road works on North Strand/Amiens Street with cycle path. The Luas seems to have a functionality issue in that it is too long at certain junctions and causes an over-hang hence causing road blockages (Junction of Townsend Street beside Pearse Street Garda Station, Hawkins Street, Fleet Street). Stop sitting in your offices trying to address these problems and send members of your team to go out and stand on the roads to see what is going on. Ask members of the public in the morning what they think and get their feedback. Start looking to Germany, France and Spain for more advice about how to solve traffic problems in this country. We are after all in the EU and should be getting advice from other countries.

Cycling infrastructure around D'Olier St / College St / Westmoreland St needs to become a lot safer than it currently is. There needs to be a dedicated safe cycling space separate from other traffic as it is currently very unsafe. I find myself often hemmed in between buses who drive very close to cyclists and appear not to have much regard for the safety of cyclists. In my opinion there are too many buses going through this corridor and along College Green. The city should look at the successes in my hometown Groningen, The Netherlands, where traffic is heavily and actively discouraged from entering the inner city ring and this has been a very successful approach. Underground parking facilities should be provided at strategic points along the periphery of the city centre so traffic can go only so far into the city centre. Luas takes you the rest of the way if you are too lazy to walk....

More space for pedestrians is required. Many other European cities have lots of traffic free locations to sit and enjoy peacefully. Visitors to the city have commented about this lack of public space too.

I live in Dublin 7 and recently had to travel to UCD to work. I would have liked to cycle but I'm afraid to cycle on roads near buses and trucks in the city centre. I used to live in Blanchardstown and cycled to work in Dunboyne feeling relatively safe. I wouldn't risk it in town. As a result I took the bus from Stoneybatter to UCD. Usually a number of buses would pass me before one with space would stop.

A quicker way across the city is required. Underground options seem obvious. More capacity on public transport is also clearly required. The only private cars allowed in the city centre should be those for people with disabilities. Politicians and those involved in the design of the transport system should be obliged to use public transport to travel to work. This would hopefully result in some quicker developments. The pace of change is embarrassing.

Comments from those who responded: Dublin City Centre (Between the canals)

More like field of dreams if you build it they will come hyperbolic scaremongering about the environment with little to no data to backup any claims at all made in the documents.

1) Inclusive. Cyclists use illegal lights that mean people with epilepsy can not use an area where they operate. It is illegal under the law to have any other colour of flashing light other than amber, that flashes more than one time a second. Not only can people with epilepsy no longer use long stretches of parks, rivers, and walkways, you now want them to stay off streets. This is the opposite of inclusive. Flashing lights are heavily policed in cars/buses but are not policed at all on bikes. Indeed, just the other day a charity handed out free illegal flashing lights as part of a drive to get people using lights more.

2) Inclusive. Cyclists lock their bikes in a way that hampers wheelchairs making it down roads. I routinely see wheelchair users struggle to get past bikes locked on the streets. Its true a car can also block the path, but when it does, I phone a number and someone comes out fines the driver, and removes the car. Nothing is done when I report a bike... NOTHING. It is the opposite of inclusive.

3) Inclusive. Several cities in the EU are starting to ban cyclists from their city centers due to illegal e-bikes, people being afraid, illegal speeds, illegal lights and the impossible task of policing it. Inclusive does not mean more cyclists, it means everyone feeling safe together, and if the cyclists are not policed then it is not inclusive. Is it not true the government already acknowledges this problem as there are talks of speed limits on green ways and license plates for delivery cyclists? Why bring them in if cyclists cause no problems?

4) Inclusive. It is not inclusive to tell people already invested in a car that its tough luck, some of them investing in driveways and new charging systems for electric but some just buying the only car they could, they need to go out and buy a bike or get a bus. Inclusive would be to recognize that cars are getting greener and greener, and they cant afford a new car right now but eventually they will and when they do get a new one it will be greener than the last. That if thats how people want to get around then include them ways to get into the city and park quickly.

Please don't let the cars win, the quays at present are unworkable and a total hazard to cyclists. Buses are also permanently caught in gridlock here and the entire situation makes the city centre so much more inaccessible. For those with disabilities who require a care to reach the city centre accomodation should be made also.

Comments from those who responded: Dublin City Centre (Between the canals)

'Smarter Travel'. All of these strategies included nice visualisations of idyllic traffic free transit-orientated streets. None of it happened.

There is a tendency for these strategies to go for big headline grabbing schemes, which court public controversy, while ignoring the countless small things that can be done in the city which would radically change the experience of pedestrians and cyclists - widen footpaths, remove car traffic slip lanes, tighten junctions, zebra crossings, raised platform pedestrian crossings, kerb separated cycle lanes, lowered speed limits etc. None of these measures require a big plan or even big expenditure. Sometimes I feel the actual purpose of these strategies is to avoid actually doing anything. They become a surrogate for the future city we want but which we can never have.

There is no doubt that the city has to change. There is no choice. We cannot carry on like this. The streets are clogged with cars, spewing out air pollution, generating a noisy alienating environment which is highly dangerous for pedestrians and cyclists. Traffic congestion prevents us from redesignating street space for public transport and active travel, causing massive delays for citizens and businesses. The case against car dominated cities is unimpeachable and no longer needs to be rehearsed. We have legally binding 2030 emissions targets. We must achieve them.

Cars also make the city ugly and an over-engineered, hostile environment. To be a pedestrian in Dublin city centre is like being in an apartheid regime, constantly having to beg and wait to cross the road, waiting interminably in a miserable environment. The vast majority of poles and signs in the city are for private cars (including those pointless M50/Orbital signs in the city centre). It is noteworthy that none of the visualisations in the draft strategy show any signs or poles. There are so many signs on our streets that you cannot see the wood from the trees. Nobody pays any attention to the clutter as, if you did, there would be a certain collision. The signs are, of course, habitually placed in the footpath, making it an even more hostile environment for pedestrians, particularly mobility impaired.

Everybody wants change but nobody wants 'to change'. To get from where we are today to where we need to be will be a divisive, fraught process and I would not start from here. We are suffering the practical, cultural and psychological consequences of car(bon) lock-in, arrived at after decades of utterly misguided spatial and transport policies. But we are

1. More seating, more trees, more quiet spaces to meet & relax.
2. More use & maintenance of back lanes.
3. Use of over-the-shop living areas.
4. More housing in the inner city
5. Better support for outdoor markets (local, organic, sustainable)
6. Rethink rubbish.

The city centre is currently devoted to our least space efficient mode of transport, private cars. When I have visitors come to Dublin they can't believe how ugly and traffic clogged it is. These improvements are desperately needed. Unfortunately, a lot of people haven't got the memo that the only way to reduce congestion is to switch traffic away from private cars. I hope this scheme can happen to its fullest extent

Pedestrianise college green

As a cyclist, I am in favour of any initiatives to reduce car numbers and increase well-planned, logical cycle lanes for safety in the city centre. We can only encourage more people to cycle if it is a genuinely safe mode of transport. I work on St Stephen's Green and far too many of my colleagues drive to work. However, they need quick and efficient public transport or safer cycle routes to encourage them to leave their cars behind. At present, many feel driving is the most efficient option which must change.

Comments from those who responded: Dublin City Centre (Between the canals)

Living on Kilmainham Lane in Dublin 8 I'd like to share the following observations:

a) Kilmainham Lane is basically a one way lane due to the restricted width in parts leading to congestions especially during the rush hours. Drivers both in cars and on bikes can get shockingly aggressive. With two alternative routes, Old Kilmainham to the South and St. John's Road North, Kilmainham Lane should be turned in to a residents and cyclists (driving and parking) only lane. This should include guests of residents and the local pubs.

b) Kilmainham Lane is highly frequented by tourists walking from the bus stop in front of the main gate to the IMMA / Royal Hospital to Kilmainham Gaol. It is also used by cyclists as a rather safe route from/into the city centre. However the lane is neither marked on the City of Walking nor on the City of Cycling map in the Transport Plan 2023.

By reducing through traffic the lane could be developed as the perfect pedestrian and cycle link between Inchicore/Kilmainham and the city centre.

My family goes back as far as records in Dublin, and its never been harder for me to get around and visit family.

5 minute drives have turned into 20 minute drives as I take detours around one way road systems and roads handed over the luas. I cycle more not because of more cycle paths, I don't use cycle paths, but because I can go through red lights and get around quicker. When I use cycle paths and obey the rules of the cycle path, a 5 minute cycle turns into a 10 minute cycle, so I just ignore them. Seperated cycle paths mean if my destination is on the opposite of the road, I have to cycle to the next lights, dismount, get off, walk back up the road... or... I can just not use the path, put out my hand, merge out, and get across the road.

My biggest problem with the plan is cargo ebikes. A future with these around will make the city unbearable.

There is a whole online community dedicated to illegal loads on cargo/ebikes. www.instagram.com/carryshitolympics

If any of them carried stuff like that on a van/car they could be stopped and given penalty points, or fined. No such system is in place for cyclists and it's become a free for all. If you follow bike blogs you will see this is a huge concern in the biking community itself, with many thinking that laws will have to be forced upon the cycling community to make them stop. There are people with cargo bikes extending the cargo area with ladders to carry sofas and fridges. It's dangerous.

People are being pushed increasingly away from the city centre because of unaffordable accommodation prices. This is why we see more and more people commuting or traveling to the city centre and why we need better transport options and a city that is more pedestrian and bike friendly.

I definitely feel like there are two factors of importance here.

1 - housing crisis is making it so that people have to live farther away from TCD, and so they can't walk or cycle because it takes too long.

2 - the cycling infrastructure in Dublin is horrible, way too mixed with cars, with those constantly going into the bike lanes. All the people I know that used to cycle to TCD have been hit by a car at some point while doing so, which caused them to stop cycling in Dublin and just take the bus.

Alongside this transport plans, I think that the enforcement of road traffic rules (particularly for vehicles) is very important. I've walked two kilometre to and from work in Trinity College, Dublin city centre, for years, and the amount of drivers (cars, buses, vans) breaking lights and driving through green pedestrian lights (& stopped on crossings) is at an all time high. The lack of respect for pedestrians is very serious among drivers who don't seem to understand, or care, about the impact of breaking a red light, for example.

There needs to priority given to bus and cycle lanes and a drastic reduction in traffic lanes and private car access. More bus lanes would allow more buses to run more efficiently as they won't be stuck in traffic amongst private cars. Cycle lanes, where possible, should be completely segregated from traffic entirely to maximise safety. A toll for driving a private vehicle along the quays in certain hours could be introduced

I have no idea which traffic-free area option would be better as I cannot imagine how they would impact my own commuting (living in West Dublin and commuting to Trinity College), and there was no I don't know option. But creating better public transport options and reducing car traffic anywhere in the city centre sounds great.

College Green and Dame Street at the minimum, should be traffic-free.

Comments from those who responded: Dublin City Centre (Between the canals)

I usually walk everywhere because public transport is too unreliable and infrequent. But walking everywhere takes a lot of time. I don't cycle either as it's too dangerous, the cycle paths are on the same lanes as the buses and I know too many people who have had cycling accidents.

Very much in favour of reducing the availability of on street parking spaces in the city centre. Cars (in terms of pollution, danger posed and space occupied) are the single biggest deterrent to more walking and cycling to and within the city centre.

Use a vehicle taxation as a tool to manage traffic flow during specific times, thereby reducing congestion and improving overall transportation efficiency. The success of this system relies on public awareness, technological infrastructure, and effective governance. For example a high tax on those vehicles which is allowed to enter all day to city, a less tax on those they will allow to enter only selected days.

I support any plan that strives to create city transport less car-dependent. I decided not to get a driving licence and it was my conscious choice, but I know many people take such decision based on their transport opportunities. I wish that more public and active transport choices were available to the city dwellers.

Please do more about bicycle theft in the city and please provide secure bicycle parking. This would instantly increase the number of people using their bicycle to travel to the city centre. Also lighting along the Royal Canal cycle way would prevent cyclists having to use the roads for commuting during winter evening hours. Thanks.

Employers should offer help (tax savings) in buying bicycles

Having fewer options for transit within the city centre is very limiting for those with disabilities who may be unable to walk long distances, use wheelchairs/mobility scooters, or use bicycles. This would take away the independence for a lot of disabled individuals and seniors. Public transport, roads, and sidewalks are already not that accessible as it is.

Before responsibility can be forced upon the public to abandon private transport and use public transport (PT), PT needs to be significantly more reliable, frequent and serve the public adequately. As a PT, private vehicle user and cyclist, none of these forms of transport are adequate as they stand currently and no more onus should be placed upon the public until improvements have been made.

The plan should reduce space for private motorized vehicles more radically.

Some of the new "high quality" cycling infrastructure is still leaving way too much space to polluting and dangerous cars. Also taxis should be banned from bus lanes.

Cycling is reduced, possibly due to the dangers of cycling. New cyclists are less inclined to start cycling because of road danger.

- 1) Students and staff need safe and complete cycle lanes to encourage them to cycle to Trinity. At present the cycle lanes in the city centre are not joined up and it is difficult as a cyclist to understand what the safe routes are.
- 2) Secure parking for bikes is a requirement also. If the bike park could be positioned near a manned security station it would be very helpful.

I live in Ringsend and although I cycle a lot within 8km, I feel that those living within the confines of town should be given privileges to use toll roads at a discounted rate to enter/leave the city by car. We are bound by the city centre and it is hard to get out of the city without hitting a large amount of traffic. I would use the tunnel/east link bridge to get out of city but the price is high if you are forced to use it often as a resident.

I don't have a car myself and always pretty much walk everywhere or take the Luas (I really dislike Dublin bus for the type of characters on it and even though I don't have a car I see what has been happening since the pandemic, I get that that you are making it more and more difficult and off-putting for people to drive cars into the city and you are extending footpaths and making one lane traffic in many places but this means that there is no leeway for people to manoeuvre and when they are stuck in traffic or a bottle neck there is no way back or nowhere for them to go.

I have heard a number of taxi drivers say to me that it is very frustrating as sometimes there is even nowhere to stop to pick up or drop off without being honked at aggressively by other people... but aren't they also a form of public transportation that is needed when the city transport system is still lacking?

Comments from those who responded: Dublin City Centre (Between the canals)

While I'm intrigued by the idea of "high-quality cycle facilities" in the city, as a pedestrian and someone who suffers from vertigo, negative interactions between pedestrian and cyclists is the most challenging and upsetting aspect of walking around town for me. Cyclists need to be kept out of pedestrian areas such as footpaths and pedestrian crossings, and cyclists need to be more aware that they may be creating serious difficulties for pedestrians with mobility and balance issues, those with prams and small children, and the elderly. I am nearly hit by cyclists while crossing George's Street, almost on a daily basis, and I am in constant fear of falling in the middle of the road due to being menaced by those cycling at high speed, mounting the footpath, and not stopping for pedestrians trying to cross very busy roads. Until these issues are addressed, and cyclists are held to account for bad road-user behaviour, walking in town will continue to be a dangerous and unnerving activity.

Buses are NOT the answer. It has been proven time and time again that they are inefficient and unreliable and that the supplier cannot be held accountable. The Metro is needed as soon as possible. Other cities (London, Paris, New York, etc) have all proven this to be the most effective method, with links to properly thought-out commuter rail lines. And those rail lines should run on modern commuter schedules. Having the last train leave Dublin at 7:30pm just does not accommodate commuters with actual jobs.

Bike to work scheme available for postgraduate research student-workers

Need to keep access for private vehicles to some degree for those living in the city centre.

Thrilled there will be more proper cycle lanes - eg on the Quays. What about the Grand Canal from Portobello to Suir Road? I cycle here regularly and it's definitely not the safest cycling in Dublin. I cycle from Kilmainham to TCD and it can be downright dangerous (High Street, Lord Edward St, Dame St, College Green) but so convenient.

I'm cycling years as commuter and there's an awful lot more cars (and 'Ballsbridge bulldozers' - ie enormous SUVs/jeeps made for mountainous/snowy terrain, not city roads), lorries, buses on road.

Please keep cycle lanes protected from buses please.

On-spot-fines and notification of cyclists who break red lights. Same for cyclists with no lights when dawn/dusk/dark, dressed in black at night and no hi-viz vest. This infuriates me as an experienced and law-abiding cyclist (who also drives, albeit a lot less than before for environmental reasons/health).

As a experienced driver of many years please consider introducing a compulsory bike ride in traffic for all those medically able to do so - as a condition of passing driving test. Those who cannot must watch a video showing what it's like for a cyclist to be overtaken dangerously (including drivers renewing licence where needed).

Would love to see far less street space allocated to car storage (i.e. on-street parking)

Dedicated cycle lanes are really important to encourage the less confident cyclists to cycle to campus

Please make the bus lanes continuous. The fact that the bus lane turns into a left lane at every traffic light means the buses still get stuck at every traffic light behind normal traffic. Also, kick out the taxis from the bus lanes, they aren't buses.

There is a part on the north bank of the Liffey, with a slightly lowered pedestrian way, which is a lot nicer to walk on than the tiny sidewalks the rest of the Liffey area has. If there was a continuous pedestrian+bike path along the Liffey, it would be much easier and safer to commute without buses or cars.

No idea but removing traffic of beresford place seems like the dumbest idea in existence.

Cycling: The current condition of the majority of roads in the city centre make cycling extremely hazardous, and thus undesirable, so I am hugely in favour of improved cycle lanes and networks. One issue that must be tackled is the presence of drains, metallic gratings etc placed in the middle of cycle lanes, as when wet become extremely slippery. Currently to avoid them, it is required to move into traffic (also dangerous, especially when wet). Therefore I believe this must be considered when creating the new and safe cycle lanes.

Accessibility: I am very much in favour of making Dublin City more green with the planting of more trees and flowers. However, along some thin walkways on the canal, trees have been planted and have blocked pathways, meaning those with lower mobility likely struggle to pass. Wider pathways will allow for trees to be planted without hindering accessibility.

Comments from those who responded: Dublin City Centre (Between the canals)

Traffic is such that in spite of the roads being laid out with cars as the primary users cycling anywhere from my house to somewhere within city center (<30 minutes) is honestly more often faster than taking a cab. I think it's likely the case that disincentivizing needless trips into the city with cars will actually improve not only those using bikes/transit, but substantially improve travel times for the remainder that still need to use a car to get in because those options are unavailable to them.

Improve pedestrian crossings. Some intersections are missing crosswalks or have too short of a timer. Dublin is one of the least pedestrian and bike friendly city I have lived in.

I would love to bike to campus but it way too dangerous that I prefer walking.

I believe that any changes which result in a reduction of car traffic within the city centre create a more open, enjoyable and amenable city centre for tourists and residents. Reductions in noise pollution, improved air quality, safety for pedestrians and cyclists and greener travel make these choices an obvious decision imo.

The cycles lanes in Dublin are for the most part dreadful. When planning cycle lanes, roads need to be WIDENED/traffic taken off, or the lanes need to be seperated through barreirs from the traffic. Also, there are many cycle lanes here that end suddenly, and cyclists are spat out without protection onto busy roads. My brief cycle experience in Dublin was extremely stressful with buses and cars driving very close, and consequently I now either walk or take public transport. I do support cycling within the city centre, as it is a great way to get fit, reduce emissions and noise pollution, but currently I do not recommend cycling to anyone in Dublin.

It is really dangerous to cycle in the Gardiner Street and to take a turn from Gardiner Street via Beresford Pl towards the memorial road. If the Customs House were to be pedestrianised and not Beresford Pl, I am concerned that even fewer people would cycle there due to more traffic and an even less safe environment.

Furthermore, I think that all institutions should advocate that Ireland recognises PhD researchers as workers rather than students. This is not just the right thing to do, as recognised already in the most of EU, but it would also further sustainable transport goals. For instance, were the workers status to be finally recognised, then the PhD researchers would be able to benefit the bike-to-work scheme.

Improving transport will do nothing as long as Dublin remains unafordable to exist in. More affordable or free third spaces, especially late opening and indoors, need to be provided, along with more bins and benches. Support for small businesses, who help create community, also need to be provided in the face of unethically high rents.

Would be great to see a pedestrianised Parliament Street and reduced traffic on O'Connell St so that it would be more attractive for businesses/tourists/pedestrians

While I live within the canals and within a 15 minute cycle to work, it takes up to 45 minutes to commute by bus in the morning to work on Pearse Street due to lack of connection from Dublin 8 to that part of the city and slow traffic in main areas. Cycling can be a dangerous but quick alternative and I would like to see improved infrastructure.

Absolute yes to all the answers! Reduced car traffic is the norm in most big European city centres, which should be an example to follow. Possible suggestions:

-more motor-vehicle-free areas (only for pedestrians and cyclists)—added value: space for restaurants/pubs/café's for providing outdoor seating

-no through traffic for cars and larger motor-vehicles PLUS the introduction of entry fares for all motor-vehicles in the city centre. Many people drive TO the centre, even though they have other transportation options.

-separate bike lanes from bus lanes. Cycling is often dangerous because of the proximity of buses (and not only cars). Stricter reinforcement of regulations for cars parking on cycle lanes.

-more reliable bus network

-P+R parking outside of the centre at public transportation hubs

Cyclist should share the pavement with pedestrians, not the road with buses and heavy traffic.

I think it is most important that the buses are allowed to go through the City Centre to deliver the people to work - I'm thinking especially of Dame st and College Green which is where more people alight than at any other stop - if all buses are put on the quays, it is a nightmare

dublin now tv bike parking on campus

Comments from those who responded: Dublin City Centre (Between the canals)

I am very happy with the Transport Plan and I think that it will greatly enhance the lives of everyone who spends time in Dublin city centre. I would encourage the Council and the other groups implementing the plan to, as much as possible, resist attempts to water down the proposals due to pressure from private car users; private car use should not be a priority for any forward-looking Transport Plan nor any modern city in general.

I think it should be made easier to cycle in the city centre with more cycle roads that are separated from the traffic and more stations for Dublin Bike. That would help to fill the current gaps in public transport.

Middle Abbey St has a potential to become a lively street, day and night. But the super block of Arnotts, former City Herald, and others prevent foot traffic to flow to it.

A walkway/plaza that cut through these buildings, or probably William's Lane, can connect Middle Abbey St with Henry St.

We basically need to get rid of superblocks, also those along Quays, and have a right-size blocks that distribute foot traffic to every direction.

Grafton St network of roads is much better than Henry St network.

Also with constant flow of foot traffic and eyeballs, the area will be safer.

Lack of cycling / pedestrian facilities are not the cause of the problem at hand, the main factor to consider is the affordability of living within walking / cycling distance to the college.

Card on buses, cash should be prohibited as it is time consuming, as is people with no credit on leap card

The reason people dont get public transport is because buses are completely unreliable. I have never once had an experience where a bus came, on time, with no trouble in my entire 4 years of being here. Theres been occasions where Ive been passed by my bus 3 times in a row when trying to get to the city

It's incredibly dangerous to cycle around Trinity/College Green in particular. That's why people aren't cycling.

Please don't only tack cycle paths on where there is space, but provide useful routes across the city -- e.g. by increasing two-way options for cyclists along one-way streets such as Pearse Street.

I would appreciate more Gardai presence against deliberately dangerous and aggressive driving.

I think better public transport should be a priority in the city centre. My fear of taking private transport out of the centre would be one of safety, I know myself if I go out and it is dark (which in the winter it can be dark from as early as 3pm), I only feel safe if I am near my bus stop or have a taxi or family member who can pick me up and bring me home. Perhaps making it more difficult for private transport is the way to go, but not totally disallowing it. In addition, incentivising public transport or walking/ cycling where possible would be great too.

I would prefer as much pedestrianisation as possible, with cycle infrastructure placed second, and public transport third. A congestion charge in the city centre is something I believe would help to solve many of these issues. Extensions of the Luas lines and another Luas line would be ideal.

i absolutely love it! A better cycling and public transport structures are definitely required! and more car-free zones like in the south-east inner city, makes the places much more vibrant, and enjoyable to spend time in

Well just to comment that if the amount of cyclists are hoped to be doubled by 2028 there will need to be many preparations for that, although I feel like we have to facilitate everyone and I would like to see improvements that won't restrict drivers or prevent them from driving freely in the city (a dangerous idea!)

My kids travel to school in city centre. It's too dangerous for them to cycle the 1k along Crumlin Road, Grand Canal or Cork Street to get to school. Please prioritise cycling.

Strongly welcome the ambition in this proposal. Hopefully we can use it as a springboard for a truly transformational change of the city centre. the cycling infrastructure is brilliant and the proposed pedestrianisation of areas is absolutely fantastic and cant come soon enough.

The Christchurch Place needs improvement. Far greater protection of cyclists through the junction is needed.

I think more enclosed safe spaces for bikes would be good, bike theft is out of control in the city.

Comments from those who responded: Dublin City Centre (Between the canals)

I'm very lucky that I'm able to walk to work - I now live near the law courts by Phoenix Park, so it takes about 40 mins for me to get to Trinity. The key issue is how unpleasant, even dangerous, that walk is due to traffic congestion on the quays (I walk down the Liffey). It's rammed with cars, and often people either get trapped in the yellow boxes. They block the pedestrian crossings when the lights turn, and there is no enforcement so they keep doing it. There are places where you have to cross multiple times to find safe crossing points. I have almost been hit numerous times by drivers who are paying more attention to the traffic queue than checking whether the light has changed and its the pedestrian's right of way, or when I've been forced to walk into the road at a junction because a large truck is blocking the crossing. I'm from London, so I view this level of through traffic and congestion in the centre as extremely backwards.

Start by protecting the current state of affairs. I had racked up 4k miles on bike in the city centre until my bike was stolen. You can't expect cycling to become widespread until its protected from predators.

I regularly use the bus from Capel Street bridge to Docklands North and back again. it's a great bus route. Making Custom House Quay traffic free would be a great loss and delay buses going onto side streets. Would be great to remove private cars, but keep buses.

The risk is with empty traffic free areas that don't have shops and cafes, businesses, etc, is that they encourage anti social behaviour and become no-go zones for other pedestrians who don't feel safe.

Traffic free areas should be areas of high footfall due to shops, restuarants, hotels, offices, etc, where anti-social will not be tolerated.

There should ideally be more public transport connections between the city centre and the M50, thereby enabling commuters to leave their cars by the M50 and access areas within the M50 by public transport. Furthermore, the development of more traffic-free public spaces in the south inner city and the development of a full traffic-free quarter between South Great George's Street, Dame Street, Nassau Street, Dawson Street, and the Stephen's Green Shopping Centre merit consideration.

I think we would benefit from safer cycling routes, but we don't want to create further difficulties for private traffic to traverse the city centre.

Connecting areas outside the city centre should be a priority. Connecting more areas in the north or south of the city without going through the city centre and adding a lot of time to the journey.

Also, it is great that there are developments in cycle lanes on the north side but the work is VERY SLOW and it has been disrupting the traffic and the general areas for a long time.

Comments from those who responded: Dublin City Centre (Between the canals)

Europe's second most congested city.

I would like to bring to your attention the issue of Kilmainham lane which currently has two way traffic. The lane is simply too narrow to support two way traffic in it's current configuration and this is creating a hostile, dangerous and inhospitable environment for local residents, pedestrians and cyclists.

As a resident of the lane I have to watch on a daily basis as motorists become stuck in a deadlock for extended periods of time. The frustration of motorists stuck in the daily deadlock often becomes hostile, resulting in heated exchanges and a constant chorus of car horns beeping. I'll never forget the day I moved into my current residence, I was stuck at the north side of the lane for 40 minutes by the Garda station, unable to move forward or reverse. I eventually exited the Van to see what was the issue. As expected, two convoys of cars driving in opposite directions had become stuck at the most narrow section of the lane just outside St. Johns Cottages, where on street car parking in combination with a bend that motorists cannot see around creates the perfect opportunity for deadlock. On this day the motorist moving north had become so irate, he had exited his vehicle and was screaming and banging on the window of the car that had been attempting to move South. Unfortunately his victim was an elderly man who now appeared to be in shock as a result of the abuse and was too afraid to move. It took an additional ten minutes of diffusing the situation before enough space was created to allow cards to pass.

I wish I could say this was a rare occurrence but it sadly isn't and I've had to bear witness to multiple other incidents of road rage as motorists stuck for extended periods of time lose their patience and composure. Motorists also tend to drive aggressively at this section of road as they wish to avoid becoming stuck against oncoming traffic. This creates a dangerous environment for cyclists who are pushed out of the way of oncoming traffic in the narrow lane. I've had multiple occasions where a motorist has nearly pushed me into the bush as I cycle south, just so they can move past the most narrow section of road before oncoming traffic arrives. As I see things, it's only a matter of time before there's a serious incident here.

I see two paths for forward for the road to ease this deadlock. The first is to make the lane one way, keeping the on

Please can we have a city centre with dedicated safe cycle lanes, no private vehicles, elective buses and wide pavements for walking? I know this requires brave leadership, swimming against the vested interests of the car lobby and the wealthy. I want a city centre that my children can walk in, that all of us can walk in. That necessitates us giving up some things. We just need the leadership.

Can't happen fast enough. The world is literally burning.

I welcome the modal shift to restrict private car usage and through traffic through the city centre.

I believe their should be more segregated safe cycling routes on radial routes (such as Navan Rd) to promote cycling and walking to schools which is a major traffic issue there.

Rather than allowing a free for all private car parking on weekends, I believe the city should look at free public transport Sundays and road closures to encourage more cycling into the city.

Fantastic and exciting plan to transform our city.

All elements would be transformative, notably the priority given to bus routes over private vehicles. No more sitting in mile-long traffic on the quays!

Depends also strongly on accomodation, therefore is linked with housing crisis

The more pedestrianised streets the better. And PLEASE can we get a train from the airport. Well overdue.

It's a wonderful plan and will make getting around with my young child and her pals so much easier. Please implement as soon as possible!

We need more buses and especially luases during the rush hours Tuesday-Thursday. Many companies are only in office 3 days a week and the other days there is not too much trouble getting on. But even at the Jervis stop which is not too far into the luas red line route it may take you 5 or more luases, or about 30 mins, before you would be able to even squeeze on one to get home mid week.

I would hope that Taxis are a part of the public transport system going forward as from my experience the flexibility they bring cannot be replaced, also I think that where a cycle lane is provided it must be compulsory to use the lane we need to make it easy for the public to get in and out of the city centre otherwise in my opinion it could become a very hard and difficult place to do business

Comments from those who responded: Dublin City Centre (Between the canals)

The plan looks great, and the proposed traffic restrictions along the quays need to be implemented asap.

Dublin needs to follow London's example.

- Surcharges for cars entering the central zone.
- Limit the rat runs and help create community zones with cycle quiet-ways and pedestrian priority zones. (go visit Islington Borough and Lambeth Borough for examples)
- create cycle superhighways.
- Create red routes so that taxis CANNOT come to a stop where ever they want thereby endangering everyone around time.
- more Dublin bikes with expansion into the suburbs.
- create more Park and Ride facilities outside the M50 to reduce the need for commuters to enter the city by car.

We need to focus much more clearly on the needs of pedestrians. All too often pedestrians are subsumed with cyclists as 'active mobility' but in fact they have different - and sometimes even opposing - interests. A city centre transport plan needs to make the city centre more 'WALKABLE' and this involves far more than creating a few car free pedestrian areas, important though these are. Making the centre walkable would involve: upgrading and expanding pavements (nb space for walking is often reduced by the new street furniture of pubs and restaurants), pedestrian lights with longer crossing times (see the research by TCD TILDA that shows that most lights do not actually allow enough time for a normal person to cross); many more signalled pedestrian crossings and consider 'all red' junctions that allow pedestrians to cross intersection in one move...

Recognise that cyclists breaking lights, riding without lights etc are allowed to break law with impunity. Such cyclists are now a major hazard for pedestrians. It is not only motorists who need to be regulated!

You need to connect up the city better. I live in kilmainham but work in Rathfarnham. I would take public transport to work but it's such a pain and unpredictable. Therefore I drive. Some distances arrant comfortably closed by a normal bicycle.

I'm in favour of taking cars off the street in general, and promoting the other forms of transport (even more mopeds etc). Cars are an inefficient use of space and are so polluting when you're cycling!!

We need sustainable cities, that aren't built for the inconvenience of getting around so you sit in traffic. We can do better than this Dublin!

Bring back outdoor dining, third spaces for community - having a nice vibe around town with accessible areas for locals will decrease anti social behaviour.

Comments from those who responded: Dublin City Centre (Between the canals)

We are a family of four and we cycle and walk everywhere. We welcome the end of car dominance and believe it will make the city center more family friendly.

Please consider, when rerouting traffic, that our street Oxmantown Road, is one of the most resident dense streets in the city, packed full of families – renters and homeowners. Most houses on our street are tiny and have neither front nor back gardens. Also, our windows and front doors are right on the street. This increases the impact of traffic on our lives and health. Oxmantown Road also has relatively low levels of car ownership, and lots of footfall, especially around St. Gabriel's Primary School.

As a community we cherish the shared footpath space we have as this is our only outdoor space. It's where our children often play and where neighbors meet. Oxmantown Road has become increasingly busy with cars in recent years and could easily become a main through route for traffic once other streets are closed off to cars. There were significant and sustained increases in traffic volumes on Oxmantown Road after Rathdown Road and Capel Street were shut down to traffic.

Please ensure that traffic in the city is rerouted in a fair and democratic way and not overly influenced by loud residents' groups. Special consideration should be given to the most resident dense streets with no front gardens to buffer the impact of traffic. Priority for rat running interventions should also be given to the streets, like Oxmantown Road, with low levels of car ownership and high levels of footfall.

Many thanks,
Barry Iremonger

Cycling in College Green/Westmoreland street and D'Olier street is absolutely terrifying. Something must be done to protect the cycle lanes. I cycle every day and I find myself squeezed between buses most of the time.

The plan needs to be more ambitious. It should target the elimination of through traffic completely rather than merely reduction. The city centre should be the destination, not a through road.

Please introduce Congestion Charging at the entrance to the city centre around the Canal Cordon. This infrastructure could be developed initially to charge only those people that use the city centre as a through road - this could easily be captured using number plate recognition (as is already in place on the M50). In future this could potentially be used to introduce Congestion Charging during peak hours - this would preserve the access to city centre businesses for shoppers in cars but penalise those using it during rush hour for the daily commute. Free passes could be granted to key workers (or others with legitimate needs) needing to pass the cordon during these hours. Congestion Charging could be a very interesting source of revenue for the City over time as the number of on-street parking spaces (and associated revenue streams) continue to be reduced over time. It could be flexed over time to decide who would be charged, when they would be charged, how much they would be charged. The City could start small with the charging of through traffic. It could build from there over time, if desired.

In developing the plan the City needs to be clear in its communication that it doesn't simply say what will not be available to motorists, but that we clearly explain the alternatives that will be available to them so that they can make their journey using alternative means or alternative routes.

It is important to think of the Public Realm opportunities not simply as islands, but instead to think about how they can be networked. We need to think about the experience of the citizen as they walk through the city. It would be useful to see some longer term vision regarding the progressive pedestrianisation of the city centre on a more ambitious scale. That means the pedestrianisation of the South William St Area. The pedestrianisation of Dame street all the way out to Christchurch Cathedral. The pedestrianisation of the Nassau St and Dawson St area. The pedestrianisation of the Markets Area. The pedestrianisation of the George's St Area out to Camden St.

It would be great to see the amendment of the traffic flow through many city centre lanes to facilitate their development as cultural and recreational spaces - for bars and restaurants. This should be accompanied by a change of

Comments from those who responded: Dublin City Centre (Between the canals)

I have traveled the world and I have never been in a major city that is as bus and bus lane obsessed as Dublin. It's especially problematic when a considerable portion of the bus fleet runs on diesel and is therefore responsible for significant noise pollution in addition to air pollution. A huge clutter of double deck buses can also be a major eyesore on some Dublin city center streets. Other major cities seem put far more focus on rail/metros. They have a functioning road network but they provide a highly attractive alternative to driving. In Dublin, it's all about being punitive towards motorists because you're not capable of delivering compelling alternatives. Ireland is not a poor country - it's unacceptable that Dublin doesn't have a couple of metro lines by now.

In the west North Circular Rd to City Centre route, I worry that traffic will start to use Oxmantown road as a rat run which would be very dangerous as there are a lot of young children and elderly residents with houses that open directly onto the narrow footpaths. Having traffic running through this residential road would lead to a very high risk of injury and death in a population that is often unrepresented. There are not many wealthy lawyers living in this street, but we have a greater population than roads that have managed to be closed off to rat run traffic such as Grangegorman. The lack of front gardens would also put toxic traffic fumes right into any open windows with no buffer space.

I would like to raise the concern that Oxmantown Road could become the new through route into the city for cars if other routes are shut down to traffic and this should be reconsidered. The traffic in Stoneybatter is already heavy for a residential neighbourhood with many families, small children and elderly neighbours and this should be taken in consideration. We need traffic reduction opposed to increase.

This plan will improve the city and make it more pleasant to visit.

Excellent plan - really ambitious but doable. Fantastic to see a vision for a 15 minute city with increased focus on green spaces, better walking, cycling and public transport infrastructure with reduced reliance on cars in the city. Really support it!! Keep up the great work!

Brilliant vision for Dublin city centre!! Great to see focus on improving walking, cycling and public transport infrastructure to make Dublin cleaner, healthier and greener for the people living there and accessing our capitol city. Thank you and well done!

If custom quay is traffic free what value is it as it's a no go area - needs to be given new civic life it's just an extension of the board walk.

Also if you remove cars from the city to go through how are you getting traffic across the city in a practical way it really only pushes it to urban city neighbourhoods

From an accessibility perspective, I think private cars should be able to access city centre facilities. This will allow everyone to still enjoy town!

I am a cyclist and pedestrian but I don't see the point of the traffic free zones at Custom House Quay or Beresford place. There should be a option for "neither".

The lack of public toilets is a problem for my mobility impaired elderly parents.

Whatever plan is proposed, it must be communicated very clearly to all citizens.

When the LUAS was introduced, there was no communication on a code of ethics, ie: behaviour, respect for the people using the LUAS, respect for the drivers of the LUAS, people walking in front of the LUAS.

The behaviour on public transport is awful.

Comments from those who responded: Dublin City Centre (Between the canals)

I use Dublin City bikes daily and they are an excellent service. The battery operated bikes though have been a failure, they are the last bikes to be chosen as they are slower. Bringing your own battery around is not practical.

I cycle down O'Connell Street every morning, there are so many bus stops, would it make more sense to have the bike lane to the right of the street? Rather than constantly going around buses pulling in?

Counter flow bike lanes are brilliant and have made cycling around the city more convenient.

Capel st has been a resounding success in my opinion. It's a joy to cycle slowly or walk through it. I think cyclist and pedestrians can share it, but cyclists, especially fast battery powered bikes should obviously slow down on any pedestrianised streets.

There is a lot of negativity about the city over the last few years and heightened hugely with recent awful events but as someone who lives in the city, I can see the affect small improvements implemented by DCC make.

Pedestrianised spaces need amenities. It is not enough to pedestrianise an open space and then leave it paved - Broadstone plaza is an open space but nothing to encourage people to use it and therefore it becomes attractive for anti-social behaviour. A pedestrianised plaza such as Custom House Quay requires a playground, trees and greenery, benches, a cafe or coffee van, a food truck, and outdoor seating and tables. We should look to continental Europe for inspiration.

Cycle lanes are a joke. They start and stop and parking allowed during the day on the cycle path.

Dublin CC needs to seriously consider improving the bike storage facilities for residents in inner city Dublin. Dublin CC has hired an exterior consultant to complete an assessment on whether more cycle shelters should be located across the city and has completely ignored the extensive waiting list for people waiting for a space in a cycle shelter. Unfortunately this lack of progress and significant delay is very concerning.

There is a real need for protected cycle lanes through the quays, connecting the north and the south city centres. Despite it taking 5 times longer I choose to walk over cycle due to the danger of cycling through the quays. I generally use a bicycle as my main form of transport.

Comments from those who responded: Dublin City Centre (Between the canals)

I live in Dublin City Centre, just off Ormond Quay. I'm one of the 40,000 people live in Dublin 1 alone. I am tired of plans like this that talk about the city centre as an 'amenity' rather than a place people live and work and need to travel through.

I am against further pedestrianisation of Dublin City Centre for the following reasons:

a) Public Safety. After what just happened, it's especially absurd to be pushing through with plans to further pedestrianise Dublin City Centre. We don't have adequate policing, and pedestrianised streets don't feel safe at night – who walks down Henry Street at night these days? At the very least, pedestrianised streets would be taken over by loud drunk people every weekend, just like Temple Bar has been for years now. Having cars and motorbikes in the city centre means there are sober people about to witness and intervene, as we just saw.

b) Accessibility. Not everyone can walk distances or use public transport. People need private cars to access the services that are situated in the city centre.

c) Access to homes and places of work. It's hard enough to get deliveries as it is in the city centre. If even more streets are cut off, how are people who live there supposed to get stuff in and out of their homes? What about the people who have cars and live here already or people who work here, and can't depend on public transport to get to work?

d) Vision of the City. Cities like Vienna or Barcelona that have pedestrianised city centres usually end up being ossified tourist parks. I don't want that for Dublin. I want it to be a working city that ordinary people use, not a playground for tourists and people who come in every so often to have a nice time.

Maybe at some point we'll be at a stage in the city where the problems of homelessness, substance abuse, and anti-social violence aren't playing out on our streets daily. But we are so far from that at the moment that this plan just seems completely naive.

We need to encourage footfall into our city centre to strive towards a safe and busy environment. By disallowing cars it becomes difficult to navigate and turns shoppers off. Can we change traffic diversion on busier shopping days to encourage the city's trade?

Town is becoming a no go area for multiple reasons... Thanks

Lots of cycle options. Capel street pedestrian area needs a designated cycle lanes as the motorised bikes are very fast and a danger to pedestrians.

Need protected cycle lanes and down the quays. Need good cycle access to new children's hospital.

D'Oliver street is extremely dangerous to cycle on currently.

Really appreciating all the new cycle lanes in place since covid.

We need more on street ev fast charging for residents who do not have off street parking and are forced to continue using ICE vehicles

It would be helpful to people living within the canals to move the pinch points which reduce traffic into the city centre further out. For example, we live in Broadstone and the bottom end of Constitution Hill and Church St is at a virtual standstill most of the day - which makes it difficult for us to move anywhere by car (other than North). If that pinch point was pushed back outside the canal at Phibsboro and Drumcondra the desired traffic reduction would still be achieved but some flow for the smaller amount of traffic within the canals would also be achieved.

In order to move people away from cars, secure bike parking in residential areas is also key. I would like to see the dublin city council bike parking bunkers extended to allow city centre residents with limited garden space somewhere safe to store bikes.

Reducing lanes and banning cars won't help unless there are more reliable 24 hour public transport options. The city centre is a scary place right now and also needs a strong 24 hour police presence

Comments from those who responded: Dublin City Centre (Between the canals)

There's such an obvious positive bias in the way the questions on this survey are phrased, it's disingenuous and I don't appreciate it.

I don't disagree with the principles of what you're trying to do but I disagree with the way you're doing it. Trying to create a pedestrian plaza through the main artery of the city, Dame Street and College Green, seems particularly foolish right now at this moment when the city is the most dangerous it's ever been in my lifetime. We barely have the resources to police the streets we already have without creating another focal point for antisocial behaviour, and further cementing divisions between the north and south of the city. I strongly urge you to reconsider this part of your plan.

You hold Capel Street up as a model for how pedestrianization can work when there are drug dealers openly dealing in the middle of the street there now. People whiz up and down it on electric scooters even though they're not supposed to. It is not working.

I registered a complaint about this plan when it first came up years ago, I wrote of an instance where I'd been stalked down Dame Street after working in one of the pubs there one night and had managed to escape into a taxi. God knows what would have happened if I'd had to walk further to find one. It wasn't safe then and it's even less safe now.

The city certainly needs a regeneration scheme but perhaps it would be wiser to focus on rent caps for shopfronts in the centre city so more small businesses and art spaces could flourish, creating a more interesting place for Dubliners and tourists alike. Converting more spaces above shops into apartments so more people could actually live in the city would serve to make it safer too. We cannot just keep papering over the cracks with projects like this without addressing the underlying issues our society is facing. I know finances are allocated to different departments and spending on one thing isn't taking away from another, but maybe we should divert funds where they're needed when we're facing the worst housing crisis we've ever faced. When people have somewhere to live, then we can worry about whether they have somewhere to play.

I am strongly in favour of policies and plans that de-prioritise private car use and instead prioritise pedestrians, cyclists, and public transport. Removing private cars from the city centre makes these public spaces more attractive, quieter, cleaner, functional, and safer.

Wherever private cars are allowed to drive and park on public streets, there will ALWAYS be traffic. Everyone deserves a safe, convenient, and comprehensive city-wide network of alternatives to sitting in traffic, whether that be walking, cycling, or public transit. Reserving everyone's public space for the use and storage of relatively few people's private vehicles is regressive, inequitable, unjust, and dangerous.

Doesn't go far enough. I live inside the canals and am blighted by private cars as a danger and a pollutant. Need more radical/ quicker action

It's an incredible plan, well done!! I wholeheartedly support it and hope that you can promptly implement it!

Fantastic to see initiatives to move traffic from the city centre. Would love to see congestion charges in addition to further minimise private car usage.

30kmph zone outside schools, sports clubs, etc

I feel very strongly that we should build more Luas lines and remove much of the car parking and through traffic routes as possible.

cycling still feels unsafe in the city centre, and hopefully the changes will encourage more people to go on bikes rather than private cars.

Christchurch place still feels as a messy intersection at the proposed plan, but not sure what the solution would be. Hopefully less through traffic would reduce the amount of lanes required there and facilitate crossing.

More pedestrianised streets please

I am strongly in favour of all the measures to increase cyclist and pedestrian infrastructure

Build a metro

Build a DART metro

Extend Luas to other areas

Roll out more Dublin bikes stations - no new ones in years

Cycle lanes are wholly unsuited and abused. More segregation is needed. There isn't a day that I don't feel unsafe cycling my bike in Dublin

Comments from those who responded: Dublin City Centre (Between the canals)

less cars, more public transport, bikes and pedestrianized areas

Build the metre.

Hi there,

I love Dublin and would like to see things improved for our city, particularly after the events of last week. A couple of points if you'll allow me...

I can't help but feel that the two options provided for pedestrianisation - Beresford Place or Custom House Quay are already two of the of the grimmest places in Dublin and are already inundated with anti-social behaviour. I pass CHQ every day on my way to work and without fail there's groups of unfortunate people drinking there all day. My fear that pedestrianising these areas will just create more space for more of this type of behaviour, creating a more intimidating and run down feel to what's already a depressing place. What about redeveloping Smithfield Fruit Market into an area for food vendors to exhibit on a more permanent basis instead?

I also ticked "no" to reducing 'through traffic' will improve the amenity value of Dublin's city centre. I think reducing traffic will just make the existing problem of traffic in Dublin even more unbearable. In the last 2 years it has rapidly deteriorated making crossing the city hellish no matter what the time of day. I gave up on getting Dublin Bus a few years ago as the service is simply unreliable in my area. It was like an abusive relationship I kept going back to thinking it had changed, only to find it was more of the same disappointment each time. So I gave up.

Some of the traffic decisions by DCC have blown my mind - one in particular on Bride Road turning right on Patrick Street in Christchurch. There was the possibility to use the left lane to also turn right which people did often (rarely do you ever see someone turning left there), now this is reduced to one lane causing tailbacks as far as the Garda office on Kevin Street and to The Radisson in the other direction. A very ill thought out move that has only served to further congest the area whilst leaving one lane almost permanently empty.

As I said, I love Dublin and have great respect for the work that DCC do but things need to change. I am seriously considering emigrating to more functioning and safer European city.

There is so much traffic in Dublin and frequently no cycle paths at all, meaning that cycling can be very dangerous. I am lucky enough to be able to take a short bus or walk half an hour to the city centre but at the moment there's not much appeal to the shorter cycle. Bikes are stolen all the time in the city and getting there is hazardous. The area between Grafton Street and George's street market are by far the most pleasant in the inner city and that's because there are almost no cars there!

Comments from those who responded: Dublin City Centre (Between the canals)

I welcome many of the interventions proposed by the draft transport plan, particularly plans for pedestrianisation and reducing the number of cars passing through the city. However, I think that greater ambition is needed to make the city more liveable and attractive for active transport.

Multi-storey Car Parks

The reference to maintaining access to multi-storey car parks on page 21 is particularly unfortunate. In the context of a housing and climate emergency the feasibility of converting these monuments to inefficiency and pollution into accommodation or other more productive uses should be investigated and acted upon as a priority. I was recently on Wicklow Street and Clarendon Street and the endless stream of cars, the majority of which were large SUVs, towards a multi-storey car park was depressing. The pedestrians were trying to pass each other on a narrow footpath while outsize polluting vehicles were taking up most of the space.

Parking Costs

The cost of parking a car is too low in most cases as it does not adequately reflect the damage caused by excessive reliance on the private car and does not discourage car usage. An upwards review of car parking rates is necessary to achieve the goals of the draft plan.

While it may currently be outside the powers of the council extra charges/levies/taxes on private car parking spaces, including multi-storey car parks are required.

Foot Paths

On many of the footpaths in the city two pedestrians are unable to walk side by side due to the narrowness of footpaths, inappropriate street furniture and cars parked illegally on the footpaths. This can be contrasted to the wide roads and vast infrastructure given to private cars. Taking road space from cars and widening footpaths and bike lanes is necessary in this context. Improved maintenance of footpaths including cutting down on street furniture clutter and litter is necessary to make walking more attractive.

Bike Lanes

Please consider increasing the LUAS frequency (or work with NTA to do so) during peak commuting hours. Please also consider installing more cycle friendly segregated lanes and crossings. The most difficult area to cross is around temple bar and liberties because bicycles cannot cross the intersections!

It is an anti private vehicle and anti-private motorist so it is an unbalanced plan that ignorantly ignores the vast majority of commuters and motorists that travel to and into the city centre

DCC need to urgently reduce the amount of car traffic in the city. The quays, Pearse Street, Tara street, Westland row, Christchurch, bridge Street, Patrick's street, etc, still inhospitable for cycling and walking.

Also need to get rid of left filter lanes for example at Christchurch.

Focus needs to be on pedestrians, cyclists and public transport users.

The city needs our support now more than ever, do you really think people will flock in to avail of this change? No! It will mean less people in the city.

It is key that public transport by rail improves - currently the Connolly to maynooth train for example has a big gap after 8.30 to nearly 11.50 or so - yet this is a vastly populated zone with lots of young people going into city at night - if we want people to leave cars and not choose cars - we need frequent and safe public transport - that is affordable and easy to access. Currently the lack of services (and the safety aspect) means people will drive in to city at evening. if we are pushing the so called night economy - we need to radically increase public transport and offer incentives - BUT it must be safe - an issue with bus travel is that because we now have driver only vehicles - many women (myself included) often feel unsafe on buses in evening - post 10,30 coming home - as people are drunk/drugged - and often anti-social. There need to be a city police unit - which is very present - and also occasionally around city bus stopsthere needs to be (as on the train and luas) a number you can immediately dial for anti social behaviour - personally I would opt in future for single deck short buses with more frequency - the double deckers open themselves to anti social behaviour because the top floor is unsupervised - people don't feel safe going up there - I never go upstairs regardless of capacity - and I see others making that choice. Think of connecting decisions with community and city policing - and change the way we plan public transport in tandem with decisions around car restrictions - the riots in Dublin have made many opt for cars for safety - we need a connected, joined up plan across services focussed on delivering quality - currently nothing feel or seems connected or joined up.

Comments from those who responded: Dublin City Centre (Between the canals)

Absolutely destroying The Dublin we grew up in .

Making a dump full of cycle lanes that people like my self can't get around.

A city for hipster cycling and if your old or disabled you may aswell be dead to the council

Taxis are taking up too much space in bus lanes in city centre, especially empty taxis

Special passes for people who live in the inner city to be able to pass through.

A working group from across the university, including Trinity's Provost, have co-written Trinity's submission and as you know, we hosted a Forum to support engagement across our community with the DCC consultation.

We have emailed our full submission to Dublin City Council and a link to it is here:

<https://www.tcd.ie/healthytrinity/assets/documents/SmarterTravel/2023/Trinity%20Response%20to%20Draft%20Dublin%20City%20Centre%20Transport%20Plan%202023%20Final.pdf>

A summary of our response is below.

Trinity welcomes the Draft Dublin City Centre Transport plan and sees it as ambitious, progressive and urgent. We thank Dublin City Council for their ongoing efforts to make Dublin a liveable city. Trinity's response to the Plan takes into account Trinity's priorities under: operations; transport; biodiversity, climate and health; and equality, diversity and inclusion.

1.Urgent: Trinity would like this action plan to be implemented as a matter of urgency given the current biodiversity and climate crisis and reductions in walking and cycling to campus since 2011.

2.Priority routes: Trinity has responded to the Strategy with a focus on the four priority routes between our campuses: Trinity Hall to College Green, Pearse Street, Nassau Street and from College Green to St. James's Hospital. To date Trinity has made 11 public consultation submission on these priority routes, hosted multiple civic engagement events to promote a #LiveableDublin and upgraded over 1,000 bike parking spaces on campus.

3.Operations: Trinity is concerned about potential restrictions to access through Lincoln gate. Given Trinity is a working campus in the city centre, the Lincoln gate is the only practical entrance for service traffic which needs access Trinity's College Green campus throughout the day. Trinity also has multiple construction projects of varying scales in train and will continue to do so for the foreseeable future. These projects require heavy trucks to access the College Green campus through the Lincoln gate. Third parties when tendering for building contracts with the university, already find our College Green campus difficult to access which can increase the price point for the jobs at hand and in some instances cause companies to refuse to tender.

Please ensure bicycle lanes are physically segregated from traffic and where this is not possible that they are painted and upkept. Dashed lines are ignored by motorists.

Please also consider cyclist training for people who drive for a living - those on the roads most often express the greatest frustration towards people reducing traffic.

The excessive power and influence of the car-park lobby needs to be challenged: seek central govt. support to take them on. They only serve a small minority of privileged shoppers.

Also, when streets are pedestrianised (eg Suffolk St, Capel St.) they need to be properly paved (like Grafton Street) so they don't still look like roads.

Please do more to control ebikes/escooters and delivery bikes in pedestrian zones - don't replace one type of dangerous traffic with another! Guards need to be active in this regard. Maybe use back lanes &c as way for Deliveroo's &c to get around the city legally?

It should be unacceptable to cycle/scooter through pedestrian areas.

Comments from those who responded: Dublin City Centre (Between the canals)

I am extremely supportive of this plan and I would love to see Dublin city council implement it quickly. The council needs to show leadership here. It is obvious to any reasonable person what the best thing for the city is - do not let opposition from those with vested interests delay or cancel the plan.

I live in Stoneybatter and commute to work in Donnybrook by a variety of modes, but mostly by car. I would much prefer to take public transport, but anytime I try to switch I arrive to work late and frustrated. We cannot have a system where buses share bus lanes with private cars. It does not work.

We need to show leadership and make it more efficient to take journeys by public transport than by car. We need to get people, like me, out of their cars and onto buses, Luas and Dublin Bus.

It is true that we need significant upgrades to our public transport. Some people make the argument that these upgrades should happen before car drivers are inconvenienced. If we follow this line of thinking, it will be decades before things change.

Cars make Dublin an unpleasant place to spend time and a nightmare to travel through. We can change this. It's not rocket science. Other European countries (Barcelona, Paris, Amsterdam etc) have shown the way. We just need to follow their lead.

The questions in this survey are loaded and reminiscent of "when did you stop beating your wife". Of course removing cars would enhance amenity and improving transport links would be a desirable goal but the survey does not reflect reality for many city dwellers. In truth access and movement within the city should be shared between all users with a focus on improving civic spaces- however so long as public transport remains subpar, commuters will suffer longer delays and higher costs if these half arsed plans are put in place in isolation. Removing parking spaces for example impacts the commercial viability of the city centre and increases the cost to the consumer of in person shopping- what is the Council proposing to combat this? Should shops carrying larger stock simply cease trading? What about increases in carbon monoxide levels caused by commuters idling in traffic jams or is that ok so long as its happening outside the city centre? Perhaps DCC' could look at its own actions when seeking to make improvements to the cityscape- its obsession with plastic bollards, its failure to address the predominance of street poles and cabinets, it's failures in enforcement and its lack of architectural standards for developers are just a few examples of policies that have had an inordinate impact on the visual amenity of the city - but sure blame the motorists. By the way, a clearer definition of "high quality" would be appreciated as the term and DCC's track record are not synonymous.

Reduce traffic, pedestrianise and breathe life back into the city centre

The plans I would agree overall are good, but if you reduce the private car options, all public transport needs to be vastly improved. To the point that people will use the public transport over driving. Currently I still rather drive than take transport. If transport was improved I would definitely use it instead. I am a resident of Custom House Harbour Apartments, I would like to know how we will access our building. If we are turning left instead of straight ahead to Custom House, will the cobble road beside the train station be open. Will that not funnel all the massive amounts of traffic there and completely make it gridlock?

Dublin city centre should be as free from cars as possible. The focus must be: pedestrian zones; dedicated cycle lanes.

The city still feels very unsafe as a cyclist. Improved cycle lanes as well as educating drivers, especially taxis, buses and commercial vehicles, into cycle safety is of the utmost importance.

More pedestrian areas, less private vehicles. Pedestrianising Capel street has been a great success. Investing in public transit to be more frequent and convenient will reduce the incentive to get cars on the streets. Linkages with other areas is a necessity too - the luas needs to be expanded to serve a greater area. Less cars by any and all means possible, please!!

Comments from those who responded: Dublin City Centre (Between the canals)

completely transformative for the City.

The proposed creation of new civic spaces, especially smaller interventions like that proposed on Lincoln Place, must be realised if we want to create a city that is more livable and vibrant. I think the ambition should be to create civic spaces at both Beresford Place and Customs House Quay, but Customs House Quay provides the best opportunity in terms of the potential animation of the space. Improved access to the river at this area could be considered in tandem.

The proposed interventions around Christchurch Cathedral need further reimagining, in my opinion. The Cathedral is one of the City's finest set-pieces, and the environment surrounding it is incredibly hostile. I understand that to remove the majority of traffic in College Green requires the re-routing down Winetavern Street, but further road-dieting is undoubtedly required here.

The provision of a taxi-waiting/rest area is a fantastic idea, and one that should be expanded on. There should be facilities for this purpose at major transport nodes, like Heuston and Connolly stations. There also should be similar facilities provided for bus and coach drivers. On this point, designated coach-parking should also be provided outside of the city-core.

The plan speaks to the role to be played by the expansion of the City's permit parking scheme in the reduction of private car use in the City Centre. I welcome the increase in Pay & Display rates which has been proposed by the Local Authority, but I think they should be made more expensive again, especially for vehicles which take up more room on our roads and that generate greater emissions.

I love the idea of creative lighting, which have the opportunity to animate the city at night. But I think it's important that they would be used in appropriate settings and don't detract from significant architectural/heritage set pieces. Simple, soft-white lighting should be used to illuminate heritage buildings.

I think it's imperative that the City fixed bike scheme is expanded. The Council seem happy for the significant gaps in the

The city feels congested and unsafe. As a cyclist you have to be excessively vigilant - buses and taxis (and vehicles in general) often make no observations of your movements and you have to swerve out of an already exposed cycle lane. Luas trams are often crowded, more public transport options needed

There is less traffic in the city but journey times are longer than pre covid.

This is due to bad planning and removing lanes to private cars. The quays are particularly bad since they were changed. The north quay in particular is unusable.

I need my car.

Comments from those who responded: Dublin City Centre (Between the canals)

- Inner (NCR & SCR) ULEZ (Ultra Low Emission Zone) 20mph
 - Outer (Royal Canal & Grand Canal) LEZ (Low Emission Zone) 30mph
 - Produce integrated map pedestrian linkages, e.g. laneways, courts, parks
 - Maximise separation & inter-connectivity
 - Implement minimum standard footpath width 9m - 10.5m (Jane Jacobs 'Death & Life of Great American Cities')
 - Replace traffic light with pelican/zebra crossings giving direct crossings and pedestrian priority after the European model. This model removes any ambiguity about pedestrian-driver-cyclist priority, promotes driver-cyclist respect and reduces road aggression, e.g. blaring horns at pedestrians, etc.
- Removal of an ever-increasing number of traffic light poles, removes not just unsightly visual clutter but actual hazardous obstacles a nuisance to prams, buggies, wheelchair users, etc. The sight of pedestrians huddled precariously on crowded traffic islands (e.g., Gardiner St -Summerhill) waiting for lights to change must be made a thing of the past.
- remove traffic filter at junctions Gardiner-Summerhill, Buckingham-Summerhill
 - replace traffic islands with extended footpaths, narrowed roadway & zebra crossing
 - make it illegal to cut down trees. Pedestrian enjoyment of streets is hugely reliant on the amenity of trees. Dublin's Georgian forebears planted our beloved mature London plane trees in stately procession of pairs to create a canopy above arterial roads NCR, SCR, Amien St - North Strand Road, Baggot St. To this day they are being felled on the smallest whim of utilities company or road engineer. Trees along North Strand Road that filter the most harmful pollutants, provide wildlife habitat, shelter from sun and rain, attenuate traffic noise have been removed to create bleak hostile environments, add stress to local residents. I have no doubt that this tension contributed to recent riots.
2. Designate Cyclist Secondary Priority Zones
- Produce integrated map to maximise separation & inter-connectivity giving 2-way access on all roads (*including one-way). Cyclists should be given counter flow access to use Luas lines, such as in front of Old Rotunda Hospital on Parnell St, and on Middle Abbey Street; and other preferred traffic-free routes - An example is pedestrian-cyclist underpass from Strandville Avenue to Stoney Rd, D3. Unfortunately, where residential roads - the natural choice of pedestrians and cyclists - abut a main road, typically a traffic barrier is created by distances between designated crossings; e.g. Bayview Ave, and Charleville Ave onto North Strand Rd. Despite the physical proximity of a natural route, pedestrians-
- Simplify signage in busy areas like College Green and O'Connell Street please! Less poles/obstructions improves visibility, accessibility, room for pedestrians.

Comments from those who responded: Dublin City Centre (Between the canals)

Thank you for allowing to voice my concerns in relation to the new draft City Centre Transport Plan.

Firstly, I live in the city centre, on Bonham Street in Dublin 8 and I have huge concerns about the new plan.

I absolutely recognise that Global Warming is real and emissions need to be drastically reduced. I do not support however the banning of private cars from certain areas of the city centre and the reduction of parking spaces. As a resident of the city centre I walk as much as I can when I have time but there are times when I want to use my car for large-scale grocery shopping etc. or purchasing bulkier items.

I support the idea of removing fossil fuel cars from the city centre and creating low emission zones like they have in London. The new plan is too draconian by removing cars from certain areas, full stop. I am devastated by the loss of parking on Nassau Street. I used to park there regularly in order to do my grocery shopping but now the spaces are gone and it is becoming increasingly harder to do my shopping in the city centre, I feel like I am being encouraged to drive out to the suburbs. This only makes pollution worse.

Changes on the Quays near Collins Barracks has caused traffic to increase nearby me on Thomas Street as more people are using this route to access the city centre now because the Quays are choked up a lot of the time. This means that there is more pollution directly beside me than there was before, I'm breathing in more fumes than ever before due to increased traffic jams. So these changes could be slowly killing me. It is something I don't want to think about.

I drive a nine year old 1 litre VW Polo and am hoping to be in a position to buy an electric car in 2 years time. I use my car to commute to work as a teacher in D6W. There were a few occasions when my car was being serviced that I had to use public transport and it is not a pleasant experience. It only takes me 15 minutes to drive to work but using the bus it takes about 35 minutes. The stop is a ten minute walk from where I live and then you end up leaving earlier in case you miss the bus. As a teacher I can't be late for school, the car is more reliable. If I lived nearer work I would happily walk but it would take me over an hour so this is not an option. Cycling would take about 25-30 minutes, longer than the car journey and a much more miserable experience during the winter. I like to be in work early and cycling to school for 7.30 in the morning in the depths of winter is not an attractive option. I have many 12 hour days throughout the year due to parent teacher meetings after school, the 33 Croke Park hours I have to do, supervised study once a week and many other events throughout the year. After a 12 hour day in the winter you just want to get in the car and go home, I would not like to have to cycle or wait on a bus in the rain and then have to walk. Again, I recognise that fossil fuel cars

Diesel fumes are very difficult to deal with while walking and cycling in the city. Maybe diesel vehicles could be banned in the city centre.

Please install red light cameras to stop all vehicles running red lights. It happens all the time and it's really dangerous, causing a safety hazard for pedestrians trying to cross.

Living in area close to criminal courts (no parking at courts due to "good access to public transport (according to planning). Our community (cul de sac off Infirmay rd) crippled with court traffic/commuters/solicitors/guards/court attendees, blocking gates, taking space we as residents can't park. New O'Devenay gdns development will be even worse. 200 spaces for 1200 units. So whereas I support much of the transport plan, no consideration given to issues above.

I think there needs to be a bigger focus on improving the current facilities before turning attention to new ones. Pedestrian safety for example- improving the footpath quality and access around the city, the disrepair of some footpaths makes it extremely difficult for anyone with mobility issues or children- or addressing the dog crap situation on footpaths that is constantly covering wheelchairs and buggies. New facilities don't mean much if the current ones cannot be maintained.

Comments from those who responded: Dublin City Centre (Between the canals)

Reducing commuters into the city by providing better and more frequent park and ride facilities for them. This in turn will reduce commuting vehicles into the city which then park in residential areas.

Better provision on public transport for disabled and pram users - too many times I have been refused entry to a bus with my pram because the space is already taken.

Accommodation for private vehicles for residents who live within the two canals - essential in order to get out of the city and to accommodate having two children it is a necessity. Some innovative thinking of how to enable this for residents in inner city.

Car reduction for individual commuters I am a huge fan of but the plan should be realistic that car use will be needed for a number of residents and people including families, those that need special assistance, etc.

Instead efforts should be on encouraging reduced car use by improving public transport, offering better park and ride facilities, encouraging car pooling through incentives (reduced tolls? Car pooling lanes into city?) I have great concern with the current measures that are taking place (eg approving plans to build in Odeveney for 31 residents but only 250 car spaces, but yet NO plan introduced as to how public transport will meet the needs for this increased population and limited car use) where car reduction measures are being introduced but without the public transport improvements.

Better and more trustworthy public transport will lead more people to use it.

Progress has been made by DCC to make the city more pedestrian friendly in particular. Well done but we need to accelerate this. More walkable streets, wider footpaths, more cycleways and less on street parking.

Red light camera are also urgently needed.

As a person who is rearing his family, brings his children to school everyday, works, lives, shops, attends events, and supports culture and the arts in the city centre every day, I implore DCC to implement this plan. Dublin City could be a lovely place to live, but unfortunately it is currently dominated by cars, excessive traffic speeds (when not at a standstill!) noisy, polluted, and a place where you always fearfully hold your child's hand. At the moment, you can forget about children cycling in the city centre - this is so wrong!

Two additional points:

1. I would like to mention the damaging presence of heavy tour buses entering the heart of the city, for instance Nassau Street. On a busy day there is a wall of buses on this street parked (often with idling engines) or sitting in heavy traffic. Surely there is another parking location, or a park and ride facility at a Luas or Dart station.
2. Engine idling is a major problem that could be addressed somehow, through legislation, bye-laws, or at least an information campaign.

To conclude, I would like to congratulate all involved in this proposal, this is the kind of leadership Dublin needs.

From me and my 2 children (the next generation of voters) Thank you!

A car dominant Dublin will continue to be unsafe for non-private car drivers. Greater emphasis needs to be placed on transport alternatives - namely segregated cycle/pedestrian highways.

Frequent private car journeys have no place in a modern city. Dublin must set an example in Ireland for a people-centric traffic and transport operations.

Ben Haugh

The proposed plans will mean a huge improvement of the city centre in terms of safety, air quality, amenity value and generally by reassigning space away from private motor vehicles to walkers, cyclists. Full support to the council for these courageous and innovative plans!

I strongly support the vision and contents of the proposed City Centre Transport Plan and commend the City Council for their vision and foresight on this document. I believe the plan when implemented will lead to major improvements in the city and help Dublin to meet its climate goals. I also welcome the short timelines for delivery and feel ensuring these do not slip will be key. The only issue I can see is I feel the Christchurch Place junction would benefit from a more Dutch junction style design. I look forward to seeing these changes implemented in the coming years and to seeing further details of the specific plans.

Comments from those who responded: Dublin City Centre (Between the canals)

Alternative transport options for vehicles will have to be organised before any plazas are built and roads closed.

Consideration as to what extent any plazas would contribute to antisocial behaviour will have to be carefully looked at and of how this behaviour would be prevented at planning stages.

*Well done on a comprehensive plan and great to see so many developments to encourage active travel. *Plans for the civic space in front of the Custom House are excellent and will animate and invigorate this area.

*Delivery processes should be looked at with delivery trucks banned in the main (except perhaps 1am to 5am) - deliveries could be done at all time of the day by last mile hand cart deliveries or electric cargo bike deliveries.

*Now is the time to make great changes that will benefit us all in the future.

*Both Beresford Place AND Custom House Quay are worthy of being made traffic free

I'm really in favour of this plan and at this time of year, the inefficiencies of having private cars going through the city is particularly evident. The quays are gridlocked and public transport can't move through bus lanes due to the level of cars.

Love what you are doing with all the bike lanes keep up the good work

Would like to see more actual plan, needs a focus in Western city centre also.

There should be a 20km/hr speed limit between the canals, with a ban/high tax on large personal cars entering this area.

Bus connects will only work if bus lanes are free. Often used illegally by private cars. Also lots of vehicles not using indicators and cctv needed at main junctions to catch this.

Pedestrian lights need to work better for people, whether pedestrians or drivers. Once traffic light button pushed should change in less than 30seconds. "Green wave" for traffic would also lead to less pollution.

Pedestrian crossings need to work together. Bad examples include crossing Nicholas St/Patrick St at Christchurch- pedestrians are always stuck in the middle, or have to wait unnecessarily, when no traffic is allowed to pass. Another bad example is walking from Thomas Street to Queen Street, crossing the river. If using traffic lights correctly, it is impossible for a pedestrian/cyclist to travel in a straight line. Most have to run across the road, at the quays and this is very dangerous. In cases, zebra crossings need to be reintroduced.

Parking on paths has become a huge problem- cars should only be parked if a driveway is available. Otherwise, car parks should be fully used. Small streets should be part of the local neighbourhood, not car parks.

This is a fantastic initiative that will greatly improve the experience of the city center for all. It'll also hopefully reduce emissions, noise pollution, and aid in tacking climate change.

The value of provision of cycle routes and high quality footpaths etc. will be massively undermined if traffic and parking enforcement are not stepped up to ensure non car spaces remain free of cars.

More public transport priority is needed.

Let's make Dublin look like a European City not a US wasteland

The City Centre Transport Plan is great news for Dublin, but there are two very obvious omissions from it:

1. The plaza at Parnell Square North. This plan is quite developed and the omission of this is both inexplicable as well as indicative that the communities around Parnell Square are being ignored by DCC

2. The Greater Dorset Street Together Plan also has no mention. Another plan that is DCC-funded and for which there is huge community buy-in, is completely ignored.

The omission of both these long-standing and well-developed plans from the City Centre Transport Plan is unacceptable.

I live in Dublin 7 and I'm wondering what's happening with Parnell square ? Why isn't they in the draft plan? The north inner city badly needs gentrification and a civic plaza with the city library and Hugh lane gallery could make this space so attractive

Comments from those who responded: Dublin City Centre (Between the canals)

I broadly support these plans. I would like to see traffic greater reduced in the city and a network of safe, segregated cycle lines introduce that would make it safe for me to take my child into the city by bike. More cycle parking would be very welcome, especially as it is required (rightfully) for parking shared bikes (Bleper, Moby).

Pedestrianisation of Parnell Square North should also be considered.

Dublin City Centre needs to create a car free centre in or around college green.

Dublin City Centre needs to create a car free centre in or around college green.

Additional Areas for provision of pedestrianisation, cycling infrastructure, public realm improvements and better public transport segregation should be considered outside of this Study. Maybe this could be achieved by preparing mini reports every 2/3 years in order to add to the suggestions in the Draft Plan.

I also believe the success of the draft plan should be measured ie how many of the proposals get implemented, how quickly were they implemented and how much they cost.

I think we should continue to look at Areas in Dublin City Centre that are currently pedestrianised and look to expand them, as this plan has done with Grafton Street- College Green and Capel Street-Parliament Street. I strongly believe that Wicklow Street and South William Street should be pedestrianised given how popular they are. This could easily be facilitated by reconfiguring the Grafton Car Park to use its Entrance, also as its Exit

My main suggestion is to consider the future provision of public transport in the Areas covered in the Draft Plan, mainly the Luas/ Light Rail lines that are planned to be built by the NTA and are included either pre or post 2042 in the Greater Dublin Area Transport Strategy. I have created the following Googly My Map based on the recent All Island Rail Draft Review released in which I have included, my prediction for where the Luas lines planned will need to go. I am using these predictions to inform my suggestions. You can view the map I have created here

<https://www.google.com/maps/d/u/0/edit?mid=1KmZo1DWqSNCL3FVKozZwyoK9uQ-D5Pk&usp=sharing>

College Green and Dame Street: The Lucan Luas Line should be considered when reallocating space for a Public plaza at College Green and Dame Street. I am guessing that when it is first being developed, the Luas line will terminate at the plaza on College Green, similar to how the Green Line terminated at Stephen's Green before the Luas Cross-City. Accomodations should be made also so that the Lucan Luas line can eventually continue onto the current right of way used by the Green Line, at the top of College Green opposite TCD Front Gate and the Bank of Ireland.

Parliament Street: It should be considered that there may a Luas stop on the Lucan Luas line at the bottom of Parliament Street. Some space from the designated Pedestrian zone at the end of the street could be used to facilitate this in future. Alternatively the Luas stop could be placed on the opposite side of the road by City Hall. In either case I

Parnell square north should be pedestrianised.

Making the city more pedestrian friendly is a great idea. Unfortunately whoever is responsible for planning and removing cycle lanes and extending kerbs on corners around the canal bridges causing accidents and a death while at Herberton bridge removed any possibility of a cycle lane extending that kerb to where two cars can hardly fit in the two lanes and sticking a pedestrian/cycle sign on the footpath clearly doesn't walk or cycle or have a wheelchair. On south Circular road in Rialto on the road, a permanent cycle locking facility was built randomly to serve nothing but I assume to prevent the construction of an actual cycle lane in the future

I use the streets, cycleways and footpaths of the city centre all week: although there have been huge improvements in recent years, theres a serious lack of footpath area at many junctions along the Liffey and in areas where tourists go. Theres also high volumes of articulated trucks using the Quays, although they are supposed to be banned. A more bicycle and pedestrian friendly city centre is common sense, bringing environmental, economic and social benefits.

Comments from those who responded: Dublin City Centre (Between the canals)

I live in North Dock, which I would consider part of the inner city. I prefer to cycle everywhere, but my partner won't cycle through the city centre and often needs to be collected from the south inner suburbs. I often need to visit my parents in west Dublin. The public transport options for these journeys are gruelling, requiring multiple connections and/or long crawls through traffic. The traffic layout in my neighbourhood funnels car drivers towards tolled routes. I don't earn all that much. I would be obliged if non-tolled routes would be preserved allowing me to get the car in and out of the neighbourhood in a reasonable amount of time for longer journeys. By the way, the bike lane on north wall quay is a disgrace -- when is that going to be fixed?

On the concept of creating more pedestrianised spaces, this is a noble goal, but fatally undermined by the well-publicised negative attitude of Dublin City Council's management towards the provision of public lavatories, drinking water taps, public seating and public bins. Either you want the European-style public realm or you don't -- you can't have it both ways.

I have young children and go into town weekly with them. I support all cycling and pedestrian infrastructure as it's much more family friendly.

The traffic in Dublin city is horrendous and means the bus is not a good option for getting into town. We need less cars in the city centre and more room for buses and other public transport options.

I loved having outdoor dining spaces during Covid restrictions. It made the city feel vibrant. The pedestrianisation of Capel St has been a huge success and I'd like to see more of this in the city, South William St for example.

We also need a larger and more reliable public transport system if traffic is to be diverted from the city. I don't feel the bus service is reliable enough at the moment to start restricting traffic, especially from commuter towns.

I would love a more pedestrian friendly city, with more public spaces but this has to be in conjunction with good, reliable public transport. At the moment we're eons behind every other major European city from that point of view.

City is choked with traffic. As a parent of 2 young children my husband and I are trying to promote healthy living and life style by walking cycling and or using public transport to work/school. Better for us and the environment. Love to see less cars in the city and better cycle pedestrian and public transport facilities.

Pedestrianisation is key to revitalising Dublin city centre. If you take a walk down Capel Street at any time, day or night, it's bustling and a much more pleasant place to be.

I'd also love to see Parnell Square pedestrianised. Other cities in Europe have pedestrianised large parts of their cities to great effect.

There's only one mention of traffic speed in the whole document. This is the most unpleasant aspect of city centre traffic and unless something is done to address that then it's not convincing that much of the rest of the plan will have all that positive an affect.

People aren't going to start doing 30kph on Bolton St out of a nice sense of civic responsibility. It would also be good if DCC could work with Dublin Bus, Bus Eireann and other relevant companies to encourage driving within speed limits, not through red lights etc. Figure 9.4.5 seems to overestimate the pleasantness of loitering on the quays with buses thundering past.

It would be nice if someone could consider how unfriendly pedestrian crossing waiting times are for pedestrians, and how many staged crossings don't sync (presumably because traffic flow is the priority).

It would be nice to finally see some of the zebra (pedestrian priority) crossings which were mooted quite a long time ago. It would be really nice to see a lot of them but at least some would be a start.

The pedestrianisation as part of the Parnell Square Cultural Quarter should be included in the plan.

I don't trust Dublin Bus to get me where I'm going on time.

Comments from those who responded: Dublin City Centre (Between the canals)

This proposal is a critical component of Dublin's green transition, knitting together the BusConnects Core Bus Corridors and the Dublin City Active Travel Network, and drastically improving pedestrian and cyclist mobility in the city centre. Given the importance of this project, it is vital that care and attention to detail be at the core of the design process. In particular, a holistic "public realm" approach should be taken, wherein streets' roles as sites of socialisation, aesthetic enjoyment, and ecological flourishing are considered alongside their transport functions.

This requires the use of multi-disciplinary teams and I trust that ecologists, landscape architects, planners, conservationists and public realm specialists as well as engineers are retained for the project. I hope my comments below can contribute to the success of such efforts.

High quality public realm design should be integrated into active travel upgrades from the outset. Public support for such schemes would be greatly improved by clear evidence that significant improvements to the aesthetic, social, and environmental amenities provided by Dublin streets will follow. Explicit parallels should be drawn to existing successes on Capel Street and Suffolk Street.

In particular, large homogenous expanses of stone pavements as featured in visualisations for upgrades to college green and temple bar should be avoided. Devoting space to greenery and sustainable urban drainage systems in these spaces will improve the aesthetic and ecological quality of urban spaces. The recent landscaping works to the 'Avenue Ansbach' in Brussels that feature the use of Kilkenny limestone and high quality planting and public seating are worthy of inspection.

Presented with a choice of creating either a new "Liberty Place" around the James Connolly memorial or a pedestrianised Custom House Quay, the former option is preferable. Whereas those traveling East-West are inclined to rely on their cars or the Luas, North-South pedestrian traffic between the Red Line and Tara Street makes Liberty Place a natural resting point. The Liberty Place proposal would also reduce traffic conflicts between cars and the Luas at this point, making public transport more efficient.

This is a fantastic set of proposals. Please ensure that there is a financial package ringfenced to implement the public realm aspects.

Stop trying to restrict and reduce private vehicle usage. It is an assault of personal liberty, free will and the right to have control.

Comments from those who responded: Dublin City Centre (Between the canals)

car traffic in favour of a more pedestrian, cycling and public transport friendly city.

However, we are disappointed at two rather glaring omissions from the plan:

1. The plaza at Parnell Square North. This plan is quite developed and the omission of this is both inexplicable as well as indicative that the communities around Parnell Square are being ignored by DCC
2. The Greater Dorset Street Together Plan also has no mention. Another plan that is DCC-funded and for which there is huge community buy-in, is completely ignored.

Both these long-standing and well-developed plans should be included in the City Centre Transport Plan.

It is rather baffling that the plaza on Parnell Square North as part of the Parnell Square Cultural Quarter has been excluded from this plan. Several Dublin City Development Plan Policies and Objectives mentioned in the Dublin City Centre Transport Plan specifically suggest improvements to the public realm at Parnell Square North. These include SMT8, CCUVO13, SC2 and CUO7. Parnell Square is also a priority ACA area and its North side receives a special mention in the Development Plan under Chapter 12 and Chapter 13 as an area designated for public realm upgrades.

Additionally, multiple designs and reports have been produced at considerable expense. Many plans and reports have been compiled, some of which are listed below:

- Parnell Square Cultural Quarter April 2013 vision document
- www.dublincity.ie/parnellsquare
- Parnell Square Cultural Quarter: New Dublin City Library and Public Realm Works Traffic and Transport Assessment

There have been numerous meetings about this plan. Many stakeholders and designers have worked on this project, including architects such as Moore Ruble Yudell, Grafton Architects, DMOD Architects and DCC's own Dublin City Architects. It is hard to explain why this project, on which so much money, time and effort has been spent, a project

COMMERCIAL VEHICLES SHOULD BE ABLE TO USE THE BUS LANES AFTER 10am AM - 4.00pm to navigate the city. The Economy needs more freedom to get to jobs in the city.

Otherwise the costs is passed on to customer e.g.2 jobs a day instead of 5 due to traffic

None

All bicycle, scooter. Should be lit up day and night.

All must ware ppe vests by law.

Plaza at parranell square

As well as reclaiming spaces for people over cars we should make a mandatory speed limit of 30km and less for all vehicles. I live in dublin 8 and the speeds I witness everyday are shocking. I had to walk my son passed the blood of a cyclist on a Camac bridge in dolphins barn recently. He is six years of age and it was a tough conversation to have. This area (Crumlin road) is a serious accident black spot for cyclists and pedestrians, it's a regional road in the middle of three schools two GAA clubs a creche and more. Average speeds in that road are 50-70 km. absolutely no speed restrictions in place. Locals are now coming together to address this in memory of the poor Brazilian women cyclist who was mowed down by a heavy duty truck simply going about her daily commute.

Dublin is not paedestrian friendly...

Traffic light system should support pedestrians

More frequent busses...would definitely reduce the need for cars

Private car access is required to the city for commerce. This is being ignored in all cycle lane and pedestrianisation proposals.

Less cars and pollution needed. Inexcusable for families living 15mins walk from centre to have 2 cars. More bike parking and rentable bikes needed. Have park and ride for the drivers. Get cars out of the city centre completely.

Comments from those who responded: Dublin City Centre (Between the canals)

I work with an educational publisher and so spend my days in the car visiting primary and secondary schools. I have no problem with this plan so long as I can access my schools in the city centre like Belvedere College, Larking CC, Gaelscoil Colaiste Mhuire, City Quay NS, Gardiner St NS. I often have a number of heavy books with me and many of these schools don't have enough parking for staff let alone visitors. In order to allow me to speak to teachers I would call in at their break times or after school 9am to 4pm.

Would really love to see more pedestrianisation in the city, around Dublin 2 and 1. Initiatives such as Capel St/Parliament St have been great.

As noted above, I mostly travel by bicycle in Dublin, and welcome the improvements which DCC has already made in cycling infrastructure in many places throughout the city. I also welcome the emphasis in the Draft Plan on providing further safe and efficient infrastructure for cyclists and pedestrians, and look forward to this being implemented.

People who must drive in the city (i.e. service engineers/trades people/...people who must carry heavy equipment) should get "Necessary" badges for their vehicles, and anyone without one should be part of a routine stop check. Or look at cities like Milan who have limited traffic zones or low emissions zones to deal with congestion and air pollution (something that will get more topical as the city gets more crowded). Frequency of public transport should increase at peak hours and reduce at non peak hours (peak being 7-9am and 5-7). Bus lanes in-and-out of the city should have reduced hours. Any road lanes leading into city (Like Malahide, Howth, Stillorgan etc.) should be drivable particularly during school collection times, to reduce the build up before the traffic of workers returning to home begins. Perhaps thinking about how the roads can be safer for children whilst improving the traffic flow would be a good step.

I am very keen that pedestrians be prioritised, throughout the city centre area, not just the inner core.

Two notes:

1) I am conscious that our transport emissions are extremely high, and am of the belief that our emission reduction goals are not high enough. I have friends and family who have been impacted multiple times just in the last year by climate issues. So if anything I'd like this plan to be MORE ambitious in supporting more climate-friendly modes of transport, and in discouraging less climate-friendly modes.

2) My special subject - pedestrian infrastructure in Stoneybatter, where I live.

I note that Kirwan St is indicated as part of the "Primary Pedestrian Network". NB Kirwan St has some very very narrow pavements, some in very poor state of repair, and pavement parking associated with a local school is a major issue.

Many of the other pavements in the Stoneybatter area indicated as being part of the "Primary Pedestrian Network" are also problematically narrow, for example on Manor St, Arbour Hill, Manor Place, and Queen Street.

The entrance to Manor Place from the main Stoneybatter artery deserves a particular mention as being both very narrow and terribly cluttered.

I'm also very conscious of the challenges of the section of Arbour Hill between Stoneybatter/junction with North Brunswick St and then heading towards the museum - a stretch NOT included in this proposed Pedestrian Network - which instead seems to envisage people walking into Stoneybatter via the Network (arriving on King Street I think it is) then going around the houses via Stoneybatter, Manor Place and then back around and down Airdre to connect with Arbour Hill again, to get to the Museum, for example. I think this is ... problematic. Instead I'd like to see massive traffic calming in that particular stretch of Arbour Hill, allowing safe movement of pedestrians. At the moment it is heavily

Looks fantastic, would be a huge asset in setting the city centre up for the future.

Bring back all the old bus routes you took away that why no one using transport case they have to get a few buses

More pedestrian zones!!!

Comments from those who responded: Dublin City Centre (Between the canals)

Please, please make Arbour Hill more pedestrian friendly. And please consider more raised pedestrian crossings (without the need for flashing lights that require maintenance) at junctions. They are good for pedestrians and are better for traffic flow - and are the norm across the rest of Europe.

I think this is a great plan. I cycle and walk a lot within the canals, and it is so dominated by cars it does not make it a welcoming place.

I would like to see Parnell Sq taken care of as well, pedestrianise it and make it a plaza.

The other thing I think is missing is traffic calming measures - the scary thing about traffic and drivers in town is very much about how fast people can drive. Measures about no heavy trucks during the day would be great too. Most cyclist deaths are because of a cement trucks, or a bin truck.

Finally, parking on footpaths is endemic, and even if we have to put bollards everywhere in the city, it needs to be tackled.

More bike and bus lanes, wider pavements, less on-street car parking in city centre. I love the royal canal greenway between north strand and Luke Kelly statue, such a lovely start to each day cycling into work.

The Plan is an important step in the right direction. We urgently need to shift road space from private vehicles to sustainable & active transport and the public realm. i also welcome the reduction of through traffic from the city centre.

We urgently need a safe, integrated cycling network so that people can feel comfortable cycling from one part of the city to another.

More pedestrianisation would be welcome (e.g. South William Street and College Green) as well as public realm improvements (seating, water fountains, trees. toilets, bins) in the areas that have already been pedestrianised.

Question 8 above is a strange one, there's no option to support traffic-free areas at both Liberty Place and Custom House Quay.

I live and work in the city centre, and it's very frustrating that everyday on my walk to work I see drivers break speed limits and break red lights, such that it sometimes feels unsafe being a pedestrian.

In many places, foot paths are so narrow, that i'm not even sure if they're wheelchair accessible.

In particular, the section of Arbour Hill between Lilliput and Manor Street is extremely unsafe. The foot paths on both sides feel as if they're less than a metre wide. Two people cannot walk side by side, but there is two way traffic??

Cars often come down at speeds, and I suspect that they're not local but rather trying to skip traffic on the quays. Homeowners there often put their bins on the footpath so pedestrians have to walk on road. Drivers regularly mount the corners and at speed, the bollards at the corner of Arbour Hill and Manor street are regularly knocked down. It feels extremely unsafe to walk my dog there because drivers are often in large vehicles, that I'm not sure if they'd even see my dog when they mount the already extremely narrow path.

i also think it's disgraceful to have a street like North King Street in a city centre. 4 lanes of traffic, on street parking on both sides, and again extremely narrow paths in some places. The corner of north king street and capel street in particular, is very narrow and requires people to walk on the road in the face of speeding traffic.

All on street parking in the city centre should be turned into footpaths.

I don't know why there is such an antipathy to pedestrians, that drivers are given so much priority in the city. I'm doing my part for the city and climate and pollution reduction by walking to work everyday, why am i not atleast provided with safe paths in return. Why do polluting drivers get to have the convenience of on street parking and two way traffic wherever they want.

Comments from those who responded: Dublin City Centre (Between the canals)

Please enforce bus lane usage. There is basically zero enforcement

Please install red light cameras - red lights are now optional and I see cars not even slowing down for pedestrian/cyclist traffic lights that are red

And I'm very excited that the overall aim is to reduce traffic and improve other modes of transport.

Looking at the plan there are a couple of things that struck me.

On Page 53 the Primary Pedestrian Network doesn't include Brunswick Street. However as I walk these streets regularly this is a route that is most definitely used by pedestrians and cyclists to link Stoneybatter to Bolton Street, Capel Street etc In it's current condition it is poorly kept. Cars (very often Gardaí) parked in the contra flow "bicycle lane". I put bicycle lane in inverted commas because it is only a strip of paint with next to real protection for cyclists.

Merrion Row is another area in the city that really needs a contra flow bike lane. I love seeing all the opportunities that businesses have now to extend their seating into the street, but not when that extra space comes at the expense of cyclists and pedestrians. Merrion Row is extremely tight for space and in its current configuration gives priority to car traffic one-way and to businesses through the footpath extensions which are populated by businesses seating. I believe that space should be reclaimed for pedestrians and for a contra-flow bicycle lane.

I believe that every one way street in Dublin should be examined to see if there is a possibility to add a contra-flow bicycle lane. Forcing bicycles to adhere to one-way systems is in my view contributing to the danger for both motorists and cyclists.

The South Quays are a nightmare for cycling and I don't see any improvements planned for that on this plan. Any time I cycle this portion I notice that on the northside pavement of the South Quays is used by very very few people. Would it be possible to repurpose that space as a protected bicycle path? I'm talking specifically about the section from O'Connell Bridge to Heuston Station. The pathway to the right of traffic is extremely underused. Most pedestrians use the pathway on the left hand-side.

I also note on the drawings for Pearse Street that the bicycle paths pictured do not appear to be protected bicycle paths.

Something on Arbour Hill D7 needs to change. It's only a matter of time before there is an accident. The road is too narrow and cars are mounting the footpath, especially in mornings when young families are bringing kids to school.

Please put bike stands near Luas Stops in the city centre.

Also stop having all public transport journeys from one Dublin suburb to another having to connect/change in city centre.

Need either a dedicated market space or alternatively facilities for a market to happen daily/weekly. For example at broadstone luas stop there is a perfect space that is completely underused.

Comments from those who responded: Dublin City Centre (Between the canals)

I welcome this transformative plan for the city but I have a few comments:

Residents of Pearse Street and Ringsend have raised concerns about the potential impact of additional traffic in their area as a result of the changes to Westland Row / Pearse St traffic orientation. They feel there is insufficient modelling of traffic impact in the area and request that the results of such modelling be made available.

I also support the calls for increased traffic modelling across the city centre and not just the canal cordon counts and the Liffey Bridges. This should include both peak and off peak and all modes of transport including walking and cycling to gain real journey data on the mobility modes of our city throughout the full day. In addition, a clear monitoring plan of the impacts of the measures should be included.

Improved cycling and walking infrastructure should be included from Christchurch to Dame Street / College green so there is a strong, seamless network safe connecting the three plans and the two main pedestrian plans for Parliament Street and College Green.

The expected costs of the projects and proposed sources of funding should be published, along with clarity on what elements will require a part 8 process.

The timelines for the schemes should be made shorter so that this plan can be delivered in timely fashion and the impacts analyzed in line with our 2030 climate commitments.

Overall I welcome this ambitious plan which will transform the city centre for the better making it calmer, cleaner, greener, safer and a more livable city.

Please sort out the traffic situation at the manor street/Arbour Hill intersection. Incredibly dangerous for pedestrians, with footpaths too narrow. Ideally it should be one way

On the map showing the primary pedestrian route, the proposed pedestrian route from Arbour hill, turning left up Ard-righ Road (heading north) and left around Mount Temple road and then right onto Manor Place to get onto Manor street is approximately 495m. The direct route straight down arbour hill (heading east) down to Manor Street is 213m.

Please, please, please, just get on and do it.

I'm tired of seeing beautiful city centres when I have travel which have managed to take back the city from the polluting and destructive private motor vehicle.

We need to stop publishing plans to replace previous plans and just do it.

Get the cars out. Give the streets back to people.

Oh, and can we please have simple zebra crossings (no amber beacon or lights needed) which gives priority to people walking everywhere a secondary road comes out onto a primary road. Waiting to be waved across by drivers or having to dash across and trust that drivers will stop is infuriating and doesn't encourage anyone to get out walking.

A plaza in Parnell Square North as part of the Parnell Square Cultural Quarter.

Could there also be a green area at the top of Dominick Street and Western Way?

Very exciting plan. Additional Greening and sports facilities (basketball etc) along the pedestrian routes would also make for a more pleasant journey.

A low emission zone is desperately needed - please ban diesel vehicles from the city!

Comments from those who responded: Dublin City Centre (Between the canals)

1. Dublin is very pedestrian unfriendly and contrary to policy pedestrians are given no priority in practice
2. Implement DMURS and for example take out all slip lanes and pedestrian galvanised steel barriers
3. Undo damage of awful Street widening of last century for example 6 lane High Street should be reduced to 4 lanes or less, similar for Bridge Street and Winetavern Street and Cork Street
4. Related to the above, the widened Streets were designed for speed and vehicles do speed on e.g. Cork Street and Clanbrassil Street .. DCC has a historic duty to address this safety hazard for pedestrians especially .. there is little or no enforcement of the speed limit on Cork Street for example
4. Parking on footpaths seems to be ignored by DCC parking enforcement
5. Replace all Yield signs with Stop signs in inner city
6. Give pedestrians quicker green light at junctions and longer time to get across the Street
7. Remove designation "Regional Route" from all Streets in the inner city as part of a process of Cultural change or mindset change in DCC and NTA and Busconnects that these are city Streets and neighbourhoods ... not just highways to drive through the city ..
8. Tell NTA/Busconnects to stop hindering tree planting on Cork Street, Dolphins Barn and St Luke's Avenue
9. Put a call out for how the city could be improved for pedestrians

The roads and footpaths within Stoneybatter are ridiculous, anytime you are walking you have to avoid pot holes, uneven foot path, no foot path. There needs to be good paving throughout Stoneybatter and the city center

Please complete these projects. Dublin City rejuvenation and more space for people to enjoy the city.

This is so urgently needed, we need to reduce the number of cars commuting through the city, and in all neighborhoods.

I very much welcome the plan to get cars out of the city centre, and hope that the measures in this plan will work to do that. I do think you should consider congestion charges as well, and making streets in the city centre available for local access only by way of bollards (similar to other European cities).

We currently impose masses of traffic on a medieval city. I am conscious of the noise and air pollution that this creates. Dublin is eminently cyclable. I have cycled in all weathers with the right weather gear when I lived near the Grand Canal segregated cycle park. But it's far too dangerous where I now live in Phibsboro, despite eg Dublin 1 and Dublin 2 being so so close (10-15 minutes away by bike) - tantalising close! Please create safe and secure segregated cycle paths that offer real permeability between the north and south side. Thank you.

I believe a lot of car journeys in the city are unnecessary and stem from a lack of adequate public transport or walking/cycling infrastructure. Having more walking, cycling and public transport would likely mean reducing space for cars, but would also reduce the dependency on cars, and make the city more pleasant for everyone.

If possible, taxis shouldn't share lanes with buses as they create significant traffic in the city centre and slow buses down.

Continue to make separate safe cycling lanes.

Parnell street north should be pedestrianised. Build out bus stops so they don't cross cycle lanes. More availability of cobtra cycle lanes, Meath street both ways for cycles. Banning SUVs. Expanding park and ride at heuston. Congestion charges. Green lights for luas all the way so it gets to town super quick

Please pedestrianise Parnell Square North

The idea of building a metro link to the airport is insanity. Our airport is already incredibly close to the city centre by international standards, it would be a totally unnecessary expense.

More high-quality segregated cycle lanes with a much faster rollout.

Counter-flow segregated cycle lanes on one-way streets

Taxis out of bus lanes during peak times.

More bus gates and more bus priority; more 24hr busses, higher frequency busses.

More Luas lines. Luas line to the airport (Green line extension from Dominick turning right on Dorset Street)

Pedestrianise the following: South William Street, Liffey Street, CHQ, Parliament Street

Much faster rollout

Would love to see a more accessible city with less pollution/car emissions and easier to get in and out of. Should be easy to get one from part of Dublin to another with out having to go into the City. Less cars and way more public transport options is the only way to make Ireland thrive.

I live in an area of very high NO2 emissions. I would like to see these reduced. Also, there needs to be enforcement of parking. No vehicles in cycle lanes, on pavements, on double yellow lines. Similarly, stop businesses annexing the public domain on footpaths, particularly narrower ones.

Comments from those who responded: Dublin City Centre (Between the canals)

Given the public health evidence of the overwhelming health benefits of active transport infrastructure, including positive effects on population health and environmental health, the Department of Public Health Dublin and Midlands is supportive of the Dublin City Centre Transport Plan with its commitment to a city centre with low traffic, reduced private car traffic through the city centre, improved air quality, reduced overall transport and noise and an improved visual environment and public realm.

Active Travel

- While transformation of the transport and mobility sector towards Autonomous, Connected, Electric and Shared vehicles/mobility services (ACES) is understandable and this approach would reduce vehicular emissions, a major focus should be on reducing overall dependence on private transport. Active travel targets both the climate (including air quality) and obesity, two public health crises. Those who participate in travel via cycling or walking could potentially reach or exceed the WHO physical activity targets through active travel alone. Active travel networks should also be considered and implemented in the planning of all new City Centre public amenities and housing developments. We acknowledge that this plan refers to active travel in the Transport Strategy for the Greater Dublin Area 2022-42 and that this plan aims to provide the necessary changes to the City Centre environment to facilitate the delivery of the Transport Plan. The Department of Public Health Dublin and Midlands supports this wholeheartedly. Active travel for all will result in measurable health gains at a population level.

- We support the introduction of restrictions to private transport in the City Centre and concurrent development of bus networks including the challenge of cross-city timeliness and the development of optimum cycling and walking infrastructure.

Cycling promotion, safety, education, and inequalities

- We suggest a more ambitious approach to safe walking and cycling infrastructure, including more detailed plans for increased access to safe, continuous, segregated cycle and walking infrastructure. We also suggest that progress on increasing the cycle network not only be measured in the number of linear metres added but also in connectivity to

As I live in the city centre and sometimes need to cross the city by car, the measures already in place to discourage cross city travel are already frustrating enough without adding more.

Comments from those who responded: Dublin City Centre (Between the canals)

moved here 20 years ago.

I live in Phibsborough, which is an area that has been suffering from the car centric planning of the past 50 years. It is a neighbourhood that is only 3 kilometres away from the city centre. We have the Luas, buses, we are about to get the Canal Greenway and all this enables people to get to most places in town in less than 20 minutes.

As much as I think the plan is good, it is still not ambitious enough for the inner city. We have bad air quality, noise pollution, our kids cannot play safely, and even crossing the road here is a challenge. As your studies show, most people driving here drive through the area. Yet, they still get priority over people like me who live and work here.

Besides this, I still think it is a good plan. A few suggestions:

- Traffic calming measures. Those are badly needed. There is very little enforcement when it comes to speeding, and this makes people reluctant to cycle even though the city is ultra compact. Only designing the streets with traffic calming measures will make them safer - chicanes, rain gardens, a few bollards.

- Footpath parking. It is really really bad and should be absolutely abolished. Since enforcement is also an issue there, design needs to be used. Paris has very nice bollards that tie in with street design, and if it can keep people from parking on footpaths I would be in favour

- Parnell Square. The North part needs to become a plaza, and a meeting point for this neglected part of town.

- Green st, St Michan's park. There should be no through traffic there. St Michan's Park could be lovely extended and surrounded by cafe terraces and not only parked cars. It would easy enough to do with the pedestrianised Capel st

- Gardiner st: Why is not this a continuation from the Tara st redesign? The plan is not very clear when it comes to junctions, or where cyclists are supposed to go once they have reached Mountjoy Sq. Speaking of Mountjoy Square,

I believe parking prices should be increased in the city with high quality park and ride and public transport options provided. Feasibility studies to look at converting surface and multi-storey car parks into accommodation or other socially responsible uses.

Congestion charging for motor vehicles to be introduced as a matter of urgency, and funds ring-fenced for active travel initiatives. (Although perhaps out of the control of the council we need active policing of the rules of road, which are breached as a matter of course by most motorists. Also, strict enforcement of bus lanes with automatic fines for breaches with use of bus lane cameras.)

Provide wider pavements and bicycle lanes with reduced lanes and lane width for motor vehicles.

Overall I support the draft plan, but we need action now, and a greater level of ambition to increase active transport and public transport.

We need more pedestrianisation in Dublin hope it gets through

Glad to see additional transport options being provided

I would like to see blanket provision of zebra crossings throughout the city.

Nothing makes a pedestrian feel more like a second class citizen than waiting more than a minute to cross a road. In many cases the number of pedestrians waiting will be greater than the volume of cars on the road, yet the current management of the city gives the car higher priority. Most European cities have pelican crossings as standard throughout the city and Dublin needs to quickly catch up.

The management of street signs is currently a mess. The knee jerk response to every perceived problem is to add new signage clutter. This needs to be dealt with once and for all. There are bare poles everywhere throughout the city, some may never have had any signage attached to them.

While I agree with the overall aims of the plan, I am worried that there is not enough urgency to deliver the project items quickly enough.

Comments from those who responded: Dublin City Centre (Between the canals)

All in favour of increasing pedestrianisation of the city for many reasons, climate, air quality, noise reduction. Those who live in city rather than those who drive in should be prioritised and protected.

Good to see the ball rolling and seeing cyclists and pedestrians being acknowledged.

I would like to see 'zones' within the Dublin City area become no-through zones for motor traffic - for example in West Cabra and East Cabra (either side of the rail line) each of these could be such a zone, whereby 'through' motor traffic is routed around the circular roads (e.g. Carnlough and Ratoath Roads), and motor traffic is otherwise permitted access only for residents, visitors, and others ('through' traffic of pedestrians and cycling would be maintained - e.g. by the use of bollards and other interventions). Such zones should also have a slow speed requirement, and speed reduction measures, such as effective speed bumps, tables at pedestrian crossings, zebra crossings, and other interventions. Other examples of areas where this may work include The Liberties, Oxmantown.

I would like to see an extension of car-free areas in Dublin (with pedestrian and cycling access maintained), similar to the interim & long term plans on Capel Street. Examples of areas where I would like to see more of this are: Mary's Lane (in front of the Victorian Fruit Market), Parliament Street, College Green (from Trinity to South Great George's Street), Andrew's Street, Newmarket (Dublin 8).

The draft plan refers to a 'low traffic city centre', but there are no references to Low-Traffic Neighbourhoods (Measure TM6 in the GDA Transport Strategy). These can be very effective supports for active travel at the local level, e.g. for trips to schools and local services. There are some neighbourhoods in the study area that would be ideal LTN candidates- Artisan cottages in Stoneybatter, Blessington Basin area (NCR, Berkeley Road, Western Way, Phibsborough Road), Portobello, Heytesbury area (Kevin Street, Camden Street, SCR, Clanbrassil Street), The Tenters, Rialto/Maryland. Could the final plan include an objective to develop some or all of these as LTNs, or at least to examine the feasibility?

Speed limits:

I note the intention to implement a 30 km/hr limit across the city centre. However, changing the limit would be insufficient alone. The street design must change too, to increase compliance with the lower limit. Drivers respond to their spatial environment more than to numbers on signs.

On-street parking:

The intentions to reduce on-street parking and to introduce emissions based charges are welcome, but a more fundamental issue exists. There are still areas within the study area where on-street parking is free. The largest is The Tenters, and it's difficult to understand how this is the case in 2023. I'd suggest that the final plan should include an objective to convert all current free parking areas to paid parking/permit parking over the lifetime of the plan. (I say this as a Tenters resident!)

I would also like to see more enforcement of parking on footpaths. Many paths in The Tenters are impassable for pedestrians, and not everybody has the ability to walk around obstacles.

Pedestrianisation:

There is only one reference to pedestrianisation in the whole draft plan- at Lincoln Place. I agree with this approach. Traffic-free streets are a far better option than fully pedestrianised streets, as they allow for cycling.

Re Lincoln Place- I don't believe this will work as a Pedestrianised area, as there is a strong cycling desire line from Nassau Street to the Trinity entrance. Rather than attempting to design cycling out, it should be designed in, as it is highly likely to happen regardless of the designers' intentions.

Comments from those who responded: Dublin City Centre (Between the canals)

The Broadstone Basin Residents Association supports the Dublin City Centre Transport Plan for its commitment to enhance walking, cycling, and public transport options. However, we note significant concerns:

The exclusion of Parnell Square North's plaza development is perplexing and suggests neglect of the surrounding communities.

The absence of the Greater Dorset Street Together Plan, despite its strong community support and DCC funding, is also concerning.

Both established plans merit inclusion in the City Centre Transport Plan.

The omission of the Parnell Square North plaza, part of the Cultural Quarter, is especially troubling given its alignment with several Dublin City Development Plan Policies. This area, designated for public realm upgrades, has seen extensive planning and investment, involving architects like Moore Ruble Yudell and Grafton Architects. Its exclusion, despite significant progress, is a major disappointment for the local community.

Similarly, the Greater Dorset Street Together Plan's absence is surprising. This community-led, DCC-funded initiative aims to revitalize Dorset Street and adjacent areas, aligning with the Development Plan's objectives. Despite its potential overlap with the NTA's BusConnects scheme, the plan proposes vital enhancements for neighboring streets, such as pedestrianization and traffic calming measures.

We urge the inclusion of these critical projects in the Dublin City Centre Transport Plan.

We welcome the draft city centre transport plan which includes exciting sketch proposals which we feel will be of great benefit to the city. Please see below comments on the draft plan on behalf of the Mountjoy Square Society-

- Gardiner Street and Mountjoy Square are nationally important historic streetscapes. They include elements of historic street furniture including lamp posts of different periods, coal hole covers and fragments of historic paving. The area is a conservation area and the Mountjoy Square portion is also an ACA. The ACA includes protection for views from the square, down Gardiner Street of the Custom House dome. It is important that proposals are informed from the start by a conservation study to identify and assess the conservation context and elements that need to need to be protected/enhanced in any proposals.

- The sketch proposals for Gardiner Street (p 37-38) show a new segregated cycle path and improvements which are very welcome. However this cycle path design in the format shown could be very problematic if it is run through Mountjoy Square. It is important that the impact on Mountjoy Square is considered as a primary generator.

We assume you're aware of the following public realm proposals currently being developed by DCC agencies. It would be beneficial if these could dovetail with the development of Gardiner Street proposals-

1. DCC Parks Department are currently developing a design for Mountjoy Square Park that we understand will include a portion of the footpath etc outside of the railings, and this proposal is quite well advanced.
2. In tandem with the above DCC Central Area Office has engaged a design team to develop proposals for the wider public realm of Mountjoy Square, in association with Dublin Civic Trust, and the Mountjoy Square Society.

Is Mise,

Karin O'Flanagan
Chair, Mountjoy Square Society

8. Would like to include Parnell square north

I was walking with a visitor down Pearse St./Tara St. recently and was dismayed at the noise and aggression of the traffic and how little space and priority there is for pedestrians. We all have to walk and making this better should be a priority. It's amazing how some of the small changes made during the pandemic have helped, e.g., where there are bus stops on busy footpaths. Now we need to be more ambitious for with these changes.

Please do it.

Comments from those who responded: Dublin City Centre (Between the canals)

I'm excited that Dublin City Council is exploring modernization of Dublin by making it more pedestrian and cycle friendly, improving public transport, and reducing car throughfare in the city center. I believe that this will make Dublin a better place to live.

Ballsbridge and Dun Laoghaire so have commuted into Dublin via DART or bus or bicycle for the last decade. The DART is the only reliable mode of public transport in Dublin. Buses are constantly stuck behind traffic. Even when there are bus lanes, there is illegal use by private vehicles or full of taxis. Its agony as commuter.

Cycling in Dublin is treacherous. There's not one segregated cycle path on any primary route on the south side into Dublin. Its just crazy to me that none of either Grand Canal road, Pearse Street, Baggot Street or Leeson Street have safe segregated cycle routes. All roads are extremely wide with 3-4 lanes. The condition of the roads are also dreadful. Other terrible routes are Merrion Square, Fitzwilliam Square and Adelaide Road. Again extremely wide, with parking for cars perpendicular to the road but no space for a safe segregated cycle path. Even where some paths have gone in, like along Westland Road, they are entirely compromised by cars, vans and lorries stopping/parking in them. Last week going from Pearse Station across to Merrion Square, Westland Row's bus lane was blocked by delivery trucks (blocking two buses), the cycle path was blocked by delivery truck and crossing at Merrion Square I saw a woman on a bike get hit by a car. This is all at rush hour. As someone walking and cycling, it's extremely stressful. You're constantly fighting with drivers. There's no enforcement, or driving or parking. Even outside government buildings were there are Gardai posted 24/7.

Some things that would make me extremely happy. More safe cycle routes like the canal cycle route. If I can use it to get to my destination, even if its a detour, I will. More routes where bikes can "shortcut". The new route through Hume Street is brilliant and I use it everyday. Similarly the route up Nassau Street. Now we need the same any more, for example up Baggot Street and up along Merrion Row. If you want to go from Baggot Street Upper to Grafton Street, you have to go all around the houses. Its madness. Similarly, Stephens Green. You can't go south from St Green to Baggot St without cycling around the whole thing. Also madness. We make it so hard for ourselves. Dublin is nearly perfectly flat and relatively small. Its perfect for walking and cycling. Instead we're squeezed to the margins of the roadway, usually blocked by illegally parked cars.

Give me a way to cycle from Ringsend to Dame Streert without getting run over. Give me a way of cycling from Baggot Street to Grafton Street and back without doing loops. Give me a way to get the bus from Leeson Street to Dun

Strongly support any reduction in the flow of private vehicles into the city centre (for those without mobility issues), especially where the end destination is outside of the city centre.

Strongly support removing on-street car parking spaces, unless for those with mobility issues or car clubs.

Strongly support creation of new car free spaces, however I strongly feel these should not be designed by transport specialists/departments/organisations (as with BusConnects and Metrolink). They should be designed by public space specialists in the local authority.

Please get on and pedestrianise College Green and South William Street. Suffolk Street, Capel Street have been very successful

Comments from those who responded: Dublin City Suburbs (From the canals to the M50)

This is great, really welcome.

This could really revitalise the city centre. Through traffic adds nothing to the city except noise, pollution, and danger to pedestrians and cyclists.

We should be following the sort of principals that say Vienna does- ie If an urban space is safe and usable for the elderly and very young - then it will be pleasant and safe for everyone.

I agree with making the city centre more accessible to walkers, cyclists and improving public transport.

I do think this survey has been poorly designed though and the questions are of a leading nature. By designing the survey like this you are undermining the outputs of it.

Your giving more space to cyclists who clearly don't care about pedestrians. They go through every light which is red and nearly knock you down . It's a disgrace

While I frequently drive into and through the city centre I am strongly in favour of reducing private car access and use in the city centre. I am particularly supportive of creating more civic spaces and high quality cycling infrastructure.

For the new civic spaces I would like to see child friendly spaces such as playgrounds and the opportunity for businesses to set up such as restaurants, bars and cafes to allow people to make greater use of out door spaces. I think it will be important to allow these businesses to invest in these locations so they can create comfortable and attractive spaces for their customers.

I hope that as all these changes are made consideration is given to the unfortunate but now inescapable and undeniable reality of our changing climate. In the summer people will need more shade to escape from greater heat and year round we shall have to be prepared for heavier downpours of rain. As the roads are adapted it would be good to see an increase in drainage to reduce the likelihood of localised flooding. Tree lined streets have been shown to be cooler than those without and while I'm sure this plan intends to provide greater planting due value must be placed on mature trees, which are obviously of much greater use than newly planted trees, and hence I would like to see every effort made to retain mature trees where

My wife and I live in Terenure, and we travel to the City Centre almost exclusively by public transport (I also commute by bicycle whenever I can).

We understand how much it still remains to be done to improve the options for active travel in the suburbs, but we still appreciate all your work and effort to change things for the better.

I am 100% in favour of the plan and all measures designed to improve cycling and public transport use.

Throughout the city centre there needs to be a road census done to identify and remove excess poles, signs (in particular unauthorised signs), etc.

There should be also an effort to construct permanent public toilets and to provide more outside eating and drinking opportunities.

Move quickly on making changes

Need separate cycle lanes as already extremely dangerous for pedestrians with cyclists on footpaths and breaking pedestrian lights constantly

Need more orbital bus routes. I live in Dublin 5, I'm 10-15 mins drive from the airport but to get there by public transport would take over an hour going to city Centre.

ULEZ system, especially for SUVs Could bring a major improvement in air quality.

Structure of city needs to encourage more living and using as a place to be and live rather than just visit.

What happened and why to all the student accommodation all over the city centre.

Excellent proposal. I strongly support the removal of through traffic from the city center and the reallocation of road spaces from cars to people.

There are many more locations around the city that should also be considered. Some very wide roads that don't need to be. Kevin St and Stephens Green S and E come to mind. I hope you have plans for these up your sleeve as well :-)

It's imperative private car traffic is reduced in the city to make it a more livable space.

The plan lacks sufficient attention to the needs of older people. At this stage it is not age-friendly. The plan does not mention older people, although it uses the prejudicial, negative term 'elderly' three times. That alone is evidence that the designers haven't talked to many older persons or to the organisations that advocate for their interests.

Dublin city, South Dublin and DLR have large older age cohorts and there will continue to be an ageing of the population of the city and its suburbs. Many older persons are limited in their ability to walk, cycle or even use public transport (certainly at peak times where buses and the LUAS are very crowded). In order to make use of the city, there is a cohort who need to drive and park close to their destination, or at least be dropped off close to their destination. Unlike most European cities, there are few older people living in the city centre, much of which is new build. Most older persons travel to the centre from suburbs.

While I am very much in favour of meeting our climate goals (and we are way off track), there is a serious risk that this draft transport policy is not age-friendly and will have the unintended consequence of make older persons less likely to socialise or shop in the city centre due to the difficulty of accessing it.

I am also personally aware of people with disabilities who already find the new street arrangements detrimental to their ability to get around the city.

It's great and long overdue. If we limit cars from the quays it could allow us to complete the segregated cycle lanes on the North Quays near James Joyce Bridge so that cyclists don't have to share bus lane with buses at this point.

Also, outside this remit but make cycle lanes 24/7.

Fantastic proposal. We need to get private cars out of the city centre.

The plan looks incredible! Please dont let this fall by the way side. It has the potential to make Dublin a much nicer and attractive city in line with other european capitals. The more pedestrianization and quality cycle lanes the better!

Wider footpaths, more seating, bins and public toilets too please!

I am very excited and impressed to see a plan of such ambition.

When it comes to the civic space by the Custom House, I think custom house quay is a better location for a plaza considering Dublin's lack of riverside pedestrian plazas. I don't think that's a reason to abandon a two way cycle path on Beresford Place however. I believe there is sufficient space to cater for both buses and cyclists, given how wide Beresford Place is.

The increase of greening on streets like Pearse Street and Gardiner Street is very welcome, as are the cycle facilities and public transport infrastructure (bus gates) planned.

The quays before O'Connell bridge being a through route for traffic needs to stop. Dubliners shouldn't have to cross two one-way highways to get from the spire to college green, so the planned bus gate there is great to see. This should free up space to continue the cycle path along the quays where it currently disappears when you get to O'Connell street.

The city of public space on page 62 needs to prioritise high quality, coherent paving too. For too long the city has treated each upgrade project as separate to one another, each with different aesthetics, when it's all part of the same city. Consistent public space design with less clutter, utilities hidden underground and properly blended into the public realm needs to finally happen here, as it does in cities across Europe, even as close as London. No more utility boxes cluttering pavements, as these are completely outdated designs and spoil the public realm along with plastic bollards and grey metal poles.

Altogether however, I am very pleased with the plan's ambition and look forward to it being implemented.

Become a proper European city please and thanks.

We need to get the metro and transport by train to the airport underway and in place asap. We need more high quality open spaces (trees/facilities/large rubbish bins like all over the EU) as our streets are filthy and really good safe cycle corridors. We need to stop talking and take action on this now. Visit some of our European neighbours and take good notes. It's all there to see and take back the best ideas to Dublin but please get on with it!

Pedestrianised areas with high quality finishes need to be prioritised to improve the look of the city centre

These are great ideas - well done! I would hope that we will adopt some neat and high-quality materials and surfaces as part of this plan. Metal or retractable bollards - not more plastic. Actual paving - not blobs of tarmac, etc.

It would also be good if the cycling arrangements were as uncomplicated as possible - either two way lanes or a lane on each side of the road. Some of the cycling arrangements in the city centre are extremely confusing and inconvenient. There are one ways; it's not clear how you turn right; you are bouncing up and down from path to road to cycle lane; sometimes (and very dangerously) you are required to switch sides of the road and cross the traffic to continue going straight ahead.

Strongly in favour of this. It won't be perfect but there are always reasons not to do this. Be courageous and proceed as much as possible

I would like to see consideration given to promoted circular walking routes, linking points of interest, and enhancing those points of interest, for example a circular route extending from Essex Street to Parliament Street, Camden Street, Henry Street and back to Essex Street. Longer loops could be developed, some extending up to Stoneybatter and back etc.

Dublin is currently one of the most congested cities in Europe and this plan gives me hope that things will change. Reliability of transit and safe cycling infrastructure is, in my opinion the top two most important things that Dublin can build, as this is what will convince people to leave the car at home, keep up the good work and I look forward to seeing this implemented!

I fully support this plan, it will be transformational for Dublin

Need to ensure those with mobility problems have access and support to keep coming into city
Access to city by private transport needs to remain while it can be limited. This is essential unless we have proper connectivity with areas outside of dublin for people who need to access services hospitals etc which may be outside of normal hours.
It would be great to reduce the traffic in Dublin City, however the problem with the area i live in is that the public transport system is ridiculous, it is inefficient and there are proposals coming into effect in March 24 that are going to make it more difficult to access busses because the route is being changed. It really only leaves the mode of transport for wheelchair users and the elderly to use their cars to get into appointments in the city center.
I enthusiastically support these proposals which would modernise Dublin City Centre and ameliorate the consequences of decades of excessive focus on car transportation which has had detrimental effects on the amenity of the city centre. Travelling in European Cities has opened the public's eyes to how badly we suffer in comparison to cities with a more people focussed rather than car focussed approach. Please do not bow to the inevitable resistance to change and the lobbying of business or car park interests, who will be louder and better funded than the broad swathe of the inhabitants of the city, because it is to the inhabitants that you owe your primary focus and responsibility.
Firstly let us see an improvement in Dublin transport both in number and destination before any further plans to restrict cars. I work in the north dockland there is no effective public transport from where I live in stillorgan to where I work average travel time circa 1.5 hours by public transport , currently rammed with travellers unless I get a car parking space then it takes me 0.5 hours Pedestrian only spaces become no go areas at night and a magnet for antisocial behaviour, cars going through an area are a detriment to such behaviour , to be honest personal security in Dublin is so bad increasing the risk is not very bright . In the UK have realised this and are reopening areas to cars . So inclusion proper personnel security measures to be put in place in Dublin including a transport police force, more buses and a more public transport diverse destinations being offered in stead of the current radial public transport routes and then we can talk about more grandiose plans like the one being outlined in your proposals.
Why are people trying to kill Dublin, it is far safer for people if there is through traffic at night
Simple fixes would be more worthwhile, such as removing unnecessary lamp posts, signs, electricy and gas boxes and poles from footpaths. Also can we please have a fixed width for footpaths. Too many footpaths are either too narrow or too wide. Also just unnecessary tarmac and electricity covers amd water meters on footpaths making them not flush or nice to look at. Please make sure footpaths are easy to clean.
On street parking should be significantly curtailed and the space freed up allocated to pedestrians and cyclists. Fitzwilliam and Merrion Squares would be hugely improved by banning all on street parking. Residents of these places should not expect valuable street space to be allocated to facilitate their parking. All parking on major bus routes (eg Rathgar Terenure and Rathmines) should be banned 24 hours a day to facilitate cyclists and buses. Also, the notion of cycle ways being available for car parking at any time defeats
Please do it as fast as possible. Dublin city center is dominated by cars.
This is really important for the development of our congested city I travel by bus 4 days a week to thr city from Chapelizod to Merrion Square and the quays are clogged with private vehicles, with one person in each car generally. We need to incentivise people to get out of their cars or charge for use at busy peak times. Looking forward to the future of Dublin city.
This plan shows exactly the kind of city I want to live in. I love the idea of creating more space for people in Dublin City, recognising the city as a destination and a place where people live, as opposed to a thoroughfare. I think this will really help to address the worsening traffic problems in the city. These plans promise to deliver spaces that will be pleasant to spend time in as well as cut harmful air pollution and carbon emissions. I'm so heartened to see the scale of this plan too. It's not looking at one area, as has been the case to date, but at several areas at the same time. This is the kind of pace and scale of change we really need to tackle the climate, health and biodiversity crises that are unfolding at an accelerating pace. Please deliver as soon as humanly possible. And thank you!

Be brave.
Without an adequate alternative by way of getting from one side of the city to the other (M50 not being an option due to the level of traffic) I think DCC should hold off on these plans.
Speaking as someone who predominantly uses her car to access the city: Please do what you can to radically reduce private cars in the city centre. You must do more to face up to the climate emergency. Please show some leadership.
Safety is the main reason I drive. If it was safer to, I'd cycle. If more people cycled/walked it'd be safer too.
The cycle lanes should be of high standard with clear divisional separation from the road. There is a greater need for raised platform pedestrian crossings for pedestrians so traffic including bicycles will stop to allow pedestrians cross the road
Drivers need to stop being demonised, people have to get places and do not have suitable public transport options.
DCC need to be reined in. Their function is not to inflict more pain and suffering on commuters and travellers. Someone needs to shout STOP. Stop taking roadspace away, stop the out of phase traffic lights, stop the endless suffering inflicted on road users. I am appalled by these plans. How are we supposed to visit elderly relative on the other side of the city. So what if we cross the city? The French are right to protest on the streets.
It is absolutely critical to free up space for pedestrians and active travel in Dublin city. A tiny minority, those who travel in the city by car, are making many city streets dangerous and unhealthy for all others. It is beyond believable that there is still no BIK or levy on company car spaces, with the legislation already in place and awaiting commencement by a ministerial order.
I visit the city centre once a week, and support the expansion of pedestrian infrastructure, cycle lanes, and public transport in Dublin. I am happy to see the 2023 plan is aware of the obstacles created by signage and various types of street furniture. These represent a significant obstacle for disabled people in particular and should be removed. I would like to recommend adding signage that makes it clear that e-scooters are not allowed on footpaths, as these are often ridden at fast speeds along the footpaths in the city. This is particular noticeable outside train stations, and public buildings such as libraries, which is dangerous for pedestrians.
Thank you.
Cycling facilities need to follow international best practice and far exceed the current standard implemented by DCC throughout Dublin. The plan doesn't go far enough in reducing through traffic and a greater number of pedestrian only areas need to be implemented to reduce private vehicles. These need to be enforced as the newer pedestrian areas around Grafton Street are regularly driven on by private and commercial vehicles. The use of the bus gates at College Green has not resulted in the previously proposed reduction in traffic through the area as it is not enforced and traffic caused by taxis is excessive through the area. Any bus gates need to be fully enforced and should only be used by Dublin Bus or Transport for Ireland licensed bus services. Taxis and private coaches should be included in any ban on private vehicles. Consultation should be opened with commercial premises and delivery companies on the use of last mile delivery methods such as bicycles and small electric vehicles to reduce the amount of large vans using the city centre. Amenities for casual and sporting use of public spaces should be implemented on new public plazas such as skateboarding or roller blading facilities such as those installed in Weaver Park. One of the reasons why public plazas in other cities work is the almost 24hr use of the spaces. Where there is a lack of passive security by over looking properties during all hours then methods need to be implanted to ensure that the spaces are secure and available for enjoyment of all.
I support these ideas

Please keep on building separate cycle lanes so cars cannot collide with bikes.
I agree cross city bus routes need priority, and that Bus Connects plans are inadequate. Much of Bus Connects seems hugely expensive for minimal gain.
Cross city bus routes need more variety.
College Green civic plaza is a crazy idea and should be abandoned immediately. Why not use Merrion Square?
Tara street Metro station is a huge mistake. Metro rail must serve Connolly and Heuston mainline stations, I think this is a fantastic start to making our city better! I welcome the plan with open arms and will support it where I can.
The less cars the better in the city centre, so anything that reduces cars is something we need to do. Even more ambition in providing cycle lanes and pedestrian areas and seating would be ideal. Two days ago I saw a poor cyclist get knocked off his bike by a taxi. This nearly put me off cycling. If people don't feel safe they won't cycle.
There is no joined up thinking regarding public transport in Dublin among the NTA, DCC, Dublin Bus etc All these proposals to ban traffic along the quays are absurd and premature for many reasons.
People with disabilities, elderly people and workers must be able to use their cars to get across and around Dublin. Why? Well because have no underground, very few LUAS lines, a deteriorating bus service, so yes people still need to use cars.
I realise this feedback will come as something that DCC might not like to hear. Unfortunately, alot of people who should be given an opportunity to have an input to this exercise won't or can't because they dont know how to use SmartPhones. Question 8 is biased above.
There were a significant number of objections to Bus Connects (Route 10 and 22) over the summer from people living in Rathmines, Rathgar, Terenure, Rathfarnham. Public events in community halls were organised by Resident Associations. This occured as a reaction against the National Transport Authority who wouldn't meet the public to defend their plans.
Another premature plan - horse before cart, have good public transport in place first
Dublin Commuter Coalition proposed a similar plan. However, their plan had an important caveat that doesn't appear anywhere in your proposal: that the Port tunnel, east link bridge and M50 become free so that motorists can use those instead of the quays. Please consider doing this as it would only be fair.
Custom House quay could benefit from greater connectivity with the river. Perhaps slopping steps down to the rivers edge. This could replace the quay wall.
The plans for Gardiner Street look good. Please implement.
This should only be the beginning of major layout changes to the city's roads. As motorist myself, cars dominate the road space throughout the city which so dangerous for pedestrians and cyclists.
Currently I don't cycle into the city centre anymore as I have been "clipped" or have had too many near incidents.
The minority will shout the loudest who don't want change (like the usual suspects such as taxi drivers, parking companies etc.) but I'm sure the majority of the public will support this great initiative to make the city centre more accessible & safer for everyone.
is there a possibility of getting taxis out of the bus lanes during peak hours - just a few taxis can block hundreds of people on busses, perfectly fine to have them use the bus lanes during off peak hours. Private cars should be banned from bus lanes all the time, 24/7 days a week

<p>Plan proposes some very exciting civic spaces but it would be great to see the concept for the public realm interventions expanded beyond the core to improve the surrounding villages/community areas like Rathmines, Harold's cross, Drumcondra, Inchicore etc which would truly benefit the city residents as well as visitors to the city core.</p>
<p>The city is choked with cars. All the time. The city is for people not cars. With any plans to remove cars from the city, we need better and more frequent public transport. Expand the tram system. Create trolley routes on pedestrianised street. The Luas is over-engineered for the city centre.</p>
<p>I would like to see public transport funded by the government for the people at an affordable rate, like 1 euro a trip.</p> <p>And cycling networks using all possible avenues, travelling through parks, green spaces, etc, keeping away from air-polluting cars.</p>
<p>More one-way systems for private cars and direct routes for public transport and cycling.</p>
<p>This plan is incredible and would change Dublin for the better. This would really transform the city into a much better place for everyone. I would love to see it implemented sooner rather than later as I see it as that transformative.</p>
<p>The cycle lanes and pedestrian areas need to be separated and any traffic-free area should have a dedicated cycling area.</p>
<p>Need more detail related to the mobility impaired and hospital access.</p>
<p>Wrocław city is nearly all pedestrianised and it looks fantastic.</p>
<p>Very supportive of the plan</p> <p>To meet our climate ambitions, to make the city safer, cleaner and a more pleasant place to be we need to prioritise walking and cycling ASAP - alongside improving public transport options - to get people out of their cars.</p>
<p>These will provide enormous improvements to the pedestrian and active travel experience of Dublin City. It is vital that the primary hierarchy of cars is rebalanced in the city centre.</p>
<p>We desperately need this plan to get started. We're so far behind in terms of public transport, safe cycle spaces and pedestrianised thoroughfares in comparison to almost every other European City. Please please please invest in this.</p>
<p>I am fully in favour of these plans. I think they will invigorate the city of Dublin and make it a truly appealing place to visit and spend time.</p>
<p>I would like to see even more pedestrianisation. The city is a viking one, that is entirely unsuitable for car traffic. Reducing the traffic will be of benefit to people's overall health and to the environment.</p>
<p>There is usually a lot of opposition to any plan that reduces car usage. It cannot be done without putting in place an efficient, easy to navigate and affordable public transport system that covers all areas and has decent timetables. Also please consider the elderly and disabled as not everyone is fit to cycle or walk long.</p>
<p>Fully supportive of it all. Please go ahead!</p>
<p>This proposal is attempting to fix a problem that does not exist as severely as the media is trumping it up to. Removing private transport removes personal freedom and does not, in fact, improve options of travel for those moving about the city and suburbs. We regularly take public transport and the irksome nature of its notorious unreliability is appalling. THIS needs to be addressed first. Add additional lines and lay more train tracks before removing private vehicles. Spend money on electric trains, removing the polluting, ancient diesel trains. Stop blaming those of us who already use public transport when possible and have electric or hybrid vehicles.</p>
<p>Better safer cycle lanes so people don't die. More trams.</p>
<p>The city has become totally inaccessible, especially for anyone with disabilities and the elderly who may have no other option but to drive into town. I've stopped going into town altogether and it's the same for most people I know because of all the road closures and changes to the traffic it takes over an hour to get into town, a trip that should only take 20 mins. The shops are going to suffer too.</p>

We need faster public transportation, more options that during the night.
There is no point in closing roads to traffic without providing alternatives. Cycling is not a viable option for many. Bus and rail need major investment first.
More car free spaces and streets Less car parking More expensive car parking / time limits Enforce bus lanes e.g. fine cars that use them All bus lanes 24 hours and stop cars parking in them! More bus gates More segregated cycle lanes Loading bays for loading only
We desperately need to make our city centre family friendly & teach people that taking public transport is ok
Until there is an effective, reliable public transport for all this is a ridiculous concept. It may suit a minority of those who are fortunate to be able to cycle or walk to work or fortunate enough to be able to live in the city, but for most this will make trying to get into the city worse. Businesses other than hospitality will also be negatively affected, all you will be creating is a glorified Temple Bar. Whoever gives this the go ahead should be held accountable.
Forcing all the cars out of the city is not the answer when it only serves to increase congestion in surrounding areas. Our public transport system is completely inadequate as it stands to support these aims. More public transport options are needed in order to allow the public to support this. Cycle lanes are a good idea but only with proper infrastructure to support. We do not currently have safe cycling infrastructure in
DCC and the Green Party have singularly destroyed our amazing city. It's a horrible place now with fast food takeaways. It took me an hour to go from mobhi road to Jervis st car park. There's no buses worth talking about and even cyclists are rare. It's not a safe city. I for one am emigrating to France.
Please do all that was shown and use ANPR traffic cameras to enforce bus lanes etc.
We so badly need an efficient underground service. Have been promised for nearly thirty years and still nothing!!!!!! It's depressing how it's constantly ignored. Where there's a will there's a way so get and find it!!!!!!
We need to do something urgently.
Having visited several European cities, especially those in the Netherlands and Belgium, I've observed the positive impact of increased pedestrianization and dedicated cycling paths. This urban design approach enhances the overall environment by reducing private car usage, resulting in improved air quality, reduced noise pollution, and a more appealing aesthetic of the surroundings due to reduced parked cars. Unfortunately, returning to Dublin city, I've noticed this lacking, which feels almost claustrophobic and unsafe as a casual cyclist. I recognize the importance of striking a balance in pedestrianization and efficient transportation. Dublin has made progress in recent years in improving public transit, but there's still plenty of room for improvement in making it more reliable, cost-effective, and time-efficient. This would contribute to a cultural shift towards more sustainable transportation methods which serves as a barrier. For one such example navigating from Cabra to Kilmainham by public transport is unfeasible in terms of time, thereby requiring either car or bicycle. Or amongst the wider commuter belt, it will push people to still use private modes of transport and park elsewhere closer to the city. Other key areas of heavy footfall for pedestrianisation other than delivery vehicles are the surrounding zones of temple bar/Grafton/Dawson. Le meas
I love the idea of a more user friendly, less traffic clogged city. I coomute into the city very regularly

<p>A lot of the traffic is due to the sheer number of taxis. I think we should consider limiting their number before we lock private cars from the city centre. There is also a very high number of commercial vehicles.</p> <p>I cycle to work into the city centre or I get the bus. We need to accept that traffic is increasing, your idea to prevent cars into the city centre will just make the lives of hard working people miserable. You can't make the problem disappear, no matter the number of punitive measure you put in place.</p> <p>Did you see rue de la Loi in Brussels with its 4 lanes heading towards the city centre? That's despite their metro and bus system. They're not about to get rid of cars. You can't make the problem disappear.</p>
<p>The Airport needs to have a rail link to reduce taxi and bus journeys and the Metro will take too long. Why not pull a DART extension from between Portmarnock and Clongriffin and have the airport connected to the DART that way ? There is little housing that would be affected and from Portmarnock the entire rail system is already there. DART services northbound could go every ten minutes (one to Howth, one to Malahide (later Drogheda) and one to the airport. That way the Airport would have a rail connection to Connolly with much less effort than a Metro, so it could even be temporarily until the Metro is in place. Via the Phoenix Park Tunnel it could also connect to Heuston platform 10 which gives people from the west of Ireland a rail connection with 1 stop in Heuston to the airport.</p>
<p>Would be absolutely delighted to see this plan brought into effect.</p>
<p>Think it would be great to get traffic out of city and make it more accessible for everyone. Thanks</p>
<p>More seating and greenery (trees, shrubs etc) Certain areas with these recent additions look gorgeous More of that please</p>
<p>Implement it please. Less cars please. Safer options for cycling and walking please</p>
<p>I fully support these plans. As a transport engineer currently working in the city centre I fully understand and acknowledge the requirement to remove private vehicles. My only concern is with the Christchurch junction. I would like to see a cycle lane / track added to the Winetavern Street bus lane travelling south up the hill, as that is my route while travelling home and technically has not cycling facilities.</p>
<p>Less cars and more areas for people to walk and cycle will be a much more welcoming city</p>
<p>Public transport and active transport should take priority over cars</p>
<p>Please build Dart Underground and build more rail and light rail routes. Please invest more in high Quality public realm, with a focus on high quality materials and no clutter, modelling this work on best European practice</p>
<p>Absolutely amazing, I would love to see all of this and more being implemented. We need a city that is for the people where we can create a sense of place and where we can walk, cycle without fear of cars, as well as having beautiful places to sit and enjoy the lovely architecture which the city has but is often overlooked as there is nowhere to enjoy it.</p>
<p>High quality segregated cycling separate to buses with no interaction between the two as much as possible would make cycling much more attractive.</p>
<p>Greater civic spaces are only helpful if they are safe, clean and attractive.</p>
<p>People will not get out of their cars. This has been going on for 20 years now and the council has not learned this yet. People just sit in traffic burning even more fuel or will just leave earlier. This is a terrible idea.</p>
<p>Reducing congestion would be hugely beneficial to cycle safety. At the moment the city centre is clogged with 1 person-per-car traffic, slowing down things for cyclists and bus users. The worse it gets the more cyclists will be deterred.</p>
<p>Safety from buses!!! They are dangerous</p>
<p>This is a good start, we need to create a city worth going to, not focused on the people passing through. Please do this and more, the city we love needs it.</p>

<p>Congestion charge would make a difference as there are too many single occupancy cars driving into the city centre</p>
<p>Private cars need to have access to city, especially for drivers with needs. Free public transport could encourage more use of not using private cars, however creating a concept where private cars sit in traffic for long periods is unhealthy for all.</p>
<p>On Question 8 I want none of them. I think that this city Council has lost the people of Dublin (who happen to pay their wages and allowances). I for one will not be voting for any sitting Dublin Councilors in the next election because they have ruined city.</p>
<p>The less cars the better</p>
<p>Get rid of all ugly street furniture, signage, plastic bollards and Stonehenge arrangements of electric substations on every corner</p>
<p>Great! It must be met with good public transport however. Current 90 min 2 eur fare is a winner!</p>
<p>Please please get the metro built sooner than currently planned and add additional Luas lines. Have more park and ride facilities outside M50. Get a rail link to airport asap. Everybody wants increased pedestrianised areas and civil spaces, but the public transport needs to improve to allow this. Otherwise the city centre may really feel an impact</p>
<p>This survey is flawed. Asking which area should be traffic-free does not allow my view that neither should be traffic free. The "amenity" value of the city is non-existent and removing private cars will not restore it. If anything it will simply facilitate the increase in anti-social behaviour including the vast majority of cyclists breaking rules of the road and being a menace to pedestrians. The non-enforcement of laws on electric scooters and bikes is a disgrace. If traffic is banned/restricted further I will no longer travel to the city except for essential purposes. At my age and with my medical conditions, a private car is my only realistic option. Cycling is a ridiculous proposition while public transport is a non-runner due to its unreliability - making the city car free will not recruit any drivers for Dublin Bus. As it is the last 2 occasions I used the bus, my bus (#14) had the bus cancelled leaving an interval of 45 minutes instead of the promised 11 minutes.</p>
<p>I live in Marino, Dublin's first suburb for the last 30 years. I use Dublin city centre for shopping and amenities such as walking, sometimes cycling and sometimes going to cultural events. I heartily support this draft plan for Dublin city centre transport. However, I am in fear and trepidation that this will exacerbate the tremendous traffic problems Marino is facing. In the last 30 years, it has gotten steadily worse as has parking from people taking the bus into the city has become a real problem as well as people rat running and driving at speed through the estate. Everyone who lives in Marino quality of life is being impacted by the roadworks for bus connects. Marino celebrates 100 years in 2024 and represents quite a jewel in the crown of Dublin city planning. I would be seriously dismayed that the proposed excellent planning has not considered any knock-on impact that it may have on my area. I am not sure if there is some joined up, thinking about how to avoid this problem that we have in Marino from worsening. Are there any assurances in this draft city centre transport plan for us?</p>
<p>The city transport plan needs to address why people travel through the canal corridor. We need to route traffic away from the centre whilst still allowing cross-city private car travel. This should be done by removing the tolls on the non-city centre cross-river roads.</p>
<p>It takes me 15 minutes to get into the city centre by car and 45 minutes by public transport.</p>
<p>Instead of just banning cars we need an attractive public transport model</p>
<p>Where is the traffic that passes through the city centre now going to go, if there were alternative options people would happily use them, before implementing these changes you need to deliver on capital projects, more Luas lines, Metro lines etc</p>

Inter connectivity of public transport for different areas within the city centre needs to be addressed.

Also increased frequency. It is almost always easier to walk (I live in D6W) than get public tea at peak times which isn't always feasible to walk for an hour plus.

Taxi crisis is back and should be addressed if people are incentivised to go into town at the weekend.

I am overjoyed that the plan will finally see Dublin become a liveable city and to catch up with its peers in the EU. It has brilliant forward-thinking and future-proofing proposals which will help us to stop being laggards in carbon reductions, but also make Dublin centre an attractive and lively place to be. I hope all these plans can come to pass, and that Dublin can take a leaf from the beautiful and compelling redevelopments of such success stories as Nante, Copenhagen, and many continental cities which I have visited, in becoming an inspiring and invigorating place to live.

I would only point out that there seems to be a difficulty in cycle traffic crossing the junction at Christchurch when traversing from Nicolas Street to Christchurch place. This is a difficult junction to navigate on a bike, and it seems the plan doesn't address that. It is a small quibble. Overall, definitely a step in the right direction! Bravo

I'm very much in favour of the plan, it feels like a huge improvement in the quality of the centre, and begins to move Dublin towards a much more liveable city centre, as we see in other European cities.

Taxi provisions: consistent with zero-emissions goals, it is important to provide reliable and extensive electric car charging facilities for taxis.

When it comes to timed use of (new or existing) pedestrian areas for delivery and services, it is my strong view that deliveries need to take place outside rush hours and peak pedestrian times. Allowing delivery vans and lorries to block and line pedestrian streets until 11am, I have found unpleasant and sometimes even dangerous when walking, when pushing a pram, and when wheeling or cycling a bike. Deliveries later in the evening could also be facilitated, maybe, but mixed use really needs to be staggered to peak times don't clash, and pedestrian commuters need to be prioritised over commercial vehicle convenience.

When reading about the Christchurch place area, an amazing spot open spot, perfect for an open-air market, I was disappointed to still see car/bus lanes running centrally through the space. Of course bus access is crucial and this route is becoming more important as more central shopping areas are more and more pedestrianized (which I also support). But I think you need to put "place-making" and amenities first, and then design transport around it. To make the middle of that space a true public space with a shape to it and art or a playground, with benches and green around it, to make it a Place not just a place, you might consider putting the traffic lane as peripherally as you can. It might not be easy or possible, but the point stands across this new plan: that you still consider road traffic the immutable central arteries and not the people themselves. Way, way better than ever previously, but that bias is still persisting here and there, and perhaps by default or subconsciously in most places.

Fantastic work, though!

Implementation of the new plan might be facilitated by temporarily closing the city centre to all private cars including EVs. This could be presented as a pilot project which, as happens with projects of this kind, are inevitably deemed a success - fait accompli, no more cars in Dublin City Centre.

Excellent, we need a city we can use properly, one that has spaces to enjoy and not one where we constantly have to dodge/worry about cars. Can't wait for this to be implemented, please do this and more

Get the plan done asap to save our bbc air quality.

Public transport should be made the easiest option for getting from the edge into the centre.

Pedestrians should have right of way and be prioritised within the city centre - I am a cyclist but do not need cycle lanes everywhere - Henry St and Grafton St are fine without cycle access for example.

To endure, new civic spaces need investment in high quality cobbles, stone, and cleaning and maintenance.

I think it is really important to do something as soon as possible to improve the public transport in Dublin.

More of this please. We need more car-free space in the city. (I am a driver as well)

Anything that reduces motor traffic will greatly improve everyone's life.

Even the tiny progress that has been made around cycling is paying dividends. Stop pandering to the drivers of sandymount and their ilk. There isn't a person alive who's life cannot be improved by having a quick trip on a bike. The biggest and only regret of my life is not cycling in Dublin earlier.

I fully support all plans to move cars out of the city. Please keep pushing ahead with these plans which make Dublin a safer and nicer place to live!

I have a car but I'm considering selling it, it's not necessary, especially with improvements in public transport and cycling.

1. The South Quays (Section 4) should contain a fully segregated cycle track, ideally in both directions.
2. A two-way segregated cycle track should be included at Custom House Quay (Section 6), if that option is chosen.
3. Gardiner Street (Section 7) should have a 24 hour bus lane in whichever direction is deemed more appropriate (probably northbound).
4. Provision of a two-way cycle lane through Lincoln Place (Section 9) should be considered.
5. All cycle-lanes that are beside bus lanes or general traffic lanes should be fully segregated with concrete barriers (10-20cm high), not poles/wands. This is to encourage kerb mounting, parking, etc. in cycle lanes.
6. It is vital that all bus-gate measures are enforced with cameras and ANPR.
7. Public buses should also contain ANPR cameras to discourage people using bus lanes more generally.
8. Public benches and toilets should be provided in as many areas as possible.
9. All street signs in the city centre should be examined and as many as possible removed and/or consolidated (especially unofficial signs such as those pointing to car parks seen on Dame Street, which don't conform to official standards).
10. Regular provision of streetlights and bins to encourage safety and cleanliness.
11. Consideration of water features (e.g. fountains), plants and public art in new civic spaces.
12. Bus shelters provided throughout the city centre with departure info screens built in (to avoid street clutter).
13. "Drop zones" for any eScooter/eBike sharing systems that may emerge (take a look at examples from Antwerp).
14. Removal of all on-street parking from the city centre, which is an absolute waste of public space and unaesthetic.
15. A scheme similar to double-red lines in London where there is absolutely no stopping allowed on key routes (enforced by ANPR in buses).
16. CCTV in all civic spaces to discourage anti-social behaviour.
17. All bus lanes/bus gates to be 24/7.

After a recent trip to Utrecht over the summer, there is absolutely no doubt in my mind that we need to go towards less and less and less private cars in the city centre.

Possibly even a ban on SUV which takes so much space.

Thanks for the ambitious plan!

<p>This project is a great first step to improving Dublin City Centre's urban design. But more will need to be done in order to make Dublin into a truly great city. So I believe that this project should be implemented rapidly so that more ambitious projects can be implemented after it. Dublin as a city simply does not have the space for cars, so a shift away from them is always a good move.</p>
<p>Brilliant plan, the more accommodations for pedestrians, cyclists and PT the better.</p>
<p>It would be great if you could have more connection between public transport and cycling. There is not enough joint mobility, it feels it's one or the other, while you should be able to use both. Great ideas</p>
<p>I would like better options for 2 wheeled bikes, motor bikes lanes and parking facilities. Reduce 4 wheeled vehicle facilities to help reduce cars in the city Center.</p>
<p>Free public transport and metro for people to access a good option for access to city Center.</p>
<p>All people implementing this plan should visit Copenhagen, learn from this city as a good example or fit for Dublin.</p>
<p>Please get rid of the bike rack on parliament street, its never used and stops the pub from having outdoor seating. There's 10001 better places to put it</p>
<p>Stop restricting traffic through dublin city centre!!</p>
<p>The more of this the better.</p>
<p>This proposals to limit private vehicles access to the city centre are disproportionate and have total disregard for those with no option but to use private transport to access the city.</p>
<p>The laudable effort at reducing through-traffic can be achieved by lesser measures. For example to through traffic is discouraged from using the East link by tolling. This should be reduced or removed and would thus reduce through traffic. If this is not practicable consideration should be given to permitting traffic to turn left from the North Quays onto Samuel Beckett Bridge. The current restriction on left turns forces traffic up towards the already congested Tara St/ O'Connell St area.</p>
<p>For similar reasons left turns from sheriff street upper onto guild Street ought to be permitted.</p>
<p>Church street has been destroyed by the current traffic management systems. The accumulation of traffic sitting for 20+ minutes to clear the street has a noticeable impact on air quality in the area.</p>
<p>Finally, for the love of re-open North Strand to general traffic. The intolerable situation in Fairview cannot continue.</p>
<p>Please reduce the cars and increase space for walking and cycling so that we can all get around more easily.</p>
<p>I fully support this plan and hope it is just the start, there's still plenty more to do after. Please don't let the business groups and the professional complainers disrupt this. Remember they have objected to every thing from the pedestrianization of Grafton Street to the partial closure of Capel Street. They were wrong then and will be wrong again so please don't let them disrupt this.</p>
<p>Essential to bring in a congestion charge to stop people travelling in.</p>
<p>I do have a private car but use it less and less over the years. However I don't feel the public transport in the city is adequate to ban cars at this stage. If cars were to be banned there would need to be drastic and immediate improvements. Travelling in rain is a major issue with bus shelters non existent at most stops and having no clue at times when the next bus is arriving. This puts me off public transport in poor weather as I can't be arriving to work in wet clothes after standing in the rain for god knows how long waiting for a bus. All this happens before we even get near the city centre.</p>
<p>As someone who doesn't own a car and mostly relies on public transport/cycling, I think this plan is an excellent step in the right direction.</p>

<p>The exclusion of cars or any other transportation method in city centre with a one way system that absolutely gridlocks the city centre & excludes people from driving in a city further pressure is driving not only cars , shoppers are avoiding city centre for places like blanchardstown , Liffey valley & Kildare village , the city centre is a shell of the vibrant place it was , bad planning & dancing to whoever is in "power" tune has destroyed the city centre I was born in & love , there's nothing to recommend it , a private company "Luas" runs through our main street, nothing to recommend on our most famous thoroughfare only Luas & soup runs . Shame on you .</p>
<p>Outside of blue badge holders and residents, nobody has any business driving a car into Dublin City centre. The more car free spaces the better. People go to cities in Europe and come back saying it was so lovely walking through the old streets, Dublin can be like that if the public realm was reclaimed from cars. (And a fortune is spent on readjusting the public realm to people instead of cars). Do what is included in this plan and more. Prioritise public transport and massively expand the Dublin bikes scheme citywide.</p>
<p>There needs to be more public transport connections between the suburbs, there is no benefit to public transport if I have to go in and out of the city centre when I have no business there.</p>
<p>There also needs to be ways to and from the sides of the city that don't go through the city centre but also don't take inordinate amounts of time.</p>
<p>The draft transportation plan is exactly what Dublin needs, and I fully support this plan. In my opinion, so many people would cycle in Dublin if the safe infrastructure was there, it's important to build a good network that everyone can use.</p> <p>Also, our public transit, especially buses, are slowed down by private cars in the city centre, leading people to choose to use their own private car because the bus isn't any quicker. This plan will also greatly contribute to climate targets and improve people's physical health.</p> <p>I hope that this plan is fully implemented and is not held back by people who don't want to see the full potential of their city realised.</p>
<p>We need more consistent cycle lanes and better traffic light management to facilitate cycling. The few traffic lights with dedicated lights are just too short timed to be any useful to bikes.</p> <p>Also the idea that cycle lanes can be shared with bus lanes is just crazy. I do cycle when on my own but totally unsafe for children.</p> <p>Also bus changing drivers in city centre takes forever at times that's so annoying, not to talk about ghost buses that exist only on display predictions and never show up for real (yes this has improved but problem not totally gone).</p> <p>Last but not least for a family of 4 it is actually cheaper to drive into town than take the bus for certain journeys. You could extend the 90 mins ticket to 180 mins to address some of this.</p>
<p>More cycle lanes and dedicated cycle roads - like Amsterdam / London etc</p>
<p>We need to get on and build the metro ASAP, not just one line but multiple routes.</p>
<p>Pedestrianise south William st. Don't be held to ransom by car park owners</p>
<p>Great to see this thinking and it can't come soon enough. Remove as many private cars as possible, especially through-journeys, drastically increase pedestrian space and amenities, and make cycling safer and more convenient. It fees like we are decades behind other European cities in reclaiming our space for people and living instead of noisy, dangerous, polluting motor vehicles.</p>
<p>Less cars & more pedestrianised areas.</p>
<p>Please provide a timeline for cycle lane construction, if possible</p>
<p>It's great</p>

For far too long, our civic spaces have been designed to promote the movement of the private car, and the city has suffered greatly as a result.

It is not just important that a shift away from private cars is promoted in order to meet our climate targets; for Dublin to be a more liveable and healthier city, this change is completely necessary, and long overdue.

My one note would be that long-lasting and high-quality materials are used right from the get-go when implementing these new changes, and the usual proliferation of signage and clutter avoided; the city has never been short of good ideas, but now in this crucial moment when we have a chance to reshape the city, care and attention must be paid in the way we deliver on these ideas.

I have mobility problem. I can't walk much. I have disabled car pass. Being on a bus is scary - will I get a seat, stand at stop, bus too far out from pavement etc
I already am restricted in parking in Dublin, eg side of Parnell Square at Gate theatre cycle lane now means I

Have great difficulty finding a parking space that is not too far from O'Connell St etc

The ambition and vision shown in this plan is to be commended. It is a real opportunity to start building a city that is fit for the purpose of living in rather than driving through.

It will contribute massively to the broader goals of place-making, climate change mitigation etc.

Recent research by Transport for London would indicate that shifting away from a through traffic efficiency model to a more 'people centric' one can have a significant impact on vacancy, dereliction and antisocial activity.

I would suggest, where public spaces are being established, that significant tree planting is considered to mitigate heat.

A1 plan. More like this please.

I have mobility problem. I can't walk much. I have disabled car pass. Being on a bus is scary - will I get a seat, stand at stop, bus too far out from pavement etc
I already am restricted in parking in Dublin, eg side of Parnell Square at Gate theatre cycle lane now means I

Have great difficulty finding a parking space that is not too far from O'Connell St etc

We urgently need it!

I support the proposed plans 100%. This will be transformational for Dublin City centre and it cannot come soon enough. Amazing work by Dublin City Council. Well done.

I welcome the suggestions though I hope adequate provision is made for deliveries to and from businesses in the city.

I think it's an excellent idea. As someone who commutes to work by bicycle I take my life into my hands with unnecessary large cars transporting one person.

Our city centre is a giant car park.

Please note I am also a car owner and regular user in the suburbs through necessity,

I am strongly in favour of increasing the cycling infrastructure in the city centre and on approaches to the city centre. High quality bike lanes and good bike parking facilities which can be used by cyclists of all ages and abilities.

Parking protected cycle lanes have worked well around the city. Bollards and kerbing/planters add safety. Cycle-priority traffic lights are fantastic.

Much safer cycle options

Introduce congestion charging on some key routes morning and evening rush hours and increase bus services along these routes. I.e. Canals and coast road Connolly station to Sutton

*Please reduce standard parking spaces

*Increase blue badge parking

*Increase unloading bays

*Cargo bike rental scheme city wide

*Give preference to physically segregated cycle lanes .

*Locked ,secure and sheltered bicycle parking

I am fully supportive of the aims of the draft plan. I have lived at various locations across Dublin north and south and have experienced how painfully slow buses are at progressing through the core city. I have also experienced how poor the cycling infrastructure is.

The measures to cut through traffic will enable public transportation and cycling provision to be dramatically improved. Furthermore they will improve the poor air quality in the heavily trafficked areas (r.g Pearse street).

DCC should ensure that it also seeks to widen overly narrow footpaths and improve the pedestrian

I support your plans to reduce the terrible traffic congestion in Dublin and to make the city safer and more pleasant for cyclists, pedestrians and those who travel via public transport. It will make the city a far more desirable place to be in, reduce air pollution and help reduce carbon emissions. Hopefully it'll also result in more relaxing and enjoyable public spaces.

I don't believe you are able to provide efficient public transport. I work in city centre at Hogan Place and bus takes 3-4 times longer than car journey.

So what is going to happen is you will cut car traffic but people will not have other options like bus. And for most people cycling or walking is not feasible all year round due to weather.

I think making Dublin city a friendlier place for pedestrians and cyclists is long over due. I think the city has so much potential that will be improved by this plan.

Increasing the amount of space in the city that is safe for people to walk in will make it much more attractive for people, especially families with children.

Dublin City centre should be free of private transport. I understand commercial transport is essential to supply the business in city centre. Let alone the reduction in pollution if transport was reduced but some of the footpaths are too small to facilitate the amount of people using them and I have had to walk onto the

The city is choked, the bus lanes are blocked and the bike lanes are unsafe/dispersed. Private motor traffic is unsustainable. By reducing the capacity for private cars and improving convenience, safety and availability of alternative modes Dublin City will become much more liveable and thriving.

I am a cyclist 32 years . We have to accommodate all . We as cyclists are a minority being given priority over majority . This is wrong to exclude motorists or to bill people who cannot cycle or walk into town is wrong . To start this them and us is only starting conflict against cyclists. The cycle paths and lanes do not work . Motorists have so many obstacles to watch its more dangerous than before these lanes were implemented . It seems war on cars . If you want to turn Dublin into a park we as shoppers and people who like to go to town at a cost to economic it will suffer . Pedestrianised areas or areas where young people congregate and attack tourists is wrong . The board walk has not worked no Dublin people that I know go for walks along there for fear factor . We need to get real and accommodate all travelling people who travel through the city both residents and tourists who can't bring bikes on a plane . A cyclist from the cycling federation of

I am very much in favour of this plan and it's potential to make the Dublin cleaner and safer

The two lane left filter at from Westland row to Pearse street is already highly dangerous: the footpath is extremely small and pedestrian traffic volumes are very high. An immediate measure of increasing the pedestrian green time and reducing the flashing amber turn would make a huge improvement.

More European-style squares with outdoor seating, shops, playgrounds, art installations etc. would be good for pedestrians.

Also more public benches and tables along the pedestrian roads.

I hope reducing car traffic will help making public transport more reliable especially busses which are often stuck in traffic.

O'Connell Street needs a bit of revamp too, currently there's little to encourage people to stop there and enjoy the place. It's mostly a place people walk through to go somewhere else.

I think this will be a great step forward for Dublin City. Making the city centre safer and more appealing will allow families to come back to the city centre rather than relying on out of town shopping centres and the occasional park as places for parents to walk around safely with their kids.

I prefer the Beresford Place option as it should also help to improve the Abbey Street area and would finally give the Connolly statue a better sense of place. Customs House Quay could bring in the River but it's more an open space and wouldn't improve Abbey street and the connection to Bus Aras/Connolly station to the same extent but could be looked at in future.

I think that this plan is fantastic, and would be a great benefit to the city centre! Given the high volume of tourists that Dublin sees, having more civic plazas on Lincoln Pl, Beresford Pl, and College Green would make the city more inviting and enjoyable. The reduction in width of the traffic lane on Pearse and Tara are very welcomed, along with the introduction of protected cycle facilities. The only comment I would add is that perhaps a two way cycle way on the East of Tara and hence North if Pearse might be more preferable for ease of access to the cycleway on the south quays heading into the Docklands, and would result in less conflict with cars/busses (such as the junction of Pearse/Tara/College Street. Please deliver on this plan, it would be great for Dublin!

I fully support the objectives and proposed measures of this Plan.

Cars are crucial, like it or not, for numerous reasons. Also, the city feels dead without them, empty, creepy.

I think its really important that the business community are consulted on this. Parts of the City Centre are dead and shops aren't surviving. We need to ensure any decision we make does not make things worse.

Also Public Transports needs to be central . If we are removing it from College Green where does it go?

Think of people with disabilities who cannot walk large distances

For the good of our city and the good of the environment, please follow through and deliver on this plan

Whilst the expansion of cycling facilities over lockdown was a positive development- we need to vastly expand our public transport network, whilst reducing our reliance on private cars as our main mode of transport, especially in the capital where this is not only most feasible but most necessary. The removal of cars also facilitates the creation of pedestrianised civic spaces which can enhance the sense of Dublin as a lived in city and not just somewhere people come to spend money.

I have just come back from Paris, where cycling infrastructure and public transport is excellent. Obviously building metro lines everywhere is an issue in Dublin (Nimbys, vested interests etc), but in understand they have recently built out their cycling infrastructure. It is both effective, safe and finished in a way that is consistent, permanent and adds value to the streetscape. Dublin current "temporary" cycling schemes, which are welcome, often are poorly maintained, they are haphazardly applied with temporary plastic poles and are not policed when blocked or misused. Characteristic examples include: grand canal from Harold's Cross to Leonard's Corner and constitution Hill towards the Four Courts. There are however examples of excellent routes, like the Grand Canal greenway and the Royal Canal Greenway. All routes should be finished with similar standard, permanence and consistency.

This draft plan must be considered in conjunction with other plans, such as the Dublin Area Transport strategy, the Dublin Light Rail strategy (timelines of which need to be expedited especially for Luas Lucan and Poolbeg, and ongoing projects like, Dart+, the metro, Busconnects.

Kind Regards.

Stop proposing and actually implement. This debate had been going on for years!

Please make sure intersections are safe for cycling and walking. Dutch style intersections are safest and take no more room than normal intersections (most of the pictures show cycle lanes stopping before intersections). Cycling and walking infrastructure is only as safe as its weakest point and junctions are the most unsafe points to start with. The more the cycling infrastructure forms a network the more people will use it as well.

Cycling and pedestrian infrastructure protected by greenery, raised on a curb and with raised crossings are all great.

The earlier the better for the rail network upgrades. 2030 seems along time to wait for dart+

Less cars the better, buses will be faster, cycling easier

I did my thesis on which cycle lanes in Dublin City Centre would be the most advantageous to upgrade using the NTA ERM, in short, the results indicated that

Blackhall Place

Bridge Street/High Street

North Strand Road/Fairview

Portobello Road

Parnell Road/Dolphin Road

should all be prioritised to maximise attractiveness to cyclists.

My email address is . Could you send me a sharefile link and I will share a copy of the thesis as it appears highly relevant to the work at hand.

Kind regards

These plans are most welcome. Dublin is clogged with traffic, making it an unsafe place for anyone who isn't a motorist. I would like to see it go further, moving traffic away from Talbot St and the adjoining streets, which is already too narrow for vehicles and would rejuvenate the northside of the city.

City Centre Transport Plan?

What plan is my question?

Public transport is bad and parking options as well. Therefore multiple new car free zones are unacceptable. Last change made 30% longer travelling times to and back from the city. Simply annoying.

It's very good. Just implement it already.

No. 1 priority has to be increased safety for cyclists. Then better and cheaper public transport. And if all that comes with increased pedestrian zones then great 👍

<p>This plan would bring Dublin City to the 21st century and making sure the city is ready to grow and develop in a sustainable manner. New civic spaces, safer means of transportation, will benefit to everyone as long as the right level of investment in our infrastructure follows.</p>
<p>I cycle to work most days (from Finglas East to Grand Canal) and while it's quick and convenient, it's a daily occurrence to be obstructed by cars or experience a near-collision. Speeds are too high, parking is atrocious and drivers demonstrate poor judgement towards other road users. It's unhealthy and unsafe. The carrot of cycle lanes and public transport needs to be stronger. But the stick of making driving prohibitive and expensive needs to come, too.</p>
<p>While the bus gate at College Green was a welcome development, it seems to be poorly enforced. It is still a pinch point for public transport and makes the commute across painfully slow. It should be reviewed if taxis should be removed, or if a smarter way of managing bus and Luas routes could be more efficient.</p>
<p>This Transport plan is very exciting and could be great for the city if implemented. Maith sibh!</p>
<p>This is a no brainer, get it done asap.</p>
<p>While these car free spaces will benefit those that live in the immediate area, it will cut off many from the suburbs and beyond. Not everyone is able to cycle into the city centre and for others using public transport would take hours out of their day.</p>
<p>Please do this and do it fast. We don't want to have to wait 10 more years. Get it started ASAP.</p>
<p>A lot of political will is required to push this through. I hope the politicians can be brave in crafting a car free vision for the city centre. A river side car free area outside the custom house would be amazing.</p>
<p>I currently use public transport to get into the city but I would prefer to cycle centre however traffic safety concerns prevent this.</p>
<p>I fully support measures to encourage active travel and remove the private car from the city centre. I would visit the city centre more frequently with my children.</p>
<p>Seems a very anti car biased survey. Very slanted against cars. I work in Dublin Port and have two options to get to work, Port tunnel via M50 or along the north quays so what alternative do i have at 0500-0700 each day? How is this survey going to guide the owners of the survey towards making my journey to work better as the survey is so slanted to give an answer saying i need to take a longer and harder route to work. Is there a presumption that travelling through the city makes life worse. Build a tunnel under the city like in other major cities so you still give the through access and still pedestrianise more over ground areas This seems to be totally missing from strategic thinking</p>
<p>It's easy to create a survey with obvious yes answers without context, implications or any real feedback. This will only lead to making it more prohibitive for people travelling to the city centre. I don't cycle, too many of my bikes have been robbed, city centre is the best place for this. Fix that. I don't bus as it's uncomfortable and not easy to bring kids on. I don't drive either as that's more prohibitive.</p>
<p>Buses won't solve the public transport issue and cycling will never be a viable option when space has to shared with buses. I used to cycle into town all the time but felt like I was taking my life into my hands because I was afraid of getting hit by a bus. Closing roads will not reduce traffic it will only redirect onto streets people were already choosing not to drive down due to traffic. It seems the plan is to reduce private car use by making it impossible rather than providing viable alternatives. Nevermind ignoring the carrot and stick approach, this feels like more of the throw a rock in my face approach.</p>
<p>This is an ambitious and inspirational plan, well done everyone!</p>
<p>Great and progressive plan.</p>
<p>Dublin will be greatly improved by removing cars from the city. More cycle lanes and pedestrian spaces</p>

Segregated cycle lanes please! It is incredibly intimidating to share the road with buses. Our current cycle lanes seem like an after thought and are wedged into the left hand side of the bus lanes. With buses become more frequent and the shift away from private vehicle usage in the city centre, can that extra space be dedicated to safe and segregated bike lanes.

Also, the bike lane situation along the quays is very confusing currently. They switch sides of the road with little warning, I'm thinking in particular about the Arran Quay. I acknowledge the planned Liffey Cycle Route but please ensure there is one continuous route heading East/West along the Quays on a consistent side of the road, with crossing opportunities at the junctions.

I love the ambition outlined in this plan - all of the proposals are highly progressive and signal a future for Dublin where people are put first and the primacy of the car reduced. Almost every goal signals an increased public realm with widened footpath, public squares and reduced congestion.

My only quibbles lie with areas not impacted by the plans:

- Camden St. through to George's St. remains untouched - cycle infrastructure remains sub par on this vital stretch while buses are bogged down in traffic. This will tie into Bus Connects of course but improving the quality of public realm in what remains one of Dublin's cultural centres is very important

- The Christchurch junction plans remain rather unambitious, with slightly more space allocated to pedestrians however it remains to be a dual carriageway running through the heart of the city, a significant reimagining of what this road could be is required for the future.

- I'm not sure if this is addressed in the enhanced Liffey Cycle Scheme but removing the requirement to cross the road to avail of protected by path at Arran Quay should be a top priority. In particular the choke point caused by the right hand cycle lane as you enter Bachelor's Walk (this will be reduced by the pedestrianisation of BW however a more immediate solution is required here)

I think eliminating through traffic is vitally important for air quality, reducing noise pollution and making Dublin more pleasant to live in. This is much better than a low emission zone (which seem to ignore particulate matter produced by electric vehicle break pads).

Please no more shared bike and bus lanes - keep them separate from each other!

I think it looks really good but it should be just the start. I would support the complete pedestrianisation of the city quays, and the establishment of myriad mini-bus routes (small electric buses) inside the canal cordon to allow older citizens and people with small children and shopping to move about the city more efficiently, with restrictions on taxis in the centre. The complete 'greening' of some of the tramways.

I fully support the plan and I look forward to lots of improved civic spaces in Dublin!

Do remember to consider more public seating spaces as well as covered shelters for bus/tram stops etc. as it is a nice relief from when it rains. Thank you!

DCC and NTA Planners - please jump on some cheap flights to London - as just one example of a city that is getting this stuff right! Go visit Coal Drops Yard area... then cross the river to Battersea Power Station... two incredible places to sit, walk through, eat, shop... live in, stay near or travel to. Hugely expensive redevelopments, yes... but there is nothing like these zones in Ireland, let alone in Dublin. There is nowhere that feels like these places in Dublin. Nowhere as accessible or connected via transport, nowhere feels as safe or as welcoming, nowhere that we can encourage visitors or tourists to enjoy as much... in our fair city. Please change my mind about my city. Please actually improve Dublin.

Need for greater emphasis on creative spaces and family friendly spaces in the city centre.

I love this plan. Dublin so badly needs to reduce the car traffic traveling through the city centre. Right now, the footpaths are clogged and the cycle lanes are painted lines of the road that always have cars parked in them (and on the footpaths). Reducing this through traffic and giving space to the pedestrians and cyclists would make Dublin much more of a destination to go to. It's very unpleasant in many places right now. It would also free up space for better public transit, so that buses are not constantly stuck behind cars who are just driving through anyway.

I would honestly be even more 'radical' about this, but I think it's a great step and would make a huge improvement to life in Dublin.

I support these initiatives generally but, as someone who works in a city centre wholesale business, I am conscious that not enough consideration is being given to the servicing of and delivery to restaurants, bars, shops etc. There ought to be allowances for commercial/delivery vehicles in the traffic plan. And if charges/fines are to be brought in for private vehicles then these should be based on income (like income tax) and should not penalise the poorest commuters most, given that those on the lowest incomes who work in or near the city usually live furthest from it for reasons of affordability.

There is a need to incorporate public toilets with the overall plan. Look at Paris as the best example, they have 000s of self-cleaning toilets that automatically open doors after 20 minutes.

From a visual perspective, there needs to be a discussion about the use of multiple standing electrical boxes. Surely there is a solution used by other major European cities where the electrical boxes are stored underground, and if an electrician requires to fix wires etc., the boxes rotates up from underneath to be at ground and user level. College Green is littered with electrical boxes, it's beyond parody.

Cut down on the amount of wide open concrete areas that could be used instead as planting area. e.g. Look at the changes made around Kilmacud and Stillorgan.

Please stop using a separate pole for each set of lights for cars/pedestrians/cyclists. There is absolutely no need to overdo it e.g. the new layout at Beach Road (beside Sean Moore Park)

I'm a big supporter of anything which will make existing in the city centre safer, more enjoyable and healthier. We need to dramatically reduce the number of private cars in Dublin, especially in the city centre. More buses, more free movement of buses, safer paths and cycle paths.

Such plans can be implemented when the alternative, proper infrastructure for public transport is in place and not before!!!

This is a fantastic idea and I believe it would do wonders for our city. We can take the lessons from The Netherlands, Copenhagen and Paris and make the city great!

I would like to express my gratitude towards Dublin City Council for this proposal. I think all of its ideas and suggestions would be incredible improvements to the city centre. Particularly, I have written a couple of times to DCC in the past years about the current situation around Pearse street and Westland Row. I believe that the current organisation of this arterial road is dangerous and may lead to road fatalities in the near future. The area has a very high footprint for pedestrians and cyclists, considering its proximity to Pearse Station and Trinity College. When the academic year begins, the footpaths around this intersection are exceeding capacity with tourists, students, and academic staff. Calling it terrifying is putting it lightly when personal cars or larger vehicles are travelling at the current speed limit (or commonly above that). I have witnessed and experience several close calls from vehicles turning left onto Pearse street that do not yield to the flashing amber light and oncoming vehicles from Lombard Street.

Overall, I think this whole area needs to be completely re-organised and traffic needs to be re-routed. This is something that your current proposal has included which is great news. I truly hope that the plans get approval even though it may get strong opposition from certain parties.

A couple of possible suggestions:

(1) ensure that when pedestrians have the right to cross the street, they may cross it in its entirety.

Currently, when crossing Westland Row at the intersection, the sequence makes it so that pedestrians may only cross to the middle island when cars are turning left from Pearse street onto Westland Row. This can be particularly dangerous as pedestrians either do not understand or do not stop on the middle island. Cars should theoretically yield to pedestrians but they tend to get annoyed and honk or narrowly pass in front of them.

(2) install raised crosswalks on Westland Row (if not all four sides of the intersection). This will force all vehicles to slow down and remind drivers that they have to be mindful of pedestrians crossing.

(3) this may be way down the line, and more of a vague suggestion, it feels like Pearse street could be a great location for a new Luas line travelling from Ringsend, all the way down to Dame street and further to the west.

The plan for public spaces is really promising. Once we have the necessary public transport models in place to support people travelling from outside of the city centre I think these would make great improvements to our city.

The plan in isolation is farcical. Any changes need to be considered in terms of transport movements in Dublin as a whole. The fact of the matter is that massive improvements are needed in public transport but that also road use by private cars needs to be supported. DCC/NTA need to outline exactly what are the 'alternate' routes for private vehicles. Private vehicles include people with mobility issues, essential workers on 24 hour rosters, commercial vehicles and so on.

Thank you! This is a comprehensive plan that clearly took a lot of time and effort and I just wanted to say thanks! I have two minor points to add to the plan, though I am not a city planner so I understand if they are not feasible. The first is that any taxis which can enter the city centre should be wheelchair friendly taxis. They should be the only ones available and though this shouldn't prevent others from using them, it may make them consider taking public transport instead of a taxi for fear of depriving someone who really needs it of a lift. Secondly, given all the controversy over the summer regarding the north inner city, the pedestrianisation of Talbot street and maybe even O'Connell street should be considered. Such a wide boulevard as O'Connell street could be a wonderful space on the northside for people to meet and would revitalise a wonderful part of the city. Even if its just from the spire down to the end. Perhaps an outdoor theatre could be put into the centre section? Finally, a minor not but I would imagine you will get a lot of criticism from motorists. I once had a dental professor tell me that "if you're still taking public transport by 30 years old, you've failed at life." This attitude won't change on its own, a public campaign with older, well established people in their fields and younger professionals too may be useful in reminding people that cycling/ busing to work is not about class. Especially cycling which is unfortunately still considered by many I've spoken to as "the poorman's way to work."

<p>I think the plan to stop cars using the Quays is not a good plan - we all pay road tax and should be allowed to use our roads in Dublin. I understand the need for pedestrians and cyclists to be considered, but motorists, who do not have any choice and pay road tax (which is not paid by cyclists) should also be considered and allowed to use the roads in our City. In addition to this, the new Children's Hospital which is being built in St. James's Hospital would be more difficult to access for people travelling by car from Dublin and from other areas of the country to the hospital with sick children. Please consider the motorists for once, the public transport system does not always suit everyone - what about motorists who have no choice but to use their car because they have a disability and cannot use public transport.</p>
<p>Efficient modes of transport must be given priority where space is limited. More loading bays for delivery drivers is essential to ensure they don't park on footpaths, bus or bike lanes. Blue-badge parking should also be increased.</p>
<p>This is a step in the right direction, we are however still miles off where we need to be and indeed where many other European cities already are.</p>
<p>This is great. We need to see the reduction of cars entering the city centre.</p>
<p>These plans are right for Dublin. I am lucky as I have access to the Luas. However if you have to get a bus at rush hour it literally would get stuck on the South Circular Road. The meant invariably you had to walk for the rest of journey into the city centre. I work near the quays now and there are actually dangerous for pedestrians and cyclists. For far too long Michael Guiney and Dublin Town have held Dublin in their grip with advocating for car drivers. Get rid of the city car parkas and allowing city council staff to use car parking</p>
<p>Any plan to make Dublin more pedestrian friendly and increase pedestrian spaces, with efficient public transport options is to be welcomed. Let's bring local social life back to Dublin City centre.</p>
<p>Segregated cycle lanes are essential for the future viability of the city. The more of them and as soon as possible the better.</p>
<p>I welcome this ambitious plan and look forward to its implementation. The current status quo gives too much priority to the private vehicle, undermining sustainable modes of travel in the City Centre.</p>
<p>Where traffic lanes are being reduced, I would love to see "quick build" interim cycling/walking schemes so that the citizens of Dublin can benefit from this plan as soon as possible.</p>
<p>Ambitious plan, public transport frequency, modes and safety needs to be greatly improved. Payment methods need overhaul - integrated system with credit/debit tap facility.</p> <p>The retail economy in the city is declining because of preventative measures to keep cars out of the city. The number of vacant, changing units on the main shopping streets is unprecedented. The quality of retail is not attractive in certain areas, too many fast food and discount stores which contrasts with maintained attractive shop fronts.</p> <p>The city centre is becoming a destination for tourists and not for its citizens. Dubliners are less and less likely to go to the city as a leisure or shopping experience. The shift appears to focus more on the visitor and night time economy of the city. The day time economy is suffering.</p>
<p>Not only create more pedestrian friendly spaces but maintain them. By maintaining them we mean provide bins and empty them on a regular basis, clean the streets on a daily basis, repair the footpaths in a timely manner, make sure the planters are well kept and rubbish free.</p>
<p>The whole city centre needs to be pedestrianised no cars or bus , but it can only happen with a proper metro system and a light rail system , for the record I'm the biggest petrol head you could even meet I love cars , but the city centre should be a safe place for people to socialise shop walk and be safe from cars and</p>
<p>Thank you this is a fantastic move in the right direction. Dublin City in its current state is far too car focused. There is huge potential for it to be a more walkable city centre.</p>
<p>I think this is brilliant! Please keep this up, the congestion in Dublin is so bad and is blocking up all the bus routes and cycling routes.</p> <p>However, please ensure that there is green areas and trees planted in these areas, dont just put a load of concrete down. We need trees, flowers, hedges, bushes in the city in these open public spaces. Also please ensure you are putting in enough bike parking spots.</p>

I use a car to get into my work in town because I have very limited mobility. There must be exemptions for those with disabilities and their families who transport the disabled and the elderly to be able to drive through the city if required.

I have noted that the plans so far favour those who are abled bodied. There needs to be provision made for those with limited mobility - not every body can cycle or walk, or even walk to and from public transport.

You should be asking the Department of Transport what they plan to do with regards to schemes for disabled drivers - not just those who need modified vehicles but who use vehicles because mobility is an issue.

What will be done regarding a new scheme for disabled drivers and the families of the disabled? At present I cannot avail of the scheme that is there, simply because I am not disabled enough. That does not help me when I can barely walk 100 yards.

Please address this - if you don't, those with mobility issues will find themselves excluded from Dublin city -

I think more public spaces is only good for business. Look at BlackRock. However, car users frequently use the "public transport is bad" argument for when these initiatives are developed. Obviously cycling is better but please ensure good reliable public transport comes in parallel with these changes. I love to see it

Very important to have protected walking and cycling infrastructure eg separating using planters.

Very important also to have joined cycle lanes / paths / crossings safely joined up.

Also need more ramps and dipped curbs for wheelchair users, buggies etc

We need proper enforcement and much more education on illegal parking especially pavement parking.

Also important to have parking at suburban transport links eg train stations to facilitate people's journeys.

Safe bike locking facilities and more enforcement on bike robbery are badly needed.

Draft plan is a great step in the right direction, an expedition of the planned underground would further drive the pedestrianisation of Dublin City Center in the right direction. Current proposed time lines are very slow for most things

I think it's great to see an ambitious yet practical plan to improve our urban areas, we are falling behind the rest of Europe in this regard.

I think many of the targeted areas for pedestrian streets are good choices (dame street/college green/George st), but I hope there is some other areas not covered in the proposal.

The proposal mentions limiting city centre car parks, I think in that vein the areas around south William street, fade street, st Andrews st and exchequer street should also been considered. These areas have huge amounts of pedestrian traffic that are forced to the sidewalks due to a few cars heading to Brown Thomas or Drury st car park. This also applies to fleet street car park and temple bar.

I also notice no mention of O'Connell street and O'Connell bridge which is a tad strange. I get it might be too important with regards to bus routes to change too much, but I think reducing to one lane each way for buses (+ luas on same road area?) Could help open up the street and turn the street into a public plaza for tourists or events.

The plans do look great though, hope work begins soon!

Thanks for reading

This "consultation" should be done by a 3rd party independent of those who drafted it. It is meaningless and has leading questions.

Who gave DCC a mandate to remove cars from the city?

I strongly disagree with the sentiments in the plan, someone needs to say STOP.

I am very encouraged by plans to pedestrianise more of the city centre e.g. Parliament Street

We desperately need better cycle lanes.

Build a metro first, then take the cars off the roads, public transport is simply not good enough yet (and has a long long long way to go) to eliminate private cars.

This looks great, I wish it went further!

I am in full support of the proposals and would encourage you to go further in restricting private vehicle flow into the city.

It is important for environmental, public health health and quality of life issues to reallocate road space to active travel. A significant majority of commuters use public and active travel methods, the allocation of road space should reflect that reality while seeking to encourage commuters to chose public and active options.

Working close to Beresford Place and Custom House Quay, I would vote to pedestrian both. In the absence of that option, I believe pedestrianising Beresford Place will make a greater positive contribution to the wider area.

I would suggest that the council should lead by example by actively discouraging staff from commuting by

We are so far behind on cycling infrastructure compared to other countries that radical change is required. This plans looks like a very welcome step in that direction

Greater separated lanes with coloured cycle lanes. Priority to cyclists and pedestrians at all times. Coloured lanes provide visual reminders to pedestrians not to walk in lanes. Connecting luas lines and greater bus systems which link suburbs and prevent need to enter city to access one another for example drumcondra to Killester or Marino to phibsborough etc

<p>While it would be great for there to be faster public transport into and through Dublin City centre, reducing the bottle necks at present, I have concerns that pushing private through traffic to other routes would have a negative impact on transit times for those outside the core city. More private vehicles driving on already congested orbital routes like the grand canal or near mater hospital would increase time public transport spends sitting in traffic by creating bottlenecks in these already congested areas. Real consideration of the knock on effect of these proposals on traffic should be properly considered.</p>
<p>Definitely a step in the right direction. I would hope this plan will set the foundation (literally speaking) for more light rail/bike routes. My commute (with bike) into the city centre is a death trap every morning and evening, primarily due to the unnecessary traffic, so I am greatly looking forward to cycling though a safer, cleaner and more peaceful city centre in the future if these changes are put in place.</p>
<p>I strongly support the proposed plan and the removal of private cars from the city centre.</p>
<p>Currently car traffic from south city to north city and vice versa is directed through middle of town. The toll bridge should be opened for free or at least a smaller toll (€1). Also there are no left turns allowed (officially) on sherriff street or the keys onto the Becket bridge. This diverts alot of car traffic who do not want to go to town centre, into the town centre. A bridge across the Grand Canal Docks would be useful too for everyone. Any new parks will need to be policed either by a park warden or some other official to avoid anti socila behavoir and litter etc. The board walks are an example of a nice idea, but thats a no go area now. Generally more green and more trees (i mean big trees, not little sticks) would be welcomed. Dublin is a bit bleak. Last thing is street furniture/signs and poles there are far too many, they litter the streets. Seems to average 20 stelel pols at each junction by my count. Not to mention the ugly and already falling apart cycling bollards, they look awful. Id be amazed if any reads this but thanks for the opertunity.</p>
<p>The best plan I've seen for Dublin in quite a while.</p>
<p>Great to see such an ambitious plan, well done to all involved</p>
<p>The proposal is premature in the absence of an overall plan for traffic for the city.</p> <p>Private cars, delivery vans, businesses all need adequate access AND the ability to get around efficiently. This proposal would create traffic chaos and goes too far.</p> <p>Money should be invested in upgrading footpaths, civic spaces, cleaning the filth off the streets (the city centre is a kip and the Council should be ashamed), and removing the appalling signage blighting our city centre.</p>
<p>Noble and all as the plan is we still DO NOT HAVE OPTIONS for the majority of people getting to work. I wish I didn't have to drive across the city twice a day but no public transport is compatible with my responsibilities and commitments. I don't just go from A to B and back.</p> <p>The city has already become a nightmare with recent changes. Enough is enough. When we have BusConnects and the Metro then go for it but for now you're putting the cart before the horse</p>
<p>I am heavily in favour of dramatically reducing the amount of private cars that travel through the city. It is currently an undesirable place to spend time due to the amount of traffic, long waits to cross the road and huge amounts of on street parking. The prioritisation of pedestrians and public transport will make the city far more desirable as a location for people to spend their time and money.</p>
<p>Please go ahead with these plans to reduce the amount of cars in the city centre.</p>
<p>I would like new bridges across the Liffey for cyclists only.</p>
<p>I also support a congestion charge for private vehicles</p>
<p>This is a great plan which will bring Dublin on par with other European cities with vibrant city centres.</p>
<p>Dublin City centre (and suburbs) has been RUINED, and it is being ruined more and more each year. It is a DISGRACE. The city of which I was once so very proud is now a KIP.</p>
<p>More secure bike locking locations please (such as car parks)</p>

Too many poles and bollards separating cyclists from traffic. The plan generally sounds good. Public transport needs to be hugely improved, taking people from the suburbs to the actual city centre.

This is a great proposal. Suggest

1. adding segregated cycle lanes in moss st. to connect with Pearse st improvements to keep a straight line flow coming over Mat Talbot bridge.
2. The Samuel Beckett bridge space allocation needs to be adjusted - 1 lane of car traffic each way and have a dedicated bus - cycle lane separated from pedestrian space - observe pedestrian levels on this bridge tue - wed - thur as very busy with people coming from Docklands train station, apartments and cyclists. The bridge has a very bad pinch point as you turn to the ferryman putting pedestrians and cyclists in a collision zone.
3. Segregated continuous Cycle lanes on North Wall quay to Talbot Bridge must be delivered asap as very poorly designed to-date and lighting also very poor - please observe when dark from 5.30 pm onwards.
4. Bus shelters and real time bus arrival monitors are critical to increase take up.
5. Bus lane and traffic light cameras to penalise offenders.
6. Remove Taxi access to bus lanes.
7. Offer loading spaces as a bookable item using apps etc with fixed delivery slots could help with deliveries and challenges from the business sector.
8. Make East Rd a 1 way system to stop rat running through East Wall and with a segregated cycle lane to

I'm fully in favour. I'd like to see it implemented as a minimal viable product and subsequently upgraded. I.e. stop/limit the car journeys now with temporary fixtures and then roll out permanent infrastructure. We've been waiting too long for an attractive, car free city. Most major European cities are years ahead of us. There also needs to be more civic spaces: College Green; O'Connell street; Christchurch. To name a few

This proposal would significantly improve the quality of life available in Dublin. It should without a doubt be implemented and the same approach should be applied to other Irish cities also

Completely support this proposal. Long overdue. Make Dublin City an attractive vibrant place again, less vehicle noise and congestion and more liveable areas please.

Great idea, hope this get built. It will make the north side much better.

I'm very much in favour of the proposals. We moved out of the City Centre, primarily due to noise, congestion, and pollution caused by motor traffic, which mostly to go nowhere fast.

We didn't move far (Drumcondra) because we still love the City Centre, but now we cycle and use buses more than just walk, so any improvement to bus and cycle routes etc is nothing but a good thing.

Eliminating cars as much as possible from the city centre will create a much more attractive city centre for people to enjoy. Look at all the continental cities that are a pleasure to stroll around. Regarding cycling, it's impossible to attract new people to this mode of travel unless they have safe, protected cycle lanes for the ENTIRE journey, not just a hundred metres here and 50 metres there with horribly dangerous junctions and roads in between.

I am an offender myself with the driving sometimes - when going from south city to north city I often go through town because it's a shorter distance and doesn't incur the M50 charge, so the M50 toll can be counter-productive. Better to have congestion charges at the canals.

<p>The plan is very encouraging, I spend a lot of time in the city centre and am really heartened by the plans. I hope what's delivered is not watered down too much by mealy objections.</p> <p>There is going to be (misplaced) vehement opposition to this plan. Car Park Owners, Pat Kenny, Mannix Flynn etc. (no offence - just going by previous track record)_and the likes will be out saying "elderly people wont be able to access the city centre now", "no one will be able to shop in town", "people with disabilities will be shut out of the city centre" etc.</p> <p>There needs to be a robust communications plan in place to tackle all the disinformation that is put out there, the stats around the percentage of journeys into town made by private car and how much is through traffic is good. More is needed however, have information ready around how traffic calming and pedestrian prioritisation impacts on our elderly and those with disabilities.</p> <p>Of the "inner core" identified in the plan it would be interesting to know how much surface area this takes up and what percentage of it is taken up car car parks, roads and on street parking. Compare this with the percentage of travel into the city centre by private car.</p> <p>Use examples (great to see this in the plan) of how re-routing traffic away from cores has had positive impacts economically, socially and more in other cities.</p> <p>I am a born and bred Dubliner who lives and works near and often socializes around the inner core and this plan is super, I would love to see it delivered on.</p> <p>Thanks for your hard work!</p>
<p>Ridiculous plan. Should be scrapped.</p>
<p>Need more public transport options that arent just going to the city centre. For example I work in St Vincents Hospital and there is no option for people coming from anywhere on the south side that isnt on the dart line/coast.</p> <p>Commuting from dundrum to blanchardstown theres no bus options that go around the m50. Have to go in and out of town. The same can be said for almost anywhere on the m50</p>
<p>Strongly welcome. Road space allocation should also be considered for Westmorland street and Doiler street. Enforcement needed including use of camera technology. Needs to be accompanied by decluttering / sign removal etc. welcome more ambition in due course such as on Stephen's green merrion square. Important that project is accompanied by ambitious greening and deployment of significant numbers of disabled parking spaces / delivery spaces etc. thanks for a great plan.</p>
<p>The plan is bonkers, developed by eco freaks who don't drive , who don't work in the city in winter, who don't transit through the city, gobshites.</p>
<p>Your stupid plan is penalising car drivers. We pay motor tax, we pay for full electric emission free cars along with the vat, vrt, bik associated with them . We pay car park fees and yet who do you want in the city, cyclists who pay nothing and walkers who pay nothing to the Council, bunch of tossers</p>
<p>Your plan is moronic, you want people to go down the hill at ChristChurch but then they can't go down to keys to the IFSC where they work. Not can you go out the coast road by bus Aras , what moron came up with this plan. Then after work you won't be able to travel along eden quay. Cop yourselves on or the IFSC will move abroad you dopes</p>
<p>I'm a car user who commuted to the city centre for four years, and I am VERY much in favour of prioritising public transport, cycling facilities and pedestrian access and mobility in the city centre. I would love to feel safe enough to cycle into the city centre and have the facilities to securely lock my bike there, knowing myself and my bike will be safe on the journey in and out to the city centre. Enforcement MUST be a priority for poor driver behaviour, targeting unsafe parking and driving, and endangerment of cyclists and pedestrians through reckless or thoughtless motorist actions. I wholeheartedly welcome this plan for mobility and climate change reasons. Please please do the right thing here, and implement this plan fully.</p>
<p>How can an old woman like myself get to hospital appointments on the north side when you plan on closing off the quays . I'm not mobile I can't walk, I need my car to put my walker in. Very selfish plan by DCC promoting green party politics over freedom of movement for the elderly</p>
<p>Taxis should be considered private transport and excluded from streets designated fir public transport only.</p>

<p>This is an excellent plan which will make Dublin city a much more humane, calm, safe and pleasant place to be in.</p>
<p>I'll be moving my business out of the city of you implement any more of your car hating , independent mobility, anti business , left wing , socialist , deranged policies, I've had enough of your Council nonsense.</p>
<p>Perhaps I have missed it, but how does a motorist access Connolly Stn and the Ferry Port from Templeogue, Crumlin, Kimmage.</p>
<p>I get rained on every day when walking and . I'm fed up of waiting for ghost buses. I fed up of buses passing me by because they're full. I want a car to drive to work and now you're saying your going to ban cars. You should be banned. You should be banned from thinking let alone acting on this plan. You clowns.</p>
<p>Perhaps I have missed it, but how does a motorist access Connolly Stn and the Ferry Port from Templeogue, Crumlin, Kimmage.</p>
<p>Stop me driving to work and I'm moving my business out of the city to Blanch, you can kiss your commercial rates goodbye.</p>
<p>I'm paying a fortune on taxis every week . I want to buy a car so I can get to work in the city. I don't want you to ban cars in the city centre.</p>
<p>I can't afford to get an annual travel pass. I get lifts to work which I greatly appreciate. On most days however I take an escorted to work . I would like to be able to drive to work so I can bring a colleague with a disability to work</p>
<p>Brilliant plan!</p>
<p>Just say no, just say no, just say no. Like Nancy Reagan I think you need to say no to this crazy plan. Who do you think you are banning traffic from the city, go and take a run and jump in the Liffey.</p>
<p>This plan offers nothing to motorcyclists. You want everyone to be a cyclist but this isn't Europe we don't have the weather, are you kidding me ! What is your IQ level? Bicycles are robbed every day in the city and this plan will only expand that. Buses are late and full. No safe lock up centres for bikes like they have in</p>
<p>I suffer from social anxiety disorder. I commute to work in a car as I can't take public transport due to my condition . I won't be able to go to work if this plan comes into effect</p>
<p>I have to drop my kids to creche , how to you expect me to do that if I can't drive there. Pure stupidity that's what this plan is, anti woman plan, you can shove it</p>
<p>The addition of non-transactional and liminal spaces in the city will significantly raise the quality of engagement throughout civic light. Additionally, taking back space dedicated to cars, both roads and multistory car parking should be used as an opportunity to develop additional venues of cultural expression.</p>
<p>Along with improvement in cycle/pedestrian amenities, I would like to see a very restrictive approach to large private vehicles in the style of Ford Ranger, Toyota Hilux, BMW X5, Range Rover etc in the area within the M50. These vehicles are almost never "required" and are more often a choice. They are entirely inappropriate in an urban setting and even small accidents involving cyclists or pedestrians show increased risk of serious injury or fatality when these type of vehicles are involved, due to vehicle weight and bonnet height (impact zone is often at torso height of an adult, instead of at leg height as with reduced size vehicles). These vehicles should require a commercial-type licencing and significantly higher motor tax (e.g. 10x current rates) to reduce their attractiveness.</p>
<p>With regard to improved cycle/pedestrian amenities, if the city is serious about making change, this can't be watered down, it needs to be truly revolutionary. Climate change is happening, time to stop worrying about the loss of parking spaces and show real change. Thanks a million!</p>
<p>Delighted to see this! I fully support this plan and it is a more sustainable option for Dublin City! Next a metro into the city from the airport</p>
<p>I need my car to drop my kids to school. Banning cars is the last thing you need to do. How do you propose that I get my kids to school in Dublin City Centre, put all 3 of them on the back of my bike? This plan is endless tripe that some childless , brain-dead loser has dreamt up</p>
<p>Very eefreshinng to see an ambitious plan to make a real difference in the air quality, quality of public transport and encoueeage more cycling and walking which will hopefully all lead to more overall health of the citizens and attractjve city to be proud of.</p>

I suffer from turrets and shout out words. I can't take public transport as people start fights with me due to my condition. I need my car. Please don't make my life even more difficult by banning cars in the city. This plan doesn't facilitate people with disabilities at all. Shocking!
I use a wheelchair and have a specially adapted car. I work in Dublin City but I won't be able to commute in if this proposal comes into effect. I'll end up on disability allowance and will lose my home. This plan is untenable for wheelchair users who commute into the city
I definitely feel the Custom House Quay pedestrianisation makes much more sense than Lincoln place. If Lincoln place was amended to allow bus lanes then this would make more sense to me given that completely pedestrianising it would block the best way through for the D spine buses linking up to Connolly
I own a motor dealership. I have invested heavily in the last few years. We only sell hybrid and full electric vehicles. There would be no issue of noise or emissions in the city centre if Dublin City Council would get up off their ass and install car chargers all along the roads in the city centre. Absolute no forward thinking by the Council. Banning silent electric cars resolved nothing, they cause no issues!!!!!! How much money was spent by the council on this waffle?
I drop my kids to the CBS everyday. I need a car. This plan should be used as toilet paper, more detached from reality plans from Dublin City council
I think this would be an excellent idea and breath more life into the city centre. Very happy and excited about this.
Very one-sided as is norm with council questionnaires. Inclusiveness from a business and people traveling in and out of the city is going to be a real challenge. As an employee of a large corporation, I travel in and around the city before I head home northbound. Adding more time, cost and effectiveness creates more work for many. I cannot effectively use TII as I go from various locations across the city and surbs. The agenda is so one-sided and not good for business as you "drive" more out of the city. The agenda is anticar and anti those with limited mobility and age.
I can't wait for a bus in the morning, are you having a laugh? Keep the Car !!!!! I reject this plan, you need to reject it too!!!!
I suffer with serious mental health problems. I'm driven to a day centre everyday in a car by my carer. I need to be able to commute by car via the city. This plan is horrendous for a person like myself, don't even countenance adopting it.
I'm a carer, I bring my child to a mental health centre on a daily basis . He has special needs and needs to sit, this expecting him to stand on a crowded bus is totally inappropriate. Some people just need a car period! This plan ignores people with mental health problems
I have ADHD and dyslexia , I can't read road signs / bus signs. I get a lift from a coworker into the city centre. If you ban cars I won't be able to get to work
I have dyspraxia, I struggle with movement, I can't manage getting the bus or train . Timetables are too much for me. I need my car for mobility, for life. Your plan to ban cars from the city is nothing short of a ban on people with disabilities.
I have mental health issues and have been in hospital with them for years . I can't take public transport, clearly whoever came up with this plans has zero understanding of mental health condition. I need my car, expecting a person with mental health problems to commute with others is vile. You need to shred this proposal to ban cars
The sooner the better
You want people to take the bus. Have you heard of COVID 19 or have you been living under a rock? More private cars less virus infected buses is what's needed, not the opposite. Pure mule, some right eejit must have come up with this plan to ban cars. Don't go through with these proposals !!!
I think the plan is a load of crap i drive a jeep which i need as a service engineer and travel from Rathcoole to dublin docks 5 days a week. Some times twice a day Eddie nulty

<p>Need wide cycle lanes to support cyclist of all ages & abilities, including those with disabilities using modified bikes / ebikes.</p> <p>As people age, they reach a point where they are no longer able or safe to drive. But at that same age & ability that you stop driving, many can still use bikes / modified bikes. That does depend on having experience of cycling though to have the confidence to cycle. I'm cycling over 40 yrs & driving over 28 yrs. I have more cycling years left than driving years.</p> <p>Thanks for this work & review, much needed & v much appreciated</p>
<p>I have a need, a need for speed :-). Don't ban cars from Dublin, tear up that stupid plan</p>
<p>People don't understand my transgender condition, I get awful looks on the bus and train. I need my car for transport in the city, it's not safe for a trans person like myself on the bus when it gets dark. This plan to ban cars is anti lgbtqi+++</p>
<p>More man hating anti-man policies by the council. Two fingers to fathers with kids who have to drop them to school and they go to work in the city centre. Well two fingers right back at you!</p>
<p>I have butterfly skin. I can't take public transport to school, my mam has to drop me in by car. This proposal hasn't been researched at all. People with physical disabilities are trampled on and this ban on cars will be the final nail in the coffin for people like me</p>
<p>I work in the IFSC. I'll be recommending the transfer of jobs and funds to our Paris branch if this proposal goes ahead. I can't have staff and management being effectively banned from the office with this proposal to ban vehicles in the city. You need to consult with the business community.</p>
<p>I use my car for work and college in the city. I can't afford to use the M50 twice a day, I'm on minimum wage. If I can't transit through the city, can't afford to take the M50 which will be blocked up as a result of your proposal how do you propose that i get around?</p>
<p>It's so long overdue, don't let the plan slip. Dublin should be for people, not cars.</p>
<p>There's open drug use happening on Dublin buses every single day and your proposal is to make more people take the bus. I'm saving up for a car as I'm fed up of inhaling pot on the 77 and 27 bus. Don't ban cars, ban scumbags, ban bike thieves, ban drug dealers. The city is shambolic, you need to sort out important issues not harass people going about their business</p>
<p>More nanny state nonsense banning cars. Put the car ban proposals in the recycle bin, right click, then press delete. Totally unhinged plans.</p>
<p>As both a cyclist and driver I think that it is both impractical and unfair to place further restrictions on private cars under the false guise that it is to improve pedestrian/cycle ways. I note the language used in this open consultation page alludes to choice when actually it is the introduction of further restrictions with zero solutions or alternatives offered. Living in clontarf and working in stillorgan (in a healthcare setting so no wfh option) I cycle where possible however since having a baby on rainy days driving is the practical option. Taking away these routes adds another burden of stress and time. If there was an underground metro or some alternatives it might be believable but this seems to be similar to the fair view 'cycle way' system which promised improved cycle lanes, resulting in far more traffic and in reality the cycle lanes are pretty similar to what they were previously. I fear this is a similar misguided and poorly thought through</p>
<p>Accelerate the delivery.</p>
<p>Policing of bus lanes needs to be taken away from an Garda Síochána</p>
<p>The plan is good but I feel it doesn't go far enough and needs to be implemented quicker than the current milestones laid out in the plan. It should and must be accelerated. I also believe traffic policing should not be the responsibility of An Garda Síochána.</p> <p>Congestion charges would be welcome.</p>

I'll be ok on the bus - if I'll be ok standing up, going up and down the stairs, etc, etc. There are days when the energy required for planning and moving through town using public transport is too low. Due to multiple stressors I have to manage, the planning required for timing of busses, etc, etc, especially when there is a short amount of time, or I have a lot to do means there is no ymtime left on the day. I know thos sounds pretty, or lazy, but I guarentee you, if I could just hop on the Nike or bus, I would. Every time I make a decision to go anywhere, I consider whether or not I can or cannot use public transport, a bike, or walk. This is not a case of entitlement, apathy, or laziness. As a pedestrian in the city, I haven't had issues.

I do see issues that will be ignored in relation to the idea of having path, bike lane, parked car, then roadway. Anyone who is slower than average, who has a child who won't stand passively by the car, while they wait for bikes flying past, anyone who has even minor mobility issues, even just a stiff leg, anyone who is helping someone who is elderly and not as spry as they once were out of the car, any passengers with issues related to impulsivity or intellectual disability would be very vulnerable to cyclists going at speed down the cycle path.

Yes, cyclists are vulnerable.

So are pedestrians and anyone not inside a car.

I frequently used the city as an amenity with my 4 children as they grew.

Traffic was never an issue.

Ever.

Pedestrian streets were actually harder.

In tes of crossing the city, I have elderly parents on on the other side of the city. There are only certain times when it works for is to go across. Being able to use Pearse St and Westland Row makes a huge difference.

The traffic will clog up in other areas.

There is a lot more I could say, but I doubt it will make a difference.

I fully appreciate the very real need to deal with climate change, and the need to ensure all vulnerable road users - BOTH cyclists AND pedestrians, AS WELL as anyone who has stepped carefully out of a car with due care and attention.

HOWEVER most planning seems more like planning is reminiscent of the decisions of the very pious who

Over focus on plazas and traffic free space. What about motorbikes and scooters? Safer and more regulated alternatives to electric scooters. These need to be allowed into bus lanes as part of the way forward.

Who is going to use all these plazas and empty streets? Dublin is a dynamic city. I visit the city daily... but people come in and leave. These spaces will just turn dangerous with no passing traffic.. like capel street mid week.

I am entirely in favour of this plan. It is necessary to reallocate road space away from private cars (btw I own one) towards public transport & active travel. I always come into the city by bike or LUAS. I hate cycling along the quays due to the number of cars & poor air quality. This plan will result in improved air quality & better provision for cyclists & pedestrians. This change is long overdue.

I was a cyclist until I had my little boy and it annoys me intensely that because it is too dangerous to cycle in to the city with him, I'm contributing to environmental damage that will effect his generation. The bus journey takes far too long and it is much quicker to go in by car. I would really love to be able to cycle in with him and have him enjoy the multiple benefits of it.

Also it's not enough - though it's great- to cordon off cycle paths - something has to be done about the road surface. Fitzwilliam street is an example of the divide creating a real sense of safety but the potholes were so bad it was dangerous in a different way.

The bike traffic lights are great.

The city has been built for car transport. Times have changed and it's time to start putting people-centric ideas at the forefront of Dublin City. Cars don't spend time in the capital, people do. We cannot continue allowing the city centre to be a virtual highway for transient cars.

The ideas to have civic plazas at Custom House quay and liberty place are fantastic and should have been done sooner. Next should be college green and dame street. Start following suit of our European counterparts in making our capital a nice place to visit without being almost struck down by cars. And finally put an end to UK and US-influenced urban planning centred on car transport.

Another thing to further remove cars from the city centre is to introduce congestion charges or some sort.

Please make Dublin a nice people oriented place for us, our children and generations to come.

Absolute insanity

Please continue removing cars from the city centre.

Future pedestranisation should be done around areas between College Green and Grafton St, e.g. William St., St. Andrew's St etc.

Please work on the pavements in order to create a lively European city.

Please consider removing excessive poles, they are everywhere.

Consider alternative delivery vehicles if needed.

The CCTP is a step in the right direction for Dublin, and Ireland, in reaching the same levels of sustainable and safe travel found in other European capital cities. Haters gonna hate because they are misinformed, afraid of change, and against DCC/government for the sake of it. Please do the environmentally-, civically-, and human-friendly thing of pushing the transport plan through! Best of luck.

It needs to be easy for people with limited mobility to still access the city centre. For example, parking at Arnotts may allow an elderly person chance to go shopping or someone with end-stage cancer, without overly exerting themselves walking to and waiting for public transport.

Car-free areas are nice and should be expanded.

However the city needs arterial routes and these should be preserved not least for commercial traffic which is essential for businesses in the city centre.

What needs to go is multi-storey car parks. They should be CPO'd.

Most of all what Dublin needs is a METRO! No amount of tinkering with surface routes is a cure. We need to tunnel

This plan will be a disaster as it will force all private transport coming up the quays onto church st ,phibsboro ,smithfield ,queen st will be at a total standstill .This plan is about the green mafia trying to force poor people to give up their older cars and use the worse than useless public transport .I drive into work from clondalkin every morning to Smithfield and it takes 30 mins .Due to hybrid working traffic volumes are way down and the city moves along even with the ridiculous traffic lights changing every two to three mins .If this lunacy goes ahead I will simply stop working in the city and work from the surburbs .Retail outlets will close ,clothes shops ,jewellery outlets etc etc .People who currently come in to shop in the city centre with their cars will just go to the shopping centres in the suburbs .Deliveries to business will be completely impossible ,it is already extremely difficult to do deliveries in temple bar ,in O Connell st ,in Talbot st, in Capel st ,in parnell st .Why dont you devote yourselves to cleaning up the city and making it a nicer place to shop ,easier to bring a car in to shop instead of doing everything possible to keep motorists out ,the very people who pay for the roads ,the footpaths and even the cycle lanes .I find it extremely difficult not to get very angry when I see the utter injustice of what you are trying to do ,to force workers on low salaries to give up their cars which are older and not electric because we cant afford to buy them .Workers who work as drivers ,cleaners ,retail ,hospitality doing long hours are been penalised by well paid ,well heeled individuals who never have to worry about their salary ,can never be fired ,and can look foward to a gold plated pension when they retire .The sheer utter injustice of what is been planned is an affront to human decency and it should be stopped in its entirety .I hope the councillors face down these bureaucrats once and for all and put a stop to this unfair ,unnessecary traffic plan and actually the city to progress .

Please please please do it - be brave - we need this, the city needs this, the planet needs this

It's time we turned Dublin into a modern European city instead of pandering to the motor lobby. As Dublin residents we need clean air and safe ways to travel.

Free transport within Dublin City centre would be a very productive initiative. It would further encourage people to leave their cars at home .

This plan will only ever work if genuine efforts are made to make cycling safe in Dublin and for there to be really strong, efficient, reliable public transport - busses every 2/3minutes not every 20 minutes!

I also encourage city planners to take a leaf out of Singapore's book (see the recent 'Bluezone' documentary on Netflix) to create a healthier and more active society.

Please implement this plan as soon as possible. Please get official buy in on the enforcement of traffic laws by an Garda Síochána.

I disagree with the plans to close off streets in Dublin City centre completely to traffic, one is that the government decided to build a children's hospital in the city centre which can no longer be changed so how can you close off road access to the hospital, if you have a sick child you need access through the city to get there. Are you genuinely going to bring a sick child on public transport I wouldn't being a Mum of two. Personally I have changed my habits I used to drive into work 5 days a week, I'm married and my husband so we did have two cars, but after we had twins who just turned 3 we reduced to 1 car 2 years ago and I now take public Transport to work as does my husband. Personally we have made big changes to the way we travel and we both value how the government and transport system has reduced fares to €2 for 90 min travel, absolutely fantastic. I'm originally from the South East of the country so when we now need to plan weekends if I'm planning to go down home for the weekend, but it's a good thing, we are more conscious of our travel arrangements.

Before spending so much money on rearranging the city's transport plan you need a better transport system, I have experienced ghost buses nearly on a daily basis and that being an avid app user. Why not charge personal commuters a significant congestion fee to enter the city centre by vehicle, if I have a sick child I'd pay the congestion fee no problem, driving into work on a daily basis I actually couldn't justify, but granted it has to be high enough to deter people.

Mindset is key to any change, that coming from someone who was an avid driver and driving into the city on a daily basis, to now being a complete advocate for public transport, currently my travel allows me to use both Luas and buses so ghost buses are not a problem per se as I can workaround it and a €2 fee using a leap card for 90 minute travel on any mode of transport is a no brainier. The money raised from congestion charges can be re-invested in public transport. By deterring private vehicles travelling into the city using a congestion fee will make it safer for both cyclists and pedestrians and cost significantly less money to implement considering one plan originally was to close off a fantastic transport link for years such as the green luas line to facilitate the metro, but this plan has now thankfully been abandoned as I personally have to travel from the South side to the North side for work.

Please execute plan as soon as possible.

Safer bike lanes as the current lanes are too narrow which is dangerous for cyclists and drivers of MPVs.

Urgent need to create dedicated cycle routes that cover local schools in the broader council area. Parents still see cycling as unsafe for their children, resulting in many parents still driving children to school

As someone who gets public transport to the city, by bus, Luas and Dart, and have done for decades, I welcome these changes.

It can take just as long to walk down the quays than to get a bus. It can take the Luas the same amount of time to get from Westmoreland St to Dominick St as from Dominick St to Broombridge.

I look forward to the plans for a car free College Green and Parliament St. The later especially will be nice to have as it links to the Capel St and ends at city hall

Absolutely must go forward. Would like to see the Georges Street improved also.

I love this plan. Please don't water it down

Cars are given much too much priority in the city centre. Most people who live in the city centre do not own a car. Reducing car traffic and space devoted to cars would vastly improve quality of life and the vitality of the city.

Can we start implementing this yesterday please!

The proposed street redesigns look like a massive improvement on the current layouts. More greenery and more pedestrians are great.

More cycle lanes of comfortable width are also great.

I would be in favour of eliminating street parking wherever possible too,

At the moment Dublin is an unfriendly place for people. It is far too car-centric. Private vehicles should be the last resort for transport within a city. I very strongly feel that a city should be a living place, somewhere that its people enjoy spending time. This is absolutely not a few footpaths on either side of vehicular traffic, but a vision of plazas and public spaces. It's quieter and cleaner. The means to get there reflect it too - having to drive and then park would represent a half-measure. Reliable and fast public transport should be prevalent alongside walking and cycling.

I am very fond of measures that have already been made in this regard - Capel St in particular is somewhere that I now regularly visit, unlike before. This strongly aligns with the potential to make Dublin wonderful.

I cannot avail of public transport due to several health conditions, which have resulted in me being immune compromised. I need my car to travel from work (Smithfield) to Beaumont Hospital and the Mater Hospital for various health conditions. I faint on public transport if I cannot get a seat. Commuters who travel to work in private cars with health conditions are not being considered at all in the plan.

The plan is very concerning for me and others who wish to remain in employment.

Hi,

Amazing plan, I would like to see it in place as soon as possible. However, I do have the following observations:

1. Could Metrolink be prioritised and constructed as soon as possible?
2. Could Dart + scheme be introduced sooner than 2028/29 as it was originally planned for 2024/25?
3. how do you address the need for people crossing the Liffey to get to work, are all being diverted to M50 - which is already congested.

Thanks.

I have recently returned to cycling for my commute rather than car. I am exactly who you want to get cycling. I am frustrated at the designs of some of the brand new cycle lanes. Some are not wide enough to facilitate cargo/long tail bikes. Designs should meet international best practice for junctions. Pedestrians and cyclists should be separated whenever possible. Examples of poor design are Samuel Beckett Bridge and around Grand Canal Square. Congestion is already a problem here and will be an issue when the Clontarf cycle lane is fully open.

Urgently needed changes to infrastructure needed to reduce the number and speed of private vehicles (including taxis) in the city centre. The proposed changes will hopefully make vulnerable groups feel safer using their bikes and walking. Please don't forget secure bike parking infrastructure & priority crossings for pedestrians and cyclists.

Fully in favour of increasing pedestrian and cycle infrastructure in the city centre.

Please consider getting rid of the M50 toll charge. If the plan is to reduce city centre congestion, giving drivers an alternative option to go across the city may help.

Look amazing and could be transformational for Dublin. Skeptical it can actually happen with the loud voices of minority motorists.

I was almost killed by a cyclist speeding down the disabled ramp on the Smithfield "Plaza" adjacent to the Light House Cinema. And I've stopped going for walks because of cyclists on the footpath. Cars, vans and motorcycles do not threaten pedestrians - cyclists do. The words "plaza" or "pedestrian open space" simply mean more rat runs for speeding cyclists who break the law. I'm terrified of cyclists now, I absolutely hate them. So anywhere that cycling is allegedly prioritised is not somewhere I'm going to be spending my money. Bye bye.

I love going to the city centre. I live on the 83 bus route (Griffith Avenue) and it is relatively efficient (but could be much better) at getting into town. Recently I have been getting my house renovated and have been living in Beaumont. It takes ages to get into town on the bus even though it is a short distance further. I now see why my friends who live in Beaumont are less likely to travel into the city. We need to make it much easier to get into the city. These changes will help, they might not solve everything, but they are the

Question 8 is NOT fair as there is no option to object to both answers. It smells of a faith comply as DCC are railroading closure of roads regardless of public opinion. I object to any closure of the city center to traffic as it will cripple all business apart from the blatant obvious fact that traffic must be left able to transverse from one side to the other. Dublin city business will cease to exist in the future. Dublin traffic cannot be made to disappear it is ludicrous to stop traffic transversing the city, look at the volume already, where and how will the go. the result will be gridlock extending to the suburbs with increased emissions, fuel and time wasted. To stop traffic on Pearse St or any quay as arterial roots would be catastrophic. The whole proposal which will be imposed regardless of objections is shocking. It is the death knell of free movement of citizens. I and 85% of people will never again be able to access the city center and will avoid it and it will die. Shame on DCC for this folly and dictator attitude. The lives of the motorist and citizens cannot be imposed by such curtailment or mass revolt will occur.

This plan aims to reduce car usage by 60% but gives zero detail of what alternatives are available. There are mentions of existing alternatives but I don't know what they are other than the already at capacity M50 and the East Link. I live in Raheny and when working was based in Clonskeagh where I was usually at my desk sometime between 6:30 and 6:45, no public transport option could have got me there that early. 90% of my northbound cross city journeys involve using Westland Row, Pearse Street, Tara Street, Beresford Place and Amiens Street. For southbound the only alternative to coming in Amiens St and using City Quay, Lombard St and Westland Row is having to pay a toll on the East Link. There is no ongoing justification for continuing to charge a toll since the bridge has long been paid for. Removing that toll would help incentivise a movement of traffic away from city centre use.

The other point I want to make is that like all of the anti-car initiatives the stick comes long before the carrot is in place. The current public transport Dart & Bus service (LUAS is better) does not have the capacity or frequency of service to handle the numbers you want to displace and needs much more capacity and also needs to start earlier and run later. 24 hour public transport would be desirable but at a minimum it should be running from 5 AM to 1 or 2 AM. Dublin Bus also need to have a much more real time knowledge of the use of their service so that additional capacity can be added into later parts of routes where full buses continue to regularly drive past stops with waiting passengers.

For Question 8 I would like to see BOTH Beresford Place (Liberty Place) and Custom House Quay become pedestrianised.

I strongly support the overall objective of this plan. Dublin city centre will greatly benefit from an increase in the number of pedestrianised civic plaza spaces. I would encourage a faster and more comprehensive roll out of this work.

I would also encourage a review of footpath space and the presence of street furniture on footpaths in the city centre. Many of the main streets (Dame St, Georges St, Aungier St) in the city centre have high footfalls and narrow footpaths cluttered with excessive street furniture. This makes footpaths in these areas very congested and difficult especially for people with limited mobility or eyesight. These footpaths should be widened and a survey should be carried out of the street furniture with a goal of significantly reducing street furniture. If there is a no vehicle traffic there is no need for street signs.

We need this to happen to make Dublin a more vibrant and sustainable city. This needs to be the first step!

It is a good plan, but please provide better public transport as well

I believe this is a great plan and the right step forward for the city in terms of transportation and development of our public realm.

I cycle for 90% of my journeys and would be delighted to see further segregated bike lanes and shared surfaces where possible in the city. More pedestrianized spaces will help the city's public realm. I also approve of bringing down speeds to 30km/hour in the city centre.

Limit bus lanes to core rush hours only Monday to Friday.

Remove obstacles put in place to cause traffic chaos, in the mornings and evenings.

Eg: traffic lights in Parmerstown, Swords Rd at Whitehall, lights at Merrion gates, lights at Sutton crossroads etc, etc.

Remove cycling lobbyists from responsibility for traffic management in this City.

I very much support slower speeds, fewer private vehicles, and more space given to pedestrians, cyclists, and public transport in Dublin City Centre. I also think that retail/resturant/bar activation of underutilised spaces such railway arches included in the plan is an excellent use of space that will improve the vibrancy of the city centre. The plan seems to have a lot of focus on improving the area to the east of O'Connell St/east of Trinity College, which I think would have huge benefits to the city. There's currently a bit of a dead zone in Dublin between the Loopline Bridge and the Docklands, so activation of this area would be key to making a more consistent and pleasant city centre all the way from Capel St to the Three Arena. I also think the plan would improve public safety in this area, with more passive surveillance from more people in the area.

Looks fantastic. This city needs more emphasis on bus lanes, and more enforcement on private cars that violate the bus lane rules. I look forward to a more pedestrian based city. I speak on behalf of hundreds if not thousands of students who feel the same way

The plan is excellent and should be implemented in full. Traffic should also be reduced on O'Connell Street (in view of the changes at Bachelor's Walk) and I would favour creating more of a civic setting around Christchurch Cathedral where the changes look quite minimal.

squeezing of 'tax paying' motorists out of the centre is highly prejudicial given that car users pay tax, cyclists, e-scooter users etc. don't?? So why would we continue to pay when we cannot use? Additionally, there is no system in place to regulate the behaviour of cyclists or scooter users, many of whom take the rules of the road to be something that doesn't apply to them. We don't need more pedestrian access - Dublin in a small city with wide pathways and easy to navigate on foot. Grafton St, Henry St, Capel St, Mary St and a major part of Temple Bar are all pedestrianised so we don't need more 'plazas' etc. it leads to over indulgence with drink at night time and has created a nightmare to get around the city. Where are the plans to allow disabled vehicles navigate the city - and don't say buses, luas or other public transport. I am a disabled driver - the Capel street parking spaces now sit under beer tables and have done since lockdown. Public transport does not suit as I take files to my places of work - as sent to multiple city based centres to do my work. How can walking, cycling, scootering or public transport address this. It can't! Disabled parking spaces have been wiped out or worse put down back alley streets that are riddled with glass, dodgy characters and never policed. Who will go there and feel safe in Dublin? If you pursue this plan, disabled and blue badge holders should be legally entitled to drive in those corridors to navigate the city. And don't suggest public transport works for us - it doesn't. I sat on a luas for over an hour because of an incident at Museum recently. We were given no public announcement information until 3/4 way through the issue. Then security men said that we could walk beyond it to Blackhorse or similar to get a Luas. That is not an option for me. Similarly we were told our tickets were valid for Dublin Bus. That is useless to someone who cannot walk distances to get one - and to actually get to your location it could be several. I had to have someone drive into the city to collect me - losing the value of the ticket. I was not the only one. Another lady who had used the park and ride on the red line was given the same advice, with two crutches her only aid to moving. When the Luas finally started working, they pulled off while previous passengers carrying children and with buggies were simply left. The driver did not open the doors and they were left waiting for another. Now try and convince me that it was a better option to take public transport that day? Disabled /blue badge drivers are also paying car tax only to pander to those who break traffic lights on scooters, bikes etc. as a law unto themselves. We watch as empty taxis and buses pass by to destinations that do not accommodate our needs in empty lanes. When we try to access the main areas of Dublin, there are no

I fully support any proposal to reduce private car use within the city, despite being a private car user in the city myself. I feel that the only way to provide more frequent, high-quality public transport is to free up space by sacrificing the private car. lots more space should be given to the pedestrian in the city centre, including wicklow st., exchequer st. south william st., and the quality of street furniture etc. must be improved. the public realm could be more comprehensively designed to avoid things like 'LUAS-henge' on College Green.

People still need to drive through town and the cycle lanes already cause major gridlock. A fine example is approaching Christchurch/thmasstreet area via bride street . (A nightmare) the cycle lanes are used primarily by people walking up and down begging not by cyclists . Maybe leave your offices and drive around and experience the chaos. In my household there is one person with ms and when he needs to go to town I drive him . I do not have a wheelchair sign on my car as this has not proven necessary there are a no of people in this category ie mobility impaired who will always need lifts .make Dublin a city for all citizens and stop pandering to certain lobby groups

the plan looks fantastic, please implement it!

Having an amazing city doesn't mean removing all the cars. I was in Copenhagen and was amazed that there are so many cars on the road, however so many bicycles and pedestrians as well, all working seamlessly together. But the typical way here in Ireland would be to take what is there and not innovate and 'really' improve, but to only use what is there, rebrand it, glue a different piece to it and think it will make things better. Instead of transforming the city and building cycle lanes, existing road is used and car commuters have to pay the price. Go and look at the Netherlands and Denmark on how to properly do cycle lanes. Simple, you build a cycle lane by keeping the car lane. You don't 'not innovate and create' and just paint over the other one. The saying in Ireland is always 'no need to go and reinvent the wheel'. Well if you want to keep being one of the only European cities without a proper train line, then yes, no need to go and innovate. However, if we actually want to make this country better, we need to innovate and create. And yes, me and the Irish people and all the people living and working here deserves better. We just need to

I feel very unsafe as a cyclist in Dublin.

Car drivers are not used to sharing the road with cyclists and often behave disrespectfully and dangerously. I often get shouted at by drivers when I have done nothing wrong, but my sheer existence seems to be perceived as an offence. A shift in the public perception and mindset is needed to move Dublin into the future. I do commute by bike every day and I want to continue doing so, but it isn't easy and it isn't safe.

Dublin is not just the city centre . Do planners look at how people move around the city for work, leisure and socially at different hours of the day . Lots of people need to commute and public transport does not meet those needs . Let's have an inclusion for every one that allows commerce to benefit and avoid just targeting car drivers as the totally bad part of this solution for this plan .

In q 2. I support the principle but the principle cannot be realised. Reducing cars without proper alternatives is not going to work. The only conceivable proper alternative is a subway system that doesn't need to use road space. Even without cars there is not enough room for buses and decent cycle routes - currently most cycle lanes go through bus stops which is ridiculous or cycle lanes simply vanish. That won't be resolved with the removal of cars.

Priority just for hybrid or electric Cars like in Europe.

We pay motor tax and been screwed by insurers and get nothing more extra nonsense regulation for the governments.

Plan will just benefit tourists not Irish people

I fully support this plan and commend the city council for its ambition to make the city a more pleasant place to be.

Please don't allow the ambition of this plan to be watered down by those who oppose change at every turn for often spurious reasons. I urge the city council and councillors to be brave in implementing this necessary and overdue rebalancing of priority in the core city centre.

Beirigí bua!

Love to see more pedestrian area.. plaza opposite Trinity great idea. South William St, defo pedestrian... Not keen on too many cycle ways... existing cycle ways grossly under utilised.

In general, I think any changes that can be made to make the city more pedestrian and cycling friendly - while increasing public transport routes can only be positive. I used to work near Capel street and saw the immediate benefits there when it became pedestrianised. I'm also a driver (and grew up in Connemara) so I get the frustration of drivers - but if we can get our public transport increased and more frequent, things would soon become the norm and people would adapt to not driving as frequently.

1. Dublin has no underground.
2. Dublin Bus services are inadequate and deteriorating.
3. Irelands wet & windy climate does not lend itself to people cycling in the numbers some people in policy circles want.
4. As a result, people are not incentivised to use overcrowded and infrequent public transport.
5. Older frail people and PWDs must use their cars to get about. Simple as that.
6. The Green Party are going to loose council seats in local elections and TDs in next years general election.

I run a business in the abbey st area providing services to many hotels in the area picking up large quantities of goods before 9.30 am and returning goods before 17.00 for hotel guests. These services are time sensitive and inflexible. If I cannot provide this service my business will have to close. It was established in

Make changes faster to introduce improvements for pedestrians and cyclists.

The Luas is our main transport method, a great service,including cross city.

Pedestrianise more streets as soon as possible.

Thanks for showing courage to make a positive change for citizens

I just hope you won't roll back the really incredibly ambitious scale of the draft plan.

A gridlocked Dublin city centre is always an awful experience.

On the one hand if this plan is fully implemented it is going to inconvenience me, because I do take my car right into town fairly frequently, but on the other hand it will be totally worth it. It will make the city more livable, enjoyable and vibrant. It will ultimately attract more people into the city for shopping, work and socialising. Good for business and social capital. Really needs to happen.

There needs to be a much more thorough policing of bicycles/escooters. Improving the infrastructure for them is admirable, but in return they must be told to adhere to the rules of the road!

Also, it's important to ensure safe access & parking for those with disabilities or impairment due to age.

First & foremost, we need a more frequent & reliable public transport system. A bus once an hour doesn't cut it if you want people not to drive!

Improve rail frequency on the busier routes - I live between the Howth and Malahide rail lines and can get either- the Malahide trains are significantly more busy and would benefit from an increased frequency.

Removing cars from the quays and other congested areas is a terrible idea, if anything it makes more congestion

The way forward in my opinion is building more Luas lines and trains, the city is too tightly packed to have even more bus lines.

For example, it makes absolutely ZERO sense that an area such as Blanchardstown STILL does not have a Luas after it was proposed that the green line be extended there over 15yrs ago

The issue is not private vehicles, the issue is government complacency and then placing the blame on members of the public and private car owners

Strongly support public transport and walking/cycling in the city centre. Charges on ICE cars plus ban on all SUVs entering the city would be most welcome.

I do support good quality cycle and pedestrian infrastructure BUT more does not necessarily mean good. With the potential blocking of areas from private traffic, what other good quality traffic corridors are there to cross the city, get to the center in the case of disability needs or deliveries, get from SW city to the Docks or phoenix park to Rathmines (for example). The M50 wont work for that, the canals are a disaster of traffic jams at most time. What are the alternatives. It is not possible to make the city centre "pretty" without giving people good quality, effective, alternative routes that they need for daily reasons. Q8: How are you going to re-route public transport and traffic if you make either of those options a traffic-free area. There are not enough trees or greenery in the proposal either - it will be a hot, baked, paved, arid area as shown, with nothing to attract people to go there or spend any time there.

Stop your war on cars. I need my car and will not be commuting into town with my children on a bike.

Some people say that we should not restrict cars until the public transport system has been improved, but I fundamentally disagree with this view. It is the fact that there are so many cars that makes the public transport system poor. I think it is vital that we allocate more space to bus lanes, cycle lanes and footpaths. Perhaps the most important thing is that this is policed, there is little point having all this infrastructure if cars still use it. It is clear that the gardai do not have the manpower to do this, so it should be done using, for example, bollards and automatic cameras.

I think the quays should be either completely pedestrianised or is some way transformed. They should be the central artery of the city for people not cars.

Custom house quay pedestrian zone would be nice but currently lacks any amenities (bars / shops) to support people there. Space for popup events is nice but an every day use of space would probably be better. The area is currently in a disheveled state for these reasons (nowhere for people to meet, no reason to stay, no shops/pubs etc.).

Pearse street pedestrian improvement is a great opportunity, lots of amenities currently available and a bad traffic situation that needs to be sorted

These plans do not take into consideration people's individual needs and circumstances, people work in these areas and some people cannot avail of public transport. How are people going to travel to the dock lands.

The people living and working in these areas are not been given the chance to vote on what they think is

I think the draft City Centre Transport Plan for Dublin is a vital document which shares the right vision and direction for the future of the city - Dublin must become a city for people and join neighbouring European cities in having more pedestrianised civic spaces, better and more cycling infrastucture and more and better public transport options.

Finally seeing College Green fully pedestrianised in addition to Custom House Quay/Beresford Place would be an excellent step to demonstrate the necessity for more civic spaces in the city and the reasoning behind having fewer fossil-fuel vehicles and more pedestrian areas for the public.

I have lived in Dublin for over seven years now and have been a consistent cyclist all throughout those years - while there have been marked improvements in the quality of cycling infrastructure and available routes, there is still much more work to be done in this area. This draft plan proposing this new City Centre Cycling Network is a great policy platform to consolidate further and expand upon pre-existing cycling infrastructure, in particular the feasibility of the Liffey Cycle Route for cyclists of all abilities.

Pregnant women can stand for ages waiting for a bus. We need our cars. Banning cars is not an appropriate solution

I am highly in favour of decreasing traffic flow in the city centre and prioritising public spaces for pedestrians. In particular, I think the plan to turn College Green into a plaza would be incredibly beneficial to

I think most people would use public transport or bikes to get into the city as long as they were reliable and consistent. We always use the bus to bring our kids in as our route is excellent.

If there were more pedestrianised spaces and less cars, we would be more likely to come in to the city more often (especially as a family with young kids).

It's dangerous at the moment cycling in the city centre and streets are dominated by cars
Connecting pedestrian and cycling facilities will be very important, will the liberty plaza or custom house quay plaza connect to the clontarf cycleway scheme?
A lot more needs to be done to make cycling safe in Dublin including its suburbs
A lot more needs to be done to make cycling safe in Dublin including its suburbs
I would love to see some areas where the limit is even lower than 30kmph. I don't see why it couldn't be 15kmph in some sections. Anyway, just do it asap! In the city we have a responsibility to drastically reduce car usage urgently. It's a lot more difficult in rural areas as really there is often no other way to get around.
This is a good plan, the car has been too privileged for too long at everyone else's expense, I would support congestion charges for Dublin City centre as well
This plan will kill the city centre. How are customers expected to get into shops & carry purchases on public transport? Even a pair of shoes are awkward to carry never mind the weight of say a pack of sheets. It is a ridiculous plan. Building new plazas will just add to anti social behaviour in the city & will probably be just a hang out for drug dealers & drug addicts. The plan is also unfair to people who live in the south side & work in the north side & vice versa. Not everyone can cycle or avail of public transport (that doesn't exist for certain trips). The City Council need to think of everyone not just people who like cycling etc.
I'm 70+ and require private transport to access the city centre for shopping and socialising. This option MUST be kept open for people like me - who although not classified as "Disabled " are nonetheless not full "Able": the State has this duty of care towards its less able elderly. Otherwise I continue to feel disregarded as unimportant in the would be lip service to so-called "inclusivity."
Question 8 should give an option of neither
There needs to be proper infrastructure in place before putting plans in place.
Keep some parking spaces for people who need to travel by car due to limited mobility (may not have blue disability badge)
This is a fantastic plan, I have never seen this level of ambition or bravery before from the council. The centre of the city is not a place to come to, to meet friends and spend time. I usually get something quick and leave, the plan would create a more people-centred city. It's a brilliant vision for a new Dublin, for Dubliners and visitors alike. I'm delighted to support this plan and hope to see a similar energy in implementing it as soon as possible.
Better public transport is needed before. focus on new Tram/Metro lines before

Hi,

I am really delighted with the proposals to improve the public realm.

Mobility for parents with buggies and Wheelchair users

As a mother of 2 I haven't brought my kids in the city centre since my second child was born (She is now 3). The buses aren't frequent enough at weekends so that there is a long wait especially if there is no room for a buggy on the bus. the footpaths are so narrow and the paving broken. There is so many random lamp poles and signage obstructing foot paths that it is very difficult to navigate paths with a buggy. I don't know how people in wheelchairs manage. There is a complete lack of dished curbing making it difficult to get buggies up and down off foothpaths.

Children's Amenities in the Public Realm

With the exception of the newly renovated Kevin St library, there are so few amenities or attractions for children in the city centre. The playgrounds in St. Stephen's Green and Ashtown in the Phoenix Park are dated and over crowded. Given the population of children in Dublin they need to 3-4 times bigger and with a greater variety of obstacles and attractions to appeal to older children. By contrast, Copenhagen with a population of 1.3 millions has 140(!) playgrounds. See links to the level of design and diversity of the play facilities on offer to children there as opposed to a few swings and slides that are offer to Irish children:

- <https://danishdesignreview.com/playgrounds-in-copenhagen/wxqk0gksleyaajjw6xhet2rlsh0>

- <https://www.instagram.com/fleurdellie/guide/favorite-playgrounds-in-copenhagen/17933276615641625/?igshid=MTc4MmM1YmI2Ng%3D%3D>

- <https://www.imago-images.de/fotos-bilder/zoo-berlin-spielplatz>

Another low cost innovation would be to include an area with fountains and sprinklers for children to play in on hot days. This is very common on the continent and in the absence of any outdoor pools and huge shortage of public pools given the population, this would be a very welcome addition to the public realm.

This phrase from the mission statement is inspiring

Dublin, through the shared vision of its citizens and civic leaders, will be a beautiful, compact city, with a distinct character, a vibrant culture and a diverse, smart, green, innovation based economy.

Please make this happen!

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Please make this happen!

In isolation there is no logic. In addition, this 'consultation' and the questions above are poorly drafted and intentionally vague to ensure a pre-decided outcome.

Please improve public realm and plant more trees to provide shade while doing any works.

Please expedite improved infrastructure, I don't understand how various arms of the State take years to do relatively minor road layout changes.

E.g Westmoreland St/College Green is lethal for all road users and should be prioritised

Stephen

I can't see how our statutorily required carbon budgets could be delivered without at least this, if not a far more transformational change.

Go for it hard pls and soon, and tweak if certain things don't work.

As someone who commutes to work in the city centre by bike, I feel that these measures would make cycling in the city much safer.

This is a fantastic idea. Pedestrianising Capel street was brilliant. Make buses (to the airport for example) more efficient, make cycling safe, make the air cleaner. Please don't listen to the car lobby!! And cyclists and pedestrians DO stop at shops - this plan won't affect businesses.

The draft is silent on car sharing.

As a part of modal shift and reducing car ownership—bearing in mind that so much carbon cost is in the production of a car—it makes sense to promote car sharing as part of transport options.

Currently, Dublin City Council facilitates GoCar and YUKÖ by the 'car club' parking scheme, which allows their cars to be parked anywhere in the city. They presumably pay a substantial fee for this privilege, which is totally fine as they are commercial entities. However, the transport plan should still articulate a vision for how this mode of transport will work alongside the others—for example, by giving them similar treatment to the page on taxis. Their vans are particularly useful to allow apartment dwellers to move bulky items. From a cursory look at both the GoCar and YUKÖ apps, they have several hundred cars in the 'city centre' area, so this is not a minor part of the transport system.

PS I have no linked to these companies, other than the fact that I use both of them as I gave up car ownership in favour of car sharing.

I really like this initiative. Please reduce the traffic. People can only do that if you give them good alternatives. So more public transport and cycle lanes are all a plus. I also think this would have a wonderful effect on the feel of the city as well as footfall for businesses.

Amazing initiative!

Would be great to see more pedestrian facilities. However, we still need to cater for families coming to the city with older family members where they need to use a private car. For instance, after the removal of much of the car spaces in the Phoenix Park it makes it very difficult to bring my elderly Mother for a casual walk in the park eps. along the avenue.

How about focusing your efforts on delivering high quality and safe public transport? The number of people fit to cycle year round is very limited.

Since the pandemic there has been a plan to make it more and more difficult to drive into town leading to increased travel times and emissions (which is ironic) considering it's in the name of going green and improving air quality.

Keep this up, and we will go the way of San Francisco where decent folk have been driven out of the city centre, businesses closing and town being run by junkies.

Only last week at 2pm I was driving into town passing north king street and as I approached the bridge to cross the quay a junkie with a cup came approached my car and I tried to ignore him, so he proceeded to hit my car, scream, spit at my window and demand I open the window and talk to him. Needless to say as a women traveling alone in the car I was very intimidated.

Going forward I anticipate such incedents will increase after these fine green road allocation projects are implemented as we will be sitting in traffic for longer periods of time and they will have a lot more opportunities to intimidate us.

I am writing this knowing that this consultation is a tick the box exercise and these stupid reallocations of road space will go ahead regardless.

I just wanted to get it off my chest.

Kind Regards

How can you take away the cars before improving the public transport infrastructure? 15 minute city is a ridiculous idea when a large portion of the population do not live within walking distance of the city centre and most large scale residential projects are also not within the city centre. Cycling is not an option for everyone, its a nice idea for a single, relatively fit person, what about elderly people or families.

Lots of bus routes take well over an hour to reach the city centre, despite a car doing the same journey in a far shorter time, maybe fix the frequency in routes and bring back express routes, not all buses need to take the longer route if the route is serviced by multiple buses. Large urban areas need a more direct service to the city centre, its ones thing to have a greater frequency but some routes cover far too big an area.

Trains stop running too early, particularly on weekends.

This plan reads like a love letter to the city. It's really exciting. A lot of thought and care has gone into it. The thought of making a Liberty Place and making the custom House quay traffic free never occurred to me. I think it would be a great place to hold events in the city. I work near Capel street and seeing how it's been transformed since the cats were removed is inspiring. So the plans to add to that stretch with Parliament Street and seeing plans for a two way cycle track looks fantastic. Currently crossing the Liffey with a bike is a tricky affair. I avoid going near O'Connell Street with a bike.

Overall great plan. I hope it gets implemented. Maybe one improvement could be looking at the bike+train combination. Providing more Dublin bikes or bike stands near dart and train stations

JUST DO IT. DONT LET OUR DREAMS BE DREAM

I think the cycle lanes on Pearse Street are completely fine the way they are considering Pearse Street is not a cyclist "hotspot". Also a civic plaza at Custom House Quay will attract more anti social behaviour in this area, this area is not a place where people or tourists would go to sit and relax as you know that yourself the type of people that "hang" around there.

I absolutely adore this proposal and am very much in support of it - it will be truly transformative. I am, however, worried about the impact this will have on traffic onto Richmond Road in Drumcondra, where I am a resident.

Richmond Road is already overrun with private vehicles and we (residents) are actively pursuing additional traffic calming measures, so perhaps the Active Travel Group could take our little area on as well as a side project. We are asking for a trial of filtered permeability on the stretch of road from Drumcondra Road to Grace Park Road.

I know this is not part of the proposal's scope but I wanted to call it out!!

Thanks so much!
Brittney

It's brilliant to see some pedestrian areas in Dublin city. At the moment the air quality and congestion in town is very poor and it must be noticeable to tourists too. I've been in Munich, Rome and Verona this year and all have big areas that are car free, which make them very enjoyable places to wander through, explore and shop in. The more car free zones the better and it will also benefit retail and hospitality. Dublin city will become a destination again. Dame Street should also be fully pedestrianised along with areas like Harcourt, Camden streets and the big area around Merrion Square/Baggot Street

Ambitious plans are always needed. People hate change but people don't know what's good for them. Go for it! Things can't stay as they are anyway... we basically all live beside roads. Crazy when you think about it.

I broadly support all the proposed measures but will not ever accept the removal of trees to facilitate bus corridors, for instance those on St Mobhi's Road and similar established and mature trees. I also have extreme reservations about the time and cost involved in these measures. Too often in the past "upgrades" to the fabric of the the city's infrastucture have run into spiralling costs and unsightly abandoned stretches of street under development

As a cyclist, I thin the reduction of private vehicles is much needed in key corridors such as the Quays. Currently there is cycle infrastructure sometimes shared with traffic, or implies interacting with traffic at junction. This must be avoided and priority should be given to cycle and buses. Buses are usually stuck in traffic on the quays when they should run smoothly. The bus lanes are frequently used by private vehicles turning or just driving on them, causing congestion.

First, I have an issue with unelected officials taking such important decisions that have serious impacts on hardworking people. Second, your plans benefit those who live near the city centre only and disregards the commuters - those that often have no choice but to take their car. You can't prevent someone crossing the city to see a relative, for a medical appointment, dropping children off somewhere, etc. Not everybody is young, fit and able to walk or cycle.

Commercial vehicle (taxis, delivery vans) contribute massively to city centre traffic imo - perhaps commercial vehicles should be looked at as well (like night time deliveries).

I too want good walking and cycling facilities plus good public transport, but we have to be realistic, the city can't be redesigned. Dublin is what is it and its population is growing - there is just so much you can do with the current layout. By adding more space to X, you remove it for Y. You are going to create a city that is traffic free in the centre, but jammed in the suburbs. I would be more in favour of the status quo.

The benefits of Pedestrianisation and improved cycling facilities can already be seen in various parts of the city and I would love to see this continued. I want to see a safer city for walking and cycling with improved public transport links, safer streets for vulnerable users e.g. wheelchair and prams, more greenery and street furniture. The better the public services are the more people will use it. Parking in cycling lanes needs to be stopped. Using a private car in town should really be the exception to the rule when a car is needed for bulky items / multiple passengers etc. I say that as someone who does drive through town at times, it shouldn't be the easier option. I would prefer to use public transport as much as possible.

Educate drivers and Bus drivers about how to navigate cyclists as there will always be shared areas and there is still a lot of conflict here

Its no use putting the cart before the horse. The public need safe, reliable and plentiful public transport. A good example is the Metro service in Manchester which is a similar size city to Dublin. Good planning and investment was made into this system which is now plentiful as well as safe and reliable.

Dublin simply does not have this and is nowhere near having this kind of public transport system due to underinvestment and foresight.

Closing off good roads and pedestrianising everywhere as well as putting cycle lanes everywhere is not the answer. For example closing off capel st to traffic has done nothing but force traffic flows to Church St to cross the river and people are just trying to get to work. Not everybody can rely on the public transport system as firstly its notoriously unreliable, unfit for purpose and not all can go on a bike (freezing cold & wet most of the time). (and I'm mobility impaired also).

I could go on but the fact is and the dog in the street knows this until a safe, reliable and quality transport system is in place people need to have their cars, its just that simple.

The motorist simply cannot continue to be penalised because of this agenda and all for choice but their has to be exactly that and if somebody wants/has to drive into the city they should be able to do so easily and not continually hammered with ridiculous roadworks and pointless road closures etc.

Its astonishing the complete lack of common sense, I am aware infrastructure is expensive and takes many years but if thats what it takes then so be it, do it properly not a half ass job which in reality and lets call a spade a spade thats exactly what it is.

How am I to travel into town to do shopping if I cannot access a car park.

I regularly travel to Dunlaoire and Merrion Square. How am I to get there now. No public transport to Dunlaoire from where I live

n/a

A LOT of people will not and already can not get into the city as they once could due to the already changed closures if public roads to private vehicles.

This frantic insistence on cycling lanes, more bikes etc etc - we are not all able to cycle! Some of us have aging relatives who cannot walk to retail outlets / city amenities due to for example Capel St / college Green changes.

And public transport just is not an option for them. They is ill thought out both for citizens and businesses in the city.

A lot of people HAVE to drive.

Spend the money on cleaning up out National thoroughfare (O'ConnellSt) / it's a disgrace and has been for years. Anti social , dangerous to walk along and a total lack of amenities in our Main Street so rich in history.

These plans will make it more difficult for people with reduced mobility or families with young children to access the city centre. Buses, with only one or two spaces for a person in a wheelchair or buggy are not sufficient. There was some chance of getting on by going to a terminus, but the cross city and changing with bus connects makes this issue worse. People need to be able to access the city by car until an alternative that works for everyone is provided.

Too much emphasis on taxis and private vehicles still at times.

A great ambitious start, but only a start. My main fear is implementation speed, and how this plan will continue to be watered down.

I think the importance of taxis is over stated as they are the bane of late night Dublin making walking and cycling dangerous with extreme speed and noise. If less preference was giving to them and more requirements for early morning deliveries like in the Netherlands then even more pedestrian space could be created.

Enforcement seems to be the central issue that's also not addressed and the main current failure of most current zoning.

I do like the idea and support it. I find it to be very ambitious for Dublin, although still a bit lacking overall compared to cities internationally, which is just a sign of how far behind Dublin is and how plans like these need to be pushed through quicker and improved if Dublin is to really become a city for its citizens first.

Major investment needed in public transport, until this is done, its a crazy idea to try reduce car access in city centre.

Make it a bit cheerier. Parts of city centre is quite dodgy.

More guards on bikes or ebikes coz they are much quicker at getting around after cars. You have to wait ages to cross lights at my school - almost all of us are catching public transport and are walking out of school, but every day we wait ages on an overcrowded footpath. Bike theft is a big problem: I can't cycle in because bike will be nicked, and if it is, the guards never do anything to solve it. Should be pedestrian right of way in city centre.

As much as possible and as quick as possible please. Holland and France are very inspirational and helped to convince me that this can work in Ireland. Thank you

The city should be for everyone. Cycling appears to be regarded as the "answer to all problems"? However, it does not cater for elderly or disabled people, people who have to do business in the city or people who shop for significant items in the city.

It is my view that the approach from the cyclist lobby will eventually kill off the attraction of the city centre and cause it to continue its decline. Already the city is covered with empty retail units and the numbers are increasing!!!

Another fundamental issue I have with all this cyclist lobby features is that there does not appear to be any performance criteria to assess if these extreme measures are achieving what they set out to do? There appears to be a cult drive in a certain direction to solve the "transport" problem. I was not even aware there was a problem.

I fully support the idea that action needs to be taken in the City to ensure that people have more options for safe, efficient and frequent travel to and from the City. However, the complete removal of private cars is something that I really struggle to get on board with. As someone who uses a mix of all transport options available to me, the idea of a "car-free" City is not a City I want to live in. I acknowledge that car owners need to play their part, as does the car industry. But there are some journeys - and people - that require a car for numerous reasons and to restrict this to the point of suffocation would put me off visiting the city for leisure and/or recreation.

For me, the BusConnects route that serves my area doesn't bring me to the areas i would need, including work. Its tagged on with a 20/30 minute walk.

Changing bus is not as convenient as light rail/metro.

The current public transport plans for Dublin are not ambitious enough for me to think this plan would be a success.

This is a very exciting plan. I hope it is enacted fully so that I can bring my child into the city using speedy public transport or safely by bike.

More intensity for pedestrianisation

Looks good. Great to see college green back on the agenda as a civic / car free space.

I'd like to see some education of the public about how the car has become dominant central to our thinking and how infrastructure has been planned and why that matters as in recent research paper on motornormativity <https://psyarxiv.com/egnmj/>. Additionally, would like to see more social messaging; (e.g. messaging around co2 produced by people on the bus versus single-vehicle occupancy car; road space taken up by a car versus bikes; impact of large vehicles on discouraging active travel). Don't see any mention of a congestion charge / or removal of tolls to redirect traffic out of city or both? We need to make it harder for people to choose their car.

However I would like to offer an alternative traffic flow plan, which I have been thinking about for many years.

EAST SIDE of the City Centre

This would be achieved by making Gardiner St. one way Northbound only. Traffic would cross Butt Bridge as is but continue onto Gardiner St and access only for Store street. A counter flow Bus lane would allow buses to head South bound on Gardiner St. Access to Matt Talbot bridge could be kept and access from Abbey St would remain as is. The current traffic flow from Westland Row/Pearse St would remain the same, except for a counterflow bus/cycleway along Pearse St. if appropriate.

On Gardiner St., traffic would be one way up to Summerhill junction with south bound traffic, from Dorset St., turning left onto Summerhill along with a northbound turn for traffic coming along Gardiner St. Traffic from Summerhill junction to Dorset St. would be two way.

Traffic turning onto Summerhill would continue along this route. The current right hand turn at the Portland Row junction would allow traffic to access the Amien St. North Strand Rd. route.

Amien St. south bound would become one way from the Five Lamps with a counter flow bus lane (north bound) and a south bound bus lane. Along with a cycleway. Access to North Strand Rd, which would be two ways, would be from Portland Row and Seville place, which would remain as is. Southbound traffic would continue onto Matt Talbot Bridge and continue on its current route

West Side of the City Centre

Safe cycling and pedestrian areas are a must for a vibrant city life

As an 80 year old pedestrian I am getting very irritated at cyclists who believe that green lights for pedestrians give them the right to race through their red lights. On a few occasions I have been nearly run down by these rogue cyclists. I am trying to remember to search for these rogue cyclists before crossing at pedestrian crossings. Cyclists are not so entitled. I fear pedestrian deaths in the near future if nothing is done to control their flights.

There has already been an abundance of cycling lanes catered for all over the city and as someone who travels regularly through and to Dublin city centre, I can confidently say they are absurdly under utilised.

Creating even more cycle spaces at the expense of private cars appears to be nothing more than a spiteful attempt to make driving in Dublin so difficult and excruciating that people will somehow abandon their cars.

That will not happen.

What will happen is that through traffic will be forced to circumvent the city centre and clog up other routes. The same amount of cars stuck on roads for longer as a result of suburban congestion will do nothing for our environmental targets. Meanwhile Dublin city centre will be a ghost town.

Is it not enough that roads have been narrowed and lanes given over to cyclists (who do not use those lanes enough), traffic light sequences have been altered to delay motorists and junction footpaths been widened to prevent traffic being able to slip by cars that are making right turns?

This move will cause chaos and hardship for a great number of Dubliners - both those who are unable to walk or cycle into the city centre, and those that will have to endure the inevitable gridlock of re-routed

I wholeheartedly support any attempt to make the city centre more pedestrian and cycle friendly. When and if the options arise, totally separated cycle lanes, or lanes protected by a raised curb or bollards, are much better than painted on cycle lanes. I find that these are often obstructed by parked cars that force cyclists into the flow of traffic in unpredictable ways. Thank you for your efforts!

I'm looking forward to seeing the effects of the plan - seeing the city for people to spend time, entertain, rest.

My concerns are around public transport for workers, I was wondering if smaller but more frequent buses

As someone with mobility issues, living in the suburbs and working on Mount Street I have no choice but to drive to work as I cannot walk from the Luas. Join up the dots please, run 24 hour services, people don't just work Monday to Friday 9 to 5/6, as the saying goes, if you build it they will come. Sitting for one hour to travel 8km doesn't do anyone or the environment any good.

I think these questions are asked in a way that are pro this initiative. However as someone who lives on the north side of the city and works on the South side I rely on my electric car to get to/from work. Cycling (18km each way) is an option but not suitable everyday with children collection etc , public transport takes twice as long as the car. Forcing all car traffic across the Samuel beckett bridge is ill- considered. While cycle lanes are a good initiative that I fully support. I cannot support the removal of the left turn onto Pearse St. I also do not support the two way system for Pearse St.

Removing private cars from the centre city will destroy the city centre, making it harder to visit. Focus should be on rejuvenating the city centre and making communities where people can live, shop, work within a 5km radius. Introducing these no car zones, with no thought for how people will actually get from A to B (given the poor public transport system in place), is a waste of taxpayers money and something I cannot get behind. This government is fresh out of ideas and relies on other countries for these ideas, without acknowledging that in order to bring about change you have to bring the people on the journey with you and not just try and force it on them

I mainly walk and cycle due the delays on public transport due to private vehicles. The will be transformative for the city. Both my parents had disability permits so I recognise that it's is more challenging for people with a disability but I think on balance it's a positive for all people in the city. It will open the city up to people with reduced mobility who rely on frequent, reliable public transport. The reduction in private car through traffic should also make it faster for people who have to drive to the city centre to access where

I care deeply about the environment and work in the decarbonisation industry, but in no way can I support this ill thought and cynical attack on motorists behind a veil of climate/congestion consciousness.

We can't copy other countries that have completely different cultures and more favourable weather patterns, or pretend far better public transport infrastructure such as underground rail networks will magically appear to replace cars.

The reality is that we are already transitioning to electric vehicles and clean electric power to charge them. This is going to drive down transport emissions at an increasing pace. Congestion is increasing as a result of the badly planned road layout changes that serve less people than are negatively impacted. There will be far bigger environmental protection measures needed in our lifetime, pushing needless changes such as this through will erode public support for more meaningful measures.

Making it extremely difficult for people to drive into the city will only hollow out the already crumbling city center as it will be less accessible and less desirable for so many people. This has not been thought through at all and lacks strategic thinking. Investing in an AI managed traffic management system would have a far greater impact on emissions and congestion. As would requiring all city center bound buses, taxis and commercial vehicles be electrified prior to targeting individual motorists. Motorists just seem to be an easy target for councillors pent up begrudgerly and lack of imagination.

There are far bigger challenges for saving our environment than attacking private car ownership, it is an essential means of transport and individual freedom of movement in this country. We don't have the population density or capabilities to justify the transport mega-projects needed to replace cars. So these petty road closures and ridiculous "civic" spaces need to be cancelled before they do real and lasting

No consideration was made to those who work by going out to peoples homes (carers, cleaners, clinicians, tradesmen). The apartments and houses in those areas will be more difficult to access. Also, the ideas proposed just pushes congestion elsewhere and does not solve the problem.

The green party and the henchman in the council's should be fired. Absolutely ridiculous changes to the city .

A journey that pre COVID would take 25 minutes in traffic is taking hours. Public transport my arse.

Parts of the city are a no go area as it is. We need life and people in the city and coming into the city. I commute through town to work and often stop off to grab a coffee etc. Its my city. I cant cycle as its a 12km commute or 2 buses. I work shift work and the city is not safe enough to get 2 buses across the city at 10pm. I want to be home in 20 mins. Not an hour. We dont have the weather for loads of civic plazas. They will become meccas for gangs. I have a right to drive my car in the city. I also think alot of the above questions were very leading.

I live in Dublin 6 and I strongly support any measures to reduce car usage in the city. In addition to the measures in this plan, parking spaces should also be reduced to discourage car use.

A full environmental impact assessment including analysis of a scenario where the desired reduction in cars is not achieved, and instead journey times and congestion increase due to fewer available routes must be completed.

The above will increase livability in Dublin and bring closer to the best european cities, which are notably not car centric. Dublin city centre currently not safe for cyclists and it's the main reason i will not cycle there. i would never let a child or teenager cycle with current system. it needs to be better so families can use their city.

I love the proposal. I do not drive, because of our climate and the expense, so I am delighted to finally see a government proposal that is favouring public transport and cycling ahead of cars. Everything in this world seems to be designed for people with cars! Please, if there is a lot of opposition to this proposal, by people with cars, do not listen. We MUST alter our attitudes to cars and transport, and this would be a great step, and we must start somewhere, even if we upset some people along the way.

As an enthusiastic but nervous cyclist, I would so love to see cycle lanes all around the city- but appropriate cycles lanes, so preferably segregated lanes, that are smooth and bump free with shore covers flush with the tarmac. I would love to be able to cycle into town with my 2 year old daughter on my bike with me, but at the minute the thoughts of doing it terrifies me, because of all of the cars, and because of the mentality of many of the drivers of those cars - they seem to forget that their large metal box on wheels has the potential to kill cyclists.

Finally, I'd love to suggest too that we create little moss gardens on top of our bus shelters, like the Dutch are doing, to increase biodiversity in our city, decrease air pollution and decrease the temperature of our beautiful city.

Thank you.

This will be another disaster, that will produce truck loads of pollution during construction and will increase pollution across the city as journey routes and times are massively increased.

No no no don't do it. The Quays are already a disaster. No need to make it worse.

This survey is also biased question 8 should have a 3rd opinion of NEITHER.

Question 7: has no commercial vehicles listed at all, a private car is Not a commercial vehicle so is not the correct options. Like how the f**k could you be so biased ??

Huge fan of designing the city centre to benefit those who are walking/ cycling and using public transport. Naturally parking/ driving facilities should remain accessible for those who have no choice but to drive/ for whom active travel/ public transport is inaccessible.

Public transport should be improved in tandem to encourage use of public transport.

Better enforcement of traffic laws i.e. red light breakers is also desirable.

These are not good plans.

The intent is good, but there are other issues to solve like housing and health, put the resources in there and leave transport until we have the core issues addressed

I think that city centre should be accessible by cars too, not everyone can cycle or walk a long distance, also public transport not reliable

Stop taxis using blocking bus lanes unless they have a paying human fare in the car. City centre blocked up with empty taxis. Keep civic areas clear of drug dealers and their customers

Most people I know regard the city centre as scruffy and dangerous. Reducing traffic and increasing pedestrianisation could be transformative, especially if more affordable housing can be made available in the city centre.

I think the plan is excellent, a great vision for what the city can become. I hope that it is implemented swiftly and not constantly delayed because people want to drive their cars to the city centre. I hope the city becomes greener as a result of the plan, more trees in the civic plazas would be great.

The plan looks great

<p>Dublin City Council need a reality check. Closing our city off to traffic is a terrible idea. Businesses in town will shut down and our beautiful city of Dublin will become a ghost town and derelict. If DCC want the city centre to shut down and display boarded up buildings along with homeless and addicts they will succeed by implementing this ridiculous plan.</p> <p>Closing the roads to private cars will destroy our city and remove the buzz and life that has come back to the post Covid.</p>
<p>This is an excellent initiative that will improve the safety of our city. It would also be great to see more segregated bike lanes rolled out as it can be tricky to share bike lanes with buses.</p>
<p>The survey is a good idea but maybe lose the age and gender questions.</p>
<p>City has been very slow to deliver the cycle plan.</p>
<p>Really encouraging to see these proposals, the only criticism is the absence of greenery (trees etc) planned for - as climate change continues and the hot weather gets more drastic the large open concrete and stone spaces will absorb and radiate heat whereas sufficient tree cover will provide shade and cool the</p>
<p>This plan should only be put in place after the following factors have been met: A transport network that is reliable and far reaching so it naturally draws people to it. The removal of the tolls on the two main roads round the city centre that are built specifically to take the large volume of traffic. The M50 toll and the Eastlink toll. If the money collected from these two tolls were going to the country (department of transport) they would be used and paid because it would be flowing back into roads or transport. Not just some businesses profits who don't even pay that much tax on it.</p> <p>The removal of roads for cars to use in the city at the moment, with the tolls in place as they are and the unreliable and in some places non existence of public transport, it will not work and cause more issues in the long run.</p>
<p>This is a good plan. The right hand turn from Pembroke Row onto Leeson St should also be removed as it filters too many additional cars onto Leeson St causing severe congestion on Lower Leeson St.</p>
<p>I think public transport still needs more improvements on times and frequencies. every few years 7 to 10 full licence drivers should have a refresher course on driving for and safety on the road include videos and theory especially for the m50.</p>
<p>Active travel is all very well and good when weather permits, but cycling especially with children but even without is often not feasible in the winter. It's not just getting wet, the wind level also makes it unsafe. I can't afford taxis regularly. Driving is the only feasible option for me to access the city centre in bad weather.</p>
<ol style="list-style-type: none"> 1. Overall this seems like a great improvement 2. Lincoln place being pedestrianised seems like a great idea if the bus connects implications can be worked out 3. Pearse/Tara St improvements are badly needed so it's great to see them 4. I'd be nice to see similar improvements to Westmoreland and D'Olier Streets 5. Christchurch and Gardiner St strike me as positive, yet very unambitious changes. Do we still need turning lanes and bus lanes if through traffic is eliminated from the surrounding streets? 6. The council should be systematically reviewing all busy pedestrian junctions to ensure that all four arms of the junction have a safe way for pedestrians to cross (for example, see the junction between Parliament St and the quays where only 3 arms have a signalised pedestrian crossing) and I didn't see any mention of

I think the proposed closure of the much-used cross-city artery for private cars via Holles Street, Sandwith Street, Pearse Street, Butt Bridge, to Gardiner Street would be an absolute disaster. I am presuming that in the plan there will be no left turn from Sandwith Street onto Pearse Street either, though I cannot find that specifically stated in the Draft plan. I travel fairly frequently from Ranelagh to Mountjoy Square, the Mater Hospital and nearby areas, and sometimes onward on to the MI. I am 84 years of age and still work. I am in very good health except for my walking, which is laboured. I use a stick. However, I can drive well and use a car to get around except when I can get a bus or LUAS almost door to door. I do not vary my driving route much crossing the city so am at a complete loss to know how I can cross the city to Mountjoy Square area and beyond, if the Pearse Street-Gardiner Street artery is removed. It seems to me that the Draft Traffic Plan is aimed at impressing tourists rather than making Dublin City viable for the people who live in it and particularly those who need to drive from south side to north side, Many cities are trying to cut down on tourist numbers, notably Venice, Amsterdam and Barcelona and I think we should do the same. We don't

I really welcome this draft City Centre Transport Plan with its focus on reducing private car journeys through the city, and increasing facilities for safe and comfortable walking and cycling. My partner and I regularly cycle to the city centre, however, the roads into the city and within the city are dangerous and hostile for cyclists. It is a regular occurrence to be tailgated by cars, trucks and buses, or to be sworn at. This puts people off cycling and contributes to more traffic as some people revert to cars. Equally, the huge number of private cars driving through the city and parking by the side of the road, reduces available lane space for buses, meaning that public transport options are often slow or delayed. I hope that the proposed cycle lanes will be joined up and use protective curbing where possible. Currently, the cycle lane on the north quay switches from one side of the road to the other, which means cyclists have to cross two lanes of car and truck traffic to continue their journey. I hope new cycle lanes and spaces are more coherent, joined up and are designed with a cyclist's best interest.

So many other cities around the world are taking action to reduce car dominance and making cities liveable, by increasing the space for pedestrians and cyclists, and simply for people sit and enjoy being out. I am glad that Dublin is finally doing this and I really hope that these plans are not watered down. Thanks for the possibility to provide feedback.

Pleased to see a plan being presented to improve what just isn't a liveable city centre.

I'm from The Netherlands and have lived in Dublin since 2015.

Apart from a number of roads blocked off from traffic, virtually no improvements have been made to improve the city for pedestrians, cyclists or traffic flow in the last 8 years.

I just cannot fathom why there isn't a rail connection to Dublin Airport. It's 8 km away, this just isn't difficult and absolutely essential as a European capital city.

Additionally- the initiative to start charging cars for dropoff/pickup "to encourage public transport " in 2021 was just outrageous.

It appears to me that even the plans outlined in this draft have a typical Irish whiff of " it's always been this way, why change it" xenophobia about it.

One look at how urban planning and city transformations have been rolled out in The Netherlands in the last 20 years should give you some inspiration. No "that'll do" attitude, radical improvements are needed. The 1970's are over. No more botchjobs.

50 years ago, Amsterdam was like Dublin. By updating their planning laws, every time the roads get an upgrade every 20ish years, their designs for public transport and sensor traffic lights favouring cyclists & pedestrians got better and better.

It is so worth having less car dependent infrastructure and our city centre should be an easier place to get around. As an autistic person, I find the traffic noise very overwhelming, the streets poorly paved and dirty and the lack of green space and trees stifling.

Go all out on greening our city's infrastructure. If Delft, a Dutch city of 100,000 people can have frequent trains & trams with good cycling infrastructure, Dublin's over million people deserve more.

Once finalised this plan should be progressed to construction as soon as possible and fully completed as planned. Too many previous plans have been delayed or not fully actioned.

The area outside the custom house opposite the liffey should be fully pedestrianised.

Segregated cycle lanes should be introduced where possible.

High Quality public realm.

I think the plans all look great and ideas are great. However before anything goes any further really what needs to be taken into account is the public transport. And here I will use Dublin Bus as an example as I use them daily. I live in Raheny and during the summer when schools are off the commute is fine. However, now that schools are back I literally cannot physically get on a bus where I live in the morning as they are always full. I end up leaving extra early every morning and am in work 40 minutes before my start time just to make sure I can get on the bus. Then leaving I have arranged to leave a little earlier by skipping most of my lunch break again to make sure I can get on the bus. So on the days I work in the office I am absolutely exhausted by having to leave so early just so I can get on a bus. There are so many more apartments being built everywhere which creates way more commuters without actually increasing bus capacity.

Again going by where I live I would recommend an express service from Lower Abbey Street, stopping at Beresford Place and then no more stops until the Howth Road. As I find a good 50% of passengers on my buses going home all get off at around Five Lamps, North Strand and Fairview areas. Whereas people that need to travel a lot further cannot even get on the bus when it is full. Having an express service would help here as then the people going shorter distances would get a different bus.

In this case there should be a service from Lower Abbey Street to East Wall area which stops at Five lamps, North Strand, Fairview etc and would free up the longer journey routes.

So really we need a much better bus service to facilitate all of the extra people that would commute if cars no longer allowed.

We need more buses especially from Rathfarnham to the airport.

Hello,

I am very in favour of this plan. I have some suggestions to improve the document.

Firstly, I believe mention should be made of the potential to introduce camera enforcement of bus lanes/junctions etc, IF the Dáil passes legislation to legalise it. I know that the dept. of Transport is currently considering the issue. A line in the report that indicates that the council would support a camera-based enforcement approach should such legislation to support such an approach be passed by Dáil Éireann would, I believe, be prudent - as it would provide a policy basis to go forward with camera enforcement should the possibility arise in the later lifetime of the plan.

I also believe that the plan should have some mechanism for recording its success on an outcomes-basis. If the interventions that are proposed do not result in the achievement of the modal share targets outlined in the document, then the document should state that further measures will be considered to achieve those targets.

The draft City Centre Transport plan is a step in a positive direction, and in that sense is to be welcomed and supported. However, Dublin is beginning from a very low base and there are significant questions over if it goes far enough. Dublin is one of the most car congested cities in the world, with significant impacts on public health, inequality, public realm, the economy and the environment. It is also carbon emissions intensive and provisions for active and public transport have been severely constrained, with under-investment over the course of the last half century. From work I have pioneered in Ireland on 'sustainable mobility transformation,' at the Climate Council, EPA, TII and Oireachtas Committee, it is now accepted that a transformation is needed, and that this requires an integrated long-term spatial and transport plan to 2050. Within this 2028/2030 are wayposts in this journey, not end-points. To support this long-term strategy we need analysis of transformed settlement patterns for higher density and sprawl repair. We need analysis of transformed transport where active and public transport dominate to understand the how and the why of this possible outcome among the alternatives. We then need integrated long-term strategy that combines the two if a transformation from the current dysfunction is to be delivered. National and Dublin city spatial and transport planning are classic examples of policy silos. Weak integration guarantees continuation of status quo, pushing out vision and discussion of the necessary transformation, and of all the benefits this could deliver. We don't know if this draft plan is sufficiently transformative to realise the opportunities of change, but we do know from experiences in other cities that change is possible and desirable and that incremental, short-term and weakly integrated solutions do not lead to systems change. In sum, while it is desirable to switch in the right direction, we will also miss another opportunity to vision, analyse, discuss and strategise a better functioning city. I will be happy to discuss if you wish. Dr. Tadhg

Thank you for your leadership. I'm so grateful for how you persevere despite gombens like Mannix Flynn and Damien O'Farell

I really hope that this plan will improve Dublin City Centre Transport. Dublin needs to be freed of all the cars and buses that commute through the city centre. Some of my thoughts and concerns are expressed below.

- Cycling through the city centre is always quite dangerous and stressful: buses, luas, cars, bicycles, motorcycles, electric scooters, and carriages. Everyone uses these roads, which aren't wide enough to contain all the different means of transportation. Plus, it's always jammed during peak hours, even for bicycles.

- College Green, one of the most beautiful squares in Dublin, is always packed with buses and cars. Tourists cannot admire the Trinity College facade without dealing with buses and cars. During Christmas time or St Patrick's, with the facade lit up, it is impossible to enjoy it, as buses and cars are always there. Therefore, I really hope that the pedestrianisation of College Green will create a wonderful open area for tourists and locals to enjoy the beauty of Trinity and the Irish House of Parliament.

- Finally, despite not being mentioned in this plan, I'd like to address the issue of some of the busiest areas in Dublin. For example, according to a Dublin Airport report (<https://www.dublinairport.com/latest-news/2023/01/15/dublin-airport-welcomed-28.1-million-passengers-in-2022#:~:text=Just%20over%2028.1%20million%20passengers,85%25%20recovery%20of%202019%20levels.>), almost 30M customers travelled through Dublin airport in 2022. It is ridiculous that the only way to get to the city centre from the Dublin airport is via bus (or taxi, but that doesn't really count as it is not public transport). Similarly UCD. With almost 40,000 people daily studying or working (only academic staff) on the main campus (<https://www.dublinairport.com/latest-news/2023/01/15/dublin-airport-welcomed-28.1-million-passengers-in-2022#:~:text=Just%20over%2028.1%20million%20passengers,85%25%20recovery%20of%202019%20levels.>), the only way to commute using public transport to UCD is by bus. Again, this is not appropriate for a city like Dublin.

Very much against the City Centre Transport Plan

I think this is a fantastic opportunity to make the city accessible, enjoyable and work for all!

Overall the reallocation of space looks net positive.

Why is there not a recommendation to make all cycle/ bus lanes 24 hours/ 7 days week. Many of the slowest bus journeys are on off peak periods due to the cessation of bus lanes which is a significant deterrent to encouraging a modal shift (e.g match days).

Disappointing that there is no reference to pedestrianising South William Street. This is a no brainer and yet DCC sits on its hands on this one

Consideration needs to be given to making the R111 Grand Canal Road a Public Transport/ Cycle lane-only route whilst car traffic is encouraged to use the R811 South Circular Road

There is a lack of safe secure bike parking spaces in the city. This needs to be addressed by DCC.

Extremely disappointing to note that there is no reference to a new train station at Kylemore to encourage a modal shift.

E.scooters should have a reg no and also have insurance.

I am hugely supportive of increasing the provision of segregated cycle lanes across the city to increase the number of cyclists who travel into the city. I think its also important to radically reduce the number of cars that move through the canals, I'm saying this as a resident of Dublin 12 who lives right next to the canal and witnesses the huge number of one occupancy vehicles crossing into the city. There is a need to widen the scope of the plan to include key arteries including; Cork Street (this could be a brilliant location for a fully segregated cycle route into the city to avoid the difficult routes such as Harolds Cross Rd and to have a green artery into the city), Grand Canal (it is over a decade since the segregated lanes were first designed, can we now have one way traffic and a complete two way segregated cycle lane. We need to continue to protect the biodiversity along the canal so taking traffic off the existing roadway is a better solution than building a lane on the northside), Pearse Street (remove more traffic on this street and use it as an artery from Grand Canal up to College Green and O'Connell Street). The city is also very hostile to pedestrians so increased areas for pedestrians in the heart of the city is required, especially at Christ Church, Patricks Cathedral and other heavily congested locations.

Public transport improvement is required no issues there

Depriving people of being able to drive or access the places they wish to go or get to is not the answer. Some people do not feel safe on public transport and therefor have no option but to drive. All these areas being rezoned just for pedestrians or bike riders will only push people to park on the outskirts.

Bus services need to be improved with increasing population.

Please consider implementing a policy to reduce by X% per year the amount of on-street parking in Dublin City Centre (between the canals). This would of course need to be accompanied by strict enforcement of rules on illegal parking.

I would like to express my wish that any reduction in core traffic on Pearse Street from Westland Row for the great public good of the street; than the wider spaces remaining should be given over to two considerations:

1. Urban growing spaces for the residents of Pearse Street to mitigate the effects of climate change. Any other planting should be native planting.
2. Urban design considerations for neurodiverse citizens

Our streets are for everyone, and more often than not there is little consideration for those who less able or who experience differently. Up to 20% of our population is neurodivergent . To enhance Pearse Street, it is important to understand how all current users may experience the urban sphere and therefore better understand how to improve Pearse Street for everyone.

According to Fighting Blindness, visual impairment affects over 272,000 people in Ireland and is defined as varying from being able to distinguish between light and dark, to seeing large objects and shapes, to seeing everything but as a blur, or seeing a patchwork of blanks and defined areas. Vision impairment is a term used to describe all levels of sight loss. It covers moderate sight loss, severe sight loss and blindness .

The United Nations defines persons with disabilities as including those who have long-term physical, mental, intellectual or sensory impairments which in interaction with various barriers may hinder their full and effective participation in society on an equal basis with others .

Harvard Medical School defines neurodiversity as the idea that people experience and interact with the world around them in many different ways; there is no one "right" way of thinking, learning, and behaving, and differences are not viewed as deficits . 1 in 5 human beings are neurodivergent, 1 in 67 of us are on the autistic spectrum, 1 in 20 have ADHD or Dyspraxia and 1 in 10 have Dyslexia . This includes autism,

Public transport in dublin is a disgrace. There is no realistic invastructure without any governance or direction. There is no public transport late at night. The city is just not big enough to take any more road closures. Any more will destroy the economy of the city completely.

Need a 24hr bus lane to and from Dublin Airport to city centre

Neither beresford place or custom house quay should be traffic free.. many people prefer to drive into city . Taking cars away will effectively ruin retail business in the city . It's already happening in capel street where business are suffering due to the pedestrianised street .

Busses should be able to access College Green as many did previously. Now busses such as tge G1 and G2 are too far away from shopping areas on outward journeys, especially Grafton Street areas. All bus stops should have live time displays

More bus stops in city centre Some busses stop at Pearse Street then not again until O'Connell Street

It is high time we moved towards a more sustainable Dublin City and breating public aminety areas as well as cycle lanes. I use public transport or cycle as I'm retired and can afford the time. But cycling in Dublin is not safe enough. This isa agood atart bu please do more to make cycling safe. Also pedestrianise both Beresford Place and the Custom House to the Liffey.

Thank you a good plan

brion

Need for a realistic Park and Ride network throughout the roads leading to the city. Also enhanced and accessible public information on bus numers and arrivà times at stops which support those who are blind or with sight loss.

Developing the city for people rather than cars is undoubtedly the way forward for Dublin. I strongly support the reallocation of public space from the private car. Everyone will benefit of a more human city.

I believe that many people who wish to spend money in shopping centres etc.. rely on the ability to travel safely in the convenience of their own vehicles and also that if they can not use their own vehicles that will mean they can not buy as many goods as it would be too much hassle to drag bags on public transport and will therefore spend less in the city.

Cycling facilities need to be of high quality.

When traffic is reduced and speed limits reduced zebra crossings should replace beg button traffic lights. The work well in other countries I have visited both for the pedestrian and for traffic.

There is no consultation with actual workers in DCC. I live outside the canals, as I cannot afford to live in this so called "15 minute city". I need my car to travel to the creche and work. I have a child in christchurch creche which is temporarily moved to Dominick street. These proposed changes to the quays will come into effect from august 2024. The creche in dcc civics is being currently done up and wont be ready for August 2024. So these will impact a number of parents in dcc who use the creche. A perk of working in dcc is a creche, however the proposed traffic changes do not help these parents commuting times. And using the bus is not an option due to health issues. It is common knowledge that DCC are experiencing a massive exodus of workers as it is becoming so expensive to live in Dublin and current traffic plans are choking the quays and people are sick of this and voting with their feet.

More space for cyclists and pedestrians is top priority for reduction of toxic air; better quality of life; creating a top class city to live in and visit and is the only way to go in this time of massive climate change. I love what this plan is proposing

By closing down the city to cars, it will become a dead zone and a ghost town full of junkies on the boardwalk and homeless people begging. I used to always shop in town and now go to blanchardstown or swords for convenience of parking and for speed due to gridlocked city centre. Cycle lanes should not be road adjacent as you're just breathing exhaust fumes. There should be separate wider two direction cycleways, not just add ons on either side of the road. Cyclepaths in fairview are too narrow, are dangerous because of lip and will be difficult to keep free of debris. Optics and aesthetics should not trump functionality. The width of these lanes means that many users continue to use the road instead. The traffic light and cycle paths on the north quays and the cycle lane on oconnell bridge have caused gridlock. Take the buses off the quays not the cars. I walk, cycle bus and drive so think I see things from all sides.

I believe to see a city's pedestrian or cycle plan one should look at the city's 'car plan'. It is great to see the formation of a ambitious City Transport Plan for Dublin City which will provide a great launching point for the roll out of improved pedestrian and cycling facilities. But more importantly will reduce the private car dominance of the city streets. I understand there will be some tweaks to the plan over the course of its development but I hope the principles are kept in the final plan and not watered down. The retention of private car bans 24hr 365 at key points outlined in the plan is important as weekend access to city streets by private vehicles other than local access should not be forced onto residents and visitors. I look forward to the development of this plan.

Cycling lanes really need to be constructed within the pavement (not out in the road) for safety, as happens in other European countries

let's get on with it

Cycle lanes empty most of the time , Unfortunately we do not have the climate for cycling to work , Most people in favour of these car free / pedestrian zones are Tech / IT employees that are largely wealthy people who work from home and don't have to commute , Council is forgetting about the normal working class in this city , The city will be empty if plans keep going the way they are , Pushing consumers to suburb shopping centres. Need some working class influence on planning as we are being forgotten

The plans to reduce traffic for the city and to make car free spaces available to the public should also include the improvement of vacant buildings in the area, street maintenance and cleaning by the council and around the clock high visible Garda presence. This would be ideal for local residents and visitors to Dublin.

Before providing better cycling and pedestrian routes and removing parking spaces, better public transport needs to be in place first e.g. more frequent buses and a metro system.

You need to have traffic police to police cars. cyclists and e .scooters
Would traffic free include cycling in this area..Dublin city is now a shopping free zone and there's no reason to venture in.
Getting from the north side of the city to the south side seems like it's going to be very difficult. It's already hard enough. I have the option to pay a toll on M50, or east link toll bridge. If I take public transport, I will need to take two buses. So it's cheaper and faster for me to drive through city centre, even though; If I drive through city centre, traffic is horrible. Cycling is not always an option in a country where it's constantly raining. Seems like you want to keep northsiders on the northside. I would love to use public transport if it wasn't so rubbish. Why is there no plans for an underground network around the city, not just to the airport.
This proposal will speed up the closure of city centre businesses, get a proper bus service in place before closing the core city centre by 60% car reduction and 40% general traffic reduction
This plan will speed up closure of city centre businesses- put in place proper public transport rather than what we have presently- for instance coming from South side a bus stop half way on Pearse Street and then next bus stop up way past Henry Street on O'Connell St nearly at Ambassador. Madness.
Your Plan must take account of Disabled people who are dependent on cars to get as close as possible to their destination. Many disabled people are reluctant to use wheelchairs, being determined to stay upright for as long as possible. Observe the number of people who are now using walking sticks to get around. And we have an ageing population. Increasing the number of disabled parking places in the city will help. What we really need is an extensive underground transport system for the city. The planning for this to date reflects a lack of understanding of the physical planning issues involved, and an awareness of the extensive role of the Dublin City Development Plan and the Guidelines for Sustainable Communities. Please acknowledge receipt of this submission.
Greg. Devlin.
In addition to more public & active transport possibilities, it would be great if these were designed to enhance the green infrastructure/urban biodiversity of the city. This would include introducing trees and planting adjacent to active transport routes, replacing hard paving medians with planted medians, putting green roofs on bus stops/tram & train stations and installing large scale plantings in large scale civic spaces
The plan is very welcome. Travelling to and through the city is very difficult due to all the traffic. Reducing traffic volumes in the city would improve the experience of being in the city.
I am not in favour of the agenda to remove private vehicle use in Dublin city centre. Reducing the size of roads to allow for more cycle pathways, has already contributed to increased traffic blocks etc. and does not expediate a cyclists journey nor add to safety as a number of my family members have been injured in the city centre cycling. Factors such as an aging population and weather conditions in the country should be given due consideration in strategic transportation plans. Drivers are just as entitled to have access to the city centre as any other commuters who have a right to choose how they wish to travel to work/leisure purposes. Other countries operate systems that allow for more effective free flow of traffic and could be explored in Ireland as a sustainable solution examples include paying for the use of bus lanes etc. In Switzerland, the tramlines to not impact and stop traffic for 5-10 minute intervals which is regular occurrence in Dublin city centre.
Good ambition: go for it, and use landscapers throughout, to ensure visually appealing. Much support lost through schemes that appear ugly or only meet engineering requirements instead of wider ascetic ones.
We need to ensure those with mobility difficulties can assess city safely.
Do not remove trees
Bus corridor will dissect near to city communities
ELECTRIC buses like in belfast, please!!
Need metro, more public spaces, free purpose built amenities aka markets, visitor centres

As a retailer based in Dublin 2, I am keen that my customers have practical choices as to how they access the city centre. Car drivers feel they are not welcome in the city. This discriminates against older people, disabled people, parents with small children and people who don't have a convenient public transport option.

Why has no attempt been made to outlaw free car parking spaces being given to employees? I believe some of these attach to public service jobs. Doing away with such perks would surely go towards reducing traffic congestion?

There's always a case made that shoppers bringing cars into the city centre are not being 'green', I'm pretty sure most shoppers visiting Liffey Valley, Blanchardstown et al, don't walk cycle or take the bus.

We all know that in the not too distant future all cars will be much more environmentally friendly, in the meantime actions taken by central and local government will lead to city and town centres dying on their feet. Dublin city centre's footfall figures have only been kept looking respectable by the addition of extra cameras on some streets thus effectively counting shoppers on the double.

A congestion charge should be levied between the canals to reduce cars & all the urban villages should have pedestrian plazas to encourage residents to stay local & enjoy the historic local villages

It is getting harder and harder to get across city, I use all forms of transport and there are times I need to use my car to carry components from Rathgar to Dorset st for instance.

Please DO NOT TAKE away the 15b & 15d bus route thru bushy park road/Zion road as there are so many elderly people depending on this route to get to rathmines and town!

We have public spaces and when the public try to use them, the council closes them.

Make these zones into astros

The main artery in dublin city, Tara St, was reduced by one and temporarily 2 lanes to facilitate a developer. Portobello space was handed to a developer.

It's pointless making more zones.

Focus should be on getting families back to dublin city centre.

Creating safe drug zones that are accepting and non judgemental.

Helping teenagers with activities they are interested in. Like music hubs, animal shelters, video game development Sport and similar things.

And make it free for dubliners!!

Luas or some other regular transport to airport please

As an employee in Leinster House, I am very much in favour of all efforts in the immediate area to improve public transport, walking and cycling connectivity and safety, in particular the removal of private vehicular traffic at Bachelors Walk and Aston Quay, the pedestrianisation of Lincoln Place and the proposed changes at on Westland Row.

I welcome the ambition of this plan, well done.

I would like to see improved cycle space on roads with steep inclines. The R108, southbound (uphill) currently has no cycle lane, and two general traffic lanes. Cycle space on a steep incline needs to be wide as cyclists are more likely to swerve due to the gradient. Please make sure the road gradient is considered in the design process, and adequate space provided for expected cycle response.

Good luck with the implementation, I look forward to a more liveable city.

I support measures to promote and prioritise active travel and public transport. In particular I think consideration must be given to limiting the access of large SUV type vehicles to public roads and parking. They are appreciably more dangerous for other road users, cyclists and pedestrians and occupy a disproportionate amount of public space.

Enthusiastically support cycle safety measures and de-prioritising private car traffic

I would like to see more and more priority given to pedestrians and cyclists in the city. This plan appears to support that principle and I therefore support it completely.
Make between the canals emission free.
Improved cycle lanes welcome
Active travel measures around Stephen's Green, Merrion Square, Nassau Street and Kildare Street should not be held up by a perceived need to maintain car access to Leinster House and Government Buildings.
You shouldn't talk about "reducing traffic". That implies reducing the total amount of people moving into and out of Dublin City centre. That can be on foot or cycle or public transport. You should anticipate this actually increasing. It is pretty silly to call it a reduction unless you want fewer people in Dublin. You should talk about shifting the mode of traffic (modal shift). If anything, you should anticipate or at least aim to have even more people coming into Dublin, just via cycling, walking and public transport. Carrot and stick, not just "hostile to cars but no real capacity to support a modal shift".
We need a proper metro in Rathgat/Terenure. Bus connects will destroy the area.
Just copy the Netherlands. Some of the new bike lanes are terrible.
Cycling in the city has improved a lot in recent years. So much so that I now cycle to work etc. Thank you for all your efforts so far.
If there is one area that is neglected it is the N11 through Donnybrook, this area feels very dangerous for cyclists and I am sure it had stopped my inexperienced riders from cycling into the city.
Make Dublin suburbs more social and a village feel. Encourage walking and cycling around the suburbs. It would slow down life and be beneficial mentally and physically.
Please please create better and safer cycling facilities. I cycle from Dalkey to work on Camden street and the marked difference in safety for cycling crossing the county boundary from DLR to DCC is shocking. Dublin City Council do not appear to make any effort in cycle lanes, those that do exist are full of potholes and drains and the paint on the ground makes a difference to cars' driving in them
Please make this happen as fast as possible
Segregation of cycle lanes, it is still so dangerous and off putting for people to cycle in so many parts of Dublin. Install physical barriers to vehicles, painted road marking are not sufficient. The vehicles have to be physically blocked, relying on drivers to follow markings is not working.
Dublin should be up there with other medieval European cities as a lovely place to walk or cycle around without fear of getting run over by cars and trucks. Removing the tolls on the M50 might encourage motorists to avoid a through-trip via the city centre. Enforcement of restrictions is key - there should be traffic light cameras everywhere, and people should automatically get fined for bus lane use, red light breaking, impeding yellow boxes, and going over the advance stop line at traffic lights, as is done in Australia.
We need to fast track the delivery of high quality cycling infrastructure, we need to restrict car access, and we need to tackle the scourge of illegal pavement parking, and private cars taking up previous space in our city, robbing people of safe access to footpaths.
Car traffic makes me less likely to visit and spend in the city centre. It impedes bus usage because of delays, and motorists frequently abuse bus lanes making it worse. Enforcement of parking and mobility lanes needs improvement for these plans to work. Private cars ruin our city and should be vastly curtailed.
The questionnaire could have covered a lot more issues than 11 questions
Can you please consider pedestrians and cyclists crossing in the docklands area ..I cycle over the Samuel Beckett bridge from Grand canal...pedestrians and cyclists squashed together...so many people it's an accident waiting to happen...another pedestrian bridge is essential...especially as this part of town gets busier
Generally be brave and get rid of private car access to city centre
1. Could DCC not use canals as indication of city Vs Suburbs, it is too crude and inaccurate. People living in Spencor Dock or Fairview or Shelbourne Rd or Ringsend love outside the Canals but do not live in suburbia.

Most commuters within the Dublin City Centre other alternatives to private cars, yet most of the space is currently allocated to private cars. This draft plan is a step in the right direction when it comes to redistributing the very limited space in a more equitable and fair manner. Less car traffic and better cycling and walking infrastructure will not only make walking and cycling safer and more attractive, it should also make public transport more reliable, thereby accelerating modal shift.

The presence of more foot traffic should also help tackle anti-social behaviour, which tends to flourish in areas that are less people-friendly.

For people for whom walking, cycling and public transport may not always work for them, especially those with disabilities, it would be beneficial for them to qualify for a certain number of free/subsidised taxi trips per month, regardless of whether they travel alone or with somebody else, similar to the way it's implemented in Finland. This should level the playing field for all and make the city more accessible to all sectors of society.

If we want public transport to compete with private cars, it should offer some of the advantages that private cars offer, one of which being that there's no extra cost when one takes other passengers with them. For this reason, I think that during off-peak hours any paying passenger should be able to take another adult and two children free. There are similar schemes in Germany that can be copied. This could also be the first step towards providing free public transport when the authorities are confident that capacity can meet the increase in demand.

Most of the above suggestions are only tinkering at the edges. A radical plan with things like extending George St straight to the Liffey and adding new bridges. Until then pedestrianation of College Green will not

A great many people cannot take public transport for various reasons. Support car free areas and reducing through traffic and increasing pedestrian infrastructure however dedicated parking is needed in city centre. Invisible disabilities, elderly, illness, access, workplaces that require heavy/large amount items moved by staff (not always necessitating delivery) etc

Please do it quickly

The city centre is such an unwelcoming place at present. Please implement all these plans and more to make for a more vibrant, safe and beautiful city centre.

Improved cycling infrastructure on the north side of the city.

The City Centre Transport Plan appears to have been designed by people able-bodied people who live on the Luas line or within an easy cycle or walk to the city centre. The idea of a city free of traffic is very nice in theory but in the absence of a metro and in the context of the current public transport options for people in the Dublin area, this plan, which moves bus traffic from the city centre, makes walking significant distances necessary for swathes of the city. That makes life difficult for people who have mobility challenges or who have to carry things, and is less than optimal considering the weather in this country. It would be unpleasant in the rain and downright dangerous in the snow. Civic spaces are nice but they can't come at the expense of the people who live and work in Dublin being able to move around the city. Not everyone has the desire or will to spend their days sitting around in plazas. Some people have to go to work or would like to socialise in a way that doesn't involve a half hour walk to get to where they want to go.

I have not indicated a preference for question 8 above and I know when I try to continue it will tell me that I can't until I do. So by virtue of answering this consultation, you will be able to list me as someone who supports this project either way and I absolutely do not.

Not everybody is healthy enough to be able to use public transport, so trying to push cars out of the city really frustrates me. Already, the council have reduced motor lanes to make way for cyclists and changed traffic lights to prioritise pedestrians, causing big and unnecessary traffic jams (e.g. the traffic lights from Merrion Street turning onto Clare Street is a nightmare!). And I honestly don't think it's extra traffic, I think it's the reduction in lanes and changed traffic light signals that are at fault.

DCC are ruining Dublin City with all the messy cycle lanes that remain unused. Cyclists are highly intimidating for people walking around town

These plans once implemented will make Dublin better for everyone. I would suggest putting in more parking around the city centre supporting trips to the centre priced accordingly the closer you get. I think creating other urban areas in the towns of Dublin City with similar schemes will only encourage and promote the overall plan.

Should be more ambitious than it is. Current situation with private cars dominating our living environment is clearly not sustainable or desirable. Ireland absolutely miles behind most other European capital cities in trams/trains, buses are not a suitable replacement as they also get stuck in traffic, and so people can not rely on them.

Connolly and Heuston should be cycling hubs

Busarus is very dangerous for cyclists, ? Re-route us through store street

I support any endeavors to decrease the traffic to/from the city however - you must leave access for people (like myself) with limited mobility and who rely on their cars.

Making roads car free around the city is a great idea but it removes access to those of us who are not able bodied. For example - since capal street has been made car free (and the associated road changes in the area) i have not been able to go into that part of the city.

I kindly ask that you consider all citizens and not just the able bodied

Capel St massive success. Dublin needs a Warren of connected pedestrian streets, similar to Capel St but a mesh network across the city. East-West and North-South.

People don't mind walking a little further, in series of right angles from one pedestrian street to the next, if it means a pleasant stroll down the centre of the street a la Capel st.

Don't "punish" drivers with less parking on non-pedestrian roads and streets. That will end in a backlash as it is overtly un-inclusive.

Let traffic and travel times of the non pedestrian streets work for you. At a certain point (of traffic delays) through traffic will either take public transport or the M50.

overall livability of the city in the coming years, if successfully implemented. The removal of through traffic from the city centre is a long overdue strategy to reduce unnecessary air pollution, congestion, and noise. The use of international best practice examples throughout the plan is great to see and shows the willingness of Dublin City Council to learn from transport systems of other cities.

General points to consider:

- Bike parking

Plan promotes cycling and it can therefore be expected that there will be a significant increase in the number of bicycles in the area. Increased secure bike parking will be required to maximise the number of people choosing to cycle. These bike stands should be in secure locations that are overlooked, ideally are in an area covered by CCTV (which should be clearly indicated at the bike parking)

- Policing

Proposed open areas, social spaces etc. can only fully deliver benefits and become vibrant spaces if people feel safe to visit, pass through, and socialise in these areas. Any public perception of these areas as being dangerous or antisocial areas (even at the early implementation stage of the plans) will have a lasting impact on the success of these plans. Involvement with An Garda Siochana (Roads Policing Unit) at an early stage is necessary to ensure a policing programme can rolled out in tandem with the proposed plans.

- Road traffic and Roads Act 2023

The timing of this plan is opportune to utilise some of the new powers of Local Authorities from the Road traffic and Roads Act 2023 which has now come into effect. Most notably Section 77A "Use of cameras and other devices on roads to obtain data" should be used to ensure that traffic offences that put pedestrians or cyclists at risk are addressed. This would improve the safety of areas where road space is shared between various modes of transport. These cameras may also be effective in reducing bike theft and bike parking should have clear signage informing people that the area is under CCTV/ recording surveillance.

Cycle tracks currently allow weaving in and out of lanes causing traffic disruption and crash risk. Slowing down buses and cars. Also people on electric scooters slowing down main lane traffic should be penalised.

This is an absurd waste of existing road infrastructure. In a few years time technological advances in general Decarbonization as well as the transition to electric vehicles will make this nothing more than a naive and wasteful use of public funds at best or laid bare as a cynical begrudging attack on motorists, which now appears to be the general stance of the council and NTA with regards to motorists.

I think some of the changes will make the city centre more awkward to get to, there are not enough public transport options to compensate for this.

I think most people just wont come into town, there are easier and more attractive options in the suburbs. I rarely go into town now, its easier to go to a local shopping centre, cinema restaurant or theatre.

In general I strongly support any plan to reduce car traffic and improve cycling and walking infrastructure in the city centre. My only concern with the plan is that it is limited to the core city centre area which may push car traffic onto already crowded streets in e.g. Dublin 7 and 8, which have limited space for cyclists and pedestrians and problems with congestion affecting bus users. To be clear I fully support the plan, and the ideal solution is to extend restrictions on car traffic over a wider area. This could of course be done at a later stage, and the current plan is without a doubt a major step in the right direction.

Camer in bus lanes would help public transport get trough the city. It wouldn't cost the tax payers money. And it would keep bus lane's clear for public transport and Emergency services..so simply done.

Stop deliberately making bottlenecks using stupid plastic bollards- it is obviously NOT for cyclist safety and is a perverse way of creating traffic congestion to make it seem there is too much traffic. You must think we are stupid but there are no more cyclists than there ever was and they have preference over motor vehicles which is grossly unfair and unjustified.

By creating pedestrian zones you will create more traffic. Dublin she's old we can't invent the wheel. Business will be effected. When we restrict business it will have a knock on effect. Reality is to be able to cross the liffey at ease but we can't. Personally we do things back to front in this country. Metro should be your goal then you can make changes above ground. Until then we're not helping the planet or living in the real world. It's a pipe dream. The more arteries we cut the bigger the problem. Ban the car everybody can cycle. I don't think that's the answer.

I Don't see why you hide and reduce taxi ranks to side streets ,these should be clearly visible as they are in other counties and countries it's visably reducing alternative transport options to the public when you look down main street taxis ranks should be seen like a bus stop or luas stop not around a corner where tourists can't see them , Reducing to many cars will kill off the city perhaps reduce at peak times to encourage shoppers into the city again.

I commend past and current developments of segregated cycle lanes within the greater Dublin area and would like to see more of this. I fully endorse the City Centre Traffic Management Proposals and the Public Realm Opportunities within the draft.

Reducing the volume of private cars in the central areas of the city would make it a much more pleasant place to be, and remove one of the big causes of public transport delays.

Pedestrian lights time was extended during covid restrictions but were not adjusted back to pre-Covid settings, leading to traffic congestion, exacerbated by road closures that put extra pressure on main roads. Does DCC intend to increase traffic/pedestrian lights to revert to pre-pandemic timings?

I am grateful that DCC is working to make the city more liveable, thank you for all your efforts. I have three children and would dearly love to see the city centre to become a much safer place for them to walk and cycle. I would also love to see public transport to be an easier option for them and their friends for getting to activities e.g. football matches. At present, the vast majority rely on private cars and it is quicker and deemed to be safer (at a very basic level). We cycle and regularly receive verbal abuse from car and taxi drivers. Thank you again, I appreciate your work and the difficult tasks you are facing but keep going with

Please consider removing taxis from College Green; they are bulk of traffic in morning.

Removing bus stops from Westmoreland St/College Green would also improve this bottleneck

Unfortunately, hospital visits a priority now. Absolute nightmare driving an elderly patient through Dublin city (to and from Mater Hospital from Terenure) ,

We, in Dublin South, have no trains, no Luas, few bus stops within walking distance, few buses and unreliable timetables. Many elderly people. Most of us avoid going into our once-loved, once beautiful city at all.

Other European cities created cycle lanes, but planned carefully and spent what was required, using good materials, to maintain the beauty of the environment.

We have ever-narrowing cluttered roads, with ugly bollards / obstacles everywhere! Air pollution caused

I would like it to be safer to travel in Dublin by walking or biking, and to be faster when using public transit. We really need fewer cars in the city centre to accommodate this.

Don't give in to limit interest groups like car park owners. The glacier pace of delivery of the Liffey cycle lane and other projects has been disgraceful. Those who live and work in the city and there close environs are sick of noisy streets clogged with agressive car drivers who think it is their right to go wherever they want.

I am 100% in favour of plans to reduce private car use in the City Centre (and in the suburbs also). Where civic spaces are developed, I would urge the planners NOT to add 'shared pedestrian/cycle paths' into those spaces. I believe it is better for all concerned to have dedicated cycle paths that do allow cyclists to avoid areas that might be heavily trafficked by pedestrians

In addition, I would strongly urge the council to ensure that adequate bike parking is provided across the city centre. Bikes locked to random poles should be a thing of the past.

Hi

Our city has not got the proper infrastructure for the plans you have in mind. as a Taxi-driver here in the city for the last 20+ years I have made a lot of observations lately. Firstly, The extending of cycle lanes is a disaster along with the large protection poles surrounding them. For Example, I was stuck in traffic at the Euro Spar in Kilmainham SCR, recently, where you now have an enlarged cycle lane on either side with large protection poles. An Ambulance with it's sirens on was trying to get through on its way to st James Hospital. None of the motorists could pull over to let it pass as the poles were in the way!

The same situation arose up at Christchurch where another ambulance was trying to get through from Patick's street, because of the 'protection poles'. Both Ambulances were stuck for between 5 to 10 minutes, no doubt this will cause a loss of life eventually! Tweaking the Traffic lights around the city to prioritise cyclists is not working. Also extending out footpaths and doing away with filter lights is adding to traffic congestion and emissions. To add insult to injury, most of the cyclists and scooter people do not even heed the red light !!

As a Taxi-driver it is becoming very embarrassing and frustrating with a fare in the car. Journeys that normally take 10-15 minutes are now taking anything from 30-35 minutes. Customers are complaining and rightly so. I'm in the Taxi game to make a living and not a killing !!

Do it all at once. Remove as many cars as possible to make bus journeys quicker.

Taxis must be removed from bus lanes in order to facilitate better bus priority and speeds at rush hour.

Design junctions that are safer for vulnerable road users – so many traffic junctions prioritise motorist convenience over pedestrian or cyclist safety

The city remains incredibly inaccessible for people with mobility issues. There are far too few places to rest. Pedestrian crossings are too few, and are often not properly designed for mobility impaired. Pedestrian light times are far far too short for many crossing points on so-called 'arterial' (traffic routes).

On the concept of 'arterial routes' – these are only ever considered in the context of private motor vehicles. What about the arterial routes for pedestrians or cyclists? Why has design thus far always prioritised private motor vehicles over the majority of other road users?

A good start and I'd be delighted to see this implemented. My critique would be around how slow these projects are to reach implement. I'm sure the process can be speeded up. Plus Christchurch Place could be much more of a feature than this permits.

Huge congrats on an ambitious plan. Please accelerate delivery so the benefits can be realised as soon as possible.

Please consider a map that combines these initiatives with other public realm and active travel plans so that we (the public) can see how it all fits together. The existing active travel map is good so perhaps this could be built out further.

We need a congestion charge zone. It's the most effective policy for reducing traffic congestion. Electric cars could be exempt, increasing uptake of electric vehicles and improving air quality. See studies here: <https://www.sciencedirect.com/science/article/pii/S2213624X22000281>, <https://www.lunduniversity.lu.se/article/most-effective-ways-reducing-car-traffic>, <https://www.sfcta.org/blogs/10-lessons-learned-congestion-pricing-london-and-stockholm>.

We need public transport that connects places other than the city centre. All hospitals should be accessible by public transport from throughout the city, not only via the city centre. Every Dublin resident should be able to get to a public swimming pool and a major supermarket by public transport without going via the

I think that Dublin desperately needs the plan to be rolled out. Though I own a car I truly believe that we need to remove ourselves from car dependency though I am not anti car. If we do not make the infrastructure changes then our habits will not change and we will continue to ruin our health and amenity

Enough talking about this. Dublin needs to become a much better capital city. Increase Luas Lines. They have been a huge success so why did it stop. We need way more. We want a more European style capital where citizens can enjoy the city centre on foot or bike. Take the cars out.

cars, bikes and pedestrians need to be able to share the space. the banning of cars or anything like that will only prevent people from coming into Dublin city. this will increase anti-social behaviour if there are less people around.

Too much space for cars on gardiner st. Could widen the bike paths there. What's the rationale for not having a two way bike path on pearse st?

Finish the Metro to the airport and build an underground. More protected cycle lanes and safe lock spaces.

I am very in favour of public transport and it should be encouraged but good to remember it does not suit everyone. I used public transport far more before I had children. Unfortunately, it's still very difficult to get prams onto buses and the expectation that you will fold the pram can be too tricky if you have baby, toddler, changing bags, shopping bags, portable potty etc. This is especially the case when baby is too small to sit or stand while the pram is folded. I would be reluctant to hand it to a stranger.

Finally, as a mother to a child with a weak immune system I'm reluctant to use public transport in winter as there is too much exposure to viruses and illnesses so we utilise parking in the city centre for Christmas events.

I'm hugely supportive of the proposed plan. In terms of public real and active travel infrastructure, Dublin has fallen so far behind other European cities. We must make major improvements to reclaim the city for people. Please implement these initiatives

I fully support the work of DCCC to make the city more accessible and pleasant to visit. I would love if children in the future could cycle to school safely.

Buses should be given priority. After all everyone can use a bus but not everyone can cycle.

I'd like a few more cycle lanes, but otherwise support wholly. Dame Street pedestrianisation very important - there's so many people on pavements and so little space

Love it. Hope as much of it as can will actually happen.

It looks great, well done.

A couple of general points:

Make sure bike paths are wide enough for overtaking. 2 way bike paths are much better than 1 way.

At crossroads I like when all pedestrian lights go at once. Maybe this could happen at Christchurch and they could be toucan crossings with pedestrian priority. That would make the right turn from clanbrasil St to Dame street a lot less scary on a bike.

Plant lots of varieties of trees that have room to grow tall and mighty.

<p>Not happening quick enough. More needs to be done on Westmoreland Street to link Grafton St with Henry</p>
<p>I live in D11 close to the Finglas Rd a bus to the airport is needed as we are very close to the airport but there is no bus</p>
<p>In general, while I strongly welcome this plan, I believe we need to go further to humanise the experience of being in Dublin city centre. Much progress has been made but too much of the city centre is still ceded to car traffic.</p>
<p>The proposed general traffic lanes on Gardiner Street are excessively wide and there is scope to narrow them to allow for the two-way cycle lane to be widened to 4m. In fact, I'd go further and remove one of the general traffic lanes throughout and increase the width of the footpaths also. As a regular cyclist and pedestrian on Gardiner Street, I find this to be one of the most pedestrian- and cyclist-hostile streets I regularly use.</p>
<p>Much more needs to be done at Christchurch, which is currently an absolute hell-hole for pedestrians and</p>
<p>Strong support for the provisions & ambition of the plan, and congrats to the design team for putting together.</p>
<p>Recommend reducing motor traffic lanes to minimum dimension in order to maximise size of cycle lanes to</p>
<p>The Transport Plan needs to work in conjunction with improvements to the public transport system, which isn't fit for purpose at the moment - specifically buses. Also - enforcement to keep bus and cycle lanes free from private vehicle traffic is necessary.</p>
<p>We have two cars and I'd love to be able to reduce to one. We do use dublin bus although I have concerns bus connect is going to reduce capacity in our area.</p>
<p>I would love the city centre to be car free</p>
<p>Rediculous nonsense - no where near enough public transport, buses regularly go "missing", no where near enough tram lines. Wasting large sums of money on cycle lanes that only a very small minority want is madness - no one is using them in the rain, at night time etc. Stop the stupidity, the only people benefiting from the current plan, are the gangs and drug users in Lr Abbey St, Lr O'Connell St, The Boardwalk etc. I'm furious with DCC</p>
<p>As a daily cyclist into the city centre for work, it is so dangerous. More safe, segregated cycling lanes are required. I had an accident along the quays 3 nights ago as the lighting is terrible and the cycling path zig zags, throwing you on and off the street at times, you can't see stone bollards in the dark which is what I collided with and hurt myself. If we are serious about both climate action and improving city centre transport, we need to make it safer for people like me who are doing our part</p>
<p>I would love to cycle into Trinity if I felt safe on the roads as a cyclist, which unfortunately at the moment I do not. Better cycle routes from the suburbs into town would be hugely beneficial and need to be factored into any transport plan changes.</p>
<p>I am wholly supportive of the measures outlined in this proposal. There is a real opportunity here to reclaim Dublin back from crime, dereliction and traffic fumes. I am hopeful that this plan can be completed in full, without watering down, which is all too common in Irish infrastructure projects</p>
<p>Remove cars and dedicate more space for people. It's better for everyone</p>
<p>Thought should be given to how families can enter the city centre using active travel. Key junctions like the one at Christ Church should be family friendly. By that, I mean I could cycle, with confidence and feeling safe, through the junction in any direction alongside a young child (5 years up) on their own bike.</p>
<p>Alternatively or additionally it would be great if buses could take bikes so that families could use their bikes once they arrive in the city centre to cross the city and visit different areas (e.g. on Culture night)</p>

Dublin is choked with cross-town traffic, increase parking charges, tax as benefit-in-kind company parking spaces, bring in a congestion charge, enforce parking bans in cycle lanes, sweep the streets and hose the footpaths for pedestrians and cyclists. Put parking wardens on scooters, bring in small mobile clamping electric vehicles, tow vehicles obstructing cycle lanes/footpaths/disabled spaces.
I support a radical overhaul of the city centre to increase public transport and active travel, and reducing access for cars. I am a member of the Dublin Cycling Campaign and Dublin Commuter Coalition.
Cannot understand why the Metro does not head from St Stephen's Green to Rathmines, Terenure etc. even if it has to turn to Sandymount and UCD. The 'sulk' of the metro tram to the public consultation results on the Metro on the south part of the city, that's what it seemed like, is frustrating.
Why is there no 'Neither' answer for Q8? This is a fix!!
Dublin City Council, the Greens and all the do-gooders that are absolutely green washing us have destroyed the city. I used to live in Portlaoise, commuting by car with 3 people in it, and finish my journey by motorcycle. I had no option other than to commute by car and motorcycle, other alternatives were too costly and too slow, even though I had a daily 5-hour commute. On occasion when I had to get from Portlaoise to my office at Dublin Port in the car it took me 53 minutes to get from Portlaoise to Houston Station, it took an hour and 3 minutes to get from Houston to East Wall Road. This is because of your policies. Instead of letting traffic flow you hold traffic in congestion, you say you are green and concerned for the environment, if that was the case you would let traffic flow, vehicles get where they need to and turn off their engines, your policies leave vehicles running for longer, burning more fuel, you send traffic onto one-way systems of more congestion, causing the journey to be longer so the vehicle running longer. You have the traffic light sequences so bad that nothing moves, one light goes green and immediately the next light after it is red. Cars are braking at red lights all over the city because the drivers are so frustrated with not getting to their destination. You are spending millions on cycling and pedestrian infrastructure, you are catering to idiots, they don't use crossings, they don't stop at lights, they don't understand road positioning, they don't understand traffic flow, they have zero lights or safety equipment. They are complacent and it's a wonder more aren't killed daily. You also have this survey open to the whole country meaning anyone from anywhere can have a say and it won't affect them. You disregard the people that have no alternative, disregard the businesses, you delay the people using public transport with your policies of causing traffic trauma so people doing the right thing cannot get to where they need to go in good time because they along with private vehicles are stuck in your self-created traffic jams. You are ruining the city and
Build more segregated cycle lanes. I believe segregated cycle lanes are essential to the adoption of cycling, especially for children going to school.
It needs to be implemented without delay, with punitive measures taken against car users to support its speedy implementation.
If my destination is the inner city, it should not be quicker for me to alight from public transport and walk when crossing from the North to Southside inner core, or vice versa. If as the plan suggests, 2/3 of private vehicles could be removed with minimal impact, then that is exactly what should happen, without delay.
Brilliant plan, having lived in the city centre for years, this will make it a much more livable and prosperous
Some good ideas included - well done. Bus gates on Bachelors Walk & Aston Quay welcome. Make Pearse St. two-way, including cycling.
We urgently need to address climate change, so we must reduce use of private cars, especially SUV's. Can taxis be deemed private cars and not have their entitlement on the roads? More separated cycling infrastructure please.
100% in favour of reducing vehicles in Dublin, creating more plazas and space for people to gather. These places should provide space for bike and scooter sharing schemes. Where possible mobility hubs which include car share as well as bike and scooter sharing facilities should be provided.

<p>More double lane cycle lanes would be great , single lane with wands is too narrow for newby cyclists and they're scared they'll crash into a wand</p>
<p>City being ruined and completely unnecessary works are being carried out. "squaring off" merging corners and pointless concrete plinths being added to slow traffic.. The objective of slowing and congesting traffic, which includes public transport stuck in that traffic, is madness. East Wall / Liberty Hall works for example. No logic behind it, and a great way to spend tax payers money..</p>
<p>The councils seem he'll bent on providing cycling space for cyclists that don't exist. Every sane person will welcome a change to more sustainable transport options but what people really want are realistic transport options too and from the city. The council seem to be putting most of their 'eggs' in the cycling 'basket' despite the fact that there is no real demand for it. Lessons to be learned by the councils, big time!</p>
<p>Please, please when developing cycling infrastructure think of end-to-end routes. The Grand Canal cycle route is great, but if I'm considering it I have to bear in mind Clanwilliam Tce. and even worse Grand Canal Quay. and then Forbes Street, before again having proper cycling infrastructure.</p>
<p>I took my bike on the DART the other day to Pearse station at 15.00 and I resolved never again to do so. The platform was packed due to a canceled train to Malahide which was just unlucky I guess, but no part of the station was conducive to actually getting the bike out of the station. Eventually I carried the bike down a flight of stairs then up a flight of stairs to the other platform, and then down two more flights of stairs to get onto Pearse St where I knew there'd be a disabled turnstile. I considered competing with the buses on Pearse Street for some space and ended up carrying the bike to the gates of Trinity.</p>
<p>As for public transport the main issue is its pace. By God Dublin Bus is slow. Getting from Merrion Square to O'Connell Bridge (less than 1km) can take 20 minutes. Before closing any roads/ pedestrianisation/ or other infrastructural developments make sure to not make that situation worse!</p>
<p>Great to see plans for more priority for pedestrians, cyclists and public transport.</p>
<p>Remove all plastic bollards from roads. Take into consideration that delivery drivers need to make deliveries. And collections. Coaches need safe access and egress from Hotels. Ease traffic flows through the city. Keep it simple.</p>
<p>I would like to see more private cars removed from the city, but residents need more public transport options to make this viable. The city needs more light rail options as more busses will eventually block roads. How are we still one of the last European capitals without a single subterranean rail line?</p>
<p>More cycling would be great but cyclists need better infrastructure. With our medieval city layout, this will mean taking space away from private motorists and parking spaces, which I'm in favour of.</p>
<p>I think the draft plan should also have an aspect that focuses on improving commuter behaviour. Terrible habits like drivers using phones while driving goes unpunished. Some increased education and enforcement tackling poor habits from all road users could help improve everyone's commute.</p>
<p>There needs to be better planning of lights and filter lights that use a weighted platform to trigger the lights as i and many others using a bike are not heavy enough to trigger the lights it makes for a dangerous commute for cyclists and a line of angry drivers who can not turn either</p>
<p>Seems like a well thought out plan. I am fully supportive.</p>

that maximises clean, efficient transportation (i.e., walking, cycling, and public transportation) while minimising polluting, inefficient car dependency. If implemented fully and promptly, this Plan would almost certainly improve the quality of life across the city centre and make it a considerably more enjoyable place to work, visit, and most importantly, live. That said, I will focus my comments on the parts of the plan most relevant to my life as a resident of the South East Area.

First, the complete pedestrianisation of College Green is long overdue. Dublin is in desperate need of a grand central plaza, as it is one of the only European cities without one. I would, though, like to see the pedestrianisation extended all the way up to Parliament Street to link up with the Plan there. And, secondly, regarding the Parliament Street Plan, I would like to see it completely pedestrianised, but a two-way cycle lane is also a wonderful solution that would significantly improve the quality of life on this otherwise lively street.

Third, regarding the Bachelor's Walk plan, I would support implementing this Plan exactly as proposed. And considering the amount of traffic that flows through here, I would discourage making the two-way cycle lane any narrower than the proposed four metres.

Fourth, regarding the South Quays plan, I strongly support the complete elimination of car traffic from this part of the city. The practically constant noise and pollution and everything else that the heavy car traffic creates makes the South Quays a largely unappealing place to spend any amount of time, robbing Dublin residents of what could be a premiere promenade. So, I would be delighted to see this portion of the plan put in place, but I would be more encouraged if there were a distinct two-way bike lane so as to prevent risky interactions between cyclists and buses.

Fifth, regarding the Liberty Place/Custom House Quay choice, I would slightly prefer the creation of a Custom House Quay plaza, but regardless of which Plan is pursued, I would still like to see expanded pedestrianisation/active travel infrastructure in both areas in some shape or form.

I'd strongly support more pedestrianisation of the city centre and removing many more cars. Some will always want and indeed need to drive in but everything should be done to make it more attractive to take public transport, cycle or walk into town. I'd often cycle from Deansgrange into the city centre but sometimes opt for the car. Better cycle lanes would get me on my bike every time.

I would love to cycle to work but it is far too dangerous

Better amenities on campus for keeping bikes safe from being stolen

A member of my household is both quadriplegic and heavily engaged in public life. Two other physically close family members are in their late 90s. Try as we may, we need private transport for specific venues for the quadriplegic member. The very elderly will only engage if taken by private transport. Sometimes, private transport enables participation in ways that public cannot. HOWEVER - the ongoing improvement and expansion of the public transport network puts more of our transport into the public domain, and reduces our requirement for the private. I would love to reach a point where private transport was truly the exceptional need (and in the meantime, I revel in my ability to walk wherever I want to)

The reason we're walking less and biking less to City center might have to do with the prohibitive cost of rent in the city center. If I have to move 10km away from my workplace or University just so I can share a house with 7 people while playing half of my salary in rent, I'll likely not going to walk/bike for 20km every

I would love to cycle into Trinity but I am worried about car traffic and bicycle parking. I know there will soon be a good cycle track from my home in Clontarf into the city centre, but I worry about possible bike theft when in town. It would be great if there was more accessible and secure bicycle parking in the city centre. Additionally, I would get lifts in/out of city centre during non-work hours because public transport is either finished or not as accessible after 11pm. If there were more public transport options (most preferably DART) later on into the night (frequently until 2am) this would be great

<p>Cycle paths need to not be shared by roads — i.e. there should be at minimum a solid white line between the cycle path and the road for cars, as opposed to one of the paths with dotted lines that cars can drive on or park on.</p>
<p>We need more student accommodation within walkable distances (30 mins or less) of the universities. If this is not possible, capacity needs to increase. Currently massive amounts of students need to commute into the city centre, leading to overcrowded public transport (especially the Green Line Luas).</p>
<p>Please prioritise safe cycling for commuters, and where possible dedicated cycling lanes (independent of other traffic).</p>
<p>All efforts should be made to optimise public transport and cycle-ways. These must acknowledge the weather limitations in Ireland. Attempts should be made to make public transport, walkways and cycleways somewhat winter-proof, considering the use of shelters, windproofing barriers (for cycling), even underground if needed.</p> <p>Thank you</p>
<p>The public transport for the Dublin area needs to also consider routes that bypass the city centre - to reduce traffic congestion in the city centre and provide more efficient routes around the city rather than focusing on routes through the city centre. Ex: A regular service from one suburban area to another suburban area will save a commuter from contributing to city centre traffic as currently many have to take one journey into the city centre and another out of it to reach their destination (ie. commuting along the N11 into College Green, only to travel immediately back out to areas such as Rathgar, Terenure, etc.)</p>
<p>Support cycling.</p>
<p>I live in Ballyfermot. It's 5.3k to the front gate of Trinity College and it take me an hour on the bus in the morning. This is crazy. I would love to cycle and do intend to start cycling again (20min cycle) but my housemate was in a very serious bike accident a number of years ago and this has definitely had an impact on me. Cycling in Dublin is not safe. The number of drivers on their mobile phones in Dublin is absolutely staggering. More needs to be done about this. We should have more safe cycle lanes (i.e. cornered off from traffic completely) all over the city. Another issue is bike theft. More needs to be done in and around this. I personally would pay a fee (granted it would have to be cheap/low) to park my bike in a gated place with security. I am in favour of less cars and more public transport in the city. I think that one needs to be reasonable as well though and placing a blanket ban on cars in the city is not reasonable. I thinking making cycling safer, more safe bike lanes (not just a dotted line on the road...), a bigger crack down on using mobile phones while driving, having proper storage facilities for bikes that have security, more Garda presence, more youth reach programs, more youth workers and opportunities for young people living in areas of disadvantage instead of fining people - let's focus on the positive and incentivise people through safe measures and investment in all parts of the city not just the affluent areas.</p>
<p>I would cycle if I felt save - even when I use bike lanes there are intersections where you have to cross the paths of buses / heavy traffic to turn right etc</p>
<p>The choice of public transport for some Dublin suburbs is solely dependant on Dublin Bus. This service needs more buses, especially in areas of high population that is only serviced by one route for example no 16 bus to Rathfarnham. In addition, no more cross city routes would greatly help. Instead of making sites in the city centre traffic free, make them bus transport / connection hubs. Also there should be no cash accepted on Dublin Bus, tap on and tap off technology needs to be adopted to help speed up the journey, especially on bus routes that are obliged to go through narrow lanes of traffic, that's surely an easy quick</p>
<p>Making more car free areas isn't reducing cars, it's just packing them into fewer places. For me to drive to work takes 25mins, to take public transport to would take 11.5 hours as I drop kids to school & there's no direct route from home, school & work. I now need to travel at flexible times & travel quickly, I can't do this on public transport. I would have to plan longer travel times & longer routes</p>
<p>Emissions charges for private vehicles would be great, and more 24hr bike parking</p>
<p>I am very much in favour of all DCC efforts to reduce vehicular traffic in the city.</p>

<p>Public transport needs to be improved if we want to encourage people to not use their cars. Secure cycle lanes are also needed - the reason I do not cycle into town is for fear of accidents, and this is something that I would like to see change</p> <p>Also improvement on suburb to suburb public transport would be a huge asset, instead of a spoke network</p>
<p>I strongly agree with all measures suggested in this survey. Despite driving myself (for a number of reasons), I would happily give up this for a nicer city centre experience.</p>
<p>Several areas in the city centre are far too traffic congested, not least the Pearse/Westland Row crossroads, just off the North-East end of the Trinity campus. This could be described as dangerous in its current form, with the "island" in the centre on Westland Row far too small to cater for the large lecture cohorts travelling between Goldsmith/TBSI and our main campus.</p>
<p>Please introduce STRICT delivery times for businesses between the canals. So much congestion and so much blocking of bicycle lanes and footpaths is caused by delivery vans just stopping wherever and whenever they wish. Even chronically congested streets where there is supposed to be a clearway in operation are simply not monitored and enforced.</p> <p>And the timelines are just soooo long in the plan – a bit more urgency (or even just activity) would be great. Thank you!</p>
<p>A default 30kph speed limit within the canals would facilitate all the above and enhance safety for pedestrians and cyclists.</p>
<p>I am hugely in favour I feel as though we should be reducing the number of cars in the city centre quite drastically</p>
<p>Public transport, despite the constant urges from tptb to use it, is overcrowded and unpleasant to use. I don't see any uptake of it until those fundamental issues around capacity and speed are sorted out. I can walk the 8k into town as quickly as I would standing in an overstuffed bus or luas. That's ridiculous. It won't be helped by blocking cars from accessing the city center. I would be taking my life in my hands cycling anywhere from within the m50 into town. That's also not going to be helped by a pedestrian area on some random northside quay.</p>
<p>Build more luasanna it's a f**king joke or build an underground and make sure it doesn't end up like the children's hospital</p>
<p>I would love to cycle to the city everyday. I am commuting with my daughter to trinity day nursery by public transport as it is too dangerous to cycle around the city centre with her on my bike. It makes me very nervous but I would love to cycle with her. Having unshared bike lanes (i.e. without sharing with dublin bus) would make it much faster, healthier and safer to cycle in the city centre with my daughter and I would do this everyday if possible,</p>
<p>I think one of the main improvements that can be made for traffic in City Centre is to increase the availability of individual transport options, such as public bikes and e-scooters, to improve 'last mile' travel a bus or tram could not accommodate. For the long-term future, a form of tram or monorail running along (and above) the Liffey would improve cross-city travel.</p>
<p>Only caveat is people with disability or mobility restrictions due to ageing should be catered for adequately including by car if necessary. As it is they are not. Car restrictions need to exempt those who need access.</p>
<p>Need more segregated cycling infrastructure. The amount of times I've been nearly killed by aggressive taxi drivers really puts me off cycling. Cars are constantly parked in cycle lanes and nothing is ever done about it. Public transport can be unreliable eg bus from where I live along the n11 is full before UCD so I can't get one for 30 minutes+ during rush hour</p>
<p>Reducing private cars and taxis in city center. Many people complain about how slow busses are. They'd be twice as fast if not getting caught in through traffic from taxis and private cars. Especially on the quays</p>
<p>The current buses are stuck in traffic. Poorly designed and wide cycle lanes at junctions cause considering blockage (eg Grange road Nutgrove avenue Junction). whoever designed the grange road cycle track may never have been on a bus or a bike and I went to work that way for >20 years</p>

As a new student, I haven't received much information about biking options, despite being passionate about sports and biking. However, due to my tight budget, I have to be mindful of my expenses. If there are affordable yet high-quality bike deals available, I'd be thrilled to embrace biking as my primary mode of commuting. It would not only align with my love for cycling but also provide a cost-effective way to travel around.

Cycling in Dublin is dangerous and therefore unattractive to people who might otherwise try it out. Visibility on the roads at night, even on the high street, is bad. Anecdotal evidence to back this up would be just how many people wear high visibility jackets, despite how dumb it looks. That's not a thing in other cities. My friends who ride the bus don't want to cycle because it looks scary, quite simply. And it kind of is! The combination of the cycle and bus lanes does make for an (at times) hair raising experience. The danger comes from the buses pulling into stops and riders having to move out from behind them, so that the buses end up cutting into bike traffic, and the bikes cut into motor traffic.

The taxis can also move unpredictably and cut into the cycle lane, and in general the traffic in Dublin feels quite hostile, because people are scared, because things are unpredictable. I don't think it's fair to have a moralistic campaign against people not walking or cycling to Trinity as much given the safety concerns of cycling and, to some lesser extent, walking, too.

I take the long way to avoid the main road after crashing on it twice.

The main issue with public transport is that it all goes via the city centre. I have to go into the city from where I live, in order to get back out to another area outside the city which is incredibly inefficient. I often end up driving as a result, when I'd much rather take public transport as journeys can be up to an hour and a half by the time you have made two separate trips to get to your destination. I commute from Merrion Road to St James's hospital every day. I usually cycle as the commute on public transport is an hour, with two separate modes of transport each way. The canal is an incredibly dangerous place to cycle, with narrow roads, a narrow cycle path often blocked by parked cars and trees, and some incredibly aggressive drivers. There needs to be more public transport linking the areas beyond the canals with each other, not just with

Once there is a proper transport infrastructure put in place I support the development of traffic free plazas in Dublin city. It is crucial that transport infrastructure i.e. public transport options are viable and sustainable. At the moment the transport network is extremely poor. Considerable investment is required (and planning) and joined up thinking across government departments and state agencies and county/city councils. I note that part of the Dart+ plan will see Howth not having a direct Dart into the city at peak times, which is crazy and very shortsighted and is only short-term thinking. It will take commuters from Howth at least twice the time to travel to work than it does at present with the stopover at Howth Junction and trying to get on an already overcrowded Malahide Dart. This is a retrospective step and does not reflect a public transport strategy for all. It is especially crazy given that a huge apartment development is occurring right beside Howth Dart station resulting in approx. 1000 additional commuters - there are circa 500 apartments. There is also a planned residential development for Deer Park. This is an example of a serious lack of joined up thinking and consultation with the relevant bodies and agencies.

Cannot wait to see Dublin enter the 21st century and become more in line with other European cities that are liveable, cycleable and walkable!

Cycle paths should be widened. Thank you

Don't remove buses from College Green! This is essential for students, staff at Trinity, those coming in to shop in the Grafton Street area.

I cycle from Dun Laoghaire to TCD 4 days per week. Cycle path Dun Laoghaire to Booterstown is great. Cycling in Ballsbridge and Dublin 2 is hampered by poorly filled excavations on the road - especially around UK Embassy stretch. Fixing these would be low cost and improve safety. A dedicated cycle path from Booterstown in is essential to increase uptake of cycling.

There's no place for private vehicles in a city centre, they block and slow down all other sustainable transport options, add danger, noise pollution, emissions, demand huge areas for parking. The city should be solely for pedestrians and cyclists, and public transport would then have the space to be efficient, regular, reliable and well-connected, which it currently is not.

The proposed changes to Pearse St are very positive - the traffic on Pearse St is very heavy and cycling (even with 2 bus lanes) always takes care. In addition, having private cars turn right from Westland Row onto Pearse St would also be very positive. Pearse St is simply very busy. The heavy traffic also makes this area of Dublin very uninviting even if it is located in centre of the city. Making it more cycling and pedestrian safe may also provide impetus for commercial development of this area.

The changes proposed for Dame St are excellent - this is simply a beautiful place that right now still is suffocated by traffic. The changes brought to Dawson St and Suffolk St have made it much more human centered and make it a much more pleasant place to be.

the transport system should be more frequent and start earlier. Me and other in my year (general nursing) are oftentimes late to our placements even though we are on the first buses into town in the morning

I rarely drive into the city centre, mainly commuting by bike or DART. The idea of reducing cars and increasing public transport is good but the transport network has to increase faster than removing car access, otherwise you risk losing the PR war.

Having lived in other European cities, here are some thoughts:

- Dublin lacks park and ride facilities on the periphery of the city.
- Rail services are a bit congested; what about having DARTS that run from north to south and commuter/national trains running from the DART terminus (e.g. darts go from Malahide to Bray, then the northbound commuters run from Malahide up). With increasing DARTS this wouldn't be too much of a wait time. Add this to park and rides.
- Bus services are into and out of the city with fewer orbital routes.
- Drivers pay no attention to bus lanes nor yellow boxes nor even red lights anymore. Bus lane and red light cameras would probably earn you enough in fines to do Dublin Metro. Just because the Guards are not interested in enforcement doesn't mean the council shouldn't do it.

Exciting plan with a great vision. Especially like the plans for Gardiner St and Pearse/Tara St. They are generally unpleasant to walk on due to the high traffic volumes and cycling is rough on them due to high speeds. Great to see this addressed.

The plans for the quays also sounds great. I've really noticed bus journeys being quicker since the bus priority lights were introduced on Batchelors walk. I see this only improving things further.

I have only 2 reservations. The first is that there are several chokepoints on the bus network where taxi traffic clogs the system. As an example, the Swords road between Collins and Griffith Avenues is perpetually blocked by taxis on the airport run. A ban, particularly at peak times at these choke points should be considered.

The second is that there is no mention of the Dublinbikes scheme. It is a great scheme but isn't mentioned at all in the plan. Expanding it and properly funding it rather than relying on subscriptions and

It's not possible to respond to questions 1 and 3 without knowing what this would involve for private vehicles - the city centre route has to be weighed against specific alternative routes to know what the costs and benefits are for all users. Travelling through the city centre appears to be positioned as having no value compared with 'using' the city centre for amenity purposes having a lot of value. However, shorter routes through the city centre do offer value, particularly if compared with a lengthy rerouting alternative.

Re: question 6 - the purpose of civil spaces and specific amenities which they would contain are not that clear, having space to sit in the middle of College Green for example is nowhere near as important to me as having pavements around College Green which are wide enough to carry the pedestrian traffic using them.

Expanded public transport including the Metro North and Luas expansions would be ideal.

Although I think a major reshaping of living neighbourhoods in or around the city centre will make navigating and living car free in Dublin more realistic. Actual holistic, proactive planning of neighbourhoods within the city is needed more than ever.

There need to be spaces to safely lock the bike in front of supermarkets, shops etc. Make cycling safer!

I cycle locally but I would be hesitant to cycle into the city without protected cycle lanes. We also need more on street bike parking, particularly for people living in houses around the city where space is limited - why do we prioritize street space for car parking but not enable bike lockers (as you see in London and other

How about a decent, joined-up public transport system (e.g. metro extending to where it's needed, such as my area, Terenure) as this is the only thing that will encourage people to increase their use of public transport. Simply penalising motorists or pouring more money into an inefficient bus system is not the

I think we critically need more expenditure on public transport in Dublin City Centre, it would be a boon on our transport system to be able to run trains more frequently, more importantly in my opinion, this money could be used to hire new drivers for Dublin bus, many who use the services Dublin bus provide share frustration about busses arriving late or not arriving at all, the latter of which is partially due to a shortage of drivers to my knowledge. I would also like to see a broader adoption of electric rail, and I think a metroline, as has been previously proposed, could greatly benefit public transport in the city. I support the pedestrianising of college green and other such areas in the city centre, this would be great for the mental and respiratory health of our city's residents.

As a young person who is part of the increasingly disenfranchised Generation Rent, I am skeptical of how Dublin City Council would describe "amenity value". Are amenities going to be for citizens and tourists alike to enjoy such as parks or spaces for outdoor dining, or will it be dull streets lined with hotels and a few bushes and anti-homeless benches thrown in? Dublin City Council's management of Dublin City over the past number of years has been nothing short of a national embarrassment, and I feel ashamed of the Dublin that is presented to visitors of the city I love so much.

A major factor that I think is not taken account of at all in these plans is the fact that, with the unaffordability of housing, more and more particularly young people are forced to live further and further away from the city, such that their commuting distance is too great to be able to avail of walking and cycling amenities to get to the city. It may come as an absolute shock to the good people of Dublin City Council, but part of the solution to this might be to end the vandalism by dereliction (e.g. the entirety of Aungier Street, retrofit these buildings as affordable housing, and give the young people of Dublin the chance to live and work and thrive in their city, while also making these areas more appealing for tourists to walk through.

Currently, the likes of Aungier street is an absolute eyesore and represents everything that has gone wrong in Dublin City planning and housing policy in the last decade. Yes, I understand your concerns that this will provide less opportunities for the property hoarders to line their own pockets, but they also would rather see Dublin rot into nothing if they thought they could make an extra sliver of profit from it.

It's all well and good making a City Centre Transport Plan, but it's going to fail if you don't make the City Centre an appealing place for citizens as well as tourists.

Repair the roads potholes ,cracks in pavements for pedestrians etc

The LUAS has to be expanded and cross the city like most european cities

The roads are extremely dangerous for cyclists.

Protected cycle lanes for some reason only run east west. most people live north south.

The best example is camden street onto aungier street onto georges street- its a total free for all , as cyclists are forced to compete with buses,cars and taxis with a cycle lane that stops and starts and that is constantly interrupted by a bus lane.

Public transport is unattractive because it is overcrowded and unsafe due to antisocial and criminal behaviour. Car travel is dangerous due to the poor behaviour of road users and due to its negative impact on the cardiovascular system associated with elevated cortisol levels in stressed drivers and passengers. Cycling is dangerous due to the behaviour of other road users. Walking is fine over medium distances but is enervating due to noise pollution and dangerous due to the behaviour of other pedestrians, cyclists and motorists. Our Government's attempts to solve the housing crisis will overload our already creaking transport infrastructure by inserting high-density housing units along already over-capacity transport routes. In summary, I do not believe that our collective political and civic leaders possess the necessary abilities to solve our transport problems in a reasonable timescale (e.g. a human lifetime). A mass movement to working from home must form part of the solution. Commuting is outdated, unsustainable and its associated problems are, in Dublin, unfixable.

if you wish to make cycling safer and improve the chances of more people commuting by bike the fact cyclists share their lanes with buses must be addressed, many people I know cite the fact the bus pulls into a stop right in front of them in the cycle lane as a key reason they choose not to commute by bike, furthermore on roads such as Georges street and Camden street many cars park in the bus/cycle lane, this

The City Centre transport plan is well and good, but the issue for me is the lack of cycle infrastructure on the way into the city centre from the suburb I live in. Were I to cycle, I would have to share road space with cars and those same roads are thronged with other cyclists. Partitioning existing small roads with bollards just frustrates cyclists and motorists alike. There is a need for joined-up thinking that not only gets people AROUND the city centre, but also TO the city centre. I only live 13km from the city centre and cycling would be faster, but I take public transport each day because it's too dangerous to cycle into the city centre, not around the city centre.

I support less traffic in the city and more pedestrian only areas, however you really need to improve public transport, there's no point removing access for cars when the bus and trains into the city are completely unreliable, they're not often enough and they're always late/cancelled for avoidable reasons

I think the focus should be on reduced through traffic and reduced speed limits for vehicles in Dublin City centre in order to try make it safer to be a cyclist in particular.

I only started cycling this year as previously lived too far away from my workplace with no safe cycle route to cycle. I really love cycling both for the health benefits, exercise and fresh air but I do not feel safe on the bike. (I cycle between booterstown and St James daily). M

I know space is limited but if cycling is to be safe in the city we need segregated bike lanes, at present cycle lanes are not respected by vehicles with cars and buses driving in cycle lanes and not leaving adequate space for bikes to get by.

bring in congestion charge

I stopped cycling around Dublin a few months ago. Because it is extremely scary cycling around this city. There is little to no protected cycle lanes on my route and everything puts me into conflict with motorists. Motorists and cyclists/e-scooter riders should not be competing for the same space. Vulnerable road users will always lose, and end up injured or worse. I really want to go back to cycling but at the moment it's just not worth the stress. Please build protected cycle lanes. I don't want to be injured or killed trying to get to

Increase frequency of buses and Luas trams. Buses be on time. Luas trams run later into night and more frequently. Would circumvent having to take a taxi. Continued lower fare for buses and Luas trams.

Private cars should be banned, or at least there should be no free car parking anywhere in the city centre. Only pedestrians, cyclists and public transport users need to come into our city centre.

As is stated in the plan, Luas and Bus should be given maximum levels of priority on streets and through junctions. Bus priority has improved but Luas on-street running is pedestrian across large parts of the city centre

Please create and functional cycle lanes throughout the city. It is no longer safe to cycle in Dublin. I cycled in the city for decades, but have stopped in the last few years. Once I reach the quays, it's like I'm taking my life into my hands. It is absolute chaos.

More high quality bike lanes. Pearse Street in particular should have a wide cycle lane along the TCD side of the road.

I think the City Centre Transport plan is an amazing document. I think it is very important that the capacity and the frequency of the bus matches these plans also. Dublin bus has improved over the years but still has much work to do. Even the price reductions, have been great but they are still expensive. €2 is not that much but it is when it is how you commute to the city. I am very low waged and the cost of getting into town and home each day is around 2K per year.

The reason I don't cycle is not because of the roads but actually because I have nowhere safe to lock my bike. Better cycling paths are not enough to make me cycle into work, the stealing of bikes is a huge problem and I know lots of people who also won't cycle into town because of this.

When you want to encourage people to travel in this way it needs to be more accessible otherwise people will continue to socialise and cycle everywhere but the city centre.

I think the idea of more public spaces is such a good idea also, I am very excited to see what the plans are and to see how they're used. It would be great to see more events, markets, art, activity, a skate park like in Rotterdam city centre? With all this extra space, is there more room for parks, gardens and plants that may produce fruit or flowers? The city feels very grey and lunch breaks outside can be quite depressing sometimes. It would be nice to see more variety in plants and trees.

I also hope that the widening footpaths will greatly help businesses get street furniture. Earlier this year we saw Street 66 have their street furniture denied after Covid outdoor dining right before Pride week, to be replaced by a bike rail that many feel unsafe locking their bikes to.

While I am generally in favour of more civic space, I think that there are issues of safety stemming from the housing crisis and lack of Gardai on the streets. In particular I would be concerned about scramblers, e-scooters and other vehicles being manned by those who do not have a regard for others. I also think there is some naivete on the part of DCC with regards to the profile of people they think will use these types of spaces - the boardwalks on the quays are often times a no go area. Liberty Place and Custom House Quay are not used by many people at all and there aren't many coffee shops or similar in the area. I don't know that they would really be useful as a civic amenity. Even the idea of the plaza on Dame Street - what is to attract people there? We don't have the weather of most of continental Europe.

Cycle lanes will only incentive people to use bikes if they are fully separated from the bus lane.

How about neither Beresford or the quay be pedestrianised? They'd be pedestrian islands in a very transport intense area - little impact I'd expect. As much as pedestrianisation is good, this limits cycling and public transport options. Much rather some place like South William Street which actually is part of a larger pedestrian zone

Vehicle traffic is vital in the city centre especially for getting children and vulnerable people to hospitals and other services. Bicycle theft and physical ability of children and older people are the primary reasons for not cycling to the city centre. The city is waging an aggressive campaign against people with limited physical ability in favour of the non-existent cyclists in the empty cycle lanes that are clogging our streets. I ride a bicycle but won't take it to the city centre because I have had one stolen in the past, because of the weather or because I am transporting someone unable to take buses or cycle. Get real, Dublin City Council! We live in a rainy city, we have inner city hospitals and we are a country where parents struggle with a lot of children. Have you not noticed how traffic problems ease when children are not in school and families are not struggling to make multiple journeys at peak hours? Why are you not working with other authorities to incentivise school bus transport or other solutions instead of your single minded anti car campaign that is ruining the city with bizarre diversions and empty bicycle lanes? Surveys like this are just a tool to collect and manipulate numbers so that you can claim to have the support of Dubliners who are actually fed up with you. But you don't ask questions to measure that...

I think transport from suburb to suburb needs to be made easier, without the need to go through city centre. I think trams should be explored further, as they are much cheaper than a metro. I think that the green line should have a second branching path to the north, towards Drumcondra and Glasnevin.

Love it. Also: More zebra crossings less traffic lights. Redo intersections into (Dutch) roundabouts.

The bike lanes on which cars are allowed to park at certain times of the day (Mount St, Ranelagh Rd, S Circular Road in Kilmainham) is dangerous and should be stopped at once. It would be shocking in any other european city. And in recent years, these bicycle paths have become car parking spots for more time during the day than they are bike lanes.

All bike lanes should also be two ways. Currently, biking around St Stephen green is a confusing nightmare; for example : it is currently illegal to cycle through a 250m segment from the Stephen's Green luas stop to Dawson street, however hundreds of cyclists use this path everyday because it is more logical than having to do a full circle around the park.

safe bike places in Trinity are needed, a lot of bikes are stolen and I do not feel safe living my bike on

the west city centre and the quays. Will reduced traffic come at a price to areas like the Liberties or Stoneybatter?

I welcome the proposed interventions in Chapter 9 however I am skeptical of the ability to deliver this ambitious programme without adequate resources. If the opportunities of these new spaces are to be fully realised, as the quality of public realm design in the city is to be raised to world class, then the City requires a dedicated Public Realm Delivery Department with a multi disciplinary team. The use of names such as Roads Design, Roads Construction and Traffic departments should be discontinued. This is a capital city of streets and spaces, and what was [car] traffic has now given way to a wide range of uses and users. The City Council should move with the times and embrace new structures and approaches to delivery this liveable, walkable, accessible city centre.

I welcome the objective in 10 to reduce and repurpose multi storey carparks. The City should have a proactive programme to introduce pay and permit parking within the Canals.

Chpt 11 should include an objective to develop a high quality driver welfare facility, perhaps better located than the current. Laying over of buses on high amenity and architecturally important locations such as Merrion Square and Mountjoy Square should be discontinued.

Chpt 13 and 20 both reference objectives to declutter and reduce signage and excess street fixtures in the city. This is a regularly stated objective: its in the Public Realm Strategy, Development Plans and in national guidelines like DMURS. Yet we keep adding! Our city centre is blighted by signage and there is often no logic to it other than 1 or 2 more signs might help to get a message across. Its high time for a cull.

I welcome the references to a city for all and designing for those with mobility impairments. I suggest that greater clarity around street design for those with physical/sensual impairments is required. There appears to be inconsistency between DMURS, the views of certain DPOs and organisations and general practice in DCC to design streets.

<p>Dublin city is dangerous and giving many more spaces over to drug addicts that practically rule the city centre is not something I welcome. I'm not in favour of more cycle lanes -it's very unhealthy anyway because of the air pollution. Dublin City Council is knocking thousands of trees for the Bus Connects Plan when the roads/ streets earmarked for this widescale destruction (in a time of unprecedented climate change when we need old trees for carbon sequestration) could have been made into one-way thoroughfares without knocking any trees (but that would have required some creative thinking which hardly exists within that organisation. The city will become impossible to navigate for older people who are too frail for public transport and need lifts to the city(taxis can be very expensive as a regular option). Many cities in England have small buses criss-crossing their centres whereas we insist on great big and exceptionally noisy double deckers clogging O'Connell St. and going on massive cross city routes which is ridiculous.</p>
<p>I cycle around town to travel to college and it can be very dangerous because vans, trucks and cars often park in the cycle lane. This means you have to turn into the car lane to keep going and cars often beep at you or don't see you. Also cycle lanes often end abruptly especially at a traffic junction which is dangerous as the cars and the cyclist don't know here to go.</p> <p>Having better, reliable, efficient public transport would transform the city. The new routes launching at the end of November look promising, linking the hard to reach places to the Lucas and dart lines. Hopefully more of this can be put in place.</p>
<p>I fully support making some of the city center traffic free so that it is more enjoyable, quieter and pedestrian friendly (more like it was in the 19th and early 20th centuries) so that I can hangout with friends in the city. Right now I avoid the city and don't like going due to all the noise and people, but with more pedestrian space people will be less densely packed together when walking and there will be less noise from traffic. I do have concerns about this making driving around town a dreadful experience though. Lorry's need to deliver things to shops and emergency vehicles need to be able to get around quickly. Some people do need to be able to bring shopping from town back home especially on Christmas. Anyways thanks</p>
<p>As a cyclist buses are a danger please don't have any cycle lanes don't have to cross or share bus lanes like on the quays currently there's a cycle lane on the left of the road then after then junction it's on the right please have continuity for cycle lanes</p>
<p>There needs to be restructuring and proper integration of the peicemeal cycle paths in place along the quays, and other areas. For example the insanely unrealistic connection of the path from the Samuel Beckett bridge towards John's Rogerson's Quay</p>
<p>The more bicycles we can get on the road, the safer its going to be for them. Most people I know do not dare cycle or let their children cycle because they feel it is not safe. In my experience, streets get safer and more appealing for cyclists the more cyclists are about.</p> <p>I only moved to Dublin 2 months ago and after hearing everyone's stories I was surprised by how good Dublin drivers are with both myself and my children.</p>
<p>Additional, direct transport options in parts of south county Dublin into the city centre is essential before commuters can consider leaving their cars behind.</p>
<p>An access/congestion charge should be introduced for Dublin city centre with some relief for electric cars. Private parking chargers in the city centre should be increased to encourage people to use public transport, or bicycles.</p>
<p>Public transport is a disaster from where I am coming from and with this new Bus Connects only to get worse so driving is my only option and the choice of same should not be taken away from me</p>
<p>NONE</p>

These plans are admirable but cannot work as long as the bus network is overcrowded and unreliable with drivers doing exactly as they please using a myriad of excuses as to traffic, weather, roadworks, etc etc. It has become horrendous and impossible to try and get on a bus in the centre outbounds, or to get on a bus in the suburbs to go towards the centre. At least one in three buses on any one route fail to materialise. The new schemes and routes can't solve this - a new bus is now scheduled every half hour in my area to replace 2 routes which arrived every 20 minutes. As a result, people are taking to their cars and parking anywhere they can on the way to town. The cycle friendly spaces taking over the suburbs and inwards do not consider people who are not physically capable of cycling, the elderly, disabled, ill, those with small children. These people are either stranded or must use cars.

Dublin City Council did a number of roadworks during the pandemic, including adding lots of cycle lanes. Most of this is great, but some of the cycle lanes just don't make sense, like the transition from a standard singular left cycle lane to a double lane on the right side at the four courts. These things increase traffic because they've taken away a car lane, and make it very hard to access the cycle lane they've put in place because you cannot access the cycle lane once you've passed the traffic lights, effectively meaning that to access it you have to cross 3 lanes of flowing traffic prior to the junction or hope that you see/remember to cross over when the lights are red. Some of these cycle lanes seem to have been designed by clowns that don't even drive, let alone cycle, and makes cycling in dublin city centre much more confusing and in some places dangerous. I wish that more thought was put into city planning from a cycling perspective. One way systems that funnel cars a long way around something that is perfectly navigable by bike will result in people ignoring the road markings and going their own way due to the increased effort or the speedy shortcut, which is a headache for other road users if they do not do so safely.

I wish that bikes had also been taken into account when building the luas works, particularly in areas like dawson street and the top of o connell street & pearse street, where cyclists have to cycle in close proximity to the tracks parallel. This means that if they need to turn or change their position in the road they run the risk of getting their tires caught in the tracks and falling, which is disasterous in moving traffic. I have fallen twice this way, and injured my shoulder badly as a result. I understand that some cyclists appear to have a death wish, particularly those who have never learned to drive, but stuff like this forces decisions that cars don't have to make. Do I risk cycling down a road where I might injure myself or do I cause inconvenience to others, especially if there is a safer shortcut? I just wish that city planners would consider the implications of their builds on cyclists from an on-the-ground perspective and prepare accordingly.

It can be (is?) scary for novice cyclists at rush hour. The car-drivers are aggressive, in the winter it is dark, and the cycle lanes are typically where it is easy to put them rather than where the cyclists need to actually go. Getting rid of cars, or simply making fewer lanes so that there is space for a safe cycle lane and a safe (separate) pedestrian path, is a needed solution in some areas.

Mixing of pedestrians and cyclists should be avoided when ever possible to prevent pinch points and conflicts. Where segregation is not possible and in traffic free areas there must be a clear path for cyclists to use, clearly marked by tactile paving not just paint. There should be no ambiguity about area for cyclists, to prevent conflict. Area around Grand Canal Square is an exemple of how NOT to mix pedestrians and cyclists - no clear path for cyclists to take and pinch points created by raised beds.

Cycle lanes need to be wide enough to handle cargo bikes, delivery bikes, increasing number of cyclists - I use the Clontarf to City cycle way regularly and there are already pinch points where it is not wide enough for the current volume of cyclists. The proposed cycle lanes for Gardiner Street are too narrow for what could be a high traffic cycling route - car lane space could be reallocated here.

Prefer Custom House Quay over Beresford Place as less impact on buses and places the Liffey at the centre of the space - need to reconnect Dubliners with our river.

There needs to be better connectivity in public transport when crossing from North to South side and vice versa. As a Northsider it is surprisingly difficult for me to access areas of the south city centre such as Merrion Square by public transport. There can be long walks to find a connecting bus stop and long waits for a 2nd bus even on supposed high frequency routes. For example, yesterday I took one bus to Talbot Street, walked 10 minutes to D'Olier street where I had to wait 15 minutes for a 2nd bus - despite there being a number of high frequency routes to my final destination. 25 minutes to make a connection to travel a relatively short distance is a very long time (my overall journey was less than 5 km).

Advocating for a car-free city center and implementing a comprehensive public transportation system with multiple lines is a commendable idea. The potential benefits are numerous, ranging from reduced traffic congestion and air pollution to fostering a more sustainable and livable urban environment (see: www.visualutopias.com).

Creating a city center free from cars opens up exciting possibilities for transforming urban spaces into vibrant, pedestrian-friendly areas. This shift can enhance the overall quality of life for residents and visitors alike. The proposal to establish multiple train and Luas lines connecting different parts of the city, spanning from north to south and west to east, demonstrates a forward-thinking approach to transportation planning.

By prioritizing public transportation and minimizing reliance on individual cars, the city can significantly contribute to mitigating the environmental impact associated with traditional automotive transportation. This aligns with global efforts to combat climate change and promotes a more eco-friendly and sustainable urban landscape.

Moreover, emphasizing green spaces and pedestrian areas can create a healthier and more enjoyable city experience. Access to nature within the city center has been linked to improved mental well-being, and incorporating more outdoor spaces can encourage social interaction and community engagement. It also aligns with the growing awareness of the importance of green infrastructure in urban planning.

In summary, the draft City Centre Transport Plan's proposal to make the city center car-free while enhancing public transportation and green spaces is a progressive and holistic approach to urban development. This vision not only addresses immediate traffic and environmental concerns but also contributes to building a more resilient, sustainable, and people-centric city.

Cycling into Dublin has become much more difficult. Bikes are not safe from theft on TCD campus. Buses sharing bike lanes make cycling into TCD unsafe. Other cyclists overtaking and cutting between cars and using pedestrian lights to cross mean other road users swerve into cyclists obeying the road rules.

Speeding around the edges of the city continues to be a problem. I notice in areas of traffic calming elsewhere the road is a different colour to signal the change in speed limits - could this be used instead of more signage?? Seems like a simple effective solution!

I cycle from Sandycove into the city centre each day.

My journey from Sandycove to Booterstown (Dun Laoghaire Rathdown Council) is a pleasure - almost entirely off road or in fully segregated bike lanes.

As soon as I join the Merrion Road (at the Maldron Hotel in Booterstown), the journey becomes hair raising. There are dangerous potholes and manhole covers (especially on the Merrion Road). There is not one single segregated bike lane. I share the bus lane with buses (mostly driven by considerate drivers) and taxis (many of which are speeding and drive far too close to cyclists). There are no bollards at junctions to help prevent cars cutting across cyclists when turning left. Every single morning there are taxis and delivery vans parked in the unsegregated bike/bus lanes. I hate this part of my journey and feel that, no matter how carefully I cycle or visible that I am, I have a high chance of being knocked off my bike.

Challenge for Council decision-makers: get on a bike and cycle from Merrion gates into town and you will understand the difficulties. For an extra adrenaline rush, try turning right off Mount Street to go down Holles Street in rush hour. Once you survive the oncoming buses and trucks, there is an especially dangerous patch of potholes to enjoy ... bikes should be given priority at this junction.

Thank you for considering these points.

Public transport, cycling and pedestrians should be mostly promoted.

As someone who relies on buses to get to work, having more consistent transport would be greatly helpful. I spend 1.5 hours commuting to work and 1.5 hours commuting home.

In general, bike lanes in Dublin are not good for people who do not have a lot of experience cycling since they share the road with cars and sometimes there are a lot of cars parked on the bike lanes. I met several people who would love to commute by bike but they complain about the bike lanes.

I think the big issue is the bike lanes more than the traffic itself.

(City of Walking) 'Where signalised junctions are provided

which cater for pedestrians and general traffic only, waiting times and crossing times

will be balanced in favour of pedestrians;': This is not strong enough. Try crossing a Y-shaped intersection, that madness takes ages and is unnecessarily complicated.

(City of Cycling): plans sound good as they are, but from my own experience I would add: revision of traffic-lights: let cyclists and pedestrians going the same direction cross at the same time. Now there is a two-phase structure in most crossings, allowing ALL pedestrians to cross first, and then the cyclists: more convenient would be if all pedestrians and cyclists going horizontally could cross at the same time, and then all who would cross vertically.

Secondly, I would recommend (but this might be the uptight Dutch in me speaking) to give some sort of cycling/traffic-instruction classes to primary-schoolers. As I see it, people have very little sense in how to sociably and comfortably behave in traffic, especially on bikes.

Further pet-peeves of mine: dissuade people from cycling too fast (especially in high-traffic, residential areas), and from using (bright) flashing lights: though those last may be useful 'against' cars, they can be very distracting to other cyclists: I know I get overstimulated by them, and prefer to look away from the person using them, lessening my overall overview of traffic. Further, flashing lights make it difficult for other road-users to estimate their distance from you. Steady lights are better in both regards. If overall cyclist visibility remains a problem, I would suggest improving public lighting, or giving all car-users glasses.

Cheers!

The proposals for Dublin City transport are welcomed but I don't think they address the key pain points that many in the county experience. Rush hour traffic around, but not necessarily in, the city centre has been a problem for years. The majority of people accessing the city centre for work and amenities are not using cars. A large proportion of commuters are using the N11 and south canal roads for commuting. It is these roads that need to be reconsidered to ensure fast and more frequent access via public transport. The airport has no rail link. The DART network serves a fraction of Dublin's population, and is biased towards the wealthier suburbs where driving is a preference anyway. A few recommendations might address some issues:

- 1) Public transport payments: provide contactless payment on buses. Most other European cities provide this, and it is a straightforward concept to introduce. It's shameful having to explain this to tourists during every visit.
- 2) Airport rail link: again, it is shameful having to explain to tourists arriving at Dublin airport that their only transport link is a coach or a bus, that might be fully booked already. An extension to the Luas or DART line should be strongly considered.
- 3) N11 artery: I ask myself continually, "how can a major artery be interrupted every few minutes by someone wanting to cross the road?" A simple solution is to build more flyover walkways, or subway underpasses. N11 traffic moves slowly enough as it is - why are we delaying it further?
- 4) wider Dublin rail network - this should be considered either above or below ground. I believe the absence of a network across the city will seriously impact development of the city both from a residential and tourist perspective.

We need, with urgency, the College Green plaza project to go ahead, with minimal taxi access. I stand at TCD Front Gates to observe traffic flows over occasional 10 min periods and the number of taxis passing through here is far too high.

As you know from the work of Gildea, Caulfield and colleagues from TCD Civil Engineering the Green is cycling-hostile from the tram track hazard and tail-gating of bike users by buses, coaches and taxis.

Less car traffic, improved public transport network and more trees will be hugely beneficial to support Dublin in combating climate change.

The bus system is an absolute joke. Not enough buses at key times during the day, half the time you can't get on in the morning/evening because the buses are packed to the brim. You desperately need to increase the frequency of buses, especially the 7b - this is a reduced service but really needs a lot more travel runs. If you're getting rid of cars you also need to get a subway, it's a joke we're one of the only major cities in Europe without one. Train system also needs to be massively improved to support people living outside of Dublin being able to come into town without a car and clogging traffic

1. Provision for city centre workplace car parking on a needs assessment basis (requested spots booked in advance).
2. Provision of separate and SAFE cycle lanes (not shared with buses etc)
3. Free PARK and RIDE facilities in the commuter belt...stop penalising those who park and ride to the city
4. Family friendly commute options

It is way overdue for Dublin city council/ public authorities to create more civic space for pedestrians and visitors to the city. Every European city has wide squares and spaces for people to meet, sit and socialise. This really adds to the attractiveness of a city. I feel in recent years that Dublin city has become overly-congested, clogged up with traffic, noise and hence pollution. It is not a pleasant place to walk. By creating a plaza around Dame Street/ in front of Trinity, we will make the city centre more appealing. I cycle into Trinity and it doesn't surprise me that the numbers cycling have dropped, because every day a car cuts in front of me in their haste and impatience with traffic. We need safer cycle lanes and more respect for

<p>I fully support all proposed measures in the draft DCC transport plan.</p> <p>I don't believe that any part of this proposal is too radical. We are in a climate and biodiversity crisis, and as the UN has stated just this week, we have missed the 1.5 limit to warning and we are on track to reach 3 degree warming. Nothing should be off the table, in terms of planet positive transport policy</p> <p>I wholeheartedly appreciate, use, and value all of the positive traffic congestion reduction and infrastructural changes that have been made in our city to date.</p> <p>I only hope that the severe, severe, time lags and delays that occurred to get to where we are, are not repeated for this transport plan. Business profitability concerns should not be given priority over public and planetary health, and attempts to push back, lobby and object to any transport plan in the name of corporate interests should not be heeded. I understand the aim is to remove cars that are using the city as a thoroughfare, however I also believe that many people choosing to drive into the city centre, have alternative options, and therefore (dis)incentives should also be considered- congestion charges.</p>
<p>The reason I don't walk or bike is because the only affordable housing is far away.</p>
<p>I appreciate the focus on creating green spaces, biodiversity and sustainability, but the proposed perspective images still appear to be low on planting with a lot of paved areas. There is scope for incorporating much more planting and living landscaping into these designs and I hope that this will be</p>
<p>Overall this is a very good plan which is capable of being delivered and it should bring the benefits outlined on page 67. Well done to all involved.</p>
<p>Overall very positive.</p> <p>I am always struck by how few trees Dublin has vs most other cities in Europe and elsewhere. The plan has many pretty pictures of trees - but could it have an explicit target to greatly improve the number of trees in Dublin. It will also help with the environment. Why not adopt a policy of planting trees wherever possible e.g. all along Fitzwilliam street/square where the new bicycle lanes are?</p> <p>Why not continue to allow private car access to the city center but put a high congestion charge in place? It would require less capital expenditure than hard engineering. It would raise revenues that could be used to reduce public transport costs.</p> <p>I do hope the actual public spaces are greatly de-cluttered by removing the huge amount of electrical boxes, traffic poles.</p> <p>If we care about how Dublin looks and the environment - why have so many plastic posts been installed on the roads to demark bicycle lanes? These are very ugly, get dirty and will degrade plastic into the environment. Can these be removed and replaced with high quality and less visually intrusive kerb stones.</p>
<p>Introduce credit card/debit card ticketing on TFI</p>
<p>I think that further pedestrianisation of city spaces will help to regenerate those spaces and bring life back into the city.</p>
<p>It would be nice to get rid of private parking on the side of the road, but I do want people to be able to park relatively quick. Underground or multi-storey car parks are needed. A cycle lane especially on Pearse street road would be great. Cycle lanes do make a big difference for cyclists like me I have noticed because the pathway is flat and usually stays flat (is not being eroded/damaged like the side of the road from buses or cars).</p>
<p>I am in total favour of the pedestrianisation of South William street - and the car park that is disadvantaged should be turned into space for bars/restaurants/cycle parking/a bike workshop etc</p>
<p>Any way to improve access to Bus Aras? It is impossible to collect a passenger arriving there.</p>
<p>Ban private cars from the city centre at this point.</p>

I would firstly like to let you know that I cycle, drive and take public transport. My main issue with cycling in the city centre is cyclists going against the flow of traffic, e-scooters flying all over the place and on foot paths, or pedestrian streets and there is zero policing done.

For this plan to work, investment in infrastructure around cameras to capture poor behaviours which can inform what policing requirements are needed will help to make this a success, otherwise pedestrians are going to be impacted in terms of their safety.

Public transport is an easy solution for Dublin City Centre, only if all areas of Dublin are serviced by decent public transport which they are not, so until you fix this issue, you will have people who rely on their cars and if you don't want them in city centre, out of town parking is required to park and ride. If Dublin Bus are unable to hire drivers, then perhaps putting a LUAS out through Rathmines, Rathgar... Templeogue etc. is the answer. But again all councils need to work on traffic cameras which will feedback to some central office to promote better behaviours of all commuters. Look at other major cities that have installed these, but they should be at most lights or dotted around in key areas for this to work properly and a plan should be put in place to put these in all major cities moving to large towns etc. On patrol Gardai also need to stop pedestrians, cyclists and impose fines (penalty points if they have a driving licence). To help get everyone to respect all road users.

Forcing traffic onto the M50 and other major roads is not necessarily the solution, we need the city to still perform, families with sick children coming to the new children's hospital need to be able to get there easily in private cars, as do their support systems. There are so many elements to this that are reliant on the other without the correct links to transport to the airport traffic needs to be able to go through city centre,

More 24hr bus lanes and we do need a good bus lane from Dublin airport to city centre

Build an under, yes the cost will be huge but it will be around for over a 100 years! In the meantime more luas, darts and taxis

I think what your doing to the city centre will kill the business of town.people are already doing their shopping in suburban shopping centers.I live on Northside of Dublin yet we as a family go to Dundrum shopping centre.Dublin city is not safe anymore and the changes your making at Liberty Hall is madness.Anyone trying to use public transport at Connolly Station are stuck in unnecessary traffic,caused by DCC policy.The traffic on South Quays for Heuston Station are horrible since you changed the traffic lane. You are making people lives a misery and all the commuters are doing is trying to get home.You are delaying public transport by creating chaos and the cycle lanes you are making are great but if people are not cycling at the moment I don't believe they will now .I believe less than 15%of people are cycling and what your

We need additional Luas trams on the existing line (especially on weekends) as well as additional Luas lines to parts of the city that are not easily accessible. It is ridiculous that a city as big as Dublin only has a red and green line. Adding additional Luas lines will improve safety, tourism, and economic output.

I would really like to see dedicated cycle lanes introduced to the roads in an out of the city centre. Cycling in the bus lane, especially during rush hour, can be daunting. I would also like to see more dedicated bike parking facilities within the city centre. There are limited secure bike parking facilities for cyclists within the city centre.

Neither of Beresford Place nor Custom House Quay needs to be traffic free in my opinion. However, cyclists need better protection in general on routes of speeding traffic.

While cycling I once was nearly run over by the bus Eireann bus from Naas on Eden Quay. While I was overtaking another stationary bus parked in the cycle lane, the Naas bus came up at speed behind me and passed so close to me as to knock me off my bike with the wind effect.

Well done - Please make this happen!

Please get rid off Eamonn Ryan before the city is f**ked altogether thank you

Public transport and walking needs to be the number one priority over cycling or cars. Public transport should ordinarily be faster than driving or cycling. Footpaths and pedestrian crossing should make sense for walkers. Crossings should be conveniently located and should go green quickly. I shouldn't have to go out of my way just to get to a crossing and there should not be so much in the way of obstacles on the footpath.

I agree with using public transport but buses during peak hours tend to block up parts of the city, and I don't think we can fit many more buses into the city centre

I love it. It's ambitious, imaginative and prioritizes all the right things.

I cannot wait to walk and cycle around this kind of city, one that has a seriously improved public realm.

A shame to have to choose between Beresford place and custom house quay. Why not both! In the end I chose Beresford Place because as a cyclist, cars coming through that junction really does not work, and the inclusion of shops within the space made it seem more inviting and lively. I'm afraid that Custom House quay might be too windy and empty most of the time. Unless they're going into the custom's house, is there really a reason for people to spend time there? Perhaps with stronger programming, installing shops, or a gallery space within the customs house people might have a reason to spend time there throughout the day and night. Although, teenagers will need a place to hang out, so maybe it's good. The opportunity to make good use of the riverfront is good.

The improved public realm on Gardiner street also sounds fantastic. The northside needs a lot of love, so this would be great to see along with Capel street. Taking the edge off Pearse Street, Tara Street, Christchurch and the Quays is a great idea. Traffic there seems so aggressive, so good to take the edge off it. Pedestrianizing College Green really cannot come soon enough, and Lincoln Place looks fantastic.

I also really like some of the more imaginative ideas within the proposal highlighted as key opportunities, like lighting the loop bridge, and making the arches into restaurants.

The city is screaming out to be made more liveable and people friendly. Please make this happen.

You can't remove cars if you don't have an alternative. Re-purposing roads for public transport will only cause more congestion on the streets that cars are allowed on. No allowances made for vehicles being used for work. Build a metro system, not just one train line.

I think the draft transport plan is fantastic and all measures should be taken to improve walking, wheeling, cycling and public transport within the canals.

Dublin, within the canals, has the opportunity to become like Amsterdam or Utrecht. This is the first step there. I would encourage large reallocation of road space to walking and cycling.

I live in Finglas and in order to go to the north east I have to go to the city center first, create a bus from Finglas to east wall going through Glasnevin that could be connected to the metro so east and west are connected in the northern part, also we are lacking a bus line to the airport in the west, there is Finglas road which could be a good road to implement a bus line to the airport as it is really fast to get out from the city

Fewer private cars, more zebra crossings, pedestrian infra, bicycle infra please

No more reduced space. Need alternatives to buses which are too slow. Stop encouraging cycle lanes, sick of seeing the ugly bollards everywhere, look at other European cities that have an excellent efficient transport in trains, metros, tramlines. Buses are too slow. Since Covid traffic has come to a standstill flowed much better before Dublin City reduced lanes.

Consider that people's decisions on how they travel does not occur in a vacuum. The impact of the housing disaster means more and more individuals are forced out of the city and must commute in. There cannot be climate justice without housing and economic justice.

hey; I'm not sure if you read these or if this ties in with the subject, but the public transport is in complete shambles.

I'm 15 years of age for reference-- in TY, hence I have work experience blocks many of which are in the city. My main go-to public transport is the Luas, Red line to be more precise, and it's disappointing to say the least.

It's cramped, and much too small for the amount of people relying on the Luas. The reason why people rely on the Luas is to escape traffic in the city, where the Dublin Bus fails to do. No shade but it's a vehicle.. Of course it would get stuck in traffic often. The time it takes as well. I live in CityWest for reference; and for some odd reason it takes around hour to reach the city by Luas alone. A bus would take an hour and a half; It's horrendous to say the least.

While in the Luas I'm cramped. Everyone is cramped. Yesterday, I literally had struggles breathing due to the amount of people pushing and shoveling in just to get to their destination and I'm really not exaggerating. Red line again.

As my stop is Fortunestown (extremely near the beginning of the line) getting to the city is a little easier as I have space and a seat. But of course, it's still bad once it enters the city.

However, going FROM the city is a nightmare. A literal nightmare. People shoving themselves in, shoving themselves out, forcing the doors to remain open, loud noises, vape smoke roaming around the cabin, stuffy, and I can just go on. I appreciate we as a county even have public transport and I completely thank you all for that. But it's an absolute nightmare for us all. Us having to struggling over something that many countries have alternative plans to is saddening. No Metro/Underground, other Rail services, and (at the moment) traffic issues. (Yes, I do know that you all have begun on that part)

I beg at this point. If there are no prioritisations for a fully functioning Metro that we desperately need, or Dart+ for that matter, then please do something. Increasing the length of the Red line Luases would benefit so much. The Green line 55m Luases are a complete refresher if I'm honest. I just wish we didn't have to deal with such circumstances.

implemented to further de-incentivise through-traffic through the city centre between the canals. Cars should be encouraged to use the M50 rather than cutting through the city centre. The payment structure would need to be adjusted accordingly, i.e. make the M50 / East link free to use and introduce a congestion charge for the city centre.

Increased allocation of space for public usage is welcome but will need to be supported by the appropriate infrastructure, including increased visibility by garda, more frequent collection of rubbish and more public toilets (an interesting project for reference is the Tokyo toilet project, where different architects were asked to design public toilets in the Shiubya area of Tokyo).

Other comments:

Cycling infrastructure on Lincoln Place does not appear to be segregated.

The design of Christchurch junction is not ambitious enough.

Car parking - I would have liked to see included an ambition to return the Dail car park back to public use.

This would create an amazing public amenity / park and would lend itself much better for re-purposing as a public amenity than trying to put some of the existing multi-story car parks to a different use.

Further extension needed of park & ride facilities outside of the city centre

The interchange between the red and green LUAS lines is difficult to navigate, especially for tourists and non-locals. This needs to be better sign-posted.

An extension of the Dublin bike scheme to other areas outside of the city centre needs to be considered along with the extended provision of safe bike parking on public roads to allow more residents and tourists who reside / stay outside of the city centre to bike into the centre. More stations should also be provided within the city centre.

Modal sharing (i.e. bike & bus / bike & train / LUAS) needs to be supported – e.g. by having dedicated bike spaces on LUAS & DART and other train line carriages and bikes should be allowed to be transported on buses also.

The implementation of a 30km/h speed limit throughout the city centre is welcome, but enforcement through speed cameras and / or road design to slow down traffic will be needed to ensure adherence to those new 30km/h zones. Enforcement of speed limits/ better road design in existing 30 k/h areas is also

Personally I think that 90% of non-commercial car use between the canals is unnecessary and should be banned.

Maybe % of drivers went up, because people moved further afield, and/or come to college less frequently?

There is way too many buses going through O'Connell Street and Dame Street, making the centre prone to traffic jams, leading to a domino effect of bus buildup and delays. Also, the point of trams would be that they are unaffected by traffic because they have their own fixed lanes, however this is completely ruined in the city centre, where the only two lines are easily blocked by traffic jams. I believe the main focus should lie on decrowding O'Connell Street and developing the Luas network to reduce the number of buses, thereby making bus traffic flow more easily. And please please please develop the metro already, no other European capital is this undeveloped in this matter.

Better infrastructure along the liffey between Heuston and O'Connell Street would be appreciated. There is one part where bikes must move from the left to the right without much notice and it catches so many out.

Thank you for sharing your plans. How many additional trees will you plant? How many mature trees will need to be felled to facilitate construction? Please clarify this information. Only the proposals for Tara Street, Pearse Street and Lincoln Place mention trees. Our Dublin will be much warmer and much wetter in the coming years. More asphalt and paving won't help us cool off and soak up the water, the trees will. Please don't forget about them, make them part of the plan.

Please make these changes quickly. Everything takes forever in this city/country - Dublin needs to change and adapt to the climate crisis and what is being proposed will benefit the next generation the most.

These initial questions are not objective and they are presented in a way to produce a result which will ultimately discriminate against vehicle use. Every rational citizen wants higher quality services whether that be in transport or health.

Less cars

More bike lanes

Pedestrian crossings (painted Debra crossing at the least) on every cross road

Plan is nonsense as alternative north - south routes of Beckett and Eastlink are already not available if Pearse street were restricted.

Agree with more pedestrianed city planning but on the premise there arw better transport links to access same. I live out by blanchardstown and its woefully under resourced for buses/trains

without first having public transportation able to cope with the masses.

Dublin bus and go ahead Ireland need to consolidate. Why are they running 2 seperate company's. This is complete nonsense. Shut go ahead down give it back to Dublin bus. Stop trying to operate with a profit also. If Dublin bus loses millions every year then fantastic, subsidize them. Public transport will never be successful acting like a private company

There is absolutely no reason for anyone to need to take a private car into our city center at all. Commercial vehicles (ensuring they are completely a commercial purpose), taxis, bus, luas and cycling. This should be the end goal.

Look to Amsterdam, the lack of private cars in their main city center area is fantastic, by all means yes they have them outside. Trams, busses and metros only in the city.

The long and short of it is that the Irish people are stubborn. I see it myself, they think public transport is slow and refuse to accept that there's any reason they shouldn't be allowed to drive in to the city. But the truth is that it needs to be an equal opportunity ban. There's no need for anyone to drive anywhere near our city center. If the busses came every 2 minutes on our busiest routes, and every 10 on the quietest. That would help. But while the traffic continues through the city it won't. Especially with new busconnects routes.

Furthermore taxis should have the ability to use bus lanes removed, cameras should be present to penalize anyone who uses them that isn't a bus, bar cyclists. What's the benefit of taking a taxi over a bus. There should be none by the end of this all.

It truly needs an extreme hand for this to work as it should. No himming and hawing and saying that it would be great if people preferred to take public transport. Ban cars, make them take public transportation.

Cycle lanes need to be wider, separated from traffic where possible and maintained and swept. The city needs more bicycle parking provision.

It is great that active transport and public transport has been prioritised in the city centre however the continuity of the cycle lanes between different parts of the city will need to be maintained to ensure that the transition into different areas by bike makes sense and is safe.

Areas around national schools should be specifically looked at (eg Gardiner street upper, particularly around Mountjoy Square) to ensure safe pedestrian crossings and traffic calming. It would also be good to see if safe routes to school and school streets could be incorporated through liaising with individual schools.

To ensure support from faith based communities allowances will need to be made to ensure the infrastructure allows parking / stopping for hearses and wedding cars as well as ensuring there are disabled parking spaces close to entrances. Here I am thinking specifically of Gardiner Street however every church would need access for funerals. Factoring this in early will mean a smoother process after and hopefully less complaints.

On a side point - incorporating as much SUDs and biodiversity as possible as well would be important.

At present there is a huge amount of traffic building up every evening to use the East Link bridge. I cannot imagin what will happen when the IGB site is developed.

Visiting most other europeans cities, they are a lot more pedestrianized areas, and often more bike friendly..

It makes it so much nicer..

Delighted with the direction in which the city is going. Keep up the good work (and don't stop at this plan!)

As a car owner, I recognise the importance of sharing space with other road users.

Custom House Quay calming would be first step to revitalising Liffey as central attraction, shared by north and south Dublin. The fact it is such a divide now has less to do with it being a river but that the areas immediately north and south hold very little attraction given they have all the attraction of an innercity motorway.

To not just block but also pull some through traffic out of the city, upgrade of roads to east link should be

The secure bike park on Drury St is a fantastic facility. Bike theft is so common, that in order for people to actually use their bikes, there would have to be more secure lock up spaces such as this. Eg. At Heuston / Connolly station, in city centre on north side in Henry St area.

I'm excited to see some of these positive changes in our city!

We need a more liveable greener pedestrian friendly city

I think the plan at dame street is the one that people are most excited about. It makes a lot of sense.

Some of the other plans I could take or leave. Private car use will always have a role in Dublin, and I don't have confidence in Bus Connect to change that fact, so don't forget that.

The option of a 'congestion charge' to enter the zones between the canals should be seriously considered.

We need more pedestrianised spaces in the city, more public transport only spaces and more cycle lanes.

We need to seriously consider whether taxis are truly a form of 'public transport' and whether they have a place in bus lanes.

Whilst supportive of the proposed civic spaces they will become desolated crime hotspots if they are not supported by policies to make the city vibrant. This isn't just about policing but other planning decisions of DCC to allow communities to form and not just dump hotels into every corner of the city.

I am strongly in favour of the proposals and I believe the measures to improve cycling and walking facilities should be fast-tracked to match the urgency of the Dublin City Climate Action Plan.

On Tara Street and Pearse Street it's not clear why the two-way cycle path approach isn't continued to better link with the Gardner Street and the quays.

It would be a better use of space and, bus stops will be on one side, putting the cycle paths combined on the opposite side means there would be no interaction between bus passengers and people cycling.

It would also make it easier to protect the cycle path from illegal parking from delivery drivers etc.

Public transport can never be efficient with the current volume of cars in the city. Fixed cameras for detection are critical as enforcement is impossible otherwise

Please reduce the amount of time between the phases at pedestrian crossings, i.e. if i push a button at a pedestrian crossing, it can take a few minutes before the road lights switch to red and the pedestrian crossing lights go to green

Hi

Thanks for being brave enough to put this project out there. It's definitely necessary.

Most of the time, I currently drive into the city. I know that this isn't ideal, but I find that it is just the handiest way of travelling into the city. I would much prefer to travel into the city by public transport, and I believe that reducing the number of cars travelling into the city (including mine) would make it easier for me to make the choice of public transport.

Thanks,
Niall

I cycle in the city most days but my girlfriend doesn't feel safe enough to cycle. I hope that some day we will be able to cycle together on safe cycling infrastructure.

Please implement it as quickly as possible. Consider giving grants to nearby businesses to keep them going during the construction/transition phase so that when the project is complete you still have open trading businesses in the area from day 1.

Drinking water fountains essential. Consider including bike bunkers for nearby residents as part of the space reallocation in the proposals. Involve teenage girls and parents of young children in the final designs and fit outs.

Stop with these ridiculous one side of the road painted cycle lanes or cycle lanes that are in bus lanes. Provide segregated two-way cycle lanes on every street.

Provide contra flow cycling on every one way side street.

Consider changing pedestrian crossings in the area to raised zebra crossings with other traffic calming.

Keep street clutter and signage to a minimum.

Please less private cars in city centre. More cycle lanes please. And people use bikes on Sundays so cycle and bus lanes should be 24hrs a day, 7 days

I really support the proposals made hope they can be made a reality

Get the public transport right first before chucking cars out for bikes. Also make East Link free for a period to see what happens.

I cycle into town and sometime through town.
The cycling facilities in town are terrible and it makes cycling through the city dangerous. Too much space is given to cars.
College green, Westmoreland St and D'Olier street have a huge amount of foot traffic, but there is too much space allocated to cars. This makes walking from Grafton Street to O'Connell Street very unpleasant.
I also see a hug amount of people breaking the bus gate on College Green, automted cameras like those in use all over England should be used.

Very supportive of the plans to improve public transport, cycle and pedestrian priority and create more traffic free spaces and would like to see this part 8 supported by the council

Regarding a traffic free, Custom House Quay, please look at contra flow bus (and cycle) lanes for westward busses on the north quays, busses should not have to cross the Liffey to continue or travel towards Connolly. This is especially important for the incoming Busconnects 'O' route.
This should be the time to reorganize the set of Beresford Place, Memorial road and Amiens street to provide better pedestrian, cycling and public transport connections between the quays, Busaras and Connolly Station

Very supportive of the other initiatives, the diamond park sign light looks a bit harsh and the College green plaza and the custom house plaza look a bit empty in the example photos so hopefully those can be

I drive (but not into town & only through town at off peak times) as well as using public transport & cycling regularly. The best way to have a safe, healthy city & support people to be more active, is to reduce cars & increase roadspace for public transport & cycling which will all help to make the city safer for pedestrians & safer for us all. I'd like to see more people on the streets, giving the city atmosphere & enjoying themselves as opposed to being in cars. Good luck with this initiative, well done on the plans, thanks for your hard work

More of this needed. Please pedestrianise and improf3 the entire city centre

Please put in high quality bus lanes that don't dead end at dangerous junctions. Put more bike parking in

Stop reinventing the wheel. Copy Dutch infrastructure.

New cycle track on Grange road in Rathfarnham is an expensive dangerous addition.

I think the draft strategy is fantastic, it would be the best thing to happen Dublin in years. My only concern is that the proposals for Gardener Street seem to include turning lanes for cars, which is against the principle of DMURS, and this is done at the expense of the footpaths which are dangerously narrow. Also there doesn't appear to be any priority provided to buses on Gardner Street which is concerning. A bus gate close to the Talbot Street junction would help remove through traffic and maintain ample space for pedestrians.

I chose Beresford place instead of Customs House Quay so as to minimise diversion for bus routes and the

PLEASE PEDESTRIANISE DUBLIN CITY. Our public transport system is the one thing holding us back from being a major european capital. Commuting in this city is hell. Please make everything from the quays to portabello bridge only accessible for buses/luas.

Fantastic plan!

The plan is the thin of the wedge to divide the city into zones to implement 15 minute city.
The centre of Dublin is rapidly becoming a ghetto no go area by blocking routes into the city without reference to where & how people get to & from work.
Why would anyone want to hang out at Beresford place unless selling drugs - I pass thru it every evening.
I live in Donnybrook D4 & work in Ballcoolin Dublin 11 - I don't want to go into the city centre but I have to to go to work.
I travel before 8 & there are traffic jams at weird places - Leeson st bridge due to light sequence, Leeson st at st Stephens green because you blocked Merrion row, cycle lanes church st, blocking lanes at Iveagh flats....

I would have liked to see more consideration of some eco friendly approaches to stormwater management, e.g. bio swales. Where appropriate, these can be an effective and sustainable method for stormwater management.

Its so great to see all the various strands of the cycle and bus networks, pedestrianised spaces taking shape but it would be really great to start investing in making some of these feel permanent rather than having an extension of temporary broken wands, path extensions, bollards, road markings and deliniations to feel that we are turning a corner to truly integrating shared space into the city centre and bring all modes of transports down to the same level. Thanks.

Think more could be done at Christchurch than is currently planned. Also there is an area where the luas comes up onto James Street (in front of the Malt pub) that would really benefit from some better urban landscaping and greening. I would like more pedestrianisation and tree planting and reduced speed limits, particularly on orbital roads like Parnell rd, Dolphin Rd. A pedestrian crossing from Dolphin Road outdoor public gym across to the canal path would slow traffic and improve pedestrian greenway access. New cycle routes should be wide enough and clearly and uniformly marked so they are instantly identifiable to drivers. At the moment every stretch of cycle path is different! Traffic light cameras along the canal Suir Road to Baggot St would also make cycling safer. I'm also in favour of a toll for cars entering the city centre but only so long as this does not cause traffic to be diverted around the canals making suburban air quality worse. I would like more tree planting along Cork Street. Finally something desperately needs to be done to improve the public realm and pedestrian access in the area between Heuston Station, Imma, the War Memorial Gardens and Island Bridge - should be thinking long term about how these major roads could be diverted over or under ground, or the number of lanes reduced. This area is a traffic noise and pollution nightmare, and cuts off pedestrian access between the Pheonix Park and The Royal Hospital Grounds.

Traffic needs to be reduced

Traffic speed needs to be significantly reduced to 30km all times inside m50

Install fixed speed camera

Install detection cameras at lights

Create more protected bike lanes

Engage with communities in their needs via user group meetings

friendly city.

The city has long been dominated by private vehicles, and has suffered greatly as a place to dwell without coming into contact with motor cars.

A couple of notes:

- The city badly, badly needs a public realm team with direct responsibility for designing and implementing all public realm projects, so that there is a clear and consistent approach to materials, furniture, lighting, and outdoor seating/ umbrellas. This is crucial to establish as these new public realm improvements begin to be conceptualised as part of the Plan.
- There should be a city-wide audit and cleansing of superfluous signage; if needed, traffic signage manuals should be updated -- case in point: removing the baffling need for duplication of and recurrence of signs at regular intervals along a street.
- Signage such as those indicating the general direction of the M50 or airport or the port have been rendered obsolete by mobile phones' mapping apps, and have no business appearing on city centre streets -- why do I need a sign telling me to take a left to get to the M50 when I am on Exchequer Street? There needs to be greater thought and oversight about where and what kinds of signs we are deploying -- see public realm team note.
- There should be a greater emphasis on phasing out and redeveloping private carparks -- these are often the greatest (and last remaining) impediment to greater pedestrianisation.
- There should be no street signage advertising private carparks -- why should they receive advertising in the public realm, seeing as they are private enterprises?
- There needn't be so much consultation and laborious design processes for simple and quick improvements to our streets; eg. the recent (November 2023) widening of footpaths on Baggot Street is welcome, and the sort of quick and instantaneous improvement that ought to be replicated in hundreds of places around the city (Pearse, Tara, D'Olier, Westmoreland Streets).

Please introduce more stringent enforcement/protection of bus lanes, one way streets etc. I work on Molesworth Street and everyday I see cars driving in the wrong direction down the oneway part of the street, this is currently too easy. There is also constant illegal parking in this section of the street and I have never ever seen parking enforcement on the street.

Consider all options to remove street furniture, it's such a blight on the urban landscape.

Trial more traffic free areas temporarily. Close certain streets on weekends and host minor events to demonstrate benefits of pedestrianisation.

I love to cycle to town, but since having children, will not do this with them on my bike.

Bus routes can be awkward with long walks for children from the bus stop to e.g. museums. It would be lovely to feel that I can bring them into town more safely on the bike.

Mobility is so limited once you have children, please bear them in mind in designs. Quieter streets really helps for my children to hear me and me them. I love the proposal for Parliament street. Wide cycle lanes are essential when cycling with children as their slow speed can be frustrating for others. I cycle lane users. I also like to cycle alongside them when possible.

Secure bicycle parking for ebikes and cargo bikes are a must.

It would be lovely to have less air pollution in the city, it is very noticeable and unpleasant.

Please get on with it. This plan is drastically needed.

In fact please try to do even more when possible.

Question 8 is biased there is no neither option do you take us for fools. You guys are worse than the church ever was
The emergence of eBikes and eCargobikes are a game changer in terms of the utility provided by cycling infrastructure investment.
This is a good plan, we need to reduce car traffic in the city centre, don't be put off by the car lobby. Also the public transport system has improved significantly recently, the bus frequency is much better but they are still impacted by the traffic! Please increase the number of Night buses and run the Darts later
Camera enforcement is needed to enforce all restrictions proposed in this plan.
More intensity
We need to reduce the space given to cars in Dublin & to provide really safe cycling infrastructure. We also need enforcement of the rules relating to illegal & antisocial parking which create hazards for pedestrians, cyclists & those with limited mobility. Also reduce the number of SUVs which are too large for standard parking spaces & spread out into the road making cycling harder.
I experience no evidence of cyclists/scooters using existing cycle lanes properly in any numbers. All city-centre charities, residents and businesses have transport needs that are simply not given any priority. Deliveries cannot be made by bicycles or pedestrians. There is absolutely no policing of cyclists/scooters on footpaths, going down one-way streets and breaking red lights. Public transport is already overflowing and/or badly managed.
I think its fantastic, much-needed and I strongly support it.
Practical proposals on a safe and easy connected active travel network in Dublin city: use budget and resources to make sure that existing active travel 'infrastructure' is working properly on the ground for those of us walking and cycling around the city, and monitor it and keep it working well and safely. Some examples in relation to resources and actions for walking: Pavements are for pedestrians, wheel chairs, mobility aids, buggies, not for bicycles, cars and scooters. Do a poster/public/school education campaign to highlight this, promote consideration for others and provide resources for enforcing the regulations. Pedestrian crossing points – use simple practical criteria to make sure that pedestrians can safely cross the road at these crossings, with sufficient time, without lengthy waits. Send someone out on foot to check that the criteria are actually being met. If they are not being met get it fixed within a few hours by a mobile team. Make sure there are crossings everywhere they are needed. For example Leeson Street bridge lacks a pedestrian crossing for walkers heading south, Bicycle lanes and junctions: Use simple practical consistent criteria for safe, easy, connected and efficient cycling 'infrastructure'. When designing, planning and constructing cycle lanes and junctions send someone on a bicycle to check them out and make sure they work safely, easily and efficiently before they are put into use.
Traffic lights generally: Check performance and effectiveness of all traffic lights at junctions and level
Would be great to be aligned with other European capitals- traffic free city center
One thing that drives through traffic is that there is no proper bus connection to the North Wall ferries. These are important to reduce flights to the UK so need to be better served. Similarly, the bus service from Heuston is haphazard and should be prioritised.
Dublin is chocking. It's is the people's city- give it back to us
Dublin needs more trees and toilets and less traffic

Please fast track the bus gates on the quays. Also what is the plan for the Liffey cycle route - looks like it's back to two-way on the north quays?
Please hurry it up.
Fix traffic management systems like traffic lights. Having lights on the small bridges across the canals and Liffey is pointless and just causes further tailbacks at junctions.
We must make the city safer to cycle with high quality frequent public transport, which is safe at night - otherwise woke and older people will not use it. Private cars need to be discouraged by removing parking, taxing parking at work as BIK and removing free parking for civil servants and politicians!!!
Connected and segregated cycling network is key. Removal of on Street parking plus enforcement via cameras will make the city safer
Public transport and the public civic spaces and streets need to be safe and feel safe
Improvement in public transport to be successful need better management of city centre A high power city committee needs to be established to achieve this
This committee should include a competent city manager who has vision and is a leader, the asst garda commissioner for Dublin, a Lord Mayor who is elected for at least 3-4 years
And some citizens who live and do business in the city centre
The establishment of a Community court for city centre and the restoration of the interagency drugs project for city centre would be a start in laying the foundation's for a successful city centre
These changes are badly needed, especially following the Dublin riots. There is a need to address the "broken window" phenomenon and make the city a more attractive place to walk and cycle. I especially like the use of two-way cycle lanes because they are much more attractive to use by people of all ages/abilities. But I would like to see two-way cycle lane use extended to Tara Street and Pearse Street. This isn't in the draft plan, but we badly need a safe way to actually reach the city center from north or south (for example, I have to content with Lesson street which is very hostile to cycling). But yes I approve of this plan, please implement as quickly as possible.
I support these changes.
We need reliable and frequent public transport from the airport. I was recently in Bordeaux which has a population much smaller than Dublin but has an excellent tram and cycle network which makes the city easy to get around and a pleasure to visit.
I am very happy with this project I think it will make Dublin more European and perhaps in time the city could become somewhere people will choose to live again once the cars are removed.
Protected cycle infrastructure that is connected (not stop/start). Need to reconsider loading bays and parking on 'cycle lanes'. Lived in Amsterdam for 2 years - need to radically rethink how we want to use Dublin City for residents - if there is a thriving resident population there will be a thriving tourist industry!
From the draft plan specifically page 23 & 24 relates to myself your proposal does not put in place a link for motorists between the north side & south side of the city centre Are you cutting the north side off. I travel in by car possibly twice or three times a month & its because I am older & transport from north to south side isnt the best & takes too long with changing of 3 buses
No taxis in bus lanes at expanded peak time hours, have no cross city buses requiring driver changeovers, give luas and then buses priority at all city centre junctions, especially do not stop a luas just after or just before it stops at a platform - it often unnecessarily crawls along between Amien St to past the Four Courts constantly stopping at lights.
High daily charges for private vehicles except for disabled drivers, but only when public transport is extremely easily accessible and frequent please
No more taxis in bus lanes
Very excited for the proposals - looking forward to seeing these positive changes transform the city.

<p>This plan is a small step in making Dublin City centre a more friendly city for people and removing the car dominated infrastructure that has been the norm until now. These changes should be seen as a starting point to further reduce access to private cars to the core city area and making Dublin City a place to go to and not to pass through.</p>
<p>Where is the metro?</p>
<p>Get on your bike - the only way to travel!</p>
<p>All supporting. Would like to see more for Parnell St to Chapel St and links to Markets changes.</p>
<p>Luas running later on the weekends would be great</p>
<p>I think new routes have just been introduced, which is good. My suggestion would be that not many of the bus routes went through the city centre. So if for example, I had to go from D8 to D12, which are relatively close, I didn't have to go all the way to the centre. And alternative routes were working across the city, not through city centre to avoid having to take two buses and decongest the traffic in the busiest areas.</p>
<p>Overall it is moving in the right direction. Well done.</p>
<p>More bicycle parking spaces around the place would also be appreciated.</p>
<p>Safe cycling infrastructure is paramount to achieve the vision as well as quick public transport arteries.</p>
<p>Enforcement of bus lanes and college green car free.</p>
<p>DOCKLANDS SUBMISSION BY INLAND WATERWAYS ASSOCIATION OF IRELAND DUBLIN BRANCH</p> <p>In its introductory section, the 2016 Public Realm Masterplan for the Docklands SDZ states that its objective is "to accompany and support the North Lotts and Grand Canal Dock Planning Scheme in achieving (its development) ambition. It will guide the design of socially inclusive and universally accessible urban spaces and streets.....encourage pedestrian movement and sustainable transport uses, improve connectivity between the Docklands and the wider city.....develop strategies to animate the areas' waterbodies and encourage a wide mix of recreational activities and events to attract residents, workers and visitors to the area".</p> <p>Viewed from today's perspective the unfortunate reality is that, while recommended landside interventions have been - at least partially – realised, the very wide range of recommended waterside or maritime interventions have largely failed to materialise.</p> <p>These proposed interventions related to provision of public access facilities including boardwalks at key locations along the river and around Grand Canal Dock. Extensive water animation and activity was to be facilitated through provision of floating pontoons and mooring facilities for boats, both leisure and commercial (boat-based bars, restaurants etc).</p> <p>This amounts to a grievous and unaccountable failure on the part of Dublin City Council, Waterways Ireland and Dublin Port Company as the statutory agencies responsible for docklands development.</p> <p>In our view the implementation of the Dublin City Transport Plan provides an opportunity to address one of the key recommended elements in the earlier Public Realm Masterplan as it relates to development of waterborne transport on the Liffey.</p> <p>In this regard we refer to the following recommendation (Public Realm Plan P. 92): "To encourage expansion of other regular boat services, such as water taxis, tour boats etc to bring visitors around Dublin Bay, the Liffey or Canals subject to impact assessments and water management".</p> <p>This recommendation is significant as it mirrors a proposal in an earlier Docklands Masterplan published by</p>
<p>I would love to see the whole area inside the canals, completely car free. It is a small city & easily cycled.</p>
<p>I remember Dublin in the rare old times It was a very happy City, not any more!!</p>
<p>This plan shows the true potential of Dublin City Centre and what it can deliver for its citizens. As it stands the city feels like its built for car traffic with small portions of space given to actual people. Bringing this plan into place at pace will deliver a city that is a destination rather than a route for passing through. I really hope we see this plan delivered in full and not a watered down version!</p>

We welcome the contents of the plan. We feel it does not take into enough consideration the shortcomings of the existing BusConnects plan and the need to have more alternative cross-city and orbital bus routes in place before changing the traffic flow of the inner city.

Custom House Quay is better suited to pedestrianisation, it is a more impressive architectural area and would make a stronger visual statement and be less obtrusive to public transport. Beresford Place we believe should still be used as a Bus Corridor particularly for linking people between south/south-west and north-east Dublin.

We would like to see Dublin City Council get involved and seriously lobby the NTA for usage of the M50 by Dublin Bus, particularly for airport-bound routes. We also badly need more Park and Ride locations on both sides of city centre and an orbital bus route on the R112 to connect the Green and Red Luas lines on the south-side of the city. These measures will divert traffic away from the city centre and allow for a more ambitious inner city public realm without jeopardising access. Until such schemes are in place, pedestrian plazas in the city centre should be focused on cutting private vehicular traffic only (not public transport).

The biggest issue is that there is no underground nor a airport rail connection. This seems to be the thing everyone ignores due to cost of implementation.

Public transport is NOT good enough or reliable enough to convince people to get out of their cars.

Sometimes in the city centre it is the busses and taxis that are filling the streets. The traffic in the city centre needs to be moved underground onto trains. Anything else is a sticking plaster.

I support this plan. We absolutely have to reduce the number of private cars driving into and through the city for many reasons including health of our citizens and our planet.

Why no travel option for entry to Dublin City x commercial vehicle for work in the survey?

Buses travel within the urban area. We are currently renting in Harolds Cross and find that many times cars speed through the pedestrian crossing lights. We have told the kids not to trust the green man as there is such a high risk of being knocked down even when the green man is with you. We wish that all bikes and cars within the urban area would cycle/drive with "due care" given the proximity of vulnerable pedestrians and road users.

This also applies to the Dublin Buses that share the cycle / bus lanes with us. We are all trying to share this bus / cycle lane. Its not that we the cyclists are highjacking their bus lane!

We have lots of parents at our school who admire us for cycling but say they are too scared. Please make cycling safe so that more people will get to experience the joy and freedom of cycling around Dublin!

We know that lots of people have to commute into work from outside the city f - but we are sure they wouldn't appreciate if we went to their suburban housing estates and drove the way they do around our local community. Our children are unsafe walking / cycling to school because of car speeds in the city centre. If drivers could realise they are only speeding to get to the next red light - we wonder would it change mindsets.

On the cycle lanes - we don't need so many bollards. Some cyclists still need to overtake slower cyclists. One in every three bollards would do. Bollards are better than kurb - to allow for safe overtaking as cyclists.

All junctions should be diagonal crossing and have a flashing light for pedestrians followed by a cyclist light. This will ensure safety for pedestrians first, but allow cyclsits to make right hand turns safely ahead of the traffic and get our of cars way.

In village centres (e.g. Rathgar, Ranelagh, Phibsborough, Terenure, Donnybrook etc) - different colour tarmac with rumble surface - to indicate that this is a shared space - with precedence for pedestrians (first) -

There is no policing of clearways. Consistenly beyond Clontarf Garda Station there are cars parked after the 4pm start time. This is just not policed and creates huge traffic jams.

The roadworks from Clontarf to the city centre must be the slowest in human history. How on earth has it taken so long. And for so little difference in the end. A complete waste of all the time eaten up and money

I'm 100% behind all plans to reduce the scourge of traffic from the city centre. Would love if we could have (at least) one side of the river traffic free, as they do in many of the best cities in Europe.

Look to Oslo, Pontevedra, Odense, Utrecht, Hanover and many others for inspiration and ideas.

Keep up the good work! Don't stop till we have a city that's a pleasure just to hang about in.

Vive le flâneur!

Driving through and to the city should become the absolute exception. If all cars had to stay outside the canals everyone would arrive much quicker with public transport.

More safe segregated cycle paths please! And safer ways for cyclists to get through junctions. And every car park should have safe places for cyclists to lock their bikes like Drury Street

It would be great to see wait times on pedestrian lights reduced.

You can't implement these oppressive and draconian measures to meet your EU targets as 1. We live in a democracy 2. Motorists pay road taxes and are entitled to use roads 3. There is a need to enter the city centre for access to hospitals, emergency services. Enough is enough and people are going to push back and

<p>I support all of the proposals for creation of entirely pedestrianised areas and public spaces within the plan. I would advocate however for an extra emphasis to not just be placed on creating pedestrianised areas but joining existing pedestrian spaces like parks and pedestrian streets together creating larger contiguous pedestrian spaces, creating a joined up network of pleasant and communal spaces which can be navigated between entirely avoiding interaction with motor traffic and passing by lively inviting spaces for social interaction and gathering will create more utility than dotting around disjointed plazas and squares, that is however not to suggest that efforts to create these spaces should be focused only where they exist already, every community in the city should benefit from having open public social spaces, but efforts should be made to identify quick wins to unify disjointed public spaces into a larger combined district e.g reimagine the streetscape on Suffolk Street to join up pedestrianised Grafton street with the proposed College Green plaza forming a continuous pedestrian experience</p>
<p>I want to city to be safer for pedestrians and cyclists especially for kids. There aren't enough cycle lanes to make it safe enough for kids. There is too much traffic in the city centre and not enough light rail (luas) lines through the city.</p>
<p>Less cars = nicer city. More one way roads with wider footpaths and two way cycle tracks are required</p>
<p>I would the whole city centre to be car free and for bus and cycle lanes to all be 24 hour. I would also like zebra crossings as the default type of pedestrian crossing and far more pedestrian crossings to be provided. Many of the inner suburban villages are still so unfriendly to pedestrians with not enough crossings and priority everywhere to cars. Also a 30km speed limit would make it much safer for kids especially</p>
<p>It would be great to see development of bus-mounted or otherwise bus lane enforcement cameras to automatically issue fines to cars using bus lanes, as recently implemented by the MTA in NYC.</p> <p>Also, because it will take such a long time for the overall transition to electric vehicles, something should be done in the more immediate-term to reduce vehicle pollution in the city. It would be great to see a move towards much greater incentives for taxi drivers to switch to electric for example.</p>
<p>The 30kph zone should be extended asap to as much of the city as possible so that it is easily understood by everyone that this limit is the default, and the exception is on bigger roads where 50kph etc. is permitted.</p>
<p>The plan looks great and I would love to see it implemented as soon as possible.</p>
<p>Please ensure that alternative transport options are available before implementing any new plan....</p>
<p>More sustainable transport for our health and the health of our city and planet. Cars in the city centre are dinosaurs literally spewing dinosaurs everywhere. They aren't necessary to go through our centre.</p>
<p>The approach being taken is based on cost. If new infrastructure is required it should be constructed independently of existing infrastructure.</p> <p>Bikes will not work in Dublin with Irish weather. You only have to see the lack of uptake on the recent expensive and disruptive cycleways</p>
<p>Excellent scheme really important to go ahead with it. We can't continue with cars dominating. Once you free an area from traffic all sorts of things become possible.</p>

It is commendable to see this plan which aims to reduce through traffic in Dublin City. However, there is still a long way to go in regards to cycling if 2028 targets are to be hit. Luas and Bus Services are generally good but could be improved in order to encourage drivers out of their cars which should improve the public transport more (because PT won't be blocked by car traffic), it also means that for those who have to drive it will become a more pleasant experience.

Safety is so important for pedestrians, cyclists, motorists and all vulnerable road users - reducing traffic will go a long way with helping this.

This plan will help make Dubliners a healthier population as walk and cycling facilities are enhanced. Dublin City is small in comparison to a lot of cities and many people can manage to walk across from one side to the other with ease. For others we need to provide high quality public transport and this can only be done by reducing private cars from the roads.

Finally the opportunity to pedestrianise South William Street, College Green and others should be taken in order to make Dublin a beautiful walkable city with attractive public realm that encourages people to meander through, spend time and spend money in. It will also encourage tourist visitors.

While streets are being considered for pedestrianisation, the car parks that are clogging up the centre of the city need to be closed down. There should be limited car parking in the city centre (including car parks provided for civil servants or local authority workers) which will encourage workers to take public transport.

The plan to reduce/remove street clutter is excellent. Please proceed with this as a matter of priority - it will cost very little and make such an improvement to the amenity and pleasantness of the city centre (and be great for businesses too, making the city nicer to walk around and enjoy thus encouraging trade). There are so many out-dated/obsolete/no longer useful signage columns and poles dotted all over the pavement, reducing space for pedestrians and making the city look ugly, tired and disorganised.

The prioritisation of sustainable and public transport modes in the draft Plan is excellent, as is the emphasis on public space no longer being dominated by private cars. Please be confident in the robustness of the plan and don't be bullied by those who can't see beyond the end of their steering wheels.

Take away car lanes in favour of adding bus lanes.

More segregated cycle lanes badly needed to improve safe cycling in city centre. Many key arteries e.g. Aungier/Csmden St only have plastic bollards if anything at all.

This vision has been too long in coming for Dublin.

Do it all. Do it quickly. Do more.

More bus gates, bus lane cameras are really needed around junctions on the c and g routes, bus lane camera needed at all bus gates also

My two kids attend school on a sideroad off North Frederick Street, and are regularly almost knocked down coming out of school by rat run traffic. Most of the side streets in this area have a lot of rat run traffic short cutting to Dorset St or Gardiner St. Especially in light of recent horric events in inner city, could we please have an attempt to eliminate through traffic - and do some substantial urban improvements for some of the more impoverished areas of the city between O'C Street and Connolly.

Introduce a €2 car toll at the canal right now. It is the quickest way to reduce private cars in the city centre.

I strongly support measures to free up Dublin city. The economic, social, health and environmental arguments are overwhelming and it would be irresponsible to do anything else

I hope these plans don't get watered down over time, they look amazing and they are exactly what the city needs. Please use Dutch designs for any cycling and pedestrian infrastructure and please do not create shared spaces, that is how you end up with conflicts between active travel modes and undesirable

This will do to Dublin City what has been done to Dun Laoghaire, the city is not for a few greens and Eoin Keegan to decide, we are supposed to live in a democracy, and we have a vocal minority deciding the future of my city, this will destroy the city centre, apart from the lawlessness it is now a very unattractive place to visit.

I would implore the councillors and decision makers to visit Valencia city in Spain on a jolly to actually see how it can be done, a phenomenal city full of character, some "traffic" and managed brilliantly, busy and bustling, full of life, it's the third largest city in Spain and has an underground (safe), cheap, clean, no undesirables anywhere to be seen, trams, buses, cars and thriving shops and a fantastic nightlife, we can have this but the planners are absolutely appalling with no foresight and incompetent city manager with his own agenda. I do apologise for the rant, but I'm genuinely horrified by what is happening to "my and my families city".

But like I said earlier the democracy part of this country has been hijacked by the vocal minority to force this on us. To finish, a well managed traffic system, in tandem with affordable, safe, clean public transport is the future, the obsession with putting unnecessary traffic lights with a 10 second allowance is counterproductive, and will only create huge delays for people who may actually need to travel by car. Valencia is the absolute model we should aspire to.

Pedestrianized area in front of Trinity, connected to Grafton

Way more trees planted and more importantly, maintained, especially if trees removed for buses.

Increased cleaning once these areas are formed

Southside of the quays should be traffic free to parliament street

The city centre has been defined in the plan as following both canals, which makes sense; this zoning doesn't go as far as Cross Guns Bridge (North West), and possibly Broombridge station. I think it makes sense to consider widening of the zone to Cross Guns Bridge considering plans of new train link and future of Metro North; or even to Broombridge to follow the canals, but also major transport hubs within or at the canals.

This consideration may be also useful taking into account rezoning of Dublin Industrial Estate and its residential growth in near future. While this area is on the outside of the Royal Canal, businesses and future residents would heavily rely on the transport network considered in the plan.

Removing traffic in total from College Green turn the area into a very quiet space that will feel unsafe in the absence of through traffic. It's pretty clear, I could have a mass of people is what keeps stubborn city centre safe. The city centre is struggling enough. The idea of further putting off people from coming into the city centre will just destroy it even more. Most consumers are voting with their feet, or rather their cars, by driving to Dundrum, and such places with the city centre being left to fade away. DCC management of the city centre is appalling. I realise that through traffic is not good, but there's a danger of throwing the baby out with bathwater. Of course, I hope I'm wrong. Best of luck with the consultation, not that I believe this will change the outcome anyway, and never would.

It is a great progressive plan. I really welcome the prioritisation of pedestrians in the city centre and the reduced through traffic to help make the public transport system more efficient. I welcome more and better on-street bicycle parking in locations such as Capel Street. Enhancing the liveability of the city centre is really important and trees and green spaces for drainage, preventing heat-island effects and wellbeing is important. Please engage with your urban design teams on all projects to ensure people-centred design. To support people accessing the city please make all cycling routes 24-hour and in all directions.

Your form doesn't give an option for n/a when asking about gender identity.

I do not have a gender identity. My sex is female.

Do it as quickly as possible!

If this is implemented it will be transformative and in years to come people will be completely aghast that it was ever the way it is. It requires making brave and potentially unpopular decisions but it will ultimately make the city a healthier, cleaner and happier place

I welcome the plan and its ambition.

I would like to highlight that the pedestrian plan mapping does not seem to reflect the core pedestrian needs of safety, security and comfort. Emphasising key routes along key vehicular traffic spines does not reflect the key concerns of safety from traffic or comfortable ambient environments. I would suggest more scoping should be carried out in this regard. But overall, the plan is very good.

This to me is a legacy of Owen Keegan's crazy plan for a 'civic plaza' at College Green.

It will result in greater congestion and inconvenience for citizens and contribute to public disorder.

The current mess in College Green is a likely pointer to future disastrous outcomes.

No one in their right mind would object to improved facilities for pedestrians, cyclists etc but not the way Dublin corporation go about it, the paths (whose big idea is the ochre coloured tarmac?) are filthy, full of plastic bags of waste, and dangerous and a haven for rodents.

When is the Corporation going to start planning a city for citizens and not as a tourism attraction?

Who is going to do something about the open top sightseeing buses parked all day long on 24/7 bus lanes on O'Connell Street and impeding buses on College Green/Dame St.

I could go on

Please also consider reducing traffic and parking around the georgian mile. With trees and seating you could turn this street in to a vibrant community , with street level cafes/restaurants/shops. It would tie in nicely with merrion Square.

Also pedestrian parnell Square North

Finally...our city suburbs need far more also. Example rathmines ..

I fully support increased pedestrian spaces and fully segregated cycle routes. I would like to continue to rely on my bike to get around but with age I am just not able to battle increasingly hostile motor traffic. I feel it's only fair that cyclists are afforded the same safety considerations as motorists as every bike journey represents less emissions and better throughput. Areas that have been pedestrianised always feel much better to spend time in. I also strongly feel that public transport needs a fairer allocation of space if it is to become more efficient.

High quality footpaths and cycle lanes are key to changing behaviours. If people feel safe they will walk and / or cycle. Please look at Road designs from Holland. Please!!! If you need someone to translate I can help.

Firstly I want to thank everyone involved in this consultation - this is a really fantastic vision for Dublin. Secondly, I would suggest much more visible and effective policing of public transport. Several of my friends and family have stopped taking the Luas (particularly the Red Line) because of antisocial behaviour. (I myself have witnessed an extremely shocking and violent assault on that route early in the day). This is even more important in light of the rioting and violence that happened last week, as people, especially those from minority backgrounds, will feel even more at risk now. I previously lived in Melbourne and always felt safe on trams and trains even late at night as the transport police were such a visible presence. Thank you.

Less traffic would be much better. Dublin is small! Let's make it a walking town

Public transport options remain inadequate for my needs. Access to the city centre by car is already restricted. Making it more difficult at this time is not the answer. It is a one-sided approach to the transportation needs of Dublin commuters.

<p>We urgently need to reduce the dominance of cars. The city also needs to be accessible for those with mobility challenges, eg older people, visually impaired, physically disabled etc.</p>
<p>I support the plan and believe Parnell Square North should also be pedestrianised. It is a very wide road with lots of diagonal parking that take away from the historical Georgian Square and could be a beautiful area for the city adjacent the Garden of Remembrance.</p>
<p>I am concerned that the proposed changes will adversely impact wheelchair users, like myself, as public transportation is often not a realistic option to reach a destination. The fact that a change of bus / luas will be required will isolate wheelchair users, persons with reduced mobility and older people. In addition, a walk of 400 meters is far from practical for a sector of the commuter population.</p> <p>It is very disappointing that these matters are not considered relevant and the comments from senior management at the launch of phase 5b of Bus Connects, which feeds into DCC plans, are ableist at best. All the marketing material makes switching buses seem so easy, but I can assure you that it is not especially when there is no chance of the one wheelchair space being available if you alight from one bus to change to another</p> <p>The ongoing roll out of shared spaces and their danger is something that has been highlighted to the NTA and DCC on many occasions and it appears that it is not seen as a risk to the disabled and older community. I am now stating that it is only a matter of time before there is a fatality</p>
<p>If public transport is regular and dependable then this is a great idea. If public transport remains as it is (unfit for purpose) then this is an awful idea.</p>
<p>Excellent Plan</p>
<p>Safe segregated cycling Secure locking monitored parking spaces for bikes Car access for elderly and mobility impaired with lots of disabled parking spaces</p>
<p>Please include "experts" who are experienced landscape designers so we can have beautifully designed external spaces like other European cities for us and future generations to enjoy. While I appreciate budgets need to be met, beautiful, well thought out design for paving, seating and other external spaces will make such a difference to this project and for my city which deserves some loving care. Thank you.</p>
<p>Better road surfaces for bikes. More enforcement of bikes braking lights etc</p>
<p>The plan does not adequately deal with taxis which are way too numerous and a major factor restricting active travel access for the public. They should not have the same access as genuine public transport to the city centre. Our city centre will not feel changed until their access is seriously curtailed.</p>
<p>It's time someone got a grip on these crazy plans and kicked them into touch.. Make the roads safer by getting rid of bicycles. People use their cars because they want to. Think about that. The taxpayer funds the country, not the govt.</p>
<p>The FIRST thing should be to provide a metro. Once you have a viable option then you can look at reducing cars. I tried a week of public transport. That was enough for me.</p>
<p>Ease traffic congestion by reopening roads which have been closed to traffic. Empty bus lanes should be open to cars.</p>
<p>The traffic problem is largely down to poor management, poor foresight and pushing private agendas. Listen to the people.</p>

The proposal for urban development is commended for its intent but requires more ambition and comprehensive planning:

1. **Ambition and Vision:** Expansion beyond the city core is necessary, with a higher target for traffic reduction (60%) focusing on minimizing through-traffic and boosting public and active transport.
2. **Cycle-lane Prioritization:** Urgent need for high-quality cycling infrastructure, especially around schools and parks, with a consistent and integrated network plan.
3. **Cycling and Biodiversity:** Emphasize segregated cycling and increased green spaces in project plans.
4. **Liberty Hall Area:** Enhance greenery and create a biodiversity trail around Custom House.
5. **Night-Time Economy:** Address safety and infrastructure in key nightlife areas, including pedestrianizing specific streets.
6. **Public Amenities:** Include public toilets in the plan, especially for night-time economy support.
7. **Business and Active Transport:** Recognize and facilitate businesses using active transport, particularly for food delivery services.
8. **Taxi Policy:** Shift focus to public transport, limiting taxi use in bus lanes during peak times.
9. **Through-Traffic Deterrence:** Implement stronger measures like bus gates and tolls to discourage through-traffic.
10. **Parking Strategy:** Suggest a uniform increase in parking fees rather than an emission-based structure.
11. **The Arches Opportunity:** Utilize arches for retail and art spaces, inspired by similar implementations in London.

Overall, the proposal needs enhanced measures to effectively transform urban mobility and infrastructure.

Ambition and Vision

A cycle network that is easy to navigate and safe is hugely important so connecting the different zones will be important.

Space that is removed from car use should also be given over to greenery and SUDs as well as more playful areas for kids.

Overall hugely supportive of the project - it looks great!

Concerned about impact of closure of roads to bus such as Lincoln place - no detail in the plan on alternative routes, impact on bus journey times or bus stop access. Welcome the proposed east west cycle corridor on the quays, but a safe north south link is badly needed too. There is not a single Liffey bridge I would cycle across with my 12 year old daughter, even where cycle lanes are present on bridges, the approach junctions are complicated and dangerous.

Dear Council,

Thank you for the work you are undertaking on all our behalf. I have cycled in Dublin since 2001, pretty much on a daily basis either as my primary mode of transport or to social events at the weekend.

I am becoming more aware of the potential risks associated with being in close proximity to motorised vehicles. I want to continue to cycle and hope the introduction of segregated space for road users will be introduced to support my choice.

Cycling is more convenient as a transport choice. It provides direct health benefits (user fitness) and indirect health benefits (reduced particulate pollution), improves traffic flow and contributes to our commitments on reducing carbon emissions. This proposal should be a no-brainer.

Many thanks,
Fionnuala King

Please roll out the changes proposed as quickly as possible!

Please add as many plants, trees and green spaces as possible.

We need to think of climate change. Reducing private traffic is a great transport plan that works towards making Dublin a better & healthier place to live

While I understand the goal of reducing 'through traffic', nonetheless not all through traffic is 'bad' and in some cases is actually unavoidable, e.g., I live on the North side of the city centre and my parents live on the South side, so it makes sense to go through the city centre (c. 12km) rather than an orbital route (c. 32km) via the M50. I do this at night time during the week or at the weekend. so as to avoid rush hour / peak

I would support a lot more car free zones to make our city a place where people would like to go as opposed to on a need basis. We only go to into town when we have to and avoid it at all costs due to traffic and safety issues so we totally support making it more car free and providing clean, safe and enjoyable

I generally cycle or take public transport when heading into the city centre. However, from time to time (maybe 1 a month) I need to take me car typically because I have my kids with me or I can't rely on public transport to get me somewhere else. I think it is important to have the option available for those rare occasions but limited.

There is 1 solution to all problems: metro

DCC should also look to link up its active travel routes with the other Dublin county councils. For example, DLR's "CMR" bike lane stops at the border with DCC.

Why cant it be like Sevilla?

Cities are for people for far too long the car has dominated in all respects and we have lost quality of life due to that. Noise, pollution, accidents, congestion etc. etc. We need to make our city a city of communities aided by significant space for those communities to enjoy their city.

Hugely in favour of all proposals which makes it safer for pedestrians and cyclists, and a greener environment for all. We need as much positive change as possible if we are to make a dent in the UN SDG goals. We all have a part to play in this and it's encouraging to see positive movement towards this.

Vital to make our city centre a more people friendly place. A congestion charge would for entering between the canals would be a good thing, and the money could be used to provide more on street facilities and improvements.

I am happy to support this plan. Dublin cannot succeed without effective safe low carbon mobility for all.

Vital to make our city centre a more people friendly place. A congestion charge would for entering between the canals would be a good thing, and the money could be used to provide more on street facilities and improvements.

Great. Let's do this

Dublin is a small city - that could be walkable & cyclable if the infrastructure were made safer and more attractive. Also include more urban greening and seating in any proposed schemes. Consider significant congestion charging to get cars out of the city.

Green spaces are essential to the city and the suburbs to absorb carbon emissions, keep temperatures down and enhance the city aesthetically. More trees must be planted and everything must be done to keep existing healthy trees.

The existing black and white pole bollards all throughout the city and suburbs are exceptionally ugly and take away from the city rather than add to it - please consider something more pleasingly aesthetic
Keep cycle lanes, pedestrian lanes and traffic lanes entirely discrete for the safety and enjoyment of all users
Public transport has to become more efficient, regular, cleaner and better policed to deal with all anti-social behaviour - the public will use it if it's safe, frequent and clean

I currently live in D3, formerly a resident of IFSC. I think drastic action should be taken to reduce the dominance of cars across the city and this is a welcome first step on a long journey and I look forward to seeing more steps to reducing the impact that private vehicle traffic (of which I include taxis...).

I think the Christchurch Place junction design could be improved to provide better priority/protection for cyclists. I also think a key challenge that needs to be addressed in the plan is the abundance of parking within the city centre, including for public offices. I think that restricting this ability for employees to park close to their office within the city centre would greatly reduce the traffic entering the city centre and allow for more space reallocation to sustainable modes.

You are ruining the city. You cant just get rid of cars off the road. People need their cars. If cars cant get into the city the city will probably die as people will stop going there. Public transport is not adequate and our city has become such a lawless kip that its also unsafe and I wont be bringing my family into an unsafe space surrounded by low life junkies and foreigners with mental health issues. Maybe instead of narrowing roads and righing traffic lights to actually cause deliberate traffic you could put them back the way the used to be. You have a lot to answer for. That owen keegan asshole and Eamonn Ryan should face criminal prosecution

Build a metro system, THEN restrict private cars, or bring in a city centre charge system like london.
But the current proposals are idiotic and seem based on anti private vehicle idealism, rather than facts.

Question 8 - I would like to see both areas become traffic free, why limit ourselves to just one?

I also think that in the meantime, ALL cycle lanes in DCC should be given wands at the very least, orcas/concrete dividers at best. We don't have to wait for huge plans such as this to make big differences, small changes like these will make cycling in Dublin safer practically overnight.

all of the violence which has occurred in the north inner city since then. There is a definite vibe which has evolved partly due to people working at home and difficultly getting into town. Quite often I will drive into town - I would have always shopped for groceries previously in town - this is nearly impossible these days because it is hard to get around and hard to get parking to do so. This is a basic necessity and is pushing me out to the outer suburbs to do it - which is not an efficient or effective use of my time either and also leading to a situation where fewer people are in town. It would strike me looking at planning for apartments on richmond road which have no parking spaces that many in the council live a very local life and aren't living in apartments with no visitor parking (meaning, you get no visitors to your home either then) or living where they have to cross the city to carry on basic daily life tasks

I work in Lucan in Adamstown - one of the most forgotten areas in Dublin - this is not a cyclable commute, I am a teacher, I was redeployed to that job - it is nearly impossible for teachers to change jobs given the way they are given permanency. To commute to Adamstown, the M50 is not an option, it is too unreliable and too easy to be late for work which I can not be with a class waiting for me. The bus requires 2 buses, from Pearse st to Adamstown is a minimum of 1h25mins not to mind getting from Richmond Road to Pearse st - this is not practical x2 a day.

Nor is the train, school starts at 835am - one train from Drumcondra which goes at 735 or so and necessitates going to Celbridge to wait for 12 minutes to come back in and only get to school at 820 -this isn't practical either. A direct train goes at 845 and takes 28 minutes but this is only practical on a day in for second class not first.

I live in an apartment which has only just come back to it's 2005 purchase price - I can't buy a house as prices are gone to high for a single person to do so so moving is not an option either as that is unavailable and I can not pay 2000+ in rent a month - thus stuck in a commuting situation

I used to go to Lucan down the Quays but one lane of traffic and traffic changes post covid mean I now go to
Fewer two storey buses and more one storey for more flexibility response

Please stop ruining our city. This is Dublin not Amsterdam. You cant just remove people from being able to drive into the city. The city will become full of closed down premises and all these dimwitted no car zones will be rampant with inner city scumbags and drug dealers and junkies loitering.

The city is not bike friendly and I've been at risk of accidents from cars on numerous occasions as we have to share the road. Many of my friends don't cycle as they are afraid to. I've seen taxi drivers do dangerous manoeuvres on the road. I would encourage more rules of the road campaigns or make sure everyone has bike lights e.g. light up your life promotion. This ran in work but there weren't enough lights so they had ran out when I asked.

We have to do something to rebalance the current absolute primacy of the private car. It is completely unsustainable for everyone to continue to travel in individual cars

I really support the idea reducing through traffic in Dublin city and the creation of civic plazas. Public transport, in particular buses, is currently unreliable due to the traffic levels in the city especially during rush hour. Reducing through traffic will go a long way to helping making the bus network more reliable and efficient. Also the creation of plazas at College Green, the Custom House, and Parnell Square North would be great civic spaces that Dublin is currently lacking and would help discourage through traffic. Finally creating "dutch style" cycle lanes and junctions will make it safer for cyclists to travel and would encourage others to take up cycling and leave the car at home for short journeys, thereby also helping to achieve

Improved public transport and access for cyclists and pedestrians in Dublin city centre is long overdue and in dire need and I - as a cyclist, pedestrian and occasional driver - welcome all of these proposals, though they could be even more ambitious. Dublin city centre is simply not suitable for the current primacy of private car based transport, and it is high time we acknowledge this and start developing it into something resembling a modern European capital.

Your questions have not given the choice of not supporting either option. Therefore your survey is biased and is designed to achieve a specific result.

You have outlined pedestrianising two areas which are well known for antisocial behaviour, criminality, assault, drug use and drug dealing. There is no Garda presence on the streets as it is and I have no doubt that these areas would not feel safe.

To pedestrianise would also create absolute traffic chaos and unbelievable congestion, which already exist. The Beckett bridge is a continuous traffic jam, as is Portland row and pearse street. I rely on Portland row/pearse street and Beresford place as my route to get home. You are now proposing to remove this option, at a time when employers are forcing people back into the office.

I believe your aim is to then introduce congestion charges after you have caused further congestion.

The public transport system is not fit for purpose. It is often not safe. It is not cheap. It is so far behind other countries that is is embarrassing.

And your solution is to remove cars from key routes in the city. Absolutely ludicrous

I think it's essential that we have more pedestrianised zones in Dublin City centre. Places for people to meet and be. I think completely pedestrainising the area from George's street to south William street would be massive improvement for the area. I understand the need for buses to go through college green but it it would great if this was a pedestrianised zone. We also need more buses and more regular departures to incentivise people to use public transport. 30 minutes in between buses is a hard sell.

This can't happen fast enough. I'm very much in favour of it

I've recently moved back home from abroad and love the purple lighted district of drury street / south William street / fade street etc.

I can't stress enough how much it would improve if these streets were completely pedestrianised. The car parks have a disproportionate amount of access

Love the ambition and makes complete sense to reduce through traffic. Whenever I get the bus or Luas through town, it's obvious that the congestion caused by car traffic results in delays and backing up of the bus/luas. Public transport can't improve without reducing traffic

I would love to see a faster delivery of these changes but understand there may be challenges to this

I am writing on behalf of the The Greater Dorset Street Group which fully endorse the policy set out in the draft Dublin City Centre Transport Plan (DCCTP). We are however hugely disappointed at the omission of the Greater Dorset Street Plan from the scheme despite commitments to the contrary by the local authority.

Our plan relies heavily on the improvement of sustainable transport and public realm from Dorset St through to Parnell Square and the now apparent lack of support from the council is disheartening. Our plan echoes all policies outlined in the DCCTP.

Our scheme for Dorset Street specifically outlined a very similar design to that proposed for Gardiner Street in the DCCTP: improved public realm, greening along footpaths, dedicated segregated cycle paths, and reduction in dedicated space to private car and traffic pollution, so we are baffled as to why it has been excluded.

Furthermore, it is frustrating that of the 9 public realm projects proposed in the DCCTP, only 3 are on the north side of the city.

It is our fear, that the Bus Connects Project, with the endorsement of Dublin City Council, is being prioritised over the community and local businesses to facilitate its network terminus in our area.

If allowed to proceed in its current form without including our recommendations, it will undoubtedly destroy what is already a fragile urban area from Dorset Street, through to Parnell Square, and miss a clear

Please make it easier to cross the Liffey as a cyclist. I commute everyday from Drumcondra to UCD and there is no safe, protected cycle lane that crosses the Liffey. The East Link bridge is dangerous as a cyclist. The Samuel Beckett bridge is okay but the roads are not safe when cycling from the southside (Macken Street and Cardiff Lane are not safe during rush hours). The north of Matt Talbot bridge is not safe enough (Memorial Road is quite bad) and neither is coming from the southside to Butt Bridge (Tara Street and Pearse Street are really bad). The approaches to O'Connell Bridge are somehow bad despite their width (especially Westmoreland Street and D'Olier Street). Cyclists don't just cycle from say Whitehall to O'Connell Street or from Rathmines to Dame Street, they often cross the city and there needs to be safe, protected routes over bridges that cross the Liffey and on approaches to all bridges.

I think reducing the amount of private vehicles coming into the city will improve air quality, the pleasantness and overall wellbeing. More focus should be put on functioning public transport, continuous cycle paths for commuters and pedestrian-friendly public realm. I would look at what has been done in Waterford to make the city pedestrian priority (and for which their senior architect just received a lifetime award <https://buildingirelandmagazine.com/ruPERT-maddock-awarded-gandon-medal-for-lifetime-achievement-2023/>). Dublin is growing but the city can't handle the ever increasing amount of cars. To combat that, the city needs to work for public transport, pedestrians and cyclists. This means Dublin bus, Dart and Luas need to up their game and reliability, too, for people to genuinely have options.

More bins and public toilets would be very helpful and changing facilities for children with wide enough entry doors for prams

Get rid of the bollards everywhere. Far far too many. And also too much signage. No respect paid to

DCC have ruined Dublin City Centre since Covid. Ugly Plastic bollards are not in keeping with the city. Unnecessary road closures are increasing fumes and commuting times for all. No more cycle lanes please unless we have decent alternative transport like metros, underground railways, more trams etc. DCC seem to hate Dublin and those of us who unfortunately live here. Rural Ireland has Departments whose sole remit is for Rural Affairs, or Agriculture etc and we have no one representing Dubs or their communities. One only has to compare the ugly social housing in outer suburbs with zero parking and no decent transport links. Just 2 or 3 bus routes all going in similar directions, God help those people if they have caring duties or children or work shift work or near M50 etc no decent transport at all.. no consideration at all. Meanwhile trophy homes for the wealthy within walking distance of the city centre and trainlines eg Clontarf or Shrewsbury Road mega mansions seem to have no problem getting parking..DCC needs people

If places are turned over to the public they have to be policed so they are safe places for the public. The boardwalk and Smithfield plaza are almost no go zones for normal Dubliners

I'm really supportive of making the city more accessible for those travelling by public transport and active modes. There should be no need for through traffic through the city core. Better quality and provision of civic spaces are vital to enlivening the city and, as we learned through COVID lockdowns, the weather is not as bad as we like to think and these spaces can be enjoyed year round.

Please start construction on metrolink and continue to expand the Luas network.

The city needs to urgently review the accessibility of key pedestrian routes into the city.

There are far too few safe pedestrian crossings and the timing of pedestrian crossing lights at major junctions (e.g. around Cornmarket and Christchurch) are dangerously quick. There are far too many footpaths that do not have appropriate slopes at crossings for those with mobility issues. The quality of pedestrian crossings is in general very poor – and requires intense vigilance to navigate safely through the city due to dangerous motorist behaviour.

These design problems with the city centre also makes Dublin a hostile space for younger children.

The quality of pedestrian infrastructure is in general contemptibly poor in the city, considering just how important it is as a mode of transport between the canals. Many major thoroughfares give barely a meter width for pedestrians (e.g. outside Christchurch).

Priority must also be given to providing safe cycling protection at junctions. The most dangerous places for cyclists are at junctions, but infrastructure design and investment has been extremely slow to address this. Even major design and investment spends that are ongoing at the moment, have failed to provide for proper protected cycling at junctions: e.g. along the Grand Canal there has been long-overdue provision of pedestrian crossings, but none of this investment included decent cycling protection at the same junctions. In some cases, the junctions are now more dangerous for cyclists (e.g. Herberton Road).

The proposal to decrease private car traffic, increase public and active transport options and public realm space is welcome. A default 30kph speed limit should be incorporated within the canals. More seating for older people at regular intervals, sheltered canopy spaces, water fountains and public toilets are needed.

There is a need for a greater level of urgency from DCC & the NTA to achieve the transformational change that the ACES technologies can provide. New approaches to car sharing, such as allowing a free floating model (to allow parking in any council owned available space), could deliver a marked increase in rates of adoption. This would be further increased if car sharing schemes were facilitated to work across Council areas, thus making the system more flexible, allowing journeys to start and end in different councils areas.

In addition, shared bikes, eBikes and eScooters must be made more readily available. The current supply of shared bikes is prohibitively low and the options available are limited, with no shared eBikes currently available in Dublin city (without the need to carry your own battery, as per the limited number of electric Dublin Bikes).

Shared micromobility offers the best option to help replace the 30% of journeys (EU average) which are 3 km or less, and helps to support greater adoption of public transport services, by resolving first and last mile barriers. Dublin ranks among the worst European cities for available shared micromobility options (both eBikes and eScooters, which are currently still illegal but will soon be regulated for use) and thus there is so much scope for modal shift if new services are provided.

With welcome plans for a significant curtailment of private cars in the city centre, there must be a range of alternative flexible sustainable options available.

Increasing cycle lanes does not improve things for anyone. Long term infrastructure improvements for buses, trains and trams are what will encourage people to use public transport and not drive.

I think you should increase public transport before reducing roads for private cars. City centre is a nightmare to drive and reliable public transport is not available for many people.

I think car free Sundays during the summer would be a good way let people see the advantages of a car-free city. This works well in other European cities.

We only have one ring road (m50) a lot of countries incl UK have two. UK also has free route perfectly straight through London for cars to go north-south and back. We don't. Unfortunately our city has been designed that all traffic goes through or around small roads, they have no alternative. If we had a cheaper, faster less congested route people/drivers would use it. But as a commuter I hate public transport and it's expensive. 90 minutes transfer is not enough for where I live if buses don't stick to schedule, or with new stupid s6/8. I have no car at moment and using public transport in this county has had me in tears on a public street. Dublin bus drivers especially (not go ahead) are dangerous and unhelpful. They go through so many red lights and after they've gone red. I have struggled to navigate Dublin transport as a local native even asking bus drivers for help I can't imagine the struggles a non local English speaker has. Mind we have no beds for tourists only refugees so may not be an issue.

If you want less cars set an example by moving Daily to midlands. Improve roads to Dual carriages/motorways encouraging commerce out of Dublin. Then provide the housing. And people and there cars will reduce from Dublin CC. I had to walk 3½hrs because public transport doesn't go where I needed to be and I couldn't afford public transport. A car would be 25mins. My local buses goes all around

Add more busses!

Research into how the congestion charge model works in London could be beneficial.

I think it is a great plan, but it needs quicker action. The city centre has been choked by cars for too long. From looking at the census, the city residents within the canals are already travelling by walking, cycling and travelling on public transport. Yet we aren't prioritised, it's the people who are driving in from further out that are causing so much of the congestion and pollution. Surely park and ride solutions or a congestion charge can dissuade people from doing this and improve residents lives immeasurably.

The more car free areas the better, along with well designed cycle routes that allow for cross city access and transit.

<p>I find it very scary to cycle in the city, particularly at night, with all the traffic. I do it anyway, but it needs confidence and courage. I know many people who do not brave it at all due to fear of being injured by a vehicle. I have had multiple near accidents by careless, speeding drivers or drivers on their phones. I would very much support more pedestrianisation, safer cycling infrastructure. I love what has been done already to create protected cycle routes in the city particularly during Covid and want this to continue. I know people drive into the city who do not understand the concept of park and ride. Therefore I would also support improved and/or more publicity for park and ride services.</p>
<p>It would be great to get this implemented quickly to meet climate goals and enhance the city's appeal to average citizens.</p>
<p>I would have liked to see a bolder vision around implementation of congestion charges and a reduction of available parking in the city centre. DCC is a major owner of multi-storey car parks and could do a lot to reduce supply of parking in order to reduce the appeal of driving into the city centre.</p>
<p>As well we need to enforce protected cycle routes and stop vehicles parking illegally on bike paths. Cycling in the city is dangerous.</p>
<p>I think if there were congestion changes in the city it would cut down use of vehicles.</p>
<p>In line with the Dutch sustainable safety principles which Vision Zero road safety strategy is based on roads shared with vulnerable road users should not have speeds in excess of 30km/h. Most cycle lanes are located on arterial roads with 50kp/h, most are not separated from motor vehicle traffic. This is impacting on road safety for all vulnerable road users. It is critical that this issue is addressed. Reducing the number of cars coming into the city is one step, reducing the speed limit to 30km/h is another. This is essential if Vision Zero targets to halve road traffic fatalities and serious injuries are to be achieved by 2030.</p>
<p>Improve potholes on bike lanes !</p>
<p>Full support for better cycle lanes for safety of cyclists</p>
<p>Much needed intervention to improve Dublin City. It has so much potential which wont be realized until the space is prioritized for pedestrians over private transport. Also need to increase the number of people living within the city</p>
<p>This plan is necessary for Dublin to continue to function and compete with other European cities. The dominance of cars and vehicles within our city is irrational and a legacy of poor planning decisions over decades. This is an opportunity to set a new course. The plan's ambition is the minimum that needs to be done. I understand that this will take leadership but I believe the majority of Dubliners recognise the terrible state transport is in within the city.</p> <p>Some quick wins that could accompany this plan would be to make all bus lanes 24 hour and remove taxis from them. This would instantly, vastly improve journey times.</p> <p>I am also in favour of the pedestrianisation of Parnell square.</p> <p>I endorse and support the proposed changes.</p>
<p>Greater focus on quality and high frequency trains and trams during peak periods</p>
<p>Well done to all those at DCC who put together the draft transportation plan. The ongoing improvement of Capel street has highlighted to me how much a street can be improved by removing cars.</p>
<p>As a Northsider it would be nice to see more projects north of the Liffey. The I would ask for a particular focus on Parnell Street around Dublins rapidly expanding Chinatown area, and Parnell Square North. These areas harbour a lot of potential and generate a lot of foot traffic, but right now also have a slightly dangerous edge. I feel an introduction of Civic Space and pedestrianisation in this area would improve it, and help draw more shoppers, diners and tourists north, thus making it feel safer. It's important the North Inner city isn't abandoned to petty crime and drugs, and sometimes it certainly feels that's the direction of</p>
<p>Maybe this could be a 1 year plan instead of 4!</p>

<p>The plan is badly needed to protect pedestrians and cyclists, improve the quality of public spaces in the city centre, promote the use of public transport and significantly reduce the incentive to drive through the city centre. Priority should be given to changes with multiple benefits e.g. the works to Bresford Place would improve the safety of the junctions, tidy up the space and prioritise public transport, cycling and walking. Bresford place is an existing safety hazard and looks cluttered. Custom House Quay does not appear to be a safety hazard, looks reasonably okay and if pedestrianised could become a dead space due to lack of footfall and public amenities. Other area of the keys need investment ahead of Custom House Quay.</p>
<p>Please provide protective cycle lanes at Dolphins Barn bridge, Lower Crumlin Road. thanks</p>
<p>We need to consider a radical rethink of the design of civic spaces in Dublin. The city is a mess of unnecessary poles and signage and ugly street furniture. We need to make Dublin a city for people of all ages and abilities and not just a city for private cars and car park owners.</p>
<p>Traffic law must be enforced. There is absolutely no enforcement. Illegal parking, car using bus lanes, passing cyclist extremely close etc are big issues and are a danger for other users, specially the most vulnerable like cyclist or walkers. This is vital to improve the city</p>
<p>New road traffic changes need to be enforced and monitored by Gardaí and cameras. I have noticed that a lot of private vehicles still use College Green as a way of getting through the city.</p>
<p>This plan is visionary and positive. Reducing car traffic and enhancing public space is a fantastic initiative. The gyratories and restrictions on pedestrian crossings imposed in the 1980's and 1990's were done without proper public consultation or democratic input. They only led to worse congestion and injuries from road collisions. It's great to see those disastrous decisions reversed in this wise and well-constructed plan.</p>
<p>Better cycling facilities (ideally segregated from traffic) would make cycling safer and increase cycling</p>
<p>Anything that gives more space back to people walking and cycling in Dublin would be great.</p>
<p>It would be good to see an acceleration of further Luas plans & the Metrolink. I think there is a strong public desire to have these much quicker & people will understand the inconvenience better now during construction.</p>
<p>The vision and ambition of the plan are fully appropriate, and actions should be taken to implement the vision without delay. Having said that, aside from the proposed public space treatments in the city centre core area, the transport plan itself is utterly vague about what it proposes to do and how it proposes to do it. It lacks a systematic approach to transitioning movements to non-private auto modes, where the repercussions of physical changes are considered in terms of their anticipated consequences, and where the multiple strategies for public transport, cycle, and pedestrian movements are considered in relation to one another. The presentation for each of the modal systems adds little precision to what is planned for the city centre, exemplified by the fact that the mapped "priority cycle corridors" and "priority pedestrian corridors" have neither a formal definition nor any particular functional role in the planned developments. Similarly, the "primary public transport network" is mapped without regard for the BusConnects radial CBC schemes mentioned in the main text. It would seem that the City Centre Transport Plan would have been a perfect opportunity to simultaneously consider all three of these "priority" networks to analyse their interactions and any specific issues that arise when trying to implement them all in the constrained spaces of the city</p>
<p>Very supportive of all measures included in the plan. I am a city resident and cycle in and out of the city each day. The measures as outlined will enhance the city for those living, working and visiting the city.</p>
<p>I would love to see less traffic in the city centre. Can we please copy Paris & make it more pleasant for people to walk around. I would like to be able to sit outside cafes without traffic hurtling by & breathing in noxious fumes. Can we improve access for wheelchair users. Dublin & Ireland is a nightmare for people with a physical disability. Just back from Tenerife where every footpath is dipped properly at crossings, speed limit of 30kph. & finally no point in doing anything to improve the environment if there is no proper enforcement of speed limits & car access.</p>

A positive plan that I'd like to see implemented sooner rather than later

We need far more pedestrian crossings especially near schools. Drivers parking up on footpaths outside schools are a huge safety and air pollution issue. We need to place more bollards and cycle lanes outside schools to stop this behaviour. Move the toll from the M50 to the canals. So much gridlock is caused in the west side of the city by drivers avoiding the M50 toll. Link up the segregated cycle lanes. Stop cars driving in bus lanes! Bus journey from Chapelizod to city centre is 20 minutes longer than it should be because buses are stuck behind cars (hundreds of them) turning left on Conynham Road turning left to get into Phoenix Park every morning. Blocking bus lanes costs millions in productivity and affects timetable reliability.

I think that this new plan would greatly impinge on the elderly being able to access the shopping areas in Dublin City Centre.

The overall, Walking and Cycling Plan, while well intentioned fails those with disabilities and the elderly.

Therefore the only answer to question 3 is a firm NO.

The only answer to questions 5 & 6 is NO - not at the expense of those who are elderly or have disabilities.

We need more dedicated bus lanes and cameras to catch and fine cars that encroach on the lane.

We need more consistent safe cycle lanes, paint is not infrastructure.

We need less private parking provision within the canals.

The bus needs priority above all other modes as the workhorse of Dublin's transport system.

Be brave! These plans will take time to adjust to but they will result in a much better city experience

I welcome this initiative as it is long overdue. Please proceed to implement all the projects mentioned. I would in particular like to see the following prioritised

1. the cycle lane on the North Quays - please finish it as originally intended. It is a massive improvement it is still extremely dangerous to cycle on one or two sections.
2. complete the College Green Plaza and pedestrianise all the streets between Grafton Street and Georges

Looks great. Thank you!

Improve public transport before you make any changes

Create connected cycle routes to/from the canals. Give cycles priority at junctions.

Create advance cycle traffic lights at all major junctions.

Replace one car-parking space in EVERY street with a Sheffield stand to hold 10 bikes. Remove one more car parking space to hold 1-2 cargo bikes. Slogan is: -1 = 10 (minus one car = 10 bikes).

Charge more and tax more all SUVs to drive to/through and to park in the city.

Create school zones, using coloured roadway, pencil wands, and no-park zones for cars.

Reduce speed to 30kph in all city and built up residential areas.

Integrated ticketing for bus/Luas/Dart.

ease of movement for residents and visitors to the city. Eliminating the 60% of private motorist traffic that currently travels through the city core without a destination there will allow space to be reallocated to improved public realm, active travel routes and will enable more efficient, high-quality public transport services. This will greatly increase the liveability of the city centre, while reducing GHG emissions and local air pollutants. The report notes that 76% of retail spend in the city centre is by sustainable transport users, making a very clear commercial argument for increased priority for sustainable transport options in the city.

While Codema is generally very supportive of this plan, we wish to make the following points:

•Parking

The plan promotes cycling and reaffirms the 13% mode share target outlined in the City Development Plan (although we feel this target is not ambitious enough). It can therefore be expected that there will be a significant increase in the number of bicycles in the area. Increased secure bike parking will be required to maximise the number of people choosing to cycle. These bike stands should be in secure locations that are overlooked, ideally in an area covered by CCTV (which should be clearly indicated at the bike parking). The plan outlines the intention to repurpose central multistorey car parks. This is a welcome proposal. However, a transitional step towards this could be the conversion of the ground floor of car parks for secure bike parking (Drury Street being the best example of this in the city so far). There may also be the potential for derelict commercial properties to be purchased by DCC and converted into secure, off-street bicycle parking facilities in high street locations.

Furthermore, serious consideration should be given to the development of distribution hubs for “last mile” deliveries as part of any plans for the repurposing of these multistorey car parks. Such deliveries could be then carried out by cargo bike or hand truck, further reducing the number of motor vehicles circulating within the city centre area. This may also help ease issues with the provision of loading bays in proposed traffic-free areas, such as Parliament Street.

•Road traffic and Roads Act 2023

The timing of this plan is opportune to utilise some of the new powers of Local Authorities from the Road Traffic and Roads Act 2023 which has now come into effect. Most notably Section 77A “Use of cameras and

You need to think about junction design and how cyclists will turn right. You need to think about how we will get to places to park.

There needs to be open air pederstriwn areas with seating where people cal sit down and enjoy the city. Often I buy a sandwich on the south side and there’s no where to sit other than Stephens Green, which is not enough.

We need our cycling routes joined up and protected with bollards.

Bus Lanes need cameras for enforcement purposes

Priority at traffic lights for Buses

overall it is good.

it is important that we create a city for people and not cars

Put in proper infrastructure first. Concentrate on the metro first before doing anything else.

Great to have the opportunity to contribute. More cycle lanes and less cars please

Residents and blue badge the only private cars that should be allowed between the canals.

Massively increase the rollout of Dublin Bikes. There needs to be stations absolutely everywhere inside the M50.

Take taxis out of bus lanes. Some areas of town are a joke for the bus lanes being full of (often empty) taxis. Implement automatic ANPR camera enforcement of every inch of bus lanes and all yellow boxes. Also start enforcing things like where stop lines actually are at red lights. Just any kind of enforcement of driving rules would be a welcome change.

Build out all bus connects infrastructure and speed up all dart+ improvements.

I don't think taxis should be allowed in bus lanes. They are still cars, and just two take up the length of a bus. The amount of taxis is around 22000 in Dublin. I believe the lack of late night bus and luas services leaves people to choose taxis. Buses are far more efficient. Taxis still leave Dublin car choked. I've seen plenty of junctions whereby taxis without a passenger are holding up buses of 40 or more people.

I've seen taxis holding up the Luas with a few hundred people on board (the street side rank on Dawson st.). From the draft plan, I see designated taxi carparks as a solution. Getting rid of street side ranks is definitely a good idea.

There should be enforcement of the use of bus and cycle lanes. Since the Gardai are not resourced to do this, automatic cameras with fines mailed out should be put in place. This is already done for the M50 for late toll payments.

I think cycle lanes should be fully separated from bus lanes. I can see from the new NTA manual that this appears to be the direction.

Traffic poles, signs, traffic lights, control boxes, ESB pillars etc, are all clutter that make streets unappealing. Low speed junctions with pedestrian priority should leave room to remove all this clutter. Undergrounding these control boxes, as done elsewhere in Europe should be done.

The only on-street parking should be disabled parking, and it should be heavily enforced.

This has been mentioned by the council previously, but the rubbish on the streets is an eyesore. Bags with mixed and waste food from businesses are left on the footpaths, seagulls rip these open and it is scattered everywhere. I don't think waste should be left out on the footpaths like this. A solution would be shared skip bins at designated locations for businesses. Another possibility is that the waste should be kept inside the businesses and a geo-tag system to adhere to collection times could be done.

The sprawl outside of Dublin, and lack of transport to Dublin, has led to people drive to the centre for work. There are apartment blocks in the centre of the city where car parking spaces are rented out to people who live outside the city. As long as this continues, people will choose this.

Finally - areas such as Merrion Square and Fitzwilliam Square are wasted on offices. Car parks to the rear and dead at night. These areas should be zoned residential only - the large Georgian houses could be converted to 3 or 4 good sized apartments each. With more greenery and mews to the rear.

Please follow Dutch designs in the pedestrian and cycling infrastructure.

Please continue the excellent work on cycle safety - especially at junctions

We have to reduce the number of cars accessing the city and make it a world leader for high quality public pedestrian spaces.

This is a great plan, but should be viewed as just the first step in a far more ambitious plan to decarbonise transport in the city centre and rebalance the use of road space in favour of sustainable transport. We need far more radical change from the status quo.

Further projects should aim to radically reduce the number of on-street car parking spaces and increase the cost of parking in the city. This includes an increase in the price of residents permits, which is farcically low. Car sharing schemes need to be mandated at all off-street parking locations, preferably providing electric vehicles.

Bus corridors and cycle lanes need to be made 24 hour. Previously, cycling and bus lanes were just seen as means to reduce car congestion for commuters at rush hour. If we are serious about climate action, road safety, liveable neighbourhoods, equitable access to mobility and reducing car dependency, then this needs to change. Unfortunately we cannot improve active travel and public transport provision without inconveniencing some car drivers. Where space does not allow for separate bus, cycle and vehicular traffic lanes, measures such as one-way systems, filtered permeability and bus gates need to be rolled out. A study needs to be completed on the mapping out of a city-wide grid of low-traffic neighbourhoods or "super blocks" such as those implemented in Barcelona.

In order to tempt people out of their cars and onto active travel, safety is critical, and segregated cycle lanes will be crucial to enable this. The proposals in the Plan leave a lot to be desired, particularly at Christchurch junction which will still be a nightmare for cyclists and pedestrians to navigate safely. This junction needs a serious diet, with the removal of some of the car lanes and the provision of a proper protected junction. Looking forward to seeing the final plan and its implementation!

Dublin could be a place for people to meet and walk and shop and enjoy parks and our rivers and sea. The centre could be a green lung for all the people living in the city.

I don't see any options apart from giving more space to active /sustainable transport. That means taking space from private cars. I'm ok with this.

The continued priority given to drivers of private cars in Dublin city at present is a barrier to more sustainable modes of transport. This creates congestion which impacts severely on the reliability and efficiency of the bus network and, to a degree, the Luas network. This is a very inefficient use of both public space and potential development land in the city which could be used to provide much needed housing.

The volume of private cars in the city impacts on many aspects of urban life and makes the city a generally less attractive place to be. It creates noise pollution, it creates air pollution and it creates a safety hazard for people walking and cycling.

We are told that 68% of the motor vehicles in the core city centre are just passing through the area. The opportunity to significantly reduce the volume of private cars in the city is enormous.

There must be continual provisions for access to the city for people with disabilities, whether this is by improved accessibility on public transport, safer and more accessible active travel routes, subsidised taxi transport, and/or provision for people with a Disabled Person's Parking.

An extension of night time bus services and an extension of the hours of operation of trams and trains would be an effective way of meeting late-night travel demand. Increasing public transport options for night time travel will also help the overall perception of safety and security of the system and will help support the night time economy.

I think the plan has a huge amount of promise. The key matter is urgency. This simply needs to be started ASAP. For too long the city has been choked by private vehicles and residents of the city deserve to reclaim space. I don't think this captures everything - I would have liked to see a Grafton Quarter plan included also, but I recognize not everything can be included.

I absolutely support this

I strongly supports this Draft Plan, and believe this could have a transformative effect on transport and mobility patterns throughout Dublin City Centre. However, there are a number of inconsistencies, which raise questions as to the detail of what is proposed in particular locations, such as;

Clarity is needed on the proposed (primary) cycle network, and ideally a single cohesive agreed network should be designed across all agencies;

Increased traffic monitoring will be required to include off peak journeys and general in-city-centre journeys, and not just cordon counts/ at Liffey Bridges;

Coherence and consistency is critical on the layout plans for the proposed areas of public realm enhancement, and also a specific usage plan is required for these areas, as otherwise they could attract anti-social behaviour;

Further clarity is required on the anticipated delivery timelines, and these should be fast and enforced, as generations of us have waited upon such promises of public realm improvements for the city, but without

Reducing private car use would allow buses to run on time and give more space on the road to cyclists. It would also reduce car use and help us with our climate goals.

An off road cycle route along the east coast from boaterstown (which dlr have completed) should be one of the priorities to encourage more cycling.

I support the proposals to give priority to more efficient modes of travelling, walking, cycling, buses, LUAS. Deliveries need to be facilitated but in smaller, electric vehicles. Blue-badge holders must be accomodated. Private car parks need to re-route their entry and exit points to minimise conflict with pedestrians. Footpaths need to have more space generally, however, this encourages footpath parking which must be heavily penalised.

City is currently not safe for cycling! Only brave souls willing to chance cycling through town, I don't do it any more. Getting from one side of the city to the other through the city centre on public transport is painfully slow due to traffic, anything that helps this would be greatly appreciated.

I fully support the plans to transform the city centre and make it a real asset for the city, as opposed to its current traffic laden eyesore.

We have waited too long for such change, despite multiple promises and we really need to follow through on these plans quickly.

The plan to divert traffic around the city centre, as opposed to through it, is a no-brainer, but the motorists who often have no or poor public transport alternatives for such journeys, need to be given efficient routes for such detours, and not just dumped out on the already overladen M50. The North and South Circular roads offer such routes, but will need proper planning.

The plan to pedestrianise some areas of the city centre is also good, but the options of Beresford place or custom house quay are not ideal as they are not natural locations for people to congregate when they come into the city centre. They may be fine as locations for once off events such as the annual new years eve party, but ideally we need more public areas in the city centre - obviously college green is one, but maybe also O'Connell Street, or South William Street, etc.

sustainable modes of transport and a barrier to creating the sustainable, climate-resilient city that Dublin needs to be. It acts as an attractor to the city and encourages private car use to the detriment of other transport modes. This creates congestion which impacts severely on the reliability and efficiency of the bus network and, to a degree, the Luas network. It also brings with it a requirement for parking, whether on-street, surface car parking or in multi storey car parks. This is a very inefficient use of both public space and potential development land in the city which could be used to provide much needed housing.. It limits the ability to provide an integrated, connected, safe and segregated cycling network and the ability to provide generous walking infrastructure in the form of wider footpaths and pedestrian streets.

The volume of private cars in the city impacts on many aspects of urban life and makes the city a generally less attractive place to be. It creates noise pollution, it creates air pollution and it creates a safety hazard for people walking and cycling.

The NTA's Canal Cordon Report 2022 shows that the number of people entering the city by private car each day has dropped from 76,850 in 2006 to 49,053 in 2022. Those 49,053 people are travelling in a total of 40,207 cars - the vast majority are carrying just one person. This is an extraordinarily inefficient way of moving people around a city. We are also told that 68% of the motor vehicles in the core city centre are just passing through the area. The opportunity to significantly reduce the volume of private cars in the city is enormous.

In this context I am fully supportive of efforts to make driving a private car in the city centre a much less attractive option than other more sustainable modes of transport and reorienting the city centre towards sustainable transport modes. I would also note that any restrictions of private cars should be on an equitable basis i.e. not limited to those who can't afford to pay congestion charges for example. There must also continue to be provision for access to the city for people with disabilities, whether this is by improved accessibility on public transport, safer and more accessible active travel routes, subsidised taxi transport, and/or provision for people with a Disabled Person's Parking Card.

The city centre is an asset. Anything that gives it to the people who would spend time there should be facilitated.

Important that older people and disabled can access town. So need taxi and disabled permit car access. I think Town should be for commerce, shopping etc, not just for hanging out in. So public transport is terribly important

private cars whose destination is not the city central and creating a cleaner more liveable city that residents and visitors can enjoy.

*I would like other areas to be considered for pedestrian only areas including Parnell Square north as part of the new cultural quarter.

*The use of bollards or large areas of hard surfaces should be avoided.

*There should be extensive use of soft landscaping, greening and rainscapes green infrastructure including tree planting for climate mitigation due to heavy rain fall and cooling due to hotter conditions also increasing biodiversity. Space for nature and adding to our urban spaces for nature.

*The area in front of college green should incorporate this greening.

*There should be plenty of seating and playful ideas in the street scape provided interest at the height of children's vision.

*There should be a commission for artists to work with the design team, consultation with diverse group of people of all ages, including youths voices like our bicycle heroes at design stage to incorporate ideas.

*Work should commence quickly due to our commitment to climate action, UN breathable cities and a liveable city. Also to follow Dublin city policy in developed plan, in national policy and EU policy of nature restoration, green deal, ambient air quality directive and climate action.

*There should be more bicycle parking and none should be removed, including parking for cargo bikes as more families are using these for transportation into and around the city.

*Traffic islands should be removed in designs at Christchurch place in favour of narrower crossings if possible and linger phasing for pedestrians, this area have a lot of footfall.

*To consider a two way cycleway on the East side of Tara Street preventing conflict with north bound buses.

*There appears to be a bus stop on Clare street which would not work with the contra_flow cycle way.

*If we have to chose between Liberty place and Custom House Quay, liberty place would have a greater positive impact for people travelling reducing conflict between cars and the Luas.

*Lincoln place as a public space would be preferably near entrances to the National Gallery and Trinity College Dublin.

Maintenan the existing cycle lanes. Majority have holes that make cyclist stead from left to right suddenly to avoid them. This is especially dangerous with cars around.

Many are flooded when it rains, covered in leaves in autumn which is dangerous .

Public transport to the airport

Would love to see a safe city centre with these transport changes to deprioritise cars, lovely vision of civic harmony. (I love Blackrock and dun laoghaire)

None of the suggested traffic free zones should be completely traffic free. Buses, cyclists and ebikes and escooters should still be allowed through. All other traffic, including Taxis, and motorcycles should be blocked.

The goal for Dublin city centre should be to eventually ban private cars so that the buses can all run without

The city centre needs on top prioritising space and facilities for people walking, people cycling and people using public, more places to sit, more benches, anf more places to just linger without having to do a monetary transaction. And also lots of public toilets. Please don't let unfounded fears of anti social behaviour stop making Dublin City a city for all its people. We can do this! Change needs a little risk and the courage to experiment. I love Dublin City and certainly don't want to give up on it. Please join me and love it too. ♥ Thank you

More cycle lanes the better

I fully support this plan to reduce 'through' traffic through Dublin city centre.

Far too many cycle lanes going into the city. People should have the choice of all three modes going into the city,

Public Transport

Driving

Cycling

You seem to be punishing the motorist, which I'm not in favour of. You've ruined Fairview in my opinion.

There's adequate cycle lanes in my opinion as well... Just cyclists don't know how to use them or traffic lights.

I do cycle a lot as well by the way. Just as a cyclist I don't need all the room I'm been giving.

High quality walking and cycling facilities in line with Cycling for All, the Dutch CROW, Irish National Cycle Manual and DMURS are urgently needed in the city centre. The city centre should be an exemplar for all other urban areas in Ireland.

Tried and tested principles should be used as far as possible. Designs should be rapidly tried and evaluated rather than relying on slow consultations. The process should still be transparent, accountable and cost effective but must not be allowed to be stalled. High quality urban realm should be deployed once changes have bedded in.

It is important to keep aesthetics in mind for all changes and a multidisciplinary team should be used including landscapers, architects, road engineers and road safety experts and advocates. Cycling should be fully segregated from buses and walking in all areas and all layouts should be instantly understandable to All Ages and Abilities (AAA) from 8-80.

Dublin City can only develop as a quality living City by discouraging/reducing Car access and providing effective, safe and efficient alternatives.

Many thanks for pushing these initiatives.

We all have to be challenged to embrace change for the collective good.

More civic amenities with public benches and toilets. Limerick, cork and Waterford have manage to make changes with more public seating. Public transport is key as well. Buses are undervalued.

Having previously lived and worked in Copenhagen and Amsterdam I have witnessed firsthand how city centre environments can improve for everyone. Fully supportive of the plan which I have full confidence will transform Dublin City Centre for the better.

Older people cannot cycle.

We can walk. So safe paths which are not accessible to cyclists would be ideal. It can be very dangerous and difficult to try to negotiate paths with cyclists and scooters approaching from all angles.

So we drive into the city, park and then walk. Buses are ok but unpredictable and there's a lot of walking to and from bus stops.

Too much given to cyclists, time to recalibrate as some cycle lanes are not used sufficiently to warrant their continued use. it appears to be satisfying a few to the detriment of the majority

I welcome the proposed improvements. Dublin is a small city and a reduction of journeys via private car is to be welcome. Making it safe for pedestrians, people who cycle and who use public transport will be a major improvement and will assist Dublin to rival places like Paris, London and other cities who have rebalanced and reallocated public space for the greater benefit of all.

High quality car free public spaces are important to the identity of the city and will greatly improve residents quality of life in the city center.
I think it should be made compulsory for all cyclists to have lights on there bikes, i know that cycling Ireland give out free lights now and then, they could also be available in all garda stations
Dublin City Centre should be like Ghent. There is a horrendous number of deaths and injuries owed to cars commuting into the city centre, be it from fumes or collisions, and we are failing miserably to meet our emissions reduction targets. Therefore I don't know why the above questions are even asked - the only possible reasons for selecting 'no' to any of them are selfishness, fear of progressive change, or denial of plain facts.
I very much support the vision & ambition of the plan, especially the objective of reducing through traffic and creating more civic spaces.
I think an easy win in this regard, not included in the plan would be the pedestrian of Merrion Sq West. This space fronts on to the national gallery, natural history museum, Leinster House and of course the park. Motor traffic could easily be redirected around the park.
There is so much road space currently dedicated to cars here that even if you didn't create a fully pedestrianised plaza here you could maintain two-way traffic, put in place segregated cycling facilities AND increase space for pedestrians. Please consider!
Get'er done yo!
Great to get a vision. Everyone needs that.
I believe that reducing through traffic and making the city centre more pleasant for people will encourage more visitors to the city centre.
I support the 'Irish Doctors for the Environment ' submission letter on this proposal.
Can I urge you very strongly to stand firm on the plans for Westland Row in particular. At the moment, pedestrian access to Pearse Station is unsatisfactory and uncomfortable at best. At peak time, conditions become downright dangerous as vehicles constantly come to a stop over the pedestrian crossings. In fact this happens at other dangerous junctions as well, such as Merrion Square SE and at the south end of Tara St. It is shocking that in the 21st century pedestrians cannot find a safe crossing point even when they have a green man, and must walk into dangerous traffic to cross streets all over Dublin. For me this is a matter of basic human rights.
Great plan - the less cars we have in the city the better place it will be for people.
We need more trains, especially east -west linking the city centre to the airport. This would vastly improve the city.
<ol style="list-style-type: none"> 1. The only real transport solution that would be welcomed by everyone is metro system. The City Centre Transport Plan to be scrapped and funds allocated to MetroLink. 2. Dublin should follow Berlin's new transport policies that oppose creation of bicycle lanes that slow down cars. 3. Question 8 doesn't allow to reply: I prefer neither of the areas to become traffic-free.
Changes are needed urgently - to enable better public transport (buses moving easily) and much improved cycling environment.
Better pedestrian facilities including pedestrial crossing pints that give improved pedestrian priority and bike parking needs significant improvement.
Less cars, better public transport please
I would like to see greater pedestrianisation and reallocation of space to buses and cycling lanes. I feel the recent pedestrianisation have worked really well.
Do better

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M5)

More civic spaces
Ban cars in centre, but increase number of busses
All people can't use public transport people would like to have a choice a lot of people commute to dublin city from rural areas
Delighted to see progress towards a car free Dublin
I wholeheartedly support all initiatives to reduce, and also to remove entirely, the private vehicle from Dublin city centre.
The plan will not work unless there is a major investment in Park and Ride facility around the City before the plan is introduced. The Park and ride facilities should be free (and Covered), with options for café, cycle, go cars and couriers services to and from the facility. Move away from on street parking (roads are for driving on) more off street parking. Facilities for Disabled and other people with special needs.
Lastly It was a great idea to put the Childers Hospital in the centre of the city and now make it extremely difficult to get to.
Please reduce on street parking too while your at it.
I typically drive into the city centre with a van for equipment and tools, it is a long wheel base. Currently it is typically not an option to find parking for vans in the city centre and they do not fit in multi story car parks. A reduction in the need for private vehicles seems like a more logical solution than a reduction as a result of making it more difficult.
You have shown all the areas where the reduced traffic areas are but you need to show how the traffic will flow through the city as a result of the new Plan. The survey questions are very one sided and do not give any option for other ideas.
You also need to add how will people, couriers, service vehicles, front line service will all get around. Public order and security will be a big issue, currently the centre of the city is a no go area
Great start- pedestrianise all major roads around the quays - Dame St and more greenery. Final product would hopefully be landscaped terraces along the Liffey.
I would like to have most of the city centre car-free
I'd love to see all of this, but I'd love to see it go further and even more significantly reduce car priority!
The green party will be destroyed at the next election so this is all a waste of taxpayers money.
Very good steps towards reducing car dependency and giving people more choices with regards to modes of transport
Why wasn't this done decades ago?
Protection of access for private drivers with extra accessibility needs
Recent traffic changes have made it more difficult and time consuming to drive into town. These should be reverted. There are no reason why taxi should be allowed to drive and private cars shouldn't. This just allow rich people to get private transportation. I am completely opposed to these changes, it will only be negative changes.
Samuel Beckett bridge is shown as being on the bus network. This would be a regular walk of mine and I don't think there are any bus stops between Pearse St and Seville Place and I can't recall seeing buses cross the bridge. The junctions along the quays from the Three arena to to IFSC must be prioritised for public transport. It is a regular occurrence that buses traveling west are delayed by private cars in the morning. This area around the Samuel Beckett Bridge is also a significant conflict point between cyclists and pedestrians with neither being given enough crossing time. The issue of cars making illegal left turns onto the bridge needs to be addressed. It is a concern that private cars crossing the bridge will be given priority over buses, cyclists and pedestrians.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M5)

Fantastic plan, get on and do it!
Please go ahead, the amount of foot fall in the city will increase, better for businesses. We reduce the amount of cars and get more activities in the city centre. I've been to Germany, Netherlands, Denmark, France. These kinds of policies have only ever done better for the respective cities that did it.
Please do it!!
Please make it happen, thank you
More taxi ranks
There is little or no enforcement of traffic laws in the city.
Well done on producing such an ambitious plan. I strongly support all measures to remove through traffic from the City and the provision of upgraded, high-quality, walking and cycling facilities.
I hope you will consider sharing the approach you have taken with other councils around the country to enable them to accelerate delivery of similar projects.
Please, before building any more awful cycling infrastructure, consult with specialists from The Netherlands and build it properly. The current cycle lanes are of poor design quality and are dangerous. You are forced to cycle beside large busses and motorists are oblivious when opening doors and turning, vehicles park and stop in cycle lanes and often drive in cycle lanes. The infrastructure needs to be fully segregated, properly sign posted with traffic lights etc. There is enough space to have one side of the quays for bikes and pedestrians only, looks at Copenhagen for example, at the very least there is enough space for complete segregation with a planted barrier. City centre cycling infrastructure is currently appalling and the n11 (my route into town) is dreadful. The lanes are narrow, right at the edge of large busses and speeding traffic (they do not obey 60kmph limit which is too fast to drive within 30 cm of a cyclist), they have bad road surface, are overgrowing with shrubs, there's no proper signage, no cycling traffic lights, you are at times on the footpath then off the footpath, it's completely confusing. The new designs for bus connect are also concerning, two way cycle lanes are great but there are parts with no segregating grass verge between cyclists and traffic so you will be cycling headfirst into incoming traffic plus at night you will be blinded. Please, please for once design it properly, they achieved it in Netherlands so it can be done.
I think it is a petty punitive plan designed to frustrate restrict and prevent people from using the private car as a means of getting to and from work .Capel street has already been closed to traffic .Church street has greatly been reduced to one lane already Samuel beckett Bridge is already the worst bridge to cross the quays .this proposal will make it several time harder to cross .This plan caters for everyone but the hard working tax paying motorist.This plan is lacking in any common sense and is only designed to punish the motorist It is not a transport plan but a lack of transport plan
-Traffic free weekend days during June July August in the City Centre Area could be a good start to make popular the idea of car free zones: Only e-cars, buses and Luas in city centre to reduce noise and pollution. -,Extension of the Luas Line and a bigger network of the Luas to all directions. - City train lines using the existing railway network but building more train stops. E.g. the Commuter line from Hazelhatch to Grand Canal Station only slows down! at Heuston station before the tunnel. There is an area where a proper platform could be assigned (it's not a major investment) just before the Phoenix Park tunnel so people could change at Heuston to bus, train or Luas. Or travellers arriving to Heuston could go to Pearse, Tara, or Connolly train stations. Currently they can use the Luas to go to Connolly or Busaras. That would make a lot of sense to offer more than one Luas route and slow buses. Heuston should be turned to a major public transport hub for the West part of the city. Linking it with Connolly using the Phoenix Park tunnel. The City Transport Plan needs to integrate the Irish Rail lines to the plan.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

Remove parking on south William Street and pedestrianise it. Pedestrianise a lot more streets in the city. Create more pedestrian plazas. Build a metro. Build proper cycling lanes. Wider footpaths, especially near bus stops. Shorter wait times at pedestrian crossings. Less Road space for cars, more space for public transport. Prioritise pedestrians, cyclist, public transport. More trees and plants. Enforce traffic rules and speed limits. Ban dirty diesel vehicles in the centre, to help improve air quality.

There needs to be a serious improvement in public transport options before and reduction of car space is removed.

Living in swords I currently cannot get to work in clonskeagh for 8am on public transport unless I leave at 5:35 am, I've done it three times and two times buses had left earlier than they should have from their stops. I ended up having to pay for taxi.

That does not encourage public transport use. To get to work I can leave at 7am and arrive on time with my car,

Before blocking roads to car build the metro and get 24 buses working so the public have options don't just

There are only 2 genders.

Any changes to the road infrastructure in the city has a massive knock on affect to the traffic on the out skirts of the city where all the jobs are located. This plan is an absolute waste of our tax money to please the minority green party it will kill the city. Public transport is dirty full of scum bags and way too expensive.

The metro and Dart underground should be prioritised to give commuters efficient and reliable transport options. Also the red line luas needs to travel faster between red cow and the city centre, and some stops which are very close to another stop should be removed, such as golden bridge and fatima stops.

Civic areas should have things to do and be green. A concrete square is not an attractive destination. Buses and taxis and scooters and bikes going through a civic area or pedestrian area makes the area unsafe for pedestrians. Cycle ways should be completely separate from vehicular traffic. Narrow cycleways or metal cones at the side of cycle ways make them dangerous and unsuitable for families. Where are the cyclists going to safely park and lock their bikes and helmets. Take centreparks as an example of the volume of bikes parking bays required when a large portion of the population cycle. Families want to cycle to destinations in Dublin but there is no infrastructure to support this.

It's time to get our capital city back. The plan is brilliant. Thank you!

I feel there is too much emphasis on cycling as a mode of transport (which a lot of people do not use or enjoy) rather than on suitable public transport options which cater for people travelling longer distances for which walking and cycling are not viable.

Amazing plan for the city centre if it comes into reality. Well overdue when you take into account that over 80% of people take PT, walk, or cycle. Personally, I think the plan would make the city centre a more enjoyable and safer place to be and linger. I support the removal of private cars from the Quays, Parliament St, and Custom House. They have been choked because of private vehicles in public spaces for too long, - the plan presents an opportunity to give public space back to the public! Please do not dilute the plan down in the final version, hopefully, this is only the start of a more people-centred centre!

As someone who used public transport to work, shop, and socialise in the city centre the plan would make the city an even more attractive place to be and make using PT, walking and cycling better. There are times I choose not to cycle for example as currently cycling is not safe e.g. at O'Connell Bridge, the plan and its proposals would make me think of cycling. I like the idea of more space for outdoor dining. Public seating would be great too. The plan to use raised tables and increase footpath widths is welcome - please consider using matching paving instead of putting down ugly yellow/black tarmac - our city deserves better than this.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

priorities for Dublin City Centre are making it an easier place to get to and around, a more attractive and safer place to be, and facilitating the development of a large civic square or space, be it College Green, O'Connell Street, or some similar initiative.

To those ends I completely support removing congestion from the city to make it more attractive, however it is important that some level of access is maintained for private cars to encourage retail business until public transport is up to international standards which is a bigger problem requiring government intervention and the political will to actually deliver projects like Metro rather than continuously redesigning them. I believe that by eventually providing large park & ride facilities connected to fast, fit for purpose transport to the city and encouraging and incentivizing motorists to use them will do the same job as outrightly banning cars from certain areas. Make the sensible option the more convenient option.

Generally speaking, a single traffic lane is enough in all areas for private cars and the rest of the space should be dedicated to public transport or cycle infrastructure. Traffic signals should without exception be intelligent and adapt to traffic levels so that no one segment is unduly delayed but while at the same time giving priority to buses & trams. Where at all possible, cyclists should be completely protected from traffic, using parking protected cycle lanes. The broad streets commission gave us broad streets: please USE that width.

(Decent examples of what this could look like are on Merrion Square East and Fitzwilliam Street, let down sadly by the miserable half bollards rather than a permanent solution and a road surface that resembles the moon. DCC, please find a way around your presumed phobia of concrete and dyed tarmac.. they are infinitely more attractive than plastic wands).

Whatever measures are implemented, please can they be common sense and improve the public realm at the same time. Some of the recent examples of supposed transport "improvements" in Dublin have, and I mean no disrespect to whoever reads this, made me feel like DCC is entirely incompetent when it comes to

First priority: Accelerate and expand the planned Metro. A further delay is unthinkable when we consider the exponential rise in costs. The fact that there is still no rail connection to the airport - one of the busiest in Europe - is hard to understand. It is such a no brainer. Again, that no serious effort has been made to locate rail stations at Croke Park and the Aviva Stadium is hard to understand given that current railway lines are so near. The idea of increasing the number of plazas/places is only a good thing though it looks as though these will simply be barren windswept paved areas with a handful of shrubs. We need public plazas with seating, flowers, trees, shelter for such a rainy city, public monuments/water features of sufficient quality that visitors wish to photograph them. Think of an Irish version of the Andalusian Plazas rather than the Stalinist Maidans of eastern Europe.

Anything that reduces traffic in the city centre and opens up space for restaurants, bars, and the general public to hang out in is brilliant. Removing the toll on the east link bridge would move through traffic away from the city centre bridges.

Go for it.

Change is very much needed

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

<p>Hi, I have a Blue Disability Badge because of reduced lung capacity. Driving my car gives me independence & freedom, I enjoy driving into Dublin City. I am retired early because of my ill health, and I visit Dublin a few times each month because of hospital appointments, after an appointment I would often travel into the City centre for lunch, meet friends, theatre, shopping etc. Public transport or cycling isn't an option for me, and if these traffic restrictions came into force my ability to travel to the city centre would be prohibited. I really feel that in recent years it's all about the pedestrian and the cyclist. Why demonise the driver? Drivers in private cars should also be able to enjoy the city centre. I also attend matches in Croke Park and I feel these 'proposals' would make it impossible for me to access Croke Park. Overall I have dismayed and disappointed by these 'proposals'. Thank you for the opportunity to share my very real concerns.</p>
<p>Please make exception for blue badge holders. My son cannot walk and public transport is not an option. If there is no exception this will discriminate against those with additional physical needs as they will not be able to visit the capital</p>
<p>Please make exception for blue badge holders. My son cannot walk and public transport is not an option. If there is no exception this will discriminate against those with additional physical needs as they will not be able to visit the capital</p>
<p>Important to provide high quality cycle storage to compliment cycling infrastructure.</p>
<p>Excellent plan. However for it to work I feel that there is a need to push on with additional rail projects including Metrolink and a number of additional Luas lines. This will reduce car dependency in the city</p>
<p>Do it</p>
<p>I fully support this vision for Dublin City, and would love to see fewer cars, more public spaces, and better walking and cycling infrastructure</p>
<p>I always use Taxi to my workplace as my company provides this to me. What would this mean to me? I wouldn't be able to take this type of transport? If the area is banned for cars at least buses/taxis should be allowed.</p>
<p>The proposed changes should be paid for through a tax on the user to refund the exchequer. Bus fares should have a gov levy both private and state operated. Bicycles should be registered like vehicles, have annual tax and pay a fee to park in designated spaces like other road users. There is also a strong argument for insurance on those using bicycles, e scooters and e bikes</p>
<p>Consideration needs to be given to people who travel from beyond the outer commuter belt (e.g. Wexford town) who need to enter city centre for meetings and then travel onwards to Northside suburbs. Directing back out to M50 and around would lead to significantly longer journeys and congestion on to the orbital</p>
<p>A Luas line to the airport needs to be looked at.</p>
<p>Congratulations. Delighted to see the capital going this way. Bold and ambitious is the way,</p>
<p>More pedestrianisation is needed across the city along with the planting of native trees and wild flowers - not just paving over everything putting in a spec of a bush and calling it a day. Thanks ♥</p>
<p>An urban boulevard design should also be considered for Camden Street.</p>
<p>A redesign should be made to move the Busaras Luas stop to the Georges Dock side across Amien Street to avoid having everyone cross on foot so much. The actual end stop at Connolly is understandably not utilized much considering the need to go to The Point.</p>
<p>just make driving awkward, and everything else easy, and it will free the city up and let it breathe a bit</p>

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M5)

I've visited many cities in Europe the ones that leave a lasting nice memory are mainly the Netherlands cities, where cycling and pedestrians as well as a very efficient Metro, tram and bus service where a highlight and allowed more exploration than I've been able to do with friends I've shown around Dublin

Get the metro and dart west and south west done now.its a no bainer .get a directly elected mayor for Dublin while you are at it ,to conteract years of neglect from political class

I think its great to see the move to reclaim space from private cars and improve Dublin!

These plans are clearly designed by someone who's never got a bus.

We use our car to drive to our job in town because public transport is always full during rush hour. I cannot get into work for 8 am by the bus because of schoolkids and builders taking up 90% of the bus space.

Cyclists also have enough space and should not be catered for u til they and the rsa start making sure they obey the rules of the roads they travel on, pedestrians are almost struck daily by cyclists and especially delivery cyclists breaking traffic lights.

I travel daily to Dublin Port from leixlip in my car. If I leave at 6AM and use the N4 to get to the city via Con Colbert road, and then down the quays to the Port, the journey takes 45 mins. If I leave any later than 6AM it take 90 mins.

If I travel by train from Louisa Bridge to Connolly and walk or get the Luas to the bottom of Alexandra Road in Dublin Port, the journey is 2 hours door to door.

I would like to take public transport to work, as driving is very stressful and environmentally unsustainable, however I could not commute 4 hours door to door everyday. Hopefully a solution is found, could the Luas be extended to Dublin Port?

It's a better advanced plan. Make an inner city ring road with special colour code/symbol road marking outside this calming area. Increase the chain bus service from SANTRY to CITY, RATHMINES to CITY, Guinness and east wall to city.

This outer city door points to be developed to parking hubs. Try to take out all the public offices from the traffic calming areas to avoid the public movement to the city especially Garda immigration office at the quay. Increase more spaces in phoenix park for the Govt offices like the ordinance survey unit and Garda head quarters. Allow more spaces for the shops and businesses with Tourist attractions in the traffic calming area. Allow more options of multi nationals street food area to explore for foreigners and domestic passengers. Ireland is lacking in it. Preferably that's good at the traffic calming area. Even we can start common sitting areas with street food shops Around that. Which will make ireland city centre more attractive.

Fruit street, food street, craft street, cultural street, textile steet, jewel street, Antique street, Heritage street. These are some other areas for the next level of city development. This things will make walking streets attractive and interesting.

Make taxi stand in every 250 meter as well.

Pedestrianise Parliament street.

Use and improve pedestrianised areas.

Make the area around Busáras safer and more appealing, especially for people waiting for late buses.

We need this plan, Dublin is too congested!!

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

instead of discouraging car use in the city, have merely created these choke points that are permanent traffic jams, like the quays, Pearse and Tara st, Church street, etc.

So rather than less traffic we now have lots more standing pollution which is disastrous for the health of all residents, pedestrians and cyclists as the vehicles all sit idling for hours.

The very nature of Dublin as a city means most car journeys heading north-south or vice versa are going to have to go through the city centre in some form.

So rather than trying to constantly fight how things are and force them to be different, what be far more productive for everyone would be to pick several arterial corridor routes that were relatively quick clearing and vehicle focused and try and free up space for other spaces that way.

Like on the east west routes, returning the south quays to full traffic and making the Thomas Street route primarily public transport (or vice versa) rather than having both be an unsatisfactory mix.

The last thing most motorists want is to be driving across the city centre as it is, so the notion that there are endless casual journeys being made is a bit of a fallacy. You can't keep taking away vehicle access without providing alternative routes, especially in a country that is dark and wet for 6 months a year.

The massive cycling lanes though noble, really only benefit those who live relatively close to city already (ie the well off) and are ironically the most likely to drive casually into the city and least likely to give up their car and be able to foot any extra expense levied.

Getting rid of cars is a great idea but a deeper thinking of who is driving and why is needed. Punishing cars out will never work because so many people simply need them and you only end up disproportionately punishing the poorest in society.

As a commuter via Rail, I look forward to a public transport centred approach to the city I spend my days in. I feel increasing Pedestrianisation around Dublin Pearse, Dublin Connolly, and Tara Street would be of great benefit to commuters, especially if good cyclist infrastructure is also put in place.

Need a 24hr park and ride or at a minimum a car park somewhere on the M4. Right now today, if there was a car park that doesn't cost a fortune around Liffey valley, I would park and cycle into the IFSC. If there was a park and ride further out around Weston Airport, with direct shuttle busses every 10 mins I would use that today. There is no option to do either of these, so I drive, and will continue to drive even after these changes.

Park and ride is simple and cheap, I've lived in cities with brilliant park and rides before (Oxford, Exeter) and well implemented it's cheaper and quicker than driving. My only options today are liffey vallley and Heuston car parks, which are well over 10 Euro a day, plus intermittent public transport on top of that at 5am (when

Less cars, less cars, less cars!!

But public transport has to improve. More luas lines all over the city needed to reach place with better connectivity. I can't get to Ballsbridge, Rathmines / Rathgar, Finglas etc by luas currently. It is the best mode of public transport we have and we need new lines, and fast!

More park areas

Provide taxi services

Dublin is currently a city that I don't like going to, but it has great potential if space can be redistributed from cars to people.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

Eliminate cars from the city centre as much as possible. Make it safer for cyclists and pedestrians.
This is years overdue and is hopefully just the start. Dublin is way behind comparable European cities in terms of recreational public spaces.
By and large, it is completely unnecessary. While I support giving commuters and visitors more options to reach the city centre, this must not be done to the exclusion of those who need to drive into Dublin.
It would be great if Whitworth road could be made available for public transport only at peak commuting times.
Sitting on a bus for 20 minutes on this road is the reason I drive to the city rather than taking the bus.
I need a car to get to Dublin, I've very little choice in the matter. The public transport doesn't bring me where I need to go, lengthening the journey by a great amount of time. It's a good idea in principle, but it's leaving people outside of Dublin with no option but to drive, and now when we do drive up, can't even drive around the City Centre. You're basically asking people to park up and take public transport, cycle or walk, and those options are not appealing to me as I am afraid of public transport for the security, I've been attacked several times, I can't cycle or walk as I had a bad leg and I am not entitled to disability either. Which leaves me wondering where people with disabilities are left in all this, or elderly, vulnerable, and people too young to travel the transport system by themselves.
The general public is not being considered.
Please do something now!
Cars with no passenger in Dublin is ridiculous in this age
Great plan. Looking forward to the implementation
Need more cycling lanes everywhere in dublin county
This is an attempt to demonise private car ownership and private citizens. More and more of the city, that we pay for with our taxes and commerce, is being taken away. Climate zealotry, speed cameras, CCTV, pedestrian zones. We're labelled gross-polluters and unsafe drivers. Ironically, the political class will be exempt from these draconian rules. Ordinary tax payers will be locked out. But they will still be able to drive (or be chauffeured about in) their V8 luxury cars...because they're doing "the people's business." Leave private, law-abiding citizens alone and crack on with your job of keeping the city safe from hooligans.
I wholly object to this restriction on the movement of private citizens through our city. It is a power grab and will destroy local business.
Cyclists should be paying taxes and need more strict policies and fines for breaking the law. Should only be allowed cycle in designated areas.
This plan looks brilliant. So exciting to see the ambition and vision for a safer and nicer city. Looking forward to it becoming a reality! Well done and thank you.
Extend dublinbikes network please. Get rid of scooters.
City centre has already been ruined by plastic bollards, one way systems, stupidly designed cycle lanes, bad road markings, wasted money, plastic signage, cheap paving, poor road surfaces, poor hygiene standards, poor cleaning standards, crime, social issues, drug users, drug dealing, drunks, pavements and laneways with human excrement, vomit and permanent smells of urine. Dublin City Centre is dead because of all of these mistakes. I drive regularly in all of Dublin City and county for the emergency services and it's my workplace. It's a kip.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

I am fully supportive of a plan that will reduce traffic and improve the quality of the city centre environment and people's enjoyment of the city, as a place to be, but it needs to be inclusive.

I am disabled and currently find it difficult to navigate the city. Since becoming disabled, and only able to walk very short distances, I have noticed how few public seating spaces there are in the city generally, especially on the north side of the city. For someone like me, pedestrianised streets without resting points are a nightmare. I spend a small fortune dipping into cafés just to rest for a time.

I also spend a lot on using public transport within the city for very short journeys, e.g. from one end of O'Connell Street to the other, or from College Green to St. Stephen's Green. If I could buy a daily, weekly or monthly pass to cover all my journeys, that would help, but that's not how transport charges work in the Dublin area. A trip from my north county Dublin home, using public transport, to e.g. The National Gallery, takes meticulous planning to navigate the route in a way I can manage, is expensive and has to be a rare treat.

I support the plan in principle but it has to prioritise accessibility for all and public transport costs and tariffs

Whilst I think this is a fantastic initiative and going in the right direction it unfortunately takes options away from people. I hate driving - if I didn't have to drive I simply wouldn't. There are too many cars on the road and the traffic on the M1 in the morning is simply dangerous. However, I live in Dundalk (on the premise that I haven't found suitable accommodation in Dublin). I work in Dublin - near Hatch Street. If I drive to work from Dundalk it takes me 1hr5mins door to desk. If I get public transport and want to be at work for 9 I need to leave my house at 6:40 and even then I don't get to work until 9:10. Going home the options are even worse (please please just look at the train timetable as an example....if I left my office at 6pm and wanted to get a train it wouldn't get to Dundalk until 19:54 - 15 minutes drive home means I get home at 20:10.....over 2 hours if there are no delays). I 100% would rail and cycle to work (on a Brompton or Dublin bike) if there were more regular trains coming into Dublin but there simply isn't. The majority of people in my office get public transport into the office because they live in Dublin city. For those who live just a little bit further (appreciate Dundalk might be considered more than just a little bit further) there are no other option other than driving if we don't want to spend 5 hours a day commuting. I truly believe people want to do the right thing and minimise car use and if focus was put on to increasing public transport options around Dublin and the commuter belt you would have far less traffic in Dublin.

I do not believe freeing up more space for public transport will improve the service, as we have bus lanes already all over the city and the service is very unreliable. Also cycling is an option for people who live in and around the city centre but not for people outside the city, I live in Celbridge and need to drive to work in the city.

I would cycle everywhere (and so would my kids) if there was safe segregated cycleways and reduced traffic. A route is only as safe as its least safe pieces.

I am delighted to see your plans to remove private traffic from the city centre. There will need to be a greater focus on people with disabilities and their access to public transport, but otherwise I think your ambitious plans will make Dublin a far better place to live, work and spend time in.

The City of Equality section of the plan is far too short, and doesn't give enough detail to reassure people travelling into the city that they won't be left waiting in the rain because there is already a wheelchair on the bus or the lift isn't working in the DART station.

I hope this is the first of many such plans and that in time there will only be buses and the Luas in the city. I would get rid of taxis too!

I absolutely love any kind of public transport, but I want to emphasise that light rail and cycling should have a big priority compared to buses.

I think this is a great initiative, long overdue and will benefit all. I think this could go hand in hand with developing the quays as a recreation area where people can enjoy the Liffey as an amenity to enjoy rather than the highway it has become on both sides for traffic. The public transport to the Phoenix Park is another great initiative, segregated cycle lanes to and from the park at all gates would be another great addition for the city

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M5)

I am a huge fan of the proposal and really want to see some if not all proposed works to go ahead I think its the radical change the city needs to make its roads safer and to intice people back

As we have run a business in the city centre for close to 50 years, you are decimating business into the city. People who drive in over the years are proven to spend more money as supposed to people on bikes or buses who come in for generally a cup of coffee. Also bearing in mind how many sunny days we get a year to enjoy all these civic areas which will only draw antisocial hanging around like the boardwalk on the Quays. Will there be a reduction in business rates from DCC to match the reduction in business. Some business owners actually need private vehicles to get into city centre with stock etc. many a time Dame street is deserted and lacking in atmosphere since it's closure to cars etc. it's an absolute joke and ruining

This is a fantastic plan that finally shows the courage to stop building our city and spaces around the private motor car

More public space will benefit those who live and work in the city centre. By making the city more attractive and calm environment, domestic and foreign visitors numbers will increase which will have and a benefit to businesses in the city. This benefit would far outweigh any negative effect of reducing private motor car. This plan priorities the needs of the many, and will increase the attractiveness and vibrancy of Dublin City.

Instead of prioritizing pedestrian areas, Dublin City Council should first focus on creating incentives for residents to leave their cars at home and opt for public transport.

In a city that heavily relies on buses as the primary mode of transportation, commuters coming into Dublin often feel neglected rather than accommodated. This leads to significant discomfort and dissatisfaction with both the Dublin City Council and the National Transport Authority. It appears as though these organizations are targeting people without providing viable alternatives.

People opt for private cars primarily for two reasons:

- Inadequate public transportation options
- Comfort and convenience

None of those are been though or provided by the Government.

For the past 20 years, Dublin has been in the planning stages of constructing a subway system and took considerable time to extend the LUAS to the north side of the city. Despite these efforts, much remains to be done to enhance the city's public transportation network. The focus seems to be more on plans and consultations rather than taking concrete actions to improve the lives of citizens through convenient public transport options.

Unless this City starts to implement real changes on Public transport, you're punisihing commuters in other to satisfy some agenda.

Taxis are blocking bus lanes + many are aggressive / unsafe. Many times they are in the bus lanes when they don't have passengers. They should be removed from bus-only corridors during rush hours. Have taxi rank - public transport interface points at dedicated locations.

As a former cyclist in Dublin (I now live too far away), there is a great deal to be done to make cyclists and pedestrians feel safer on the roads. I now live in Celbridge, Co. Kildare where so many of my fellow residents commute by car into the city. We have much improved bus services but there is more to be done including improving frequency and reliability to encourage others to leave the car behind.

When I lived in Dublin 8 I cycled and walked everywhere, taking public transport for journeys of 30 mins plus. The 15 minute city is defintiely achievable.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

Personally I think the constant push to increase cycle lanes and to reduce motor vehicles from the city centre will kill it not only from a retail point of view but also from a commercial point of view.

The current public transport system is too prohibitive / slow / inefficient

I appreciate you trying to make the city more accessible, amenable and environmentally friendly but until there is a viable metro / underground system in place you are pushing us away from the city

I love the new active travel components in the plan! As Meath man who is regularly in the city, I love the pedestrianised parts of the city and would love to travel more by bike. The segregated bikes lanes are great but other parts of the city are quite scary to cycle in so I usually travel by bus. Can't wait to see this plan implemented and the DART+ and metro projects afterwards!

Public transport from where I live is unreliable, often two scheduled buses in a row will not turn up so passenger can be waiting up to an hour for a bus even though one is scheduled every 20 minutes. Its also expensive, for my family of 4 to travel in to the city for shopping or dining out, its over €40. Its much cheaper to use the car and we know we can leave when we are ready, rather than waiting an hour for transport. Banning cars is not the answer. More reliable and cheaper travel options will naturally reduce private traffic without drastic measures which will cost money and cause disruption to the city while being implemented. Small thinking means banning cars, we need to think big for a change. I would agree with avoiding "through traffic" if there were easy ways to avoid the city centre, but options are limited and the likes of the M50 as a circuitous route is hit and miss as it highly congested especially if there is an accident.

Cycle lane on Aston quay (1 way or 2 way), 2 way cycle lane on Parnell street, talbot street closed to vehicular traffic, 2 way cycle lane around Stephens green, 2 way cycle lane on Kildare street (removed northbound lane, keep southbound as bus lane, stop traffic around Stephens green grafton street corner + add cycle lane. Bus gate on Eden quay and burgh quay

working as an on-call-medic outside of Dublin I will need to access Mater and Mater Private hospitals at all times, coming from Kildare 24 hours a day

Check the super blocks that they made in Barcelona. They pedestrianized an entire 10km street and it has been an amazing success.

This will make the city centre far more attractive to visit. I would definitely visit more often if we had this nice streetscape and less chance of getting run over.

Great initiative. Please implement quickly.

Use quality materials in the public realm - a high quality environment encourages respectful use whereas shoddy finishes make it appear that the city 'fathers' aren't too bothered in which case why should citizens ? LUAS is an example - quality finish to stations has resulted in very little vandalism etc.

Also, need to establish a clear colour/font for cycle paths - again, high quality finish and markings will encourage cyclists to stay within their area - see Munich, Berlin, Nice as examples. Also, allow bikes contra flow access on one-way streets

Lots more 'greening'

More zebra crossings please

Dublin Bikes are a great facility. Even though I don't live in Dublin (I commute by train to Dublin) I know of many kids of friends of mine that would welcome cycling to the suburbs instead of waiting for a bus.

While I have great time for many Dublin Bus drivers, the issue of "phantom" buses is real. It takes longer for my daughter to get from UCD to Heuston than it does from Heuston to Kilkenny as she is often let down by these.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M5)

I think that the main people that need to be gotten of of their cars are the people that live within the area of Dublin City and its suburbs that have access to Dublin bus and the Luas. I live in the countryside between Balbriggan and Lusk. It makes sense that I drive into work as I have no viable alternative. Once I get into Whitehall I cant believe the amount of people I see dropping their kids to school or pulling out of flat complexes to drive into the city. If I lived that close to work I would cycle or walk. Its the height of laziness. These are the people that need to be tackled. Not the people like myself who have no alternative.

The plan is a good start to meeting our climate targets.

Having only viewed the Transport Plan and not the accompanying Environmental Reports, it would be great to see more raw commuting data evidence used to inform the draft City Centre Transport Plan. For example, the plan references 60% of private traffic passing through the city core. However, it would be great to understand whether the origins are Dublin City, within the Dublin City & Suburbs settlement area, other towns like Swords or at a further distances. The more evidence the better and perhaps the Plan should be accompanied by an Appendix of data and understanding. This would inform the Climate Action Plan.

While a timeline for deliveries is difficult, it would be useful to understand a delivery schedule for each project, funding requirements, etc. and whether or projects are reliant on others and must follow a certain

It is wrong to demonise the car. A car is essential. We live in a country with very cold and wet weather and people need cars . Cycling is not for everybody, age and health factors etc.

Too much emphasis and road space given to bikes as is.

Public transport is dirty, inconvenient and dangerous. People should gave the right to get in their clean, safe car and go wherever they choose.

The green narrative has gotten totally out of control.

I rarely travel to Dublin, but work in the HVAC service industry, in a company with 60 small commercial vehicles. The don't deliver to buildings but respond to callouts, repairs and installations of heating, ventilation, air conditioning, BEMS (building energy management systems), electrical and plumbing issues. There needs to be allowances for commercial vehicles on a 24 hour basis to attend to emergency callouts and repairs. It is not possible to limit emergency callouts to a specific time or number of hours only at a certain time. This draft plan is losing sight of the need of services to be provided to all areas of Dublin, every building in the city needs access to each premises at all times and not to cut off access. The very fact that this draft plan does not mention access to commercial vehicles apart from for deliveries during certain times is a major oversight in my opinion. It is a very shorted sighted plan.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M5)

- current "pedestrianisation" plans have often just involved gifting large amounts of public space to hospitality, with a parallel increase in noise nuisance, street criminality, and on-street drunkenness

- Both Custom House & Beresford Quay plans are highly flawed, severing a critical cross city artery that I fear would create massive issues for existing public transport

- As we have seen from O'Connell St closure to most vehicular traffic, private cars do not simply "go away" they move to different routes which become increasingly congested over time & dangerous for non vehicular users (Gardiner St is a good example & is now very dangerous for cyclists in particular)

- A considerable amount of cross-city traffic is for in-person work that is unavoidable - teachers, hospital staff, etc. I notice that considerable leeway is made to ensure hospitality is facilitated in current closures to deliver via large Guinness trucks while nurses etc, will struggle to enter the city from outside the M50

- Beresford Place in particular is a critical link for cross city traffic originating from M1 route, where the 20 year delay in the delivery of the Metro project has led to high car dependency. Many of these road users work in Dublin 2, 4 & further south. They cannot use the DART as it does not extend along this route. I would phase this closure in with Metro or bring forward Metro build to cater for such users to park & ride & use Metro before fully shutting traffic access

- Beresford Place is also a critical link for Bus Eireann - serious thought needs to be given as to how current services will operate given that many need to cross the quays and head west or south

- needs more "whole city" thinking - without fully considering the needs of bus services, commuters, longer range access to services it doesn't seem to be a feasible or desirable solution. Politically such closures have become emotive weapons in the hands of malfeasant actors to increase their political worth. We need to show more consideration for ALL city visitors

- finally, the city is polluted by high levels of tourist coaches in the summer & parking for them is extremely poor - we could achieve a lot by restricting their access to the city, especially in the summer. A return of something like the "shoppers" fare that existed in the 1980s could perhaps offer an alternative? Or even free buses to traverse between the canals?

Agree with the wide-ranging proposals. Builds on major reforms in recent years which has made Dublin more pedestrian and bike friendly - I lived in the city centre area until last year and it has gotten safer over last 10 years but some way to go yet still. Can be built on with further restrictions on private cars in the city centre in future. Fully support the direction of the plans to prioritise walking, cycling and public transport over private cars. Well done!

How am I meant to get to college in Dublin when I have to drive from Kildare . I'm studying at Trinity and won't be able to bring my car into the city. I already put my scooter in the boot so I can communicate around the city but I can't ride an scooter to Kildare. The most I'll thought out plan ever.

There is no similar sized European city without a comprehensive metro and/or tram system. In the absence of this we need our bus system to work. The ultimate aim should be to pedestrianise between the canals as much as possible with no through traffic - except for public transport. Local car access can be maintained. Amsterdam is good example of this. We need a liveable, bikeable, walkable city.

If you ban cars from the city I'm moving my business to Germany and you can kiss 200 jobs goodbye. If you think I'm driving to Dublin and taking the luas or bus with the proles you are mistaken!

100% support any efforts to make Dublin more car-free! Cycling, public transport, and pedestrian spaces with seating and lots of nature-friendly areas are essential. I cycle in Dublin regularly but it can be stressful with the amount of traffic and narrow passes between me and cars/buses. Segregated cycling paths would help this hugely. I would also like to spend more time relaxing by the Liffey but car traffic makes it unpleasant. I think this plan can make Dublin a more people-friendly city both for residents and visitors, helping to rejuvenate businesses that boost the local economy. The mental health benefits of nature-friendly areas in urban spaces are also essential to incorporate into this plan. If nature-based solutions are part of Dublin's future, we can tackle traffic problems alongside reducing the urban heat island effect and rainwater runoff. This is vital for climate change adaptation.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

I live in Meath and I work in a South Dublin hospital. I won't be able to get to work if this plan comes into effect. The M 50 is at a standstill in the morning and evening and this will push massive amount of traffic onto it. You can operate on yourself because I won't be operate on you if this plan comes into effect, the roads will be impassable .

It would be great to see less traffic on the quays with this plan as busses are currently stuck behind cars.

Nobody wants this car ban including myself, a full rethink is needed on this

This is an excellent and ambitious plan that would greatly improve the city centre and make it safer, cleaner and more biodiverse.

This would also make the city centre more attractive as a place to spend time.

Why can't we just be as good at cycling as Amsterdam? Can't we just copy what they do? Anyways plan looks good I hope it happens before I leave the country.

Public transport to get home from city centre too limited after 11 pm and taxi availability is pot luck. To have a more vibrant night time economy more policing and reliable and SAFE late night public transport. Loads of my contemporaries have ceased socialising in city centre due to these issues.

Get rid of the f**king Green Party shower of f**ks. Stopping business in Dublin make out side Dublin more accessible for the people of Ireland.

Build a subway, this proposed solution is insane.

I'm delighted with these proposals and

I'm hopeful it will create a template for other cities and large urban centres.

I work in D1 but live outside M50. I've visited almost all other European capitals, often for work, and am struck by the integrated nature of their public transport. The most successful and pleasant are those like Oslo and Amsterdam where multiple interdependent and varied modes of transport are available and designed to work in harmony. These cities are so peaceful and the air is so clean it really is remarkable. The different modes cater to different crowds and profiles of user.

I believe that freeing more streets will allow more Luas, bus, cycling and walking to become normalised for all users, in fact it will allow these modes of transport to flourish as well as a greater sense of civic pride.

It would be fantastic to see a Metro work in tandem with this but based on other cities, I think investment in the Luas will be essential. It would be particularly welcome in areas like Drumcondra, Cabra, Whitehall that are main arterial routes into the city choked with traffic and that have huge volumes of buses running along the same route. Buses have to jostle with traffic but at least light rail and trams have tracks of their own that guarantee a minimum speed. Trams could be really effective in these types of areas.

People won't use public transport as the service is terrible. Having to wait 30-40 mins for a bus with several going past full causes people to go back to using their car to commute, especially on cold wet days. And bus fares too expensive. New cycle lane on quays is hardly ever used as cyclists still cycle in bus lane. Cycle lane causes carnage for rest of traffic as another lane removed.

I live in Athy in Kildare and work in Temple Bar. It's a nightmare getting in to Fleet Street parking as is. I have to park there as it's the only 24hr parking nearby. I start at 3pm some days and finish at 2.30am often, so the option of public transport is not an option. A career change is also not an option as I've spent the last 20 years putting myself in this position. I'm not alone. Many, many others need their car to access this area. The closing of College Green to traffic has only meant that I, along with others, drive for longer to get to our destination so it's having an adverse affect on climate change etc..

These new proposals will only harm those who have no choice but to drive into the city. Maybe for those of us who have to, you could allocate driving permits for certain areas.

Get In with it, these ideas are drastically needed.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M5)

I'm really looking forward to seeing all of this implemented especially Pearse Street and Tara Street. It's a pity both Westmoreland Street and D'Olier Street are not included in this plan but perhaps they are included in another existing plan or a future plan.

I work in College Green and I'm looking forward to the new proposal for this location which is due in the coming months as I believe a design team has been appointed / will be appointed soon. I see private cars driving through College Green in both directions on a daily basis even though there is a ban on private cars since May 2023. Under this plan, the proposal is that private cars will no longer be able to turn left from Westland Row onto Pearse Street but what's physically stopping them?

While it is positive that the Draft Plan refers to national policy such as climate action plan 2023 and the sustainable mobility policy I was surprised to see no reference to Mission Cities that Dublin, alongside Cork, is a participant of. It is a very useful tool to accelerate the decarbonisation journey... Use it!!!

Additionally there was a noticeable lack of reference to how this plan, focused on decarbonisation of Dublin's transport, is complimenting adapting to climate impacts. Although I appreciate that the updated National Adaptation Framework is yet to be published by DECC and resilience measures may be slightly out the plan's immediate scope.

This is a great idea. My daughter will be attending school in the city centre. This will allow much safer bicycle access.

Traffic management in Dublin City is a joke. These plans are not going to help but make things worse. The plans are to please the cycle lobbies. you need to keep traffic moving not idling. Give people a proper alternative to travel not just cycle lanes or flooding the streets with diesel buses. It is a small city with a small population but Dublin City Council have done nothing but make traffic worse. Kevin Street to Christchurch is a disgrace. The latest proposal is being is a farce.

College Green Pedestrian Plaza and Parliament Street Pedestrian only I fully support. I also support the Quays being reduced to public transport only and agree with traffic being reduced on Westland Row. I would be in favour of buses using Custom House Quay if it meant reducing a lane of traffic on the very car oriented Beresford Place, especially to improve pedestrian green time on the walk from Connolly Stn/Busaras, to City Quay

The city centre, and particularly the quays, badly need to be redesigned. Footpaths are far too narrow, cars consistently clogging bus lanes, multiple instances where cyclists are forced to interact with moto vehicles, non-adherence to the 30Kph speed limit and red light running make for an unpleasant experience. The area is also heavily littered with street furniture and unnecessary signs posts which heavily detract from the image of the city centre and reduce space allocated to pedestrians. A reduction in private vehicles in the city centre and reallocation of space can only serve to improve the image and quality of Dublin city centre

I haven't read the 70 pages yet. I wish more innovation and creativity was used when such important and critical plans for our Capital City are presented to the general public to try and make sense. What about an animated video - face to face consultation - walking consultations to some of the areas where key changes will take place images of the new proposals in the environs of locations that will be altered. We are in a tech age that could make this type of consultation so much more engaging informative meaningful and understandable. To the ordinary person sitting down to read and understand a 70 page document some of which they may find hard to understand is daunting.

Current provisions for cycling are not being used by cyclists, who continue to use the road network, leaving designated cycle lanes unused - further cycling provisions would be a waste of public money.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

Traffic congestion has become worse in Dublin City mainly because of the changes that were made to roads during 2020 and 2021 during the Covid Lockdowns. Reducing private vehicle traffic to 1 Lane where there previously 2 to make way for large cycle lanes and doing so in a way that both cost a fortune and would also cost a fortune to revert back to the original layout. The proportional increase in cycle lane space has not gained any significant benefits and rather has just added to traffic congestion without having previously adding satisfactory public transport options. Public transport options for a lot of people are simply not good enough to allow them to travel into Dublin city centre and that's even for people in the suburbs. Those of us outside Dublin, have little or no reliable options. There is no train link from Navan to Dublin which is just bizarre given the amount of commuters living in Navan and the surrounding areas. Some of us have no option but to use a car so to try and make this more difficult for us without the alternative public transport options already being in place and working correctly is just ridiculous. There will always be occasions when cars are required to travel into the city and we have a right to be able to access our city in this way if it is

I have been subjected to over-crowded, uncomfortable and sometimes dangerous trains and Luas commutes every working day for years. It is a loathsome experience. It is obscene to be lectured at by people who do not use trains and the Luas about the convenience of a not-fit-for-purpose public transport system. The Luas in particular is nothing short of grotesque. Smug county councillors and politicians should be forced onto the overcrowded and tense Luas for a few weeks. And while I'm at it, the out of control anti-social behaviour in Dublin City Centre needs to be addressed first. Stop wittering on endlessly about the joy of the current public transport system, into a city that has become a violent cesspit.

I like it. Less cars in the city, making it more enjoyable for pedestrians and cyclists. Cyclists and scooters and whatever is next should be managed well.

Reducing on street parking for private cars and increasing walking and cycling lanes will be a huge improvement for the city. The changes made during the pandemic were excellent, we need to continue with this effort to reduce private car use in the city centre.

Please pedestrianise as much as possible in the city centre, Quays and Dame Street could be great if left just for public transport and bikes. Plant trees in the centrelines of the roads and it could be a fantastic spot for restaurants, shops and other amenities! We just use the car through the city to come to/from work on the other side so alleviation and alternative transport would be great. I would cycle if I felt safer but sharing the cycle lanes with the buses and taxis just doesn't do it, especially when there's cars and vans parked there and no enforcement to remove them. There's great examples all over Europe & North America of traffic free city centres, great amenities by rivers which could be implemented here in the Liffey/Quays and traffic free streets on the weekends which improve the social aspect of the city/neighbourhoods

I Would love to see better infrastructure for cyclists in the city centre and on the main routes in and out of the city.

Weather plays a big factor in deciding for me whether to go on the push-bike or not.

I think a great idea would be to have covered cycle lanes so you are not affected by wind and rain.

Cycle lanes completely separate to normal traffic would entice more people to cycle to work, I know plenty of people who would cycle to work but they are afraid to do so as there are so many drivers who haven't a clue how to drive and respect cyclists.

Also more secure bicycle parking with security present.

Places to shower, get changed and store dry cycle gear would also be welcomed.

Underground cycle lanes, in and out of the city would be a great idea... Away from traffic, out of the

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M5)

Hi, I think it is a great idea to reduce traffic in the city centre.

I think it would be a good idea to have more Park and ride services. Park up your car at the outskirts of the suburbs and hop on a bus/train into the city.

The parking needs to be free though.

You can't stop people from owning cars, not in this country with the state of the public transport system.

But if you provide free Park and ride service at least you will reduce the number of cars in the city and reduce emissions /noise.

I think busses are the best option for Dublin and there should be more frequent service and improvement to bus shelters.

I was disappointed when the "swift way" plans were scrapped as it seemed like an achievable and affordable solution to the issues with traffic in the city, particularly to areas with no train station nearby.

I think the "swift way" should be reintroduced and incorporate free parking at the termini.

The swift way could also incorporate safe separated cycle lanes.

As someone who commutes on a daily basis by bicycle, I think consideration needs to be given to including Macken St in future considerations such as this - Grand Canal Quay is not appropriate for cycling with its cobbles. There is currently no safe route to bring people from South City/Dublin 2/Ballsbridge across to the cyclelane infrastructure which is available adjacent to the Convention Centre further into the Northside/Drumcondra/Phibsboro area. Macken St is always congested with parked cars and traffic. It is unsafe for the cyclists who have to use it daily. It would be good if this plan could include proposals for provide cycling lanes on Macken St.

Less cycle lanes and paths that lead to nowhere

Public transport needs to become more reliable and achieve a higher capacity, and urban spaces in Dublin city centre need to be made impassable to cars in order to allow for a more humane city that is welcoming to pedestrians and cyclists. Both of these aims need to be pursued and implemented in tandem to combat climate change, noise pollution, and dangerous behaviour on the roads. The plan is a welcome step in the right direction.

40% increase in public transport would be welcome if capital expenditure purchase land CPO to increase space. Will plan CPO rail corridor expansion to have min 4 tracks on the current rail routes? This action would future proof over ground rail access into the future. City traffic north south routes are confined by bridge choices. Has plan to have dedicated private transport routes to get traffic to parking hubs in the city with good public transport distribution from hub to give choice, flexibility and reduce numbers of journeys. More flexibility and easy of access should be the objective.

Public transport infrastructure to the city as well as car infrastructure around the city must be improved in tandem with any restrictions to private cars in the city centre. Simply rerouting and hoping for the best - an approach seemingly often taken by DCC - will not work.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

A number of years ago we were promised Bus Connects, this still has not happened for the D15 area. No improvements have been made to the Bus system for this area in the last number of years.

When I did use buses, it either took ages to get home (due to the route through the whole of Hartstown), it was unreliable and often full so I couldn't get on it at Smithfield. It also doesn't provide connectivity to where I want to travel at times i.e. D15 to Island Bridge without spending my whole day on buses.

Instead of making improvements to the actual public transport system we are now hearing about "Active Travel" as a result of the Politicians, Councillors and local Authorities being completely inept at making a properly functioning public transport system.

Cars are always blamed, but people wouldn't actually need to use their private cars if the public transport system provided them with the alternative they actually need. It's quite clear that the local authorities have also gone out of their way to impose draconian measures to disincentivise car travel making traffic congestion actually worse, rather than using their skills to make the system work for all road users.

The state has generated millions in revenue from people purchasing and running their cars over the years, yet the state now wants people not to use them after spending all this money.

Please make cycling lanes safe - put in also separate scooter lanes - very dangerous on the roads as you are dealing with cars, buses, electric scooters, electric bikes, bikes. Forward planning should include ideally separate lanes for scooters and electric bikes. Last week I was crossing at pedestrian lights red for traffic green for pedestrians and was almost knocked down by an electric scooter who broke the lights and alerted me by beeping but not even slowing down. Very unsafe for pedestrians and motorists at the moment. Similarly I was driving outside the Mater recently and a scooter came up the bus lane weaving between traffic very hard to spot.

Apart from the public transport space, the issue remains the lack of public transport choices including the frequency of how often they come and go. This plan should not be only focused in the city centre where there has been enough implementation done on roadworks, such as the cycle lanes along the northern quays that greatly disturb the otherwise wanted ease of traffic flow and move to greener transport choices (when the cyclists don't even use the designated cycling lanes anyway). Majority of the people that I know, who work or study in the city centre, do not use private vehicles anyway, but with adding more cycling lanes it can, potentially add more traffic even with public transport initiatives and lead to more unhappy people, not to mention air quality issues... Such implementation should be done outside of the city centre also (need for safe cycling lanes is a must). More accessible transport choices in larger areas in Dublin such as Dublin 15 should be considered asap.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

Dublin is totally out of step with other European cities,,,,,,,,,over-dependence on buses.

After successfully rolling out the LUAS Green & Red lines, so little is scheduled to be delivered over the coming decade. Talk, talk, talk with little evidence of concrete action other than the elongated extension to Finglas.

The so-called Metro solution to Dublin airport reminds me of the extension of the London Piccadilly line to Heathrow. Though an improvement on the bus solution, the journey remained slow, with stops at every station on the route.

Only when the Heathrow Express was rolled out could air passengers access the city speedily.

I have used rail links from both Oporto and Lisboa airports.

They would put Dublin to shame.

Reactivate the 1976 proposal to link Dublin Airport via (now) Ballygriffin to Dublin and Belfast by rail.

Also where are the concrete plans to move freight to and from Dublin Port by rail?

How is it proposed to link the new port on the south of the Liffey near Ringsend by rail?

It seems to me that the NRA influence is still having an overbearing negative impact on the overall strategy.

This is an inspiring plan for appropriate changes to make Dublin a much better place for all.

Most issues with traffic are solely based on peak times of commuting and school drop-offs.

Need more efficient park and ride, and rail links for commuters during peak times. Not being able to get a parking space at train or luas stations at busy times means that it is not working. Commuting time is calculated by the time spent traveling to get to a destination. However, if you need to get a train an hour earlier due to there being no parking available at stations (which have a large catchment area) - then this should also be taken into account. Especially when children are in childcare or local schools that require drop-off at specific times.

Busses are currently not viable for commuting from the commuter belt (where most first-time buyers are forced to buy due to prices). The commuting times are very long and inconsistent due to routes and eventually traffic in the City Centre.

Traffic should be reduced *only at certain times* in City Centre (peak times) as was the case with College Green rather than a complete ban. Outside of these peak hours, private cars are still needed to get to the city centre for social or retail reasons.

With housing issues, sprawl will continue to happen due to affordability, and as part of transport plans, there should also be a unified approach with the government to encouraging remote working which helps ensure the longevity of capital investment in infrastructure as the population continues to grow. Again, most traffic issues are solely based around peak commuting hours.

Please improve public transport options to towns like Blessington. It's poorly served and leaves no option but to drive. Better park and ride facilities would be good as well.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M5)

Where i live in Dublin west, I have no Luas, no train, no dart and just one poor bus route

Every few weeks my son who lives in the Middle East visits Dublin and stays at a hotel on near the Sth Circular Road. I usually have 3 hours with him. If this plan is brought in, It will take me 2 hours to get to him from where I live and 2 hours home. At the moment I can do it in 30 minutes, pick him up and drive for lunch. If I am unable to bring my car, this all goes out the window

It would be great if at the bus stops outside Connolly station proper Roof covering was supplied. When waiting for the buses which which start there you are standing in the rain ands wind with no where to hide especially when my bus to Athy is late, which it always seems to be.

This provision of cover from the elements would be helpful when trying to entice people to use public transport. One bit of rain and most people head for the car.

The public transport has to be more appealing for people to abandon their cars. Maybe it should be free within certain city limits?

Before introducing any further changes the public transport options should be massively improved. The public transport quality and accessibility is below any acceptable level.

My usual commute from a town located 25 km from the city centre into the town takes 1hr 20 min on the public transport and the trains run every hour. I can make the same journey in my car in 30/45 min depending on traffic

This shows no consideration for those that live outside of Dublin and without access to sufficient public transport. This is not thought through and fails to consider the impact on those outside of Dublin

People such as myself live in areas without public transport, I would need to travel to the closest town, try find parking , pay for parking and then pay for public transport. Even with the cost of fuel it is more efficient for me to travel by private vehicle (motorcycle) into the city and then travel back home for cheaper than public transport

Why is there no consideration to open the road to motorcycles either ? Never at any point has there been consideration to making it legal for motorcycles to use bus lanes nor is there want dedicated motorcycle lanes dissimilar to what is provided for cyclists

Our public transport system is not designed to support this plan. Our communter trains are already full at peak times and our bus service is under similar pressure. Once again this is a premature idea and no infrastructure has been or will be put in place to support this plan.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M5)

Transport needs to be created FIRST! Not after....

Having recently moved nearer to family in Dunleer. I find that I unfortunately have no choice but to drive. There is a perfectly good train station that I'm told can be automated very cheaply, already been upgraded but it's not opening! It's opening would take 100s of people out of cars. I've had the same conversation with so many work colleagues whom live in or around the same area that commute to the docklands a few days per week.

Cycling: as an avid cyclist myself. I would normally drive in so far and then cycle. Why not create somewhere that people could park and ride in ON THE NORTHSIDE of Dublin!!!! Having spoken to Dublin City Council and Fingal CC I found there are none/zip/zero.

And while the cycling infrastructure is great. In winter only a certain amount of people will use it. E.g. my work place summer will probably have 200 cyclists. Winter maybe 30/40.

It's a great idea overall but please please please put the infrastructure busses, trains in place BEFORE removing options.

Another example. My wife currently drives to work, on Dublin quays. She has tried to get the bus.. but has to walk through god knows what along the quays before waiting for a very bad and infrequent bus service. Again just not workable. IF there was a good service people would use it..

These are the realities! But at the same time, build it and people will come is also true.

This is not a public consultation that actually asks real questions. I support keeping the current city traffic layout, how can I answer the questionnaire to express that view?

Get the underground metro built,

Get the bus system to work properly

For example, the buses must be crewed every time, excuses issued like we are short of drivers is not acceptable .

To many cycle lanes with very few bikes using what's currently there

Bikes are not much use in our winter weather

I think Dublin would benefit very much of public space improvements like these, especially if accompanied with improvements in public transport (dart, bus, new metro)

If you proceed with pushing a two wheel travel plan (cycle or motorcycle) then please do more about making parking secure. Also please do something along the lines of a mandatory road usage course for cyclists. They present a course completion certificate when they purchase any new bicycle. Each bicycle could have a non course completion levy applied. Once the completion certificate is produced, the levy is

Absolute crock of shit

All of the Irish public would love the option to use quick, efficient and affordable public transport to get around and through Dublin. At the moment there are very few affordable options, particularly for students to get to college and commuters to get to work. For this plan to work and to be adopted properly, transport in all locations to the city has to be affordable to encourage people to use transport and there also should be more frequent, faster bus routes with less stops.

Questions worded very poorly, all with the pretext of pushing through dublin city council plans for banning cars from dublin center. Living in a green dreamland. Should have built an underground subway when offered in the eighties. But no, no foresight which leads to where we are now. Then blame motorists when DCC are narrowing streets and placing flowerpots in the middle of the streets. Shambles.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

I am so excited to see these plans, and cannot wait for them to become a reality! I live in Co Kildare on the Maynooth commuter line and am frequently in Dublin. This would make for a much more pleasant experience visiting the capital city.

As a frequent user of Tara Street (for using the train station, getting coffee at and walking through), the plans look especially exciting! In advance of these plans coming to fruition in 2025 and 2026, it would be great to see changes being made here immediately. Presently, there are two lanes of traffic and one bicycle lane feeding into three lanes of general traffic and one bus lane (which is frequently used by private vehicles). Could one of these three traffic lanes not be reclaimed for pedestrian and/or bicycle use? The footpath either side of Tara Street by George's Quay is frequently overcrowded with pedestrians. Reducing the number of lanes of traffic would bring immediate benefit to the thousands who walk and cycle the

I find it nearly amusing that we are forcefully inserting cycle lanes whilst doing nothing to improve and correctly police bus lanes.

Car bus and taxi traffic makes the city center experience so busy. College green to Stephens Green should be pedestrianised with amenities to sit and use these spaces and to attract people to these areas.

Public transportation has been pivotal for me, especially as I cannot commit funds towards a car and driving lessons.

However, I've found since the end of the pandemic that the impact on long commutes on my mental health has been heavy. Leaving work and knowing that there was a potential 90 minute commute on any given day was sapping, and sitting stuck in traffic despite the bus lanes in the city center detracts greatly from my quality of life at home - the knock on effects carrying through the evening and impacting on the quality of relaxation. This is also paired with knowing that there was a possibility of having the same commute the following morning.

It is not feasible to live closer to the city for many, and lack of speedy public transport around the city has massive knock on effects for these people.

The density of private vehicles around the areas of Pearse Street and the north and south quays have added many hours to my commute, as well as others, and have been especially bad from my experience. Many motorists in these areas display selfish behavior, blocking junctions by turning into full lanes, despite the presence of painted yellow boxes, and as such blocking incoming traffic for multiple light cycles.

The City Center Transport Plan would impact my life in an immensely positive way. With the length of mine and others' commutes being improved, I believe that these public transport users would not only benefit in terms of time saved, but that extra time also greatly impacting on quality of life in the evenings for many.

Furthermore, the idling time of vehicles would be drastically less, having an environmental benefit.

It is my opinion that private traffic should be completely removed from the city, with exceptions for residents, deliveries etc. The city deserves to be a space enjoyed by Dubliners and tourists alike, without the hustle bustle of ridiculous congestion and at some times chaos. I massively support the plans laid out here in

Very optimistic about the traffic free and reduced traffic civic spaces. I think it is an opportunity not seen in Dublin in a generation.

If unable to use own transport for commuting, more access to public transport necessary and amenities such as park and ride.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M5)

The proposed projects are greatly needed; far too much space within the centre of the city is devoted to cars, particularly Pearse St, Tara St, Westmoreland St, D'Olier St, and the Quays which creates an unpleasant environment for pedestrians and cyclists. These projects should be fast-tracked as much as possible given that we are in a climate emergency.

The proposals for a traffic free area on Custom House Quay provides a massive opportunity to provide a high-quality civic space in front of one the city's most iconic buildings. There's massive potential for hosting markets, events etc in this location.

I live outside Dublin and travel up to Dublin frequently. I very often have to use my car as the public transport system is not regular/ sufficient/ reliable

With this plan it would also require a need to look at North Side suburbs transport.

There is a lack of development compared to south side options.

You would need to look at why people use cars - Mainly because of lack of good public transport.

Routes are not subject to bus corridors at pinch points. Leading to mix traffic congestion. No priority over buses that majority of North County Dublin need to use. Unless you lucky to have the Norther commuter train line right beside you. Or travel to a station and pay the massive price for parking weekly.

You cant have your cake and eat it. You want car off the road - reduce people travel times by public transport - car to town at 7am arrive to work at around 7.40am - Same bus at 7am lucky to arrive to work for 8.15/8.30. this also same on return home even some Express bus are not express compared to a car. I'm now lucky enough to be able to use public transport that affords me to travel quickly (when it operates on time and no drive goes sick and they blame operation reason).

So improve public transport to effective and fast = less car needed to get to town.

- I support the overall vision and objectives of the City Centre Transport Plan

- I especially support the aims to improve the public realm and pedestrian/cyclist experience on Pearse Street and Tara Street

- I also support the incorporation of green infrastructure and public realm improvements alongside transport improvements, and support further efforts to active the streetscape

My opinion would be that we should try to copy best practices which have been successful in other European cities, and not try anything innovative.

Potentially enormous opportunity for city centre users safety, air quality and general amenity.

There is no proper public transport system. You are pushing the cars out of the city but there's no public transport to fall back on. 25% of public transport services were cancelled in my area today meaning it took me over 2 hours to get into the city centre to work. Thats why people are still driving.

Fully support this plan - plan is necessary to support new public transport and active travel infrastructure and will help improve Dublin as a place to work and live

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

Please, please, please do all of this, and then immediately do more.

This will be an enormous success, but only if it's not watered down to a point where it loses the radical nature of the change.

As someone who has cycled into Dublin City centre multiple times a week from increasingly further away for the last 20 years, I can categorically say that the north quays have never been safer, and that is also true for much of the south quays. But there is so much room for improvement. I still have a near miss of a serious accident with careless traffic at least once a week (and this is still an enormous improvement).

These plans will make the city centre safer, more inclusive, more attractive, and a generally nicer place to be. Private cars that use the city centre as a through road have no place there. With that traffic removed, our bus service might be able to finally move more freely, and make it an even more attractive option.

Be brave enough to make the changes the city needs.

Reduce public transport fares from commuter towns. costs are too high for most commuter areas so people drive into town instead. 25 euro return from Drogheda

I feel that the city could benefit significantly from an expansion of the existing tram infrastructure i.e. construction of additional LUAS lines, and an increase in the frequency of trams during peak commuter times. Both the Red and Green Lines become incredibly crowded during the morning and afternoon rushes.

I would like to see more green spaces and biodiversity in the proposals, for nature and for improved drainage. Planters are not good for improving drainage, as they are above the level of the surrounding path. More rain gardens and swales, detention basins should be incorporated to plans in places where planters are shown. It will ensure flooding and drainage issues are not exacerbated by the introduction of large, mostly concreted areas. There have been some examples of recent public improvement spaces that have been slated for being too grey and boring (Temple Bar Square in particular).

More seating is desperately needed in Dublin City. During and after Covid, many places that used to have seating removed them for "health reasons" but just made Dublin not a nice place to be, as there are very few places to sit down without having to buy food or drinks. Lots more seating would make the place a lot better and safer, and make people more likely to walk in as they can have a break somewhere.

It would be nice to see more proposals for north of the river, many seem to be based on the south.

Have the business that as reported in the plan get 24% of their income from private car users made any comments on the plan?

How will the proposed Public Realm Areas be maintained and policed?

From where I live there is no public transport option, therefore I have to drive my own car to Dublin City Centre in order to get to work. By putting all these restrictions on private cars in place it will make it even more difficult than it already is for myself and people from my village to get to the City Centre.

Prior to any change to the use of private vehicles in Dublin, the provision of VERIFIABLY reliable, safe and efficient public transport must be rolled-out or at least ready to go. Far too often, existing facilities are withdrawn on the basis of an expected increase in public transport which never materialises. I would suggest that a pilot scheme be introduced which demonstrates a reduced NEED for private vehicles based on an improved and more frequent public transport service. Following the pilot, a fully independent review should be undertaken to honestly establish if the measures have worked and that the public transport providers are delivering on the provision of an enhanced service. Only then, should it be made permanent and reviewed on an annual basis.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

I work in Dublin 2 and primarily use public transport to get here from the west of Ireland. When I do so, I use Dublin Bikes to get from Heuston to the office. I think that some small changes would make a big difference to improving public and active travel routes like designated cycle lanes along the full length of both quays, but with the space taken equally from the roadway and footpath. I do not think that reducing road space would have a positive impact because it already takes me up to two hours to get from my office to Maynooth on the rare occasion that I do drive, and reducing routeways (like Aston Quay for outbound rush our and Bachelors Walk for inbound rush hour traffic in particular)

You are just moving traffic hotspots from one place to another with most of these proposals. I don't understand the installation of the metrolink which will involve digging up half the city (again). Why can't the Luas be extended out through the back of Finglas to the airport, from Broombridge.

Removing private vehicles from the city centre is problematic as there's not enough reliable public transport available to those outside the city centre.

Get rid of street parking

The Dublin City Centre Transport Plan needs to align with public transport options from the commuter belt areas including Meath and Kildare. My preferred option is to use public transport but when I have to work late, public transport is not readily available- once an hour is not a viable alternative to driving to the city Centre for late working for me.

The war on motorists has gone too far, a balance needs to be struck to allow people and businesses get on with their lives. Everything isn't about facilitating Big Cycling and their craycray agenda.

In other news, (which maybe a shock to Councillors and officials) the city is a dangerous kip where no one feels safe. Do something about that.

Transport plan should have links with south dublin, fingal and dunlaoghaire rathdown county councils to be effective. Dublin city council area has less than half the population of what is now considered Dublin which encompasses a population of 1.5m people - note many of these are along the m50 corridor and so need good access to dublin for example via good bike corridors via parks etc.. these could be low capital cost but very effective - like dutch cities do

Segregated cycle tracks and more pedestrian space in the coty centre would be great!

Make O'Connell bridge a public square

Taxis should have access to anywhere busses have ,if a disabled or elderly person/people need to be taken to a hotel /doctor etc.in often inclement weather,and I have no access to that street where do I leave them.

Taxisdould be part of public transport umbrella as the play a pivotal role in transportation of the public

Please include Taxi rep in your consultation.

Taxis are treated as part of the public transport system and as such should be granted the same access as other transport providers.

Provision of Taxi Stands should be a requirement within the planning for transport consultation.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

<p>The proposed draft is an insult to the disabled community, and community of carers.</p>
<p>The metrics used to assess reasons behind increases/decreases in private car use and cyclists are evidently based on a linear perspective; drivers to the economy. This insinuates that such groups mentioned are not considered a significant benefit to the economy and therefore are not accommodated.</p>
<p>I think the use of the words 'inclusive' and 'accessible' within the draft are misleading and frankly, buzzwords.</p>
<p>The Equality Impact Assessment was conveyed, evidently, as a weak, tick-the-box exercise.</p>
<p>That end quote "The city's public realm matters because it reflects our identity..." Whose identity would this be? Because I can guarantee most DPOs, carers, and people with disabilities would strongly refute that.</p>
<p>I am massively disappointed with the proposal. Considerable and effective oversight is needed, as well as</p>
<p>More regular, safe and reliable public transport options needed. If that happens, people will use it.</p>
<p>Walking to be given high priority in any new Plan.</p>
<p>Having visited other European cities there are lovely pedestrian only areas which really enhance the city.</p>
<p>Any improved public transport=good.</p>
<p>Priority has to be on high quality cycle and walking options combined with traffic free zones.</p>
<p>Priority to the car has to end.</p>
<p>I would love to see a greater use of public transport and bicycles, however until such time as the mindset of the people are changed this will not happen.</p>
<p>Plus the public transport system is so disconnected that it's not always possible to use it. I am one of the lucky ones to have access to tram and bus where I live</p>
<p>I don't visit Dublin city centre very often. Amongst the main reasons for that are the volume of traffic and the amount of roadspace given over to motor vehicles. It results in narrow and congested footpaths, noise, air pollution, and an environment that feels generally hostile to pedestrians and cyclists. We could do so much better.</p>
<p>I hope the new civic spaces won't have the proliferation of utility boxes and steel poles that the City Council seems to love.</p>
<p>I'd love to be able to cycle into and around Dublin city and feel safe.</p>
<p>I've been hoping for something like this for about thirty years.</p>
<p>Some of the cycle provision in the plan is great, some of it isn't wide enough or clashes with busses. I used to cycle in London but have so far not risked cycling in Dublin, the infrastructure has a long way to go to reduce incidents where cyclists are knocked down or killed.</p>
<p>We need to improve the road network in the city centre if you want to improve traffic in the city. Closing roads or streets to cars will only make the traffic situation a lot worse and will cause the traffic to spill out onto other major roads</p>
<p>Needs to support those who commute from further distances where public transport is poor. Park and ride locations inside the m50 than I would gladly park and cycle last few km but not feasible currently. Also would love to see Dublin bikes extend beyond the canals to inside the m50. Again park safely and then hop</p>
<p>The new plan must take into consideration people with disabilities but who do not qualify for a blue badge</p>

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

While I approve and agree in principle with the notion that we should all be walking and cycling more, the reality in this country is that most people don't live within easy reach of their place of work and often have no choice except to drive or use public transport. I use public transport myself any day I'm in the office and it takes over an hour to get to work each way and it's an unpleasant experience at the best of times as it's extremely overcrowded at peak times and often I'm left without a seat (I commute from Saggart). Remote or hybrid working makes more of a difference to me as I can work from home, don't have to commute or deal with the unreliable and overcrowded public transport experience.

Commuter hubs are a necessity to set up.

There needs to be spots on the fringes of the city e.g. Citywest, where there is free parking and people can then avail to choose of Bus, Luas, or electric bike or general cycling. The infrastructure needs to be there to support this. Paying for parking does not encourage people to use other methods of Transport.

The lack of sufficient and efficient public transport, poor and dangerous conditions for cycling means people will never leave their cars. With High volumes of traffic comes frustration and vehicles taking unnecessary risks, running lights etc.

Bus lanes in and out are in sufficient

Cycling can be beyond dangerous at times, cycle lanes are generally poor quality and non existent in a lot of places, some very poorly designed. Cycling is by far the quickest way around the city and to the fringes and beyond due to the volume of traffic, I can make it from Blessington on the bike in 45-50 mins which is the same time as a car in the morning, it may take 65 to 70 home but it could take 1.5-2hrs in a car which is madness. In general I park at a Lower Dodder which is free and cycle from there, there is the option to get a bus as well and this is what we need.

The public transport system in Ireland is awful

Dublin is becoming increasingly inaccessible to those living outside the capital. Private transport options are continually being restricted without any meaningful increase in public transport options from outside the city. Anyone who needs to access the city centre as a final destination for work is finding it increasingly difficult. Further restrictions without an increase in options will not resolve the traffic conundrum in the city centre and will only serve to increase emissions etc. The current "all stick and no carrot" approach will only result in the city centre becoming unserviceable, which will ultimately be felt by those who live there, as much of what is required to serve the city is performed by those living outside the capital

Talk to the. Is companies about the complaints they are receiving and see how services can be improved by working with them to give the public a better service where it is currently failing.

Unfair to aim to ban private cars in city centre when there is insufficient regular public transport out of the city.

Additionally public transport leaving the city can take up to 90 minutes to travel 40km

Train links out of the city to transport hubs such as M3 parkway are too infrequent in the afternoon to

Q3 is impossible to completely answer; Yes is the obvious answer - but only if realistic alternatives are also provided for people who live outside of Dublin (ie reliable public transport, less crowded, that is connected, safe and frequent, including in the very early morning and later evening);

My public transport to work = link bus + dart + luas (2hrs each way), longer with delays - ~ 4 hours /day often standing room only).

some of us commute to other Trinity sites instead of main campus

Less cars, more public transport, more pedestrian space. More purely pedestrian streets. Kick taxis out of bus lanes. Properly built cycle lanes, with physical protection, not just paint.

Put PROPER public transport in. PROPER. Not the hidgepodge that is there now. THEN squeeze cars out.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M5)

Public transport is too expensive, takes too long, and isn't reliable. Before reducing the number of private cars in Dublin city, public transport limitations needs to be addressed. Otherwise, it's putting the cart before the horse and will fail. There needs to be more frequent public transport at a more affordable cost. Buses are being cancelled all the time, or don't turn up. That needs to change. If people can't depend on buses to get into Dublin city centre, they'll use cars. The metro to the airport and beyond needs to be built as lots of people from that part of the city have an unsatisfactory public transport system and use cars.

Theft!

This is the #1 reason people are not cycling to the city centre. Viral videos of bikes being stolen in day light. There must be safe secure areas to leave our bikes if we cycle to the city.

I would welcome an integrated system of cycle lanes.

On a personal note, I would cycle much more if there was an integrated, designated cycle lane system within Dublin and surrounding areas. Half of my 12k journey to work is on cycle paths, which is great. But the other half is on dual carriageway, sometimes shared with a bus lane. I don't feel safe, so I don't cycle to work, and I know many others who feel, and act, the same.

The email sent with this survey had a very condescending and blame filled tone. Some people simply cannot walk or cycle anywhere and it takes them 1 hour by driving to get to work. TCD is not only main campus in city centre.

Many of us are now working hybrid and are based in regional parts of the country. Regional public transport leaves a lot to be desired so much improvement is needed in that regard. Focusing only on walking and cycling limits action to those who live within walking or cycling distance.

Buses are unreliable, overcrowded and dated. Cycling from suburban Dublin seems unreasonably dangerous, and requires lengthy detours to avoid hazardous conditions on the major roads. We need longer luas routes and larger, more consistent public transport vehicles.

Vastly improved park-and-ride and public transport interconnections are needed for those of us living outside Dublin. Luas/DART/Bus/cycle are great BUT if your journey starts beyond the reach of these services, you have to provide a fast, convenient, inexpensive way to connect to those services.

My concept of a good public transport system is one that facilitates moving from home to work and back again and also facilitates journeys outside of this. I use my car to get to work and because I am a carer. Using public transport would take at least 4 hours a day(all going well). Using my car takes 2 hours. The car is the only option when I need to bring heavy/cumbersome objects with me.

Stats are down on account of the sheer volume of people who reside outside of Dublin and must travel to the city for work and college.

Where can people safely lock a bike? All very well to tell people to cycle and then they come back to a stolen bike?

While I am a committed cyclist/commuter and also use public transport (train) , I also need a car and feel I pay enough taxes directly and indirectly that it should still be possible to drive to the city centre when necessary and occasionally for social reasons

It would be very helpful if the 41x to and from swords ran more frequently.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M5)

Dublin City Centre already has a plan that includes reducing private transport and increased public transport. I have lived in the City Centre which was vibrant and with all the changes has now become a place where very few GDA residence come to except if they work and then it is 9-5 pm only.

Making existing space more comfortable (seating required), safer, CLEAN and with better lights in the secondary streets.

Slower through traffic, private and public, will help pedestrians along with improved pavements and again a cleaner environment. Civic Spaces can be small and large area and greening the city centre with interconnected tree lines along walkways especially along the Liffey docks / roadways but also more consistency between north/south sides, can achieve more public space.

Traffic has been removed from most of the major throughways and it can't be blamed on Dublin City Centre being underutilised. Issue around vacant shops, safety issues and unattractive spaces need to be tackled so the city becomes more attractive to Irish citizens and not just tourists (who want to go to areas frequented by the general public too).

I think it's absolutely crucial to consider whether the reduction in people walking and cycling in Dublin City is a direct result of the lack of affordable housing and rental accommodation in Dublin. Presumably people, especially students, are forced to live further away than they would have in 2011 so walking and cycling is probably not an option for many now. Improving walking/cycling infrastructure and promoting healthy practices will only go so far if people just live too far away to consider such options. Housing needs to be addressed in conjunction with this.

The reason that cycling and walking to Trinity has decreased is because the amount of students that can afford to live in cycling or walking distance to Trinity has decreased.

Public transport into Dublin from further a field than the immediate suburbs (e.g. Ranelagh/Clontarf) is farcical, the fact that the Green Party has literally had zero impact in their current stint in government shows that they are a penalty-tax party only with no real environmental credentials.

Smart cities with heavily subsidised transport hubs throughout the main arteries of the country (from Kerry/Cork right up & across to the BMW region) should be the core focus of any progressive planning and future governments & political parties as a whole.

Some people really do need to be able to drive into and across town. (I'm not in favour of penalising or charging drivers to drive into the city.) I would be careful with the proposal to remove cars from Aston Quay/Bachelors walk -when areas are closed off drivers can end up spending more time on the road taking detours -I would keep the direct arterial routes open so cars can pass through quickly. I am in favour of making public transport the desirable option -which to be fair is already happening, such as with improved connectivity and capping fares. I would like some thought to removing fares altogether for some/all, such as free travel for students and young people -or free travel for all on the busier traffic days in Dublin -i.e. midweek. Hybrid working has taken some of the pressure off Monday/Friday. I would like to see a reduction in street furniture, and fewer obstacles for pedestrians. It can often be difficult to walk certain areas due to the amount of people waiting for buses. I love the on-street restaurant seating, but more careful monitoring is needed in certain areas as sometimes it is too tight for pedestrians, esp. people with

Placing cyclists in close proximity to buses is a major flaw in all existing infrastructure as it forces regular dangerous encounters between buses and cyclists. Segregation is critical to safety.

If you are coming to Dublin from a different county, the transport options are appalling. Making greater amenity spaces in Dublin just makes it harder for those who have further distances to travel. Especially if they have to cross the city. Bring rail transport back from counties outside Dublin where it is not available rather than tinkering with pedestrian and bus lanes which benefit those that are already being catered for.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

During lockdown the city council amended routes and roads for private transport, introducing cones and barriers to cut off access to lanes. Cycle lanes and coned off areas are a huge size, more than what is needed. This has had the effect of a "bottle neck" approach, which has led to increasing traffic jams and congestion as well as making it difficult for cars to overtake especially at junctions if there is an accident. Taxis/buses are able to drive in the bus lanes and further up the road then re-join the private car lane, which I have noticed makes considerable delays for private cars.

These "coned off" areas and "barriers" need to be removed. You need to allow private cars who commute to the city for work to be able to drive more freely and use these spaces, which will help with congestion.

At the majority of junctions in the city the frequency of the green light at traffic conjunctions is incredibly short, allowing for only 3 maybe max 4 cars to pass through.

Increase your time frequency of green lights

Open up barriers and coned off areas to allow traffic to move more free.

Introduce fines for buses and taxis moving between bus lanes and private lanes as they see fit (which is a major problem)

I think there needs to be consideration to better park and ride systems that allow those outside the M50 to make it into the city centre in a reasonable time frame. (I live 20Km away from Trinity and have to allow 2 hours each way by public transport which is not feasible). I think consideration of how people have other commitments to fulfil on their way to/from work must also be folded into transport plans (e.g. family care responsibilities that require drop by visits that may further extend travel time on public service to a point where quality of engagement is elided).

Stop closing down areas of the city without putting alternatives in place. I like the idea of having traffic free spaces but every time you close somewhere down it takes months or years before reasonable transport alternatives are offered. Set the alternatives, sort out the teething problems, then put the closures in place.

"There comes a moment in every Irish persons life when they realize they will never take a train to Dublin airport"

Plans to decrease traffic and open up pedestrian and other forms of access have initially faced criticism in other European cities, but then gone on to create bustling areas and amenities for locals and tourists alike, e.g. Paris, Budapest, Vienna. Clear leadership and vision is needed to bring this plan forward but private cars absolutely need to have less place in a livable city centre

The development of full loops in cycle roads instead of roads with dead ends is necessary to increase the number of people cycling in the city centre

Would welcome better cycling lanes and more pedestrian crossings and less traffic in the city centre.

Much more public transport is needed and specifically targeting some routes. For example, the 39A while is generally every 10 minutes, starts in Ongar D15, I live on Huntstown Way, approximately between Ongar and Blanchardstown Shopping Centre. Especially in the mornings, many of the buses are so packed they pass me by. It also on average can take one hour to 90 minutes to get to Dawson Street, which insane for a service within suburban Dublin. It's the same on the way home too.

I suggest the route is broken in two or even 3, perhaps one bus from Ongar that bypasses the Shopping Centre and goes to Blanchardstown village with the rest of the route the same and another with the old route beginning from Hartstown etc...

Thank you,

Gerry

It would be great to see more late night public transport options eg. 84N more frequently

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

I think that large lorries, trucks etc. should not be allowed in the inner city and quays etc. as they make walking in the city very unpleasant and are also dangerous for cyclists.

Also, making some roads just for public transport and cycling only would make commuting much faster, especially as I travel from outside the city to work in Dublin and the journey through the city can sometimes be as long as the journey into the city. The city would be more pleasant if there weren't trucks driving through the centre of it.

1. It would be advisable to introduce faster, more direct bus lines to/from the commuter belt to the city centre. These should complement the current "snail" bus lines.
2. The East-West traffic in Dublin south seems to be particularly badly hit by the cancellation of current bus lines. There needs to be a more efficient network of buses serving those communities.
3. There simply aren't enough tram lines in the city. More LUAS lines would need to be built to boost the efficiency of the current public transport system.

Have you thought about not charging an arm and a leg for accommodation that way walking or cycling to college is actually feasible?

More and better cycling lanes/paths.

And don't put the cyclist in one lane with buses and taxis.

A great start but does not go far enough. Hopefully, further pedestrian / cycle / public transport only spaces can be expanded within and outward of the city centre.

We need traffic light sequencing to be looked at with additional bicycle traffic lights installed that allow bikes to be prioritised at traffic light junctions over cars.

All bike lanes into the city from the suburbs should be looked at in terms of quality of the surface - there are some really bad examples where potholes and/or ruts alongside road resurfacing make cycling dangerous.

The car parking near to the city centre to be revoked and could encourage more pedestrian/cyclist/public transport only.

There is absolutely no point in banning cars from the city centre until a PROPER public transport system has been developed. The last thing we need now is the waste of public money on seriously underused cycle lanes and proposed 'civic spaces' which could simply become eyesores. You don't even differentiate between types of 'public transport' in Q7. Is public transport, by far the most democratic & environmentally effective solution, so irrelevant to DCC? Improve the Dublin Bus service & other forms of public transport - we can't all afford to live a bike ride from work! Also consider parents with kids, older people and people

I'm in favour of more public transport and reduced access for private vehicles in the city centre but public transport needs to get a lot better and traffic must not be pushed out to the suburbs. Comprehensive frequent outer orbital routes are vital otherwise the centre will become a place for tourists and nobody else. The M50 is a parking lot at certain times in the day as are the link roads leading to it. People need to travel to work and school and public transport does not help most of them to do that so they have to use the car. It takes my daughter two hours to travel by bus to travel 13km each journey to get to college. That's 20 hours travel per week and this doesn't include the lifts we give her to and from the bus stop. The new bus routes introduced this week have made things worse. So improve things in the centre city but not at the expense of the suburbs and everywhere else in the country.

There should be widespread options for secure bike parking throughout the city centre.

Understanding behavioural change is key as is deriving the total economic cost of doing nothing v making the change and presenting that in a manner that makes sense to the 'ordinary person'.

Public transport connections between suburbs need to be available to reduce the amount of people having to commute in and back out of the city centre

Public transport is insufficient, and demonising drivers and making their life more difficult is not a solution.

Thank you for this plan. I would like to see a drastic reduction / elimination of private cars in the city centre and to see it made safe for active travel as well as public transport. There is huge potential to make Dublin city a safe space to travel with clean air and we must take it.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

The city needs to feel safe and to be safe. Cycling does not feel safe due to jaywalkers and traffic particularly large vehicles such as lorries and buses. Walking one needs to be continuously on guard for personal safety (that includes cyclists not obeying the traffic lights. One morning I counted. There were 10 traffic stops I had to stop for as a pedestrian, when I finally got the green man in 9 out of 10 crossings cyclists broke the lights as if neither I nor the traffic lights existed). Walking and wheelchair friendly paths and pedestrian crossings need to be prioritised (cycling lanes are all well and good but footpaths have the potential to serve more people). Crossing times at pedestrian lights needs to be extended.

I use the commuter train and enjoy this mode of transport. However, the capacity needs to be increased as most trains are very busy with standing room only when the trains arrive at our local station.
I would love to see more of Dublin 1 & 2 traffic free

More attention to maintenance of cycling infrastructure is needed.
The public transport system should embrace a systemic approach. When there is a Luas or DART outage, Dublin Bus should operate replacement buses as soon as possible. While this requires more resources, planning, and cooperation between the different companies operating in Dublin, it is certainly possible, as it is the case in many European cities. Currently, a Luas or DART outage has the knock-on effect of immediately overcrowding regular bus lines, which leads to buses skipping stops because the passengers cannot be accommodated on board. In effect, every outage of rail public transport in Dublin blocks the city and significantly increases travel times.

People are not walking/cycling to college because there is not available affordable housing within walking and cycling distance

I travel to Dublin by train and would like to cycle from Heuston Station to my workplace in the city centre but would not do it with the current lack of safe cycle lanes.

As I live outside the M50 and commute to Clonskeagh to work each day, I don't see anything in the transport plan that will help me get to and work in a reasonable timeframe with convenient public transport access and in a costly manner as I will undoubtedly be more than the current 90 minute €2 fare. No consideration has been given to people who have had to move outside Dublin due to housing costs but still have to work in Dublin

Unless commuter trains and bus services are increased for commuters into Dublin city centre this plan should not progress. The service changes should coincide with 2028 transport infrastructure changes to train and bus networks and not in advance of it.
You have not included any park and ride facilities for those who commute into Dublin city center who don't have direct transport option bus/train? Or those who live more than a 30 min walk to a transport link. Families do not reside in the city centre. So who are the civic spaces for? More civic spaces will attract more problem activities e.g. drug dealing , on street drinking and loitering. look at the boardwalk which is not safe to walk down.

I would love to continue travelling into work on public transport but when 3-4 full buses pass me in the morning it is very frustrating. My area is becoming more built up but there hasn't been an increase of buses or darts. I don't want to start driving into work but if it comes to not being able to get on public transport I will have no choice

More public transport, not buses, increase Luas and make underground metro an absolute priority. More green areas less private cars

I'd love to cycle to Trinity but as an international students it's quite stressful to store your bike over the summer. Also, since you don't use the bike all year buying one can seem not worth it, especially facing the threat of theft. Maybe providing space for bicycles over the summer break or offering to pay a percentage of the price for a new bike or setting up a system of selling bikes from leaving students to newcomers could be helpful!

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

<p>3 options for outside Dublin County.... maybe try offering outside Leinster?</p> <p>Less walking and cycling is perhaps a result of..... very few who are attending Trinity as a student or worker can afford to live in Dublin.....</p> <p>Short commutes are a luxury!</p>
<p>Since the closure of Capel Street to traffic, it has added approx 30 minutes to my travel time to work in the city centre. This new potential closure will only make the situation worse. Car drivers are consistently penalised with no viable alternatives (Metro!!!). The cart is always put before the horse. I have to cross the river to work and this is becoming increasingly difficult. I do not have access to frequent public transport where I live, which makes my car a necessity. The cost and lack of convenience of public transport is also prohibitive. A return journey would cost me up to 15 euro per day. I couldn't afford that every week and my car is much more economical. I also have to collect my daughter from childcare, which is another reason that I need the car. Please consider the needs of those who live outside the areas of Dublin where public transport is poor. My 30km commute took me 2 hours this morning. What about the welfare of others like me who cannot cycle or use public transport? Thank you.</p>
<p>I think it's crazy stopping cross city options for people who have to commute by car. Diverting traffic right down Pearse Street towards Sandwich Street and the Samuel Beckett Bridge will create a massive bottle neck at an already traffic hotspot. I think the option to turn left up Pearse Street and right at Tara Street, should be maintained. I also think the proposed green area at Lincoln Place should not go ahead unless full access is maintained for traffic in and out the Lincoln Place gate of Trinity College.</p>
<p>NO NO NO to traffic free area!!!! Q8 should have an option to say NO!!!</p> <p>Don't expect people to use public transport in Irish weather!!!</p>
<p>Hello City Center Transport Plan Team... please don't destroy the City Center anymore... already it's the biggest mess ever in the history of Dublin about transport and Public transport...the public transport it's not exist outside of Dublin (Donabate, Sword s,Portmarnock, Dublin 15etc....not everyone live in the city center!!!!Be smart don't spend our money € € doing nothing....we live In Dublin.Ireland not in San Francisco we have rain and really bad weather...we not all can use bike to make it free traffic...be realistic not stay in a bubble stay with and by the normal people side!!!</p>
<p>There's no point in making these changes if buses DO NOT COME IN TIME or FACILITATE THE NUMBER OF PEOPLE GETTING ON!!</p> <p>we need more buses and more public transport options!!!sick of waiting at a bus stop and having to get a taxi I can't afford because buses didn't show up or drove past because they're full!</p> <p>Ridiculous</p>
<p>If cycle lanes are introduced it should be mandatory to use them not a choice to cyclists. Consideration should be given to delivery trucks for business and drop off at hotels ect for taxi and and small PSV vehicles</p>
<p>Use are slowly killing the city</p>
<p>Done by a bunch of incompetent people with no consideration for working people, lack of profesionalism is reflected on the current situation with the projection of make it worst and as well in dealing with profesonals who have been invited from a well kknown University from across the water from UK to give advice. They left by saying that they never seen anyone so unprofessional like the people in the City Council</p>
<p>Increase bus frequency and reduce the number of 'ghost buses'.</p>
<p>As and from 2024 we will no longer have a direct bus into the city centre, thanks to TFI. So this now means we have no alternative but to drive. Kids have no direct route to schools and colleges outside of Littlepace. So the council REALLY need to tie in with TFI, as these decisions do not take the public into consideration. In addition, drivers pay road tax to use public roads. If you want to restrict traffic in the city centre, reduce car tax and introduce bike tax. It only seems fair</p>

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

I live in North Co.Dublin/
Yes there should be more pedestrian areas in Dublin City and less cars BUT PUBLIC TRANSPORT needs to IMPROVE! Busses need to be more reliable, time of the bus arrival should be more precise and there should be MORE direct "fast" busses going via Port Tunnel to City Centre (even during the weekend!). Currently it is taking me 1hour to get to city centre by bus from where I live (33 Bus). If I had this option going via Port Tunnel it would be cut in half at least!

- 33X bus should be available during the weekend as well for people who want to visit the City and not waste 1 hour on the bus !
- Underground/Metro.. as pretty much everyone in Dublin, we need this badly ASAP.

Public transport is absolutely vital to reduce the number of cars and other private means of transport in the City but I think the issue is that the bus services and other public transport services are so unreliable that people like me, who live in Co. Meath feel that we have no other choice but to drive for fear that buses just might not show up or route might just be cancelled and then you are left stranded. Until this improves I dont think its fair to punish ordinary people who are just trying to get to work by increasing traffic due to less lanes etc. There also needs to be more enforcement around making sure cyclists are using the cycling lanes provided as there are still a lot who use the driving and bus lanes throughout the City.

Essential that the centre is more concentrated on pedestrian and cyclist like all the main European city centers. Dublin is an aggressive city and ideas that reduce the traffic and rush will contribute to a calming effect in the centre.

Policing of the public transport must be improved use the Brussels model where a surge of security and police pounce randomly and check tickets and behavior.

The area around Trinity/Bank of Ireland must be turned into a plaza style centre without traffic, too long it's being discussed.

Finally for commuters to the city from outside the county the train service is good but speed near the city is affected by DART services, time to create loops or third line where space allows which facilitates passing

Restriction of private car access to the city centre in the absence of significantly improved public transport alternatives will have a severely negative impact on the economic performance of Dublin city as a retail and commercial destination.

Until we have a proper metro system for the city we should not be making it impossible to drive into the city

Its essential that unrestricted access is maintained to all city centre car parks as part of the measures outlined in the plan.

Question 8 is a unfair question as there should be an option to select neither.

N/A

Please continue taxi access to all bus lanes. They are Small Public Service Vehicles

keep up the good work. I know there's a Luas but it needs priority at junctions/lights etc. Takes a while to get between Heuston and Connolly. When you have nice pedestrian streets like Cape Street or Grafton Street, it'd be nice to have a faster parallel route for people on bikes so they are nudged to take a faster detour. Some of the lanes used for deliveries could help form an invisible network of low traffic streets for people to get around on bikes or scooters.

The city quays need to be regenerated. The derelict shop fronts on the quays are disgraceful and unappealing to tourists and regular visitors like me. Any traffic management plan needs to have a strategy for renewing our city centre streetscapes.

Re: Stepside/Belarmine, D18, recently a very fast growing population, with only one bus 47 which leaves every 1h (every 30 min during high pick) which does NOT satisfy the needs of people leaving in this area, plus this takes ages to get to city centre with that bus.

Also Stepside/Belarmine has no direct bus with Dundrum (5km away) which is a shame.

On both situations the residents are made to take the cars which enhance the traffic/pollution/noise.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M5)

The strategy is heavily dependent on each of the projects (bus corridors / dart plus etc) being started and completed within similar time scales. Creating a large pedestrianised area without the supporting infrastructure would see the city centre becoming lifeless. Projects should not be progressed without a clear timeline.

Much of the structuring of the routing is about bring those into the city centre, but there is nothing supporting north/south transportation. For example living in the northside and having to access a hospital on the southside.

As an employer in the city, staff are moving away for the city centre due to high cost living, this is particularly awkward with shift working, public transport must work outside of the traditional 8am to 6pm.

Cross city transportation is not clear, for example getting from Connolly train station to Dublin 8. I would see this being particularly challenging to tourism. For example travelling from the airport to south of quays and having to catch multiple forms of transport with luggage and with limited knowledge of the public transport system.

There is a large dependency on cycling around the city, this is not suitable for all and can be very weather dependant. As is often used in as in example the Netherlands actually snow plough/grit the bike lanes before the footpaths, has this been taken into account? Bike thefts in the city are some of the highest in Europe, how will this be managed?

How will pedestrians be protected from cyclists / e-scooters in large open areas?

I daily transport cancer patients to and from appointments and a private car is a necessity .Banning me from the city would be a disaster for both patients and society at large .

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

businesses in the city centre. The city centre is already suffering greatly from reduced footfall post pandemic, and the Dublin Town footfall data demonstrates this. How can a plan that by its very definition plans to reduce a major mode of transport into the city centre not negatively impact these businesses by further reducing footfall as there is no viable alternative to the private car for many. These people will simply not visit the city centre by staying local or going to an out of town if these plans are introduced. Many people (leisure users and commuters) have no choice but to drive into the city centre as public transport options simply don't exist, are insufficient/full or are/perceived as unsafe. Dublin simply does not have a modern public transport system that would support this plan. Build a modern public transport system and then implement the plan. Please don't start pointing to the LUAS P&R car parks, these are simply not adequate and often over subscribed.

I think it's fair to say that Dublin city centre is not as safe as it once was with many well documented issues including last weeks riots. The Gardaí simply cannot adequately police the city centre and with the creation of the public plazas at various points this will encourage and attract further anti-social issues that the Gardaí are simply not equipped to deal with. I understand policing is not the concern of DCC or the NTA but this is a legitimate concern that has to be addressed. Public bodies need to work together, DCC can't just build a plaza for it to become akin to the Wild West.

The traffic flow changes will create rat running in many areas of the inner city endangering the lives of children as this increased volume of traffic passes many schools. There has been no environmental impact study produced for the areas that will suffer from rat running or maybe there has? I certainly haven't seen it. Venues such as the Convention centre, Three Arena and Croke Park will become inaccessible when travelling from certain parts of the country such as the West, South & South West. There simply is not sufficient P&R capacity to facilitate people from these parts of the country travelling into Dublin. These people will simply be discommoded.

The list of issues can go on, these plans will fundamentally ruin a city centre that is already suffering from reduced footfall when compared to pre pandemic. There are parts of this plan I can support such as the College Green plaza but we don't need a plaza on every other street that cannot be properly policed and will ultimately become a haven for anti-social behaviour. We should build cycling infrastructure and civic areas,

Why must we continue with buses? Why can't you build a mono-rail? Why must all buses terminate in the city? Why can't we have a modern city where bus terminal is at J7 and M50 for example. The Luas should never been at road level it has too many collisions. The way DCC planners have allowed areas to become office centres has caused traffic blockages no matter what transport method is used. And traffic considerations an afterthought. How much has this plan cost DCC? No thought for workers or businesses owners. It is truly astounding.

Reducing cars and pushing people to use public transport is not a solution for people living outside Dublin. People visiting Dublin and accessing shopping, staying in hotels want to drive to Dublin and not be penalized for that. Instead to stop commuters driving through the city toll it at all aspects. As the visitors will pay it but the commuters won't. Also how about providing car parks outside the boundary so we can avail of the luas into the center. Again nobody visiting from outside Dublin will use public transport.

We need later busses in and out of the city as a matter of urgency, particular the 120. We need it to run late into the night and early morning

No mention of how wheelchair users that drive will be accommodated in these plans and what will happen our parking spaces in the city centre.

More luas, start underground, remove eamon ryan and the greens.

closing any more streets or roads in the city will lead to traffic gridlock the use of motorbikes and mopeds needs to be encouraged as this would solve the congestion problem without any need to change the infrastructure

Lots more modal filters needed.

Every modal filter means one fewer location where pedestrians have to cross cars.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

Get the metro done between the Airport and O'Connell street first it's the most important and get things done quicker

public transport offering . I also note the acknowledgement that the positioning of taxi ranks is a consideration within the overall plan but I can't help wondering is there going to be a similar de-prioritisation of taxi ranks in high profile locations to the benefit of other modes of transport and al fresco dining?.

It is clear to me that the NTA mention taxis as a key component in the public transportation infrastructure but they are the first service providers to be disinfranchised when a bus or cycling road realignment is mooted.

Provision within the plan for taxi ranks must be made with regard to their location in high footfall / high demand locations and high visibility areas, and as suggested to give comfort to vulnerable people, particularly females travelling at night as indicated by yourselves, and not to hide taxi ranks in back streets as some kind of afterthought.

As regards future rank locations, all you have to do is look at where drivers are parking up ad hoc at busy times to understand where the demand for taxi spaces actually is.

Let's hope logic will prevail and we don't have more any more closing of taxi ranks in high demand areas such as the Merrion Row taxi rank, closed in favour of al fresco dining and causing traffic chaos as a result.

I note with interest there is absolutely no reference to the role of an Garda Siochana in any area of the plan. If Dublin is to have a truly integrated public transport offering I would suggest that without the full buy in and support of an Garda Siochana, a huge amount of these proposals won't deliver their commendable objectives.

A quick for instance would be the closing of North wall Quay at the 3 arena any time there's an event on, to all traffic, taxis included thus yielding the following results

1. People can't get taxis
2. People have to walk long distances late at night to get back to the city centre.
3. Taxi drivers don't bother cruising the area due to the aforementioned restrictions the the ensuing gridlock
4. A narrative is perpetuated , particularly by the media and the hospitality sector ,that there's a "taxi shortage".

"Do you support the principle of giving commuters more transport choices when they decide to come to Dublin City Centre?" I answered yes but actually we need to ban SUVs and any other pick-up/truck style vehicles that are imported illegally by pretending they are for professional use.

One of the problems with Dublin is that there no obvious border between the city centre, the DCC area, the wider Dublin area, suburbs, commuter belt, etc. There is only the canals and the M50, as your survey alludes to. Therefore, please take action unilaterally if you need to but do try to involve these wider areas.

Otherwise politically it will be hard to improve the situation in the "centre" only. Similarly although a holistic planned approach would be optimal, politically please try to put your money into lower-income areas and those that welcome the infrastructure first (rich Sandymount objectors I'm looking at you).

People, especially disabled, cant rely on public transport as there is still large gaps in the public transport infrastructure, such as a multi line metro for example. Only after sorting out the public transport, should you then start removing cars from the city. As it stands, Dublin and Ireland as a whole is ranked bottom in the ERPI. 1 step at a time, not the last step first

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M5)

More reliable, frequent, affordable and efficient public transport options are needed, prior to implementation of the key pedestrian and traffic free areas proposed under this plan. Without this the already chaotic traffic during the morning and evening peak periods will only get worse. People need credible alternatives and incentives to reduce car use, which aren't currently available in many suburban and commuter locations. The Motorway system is also badly in need of reform and a better management system put in place, as the congestion is now commencing earlier, further out, and for much longer periods than previously seen. An extensive funding package from Government to cover the upgrades needed for the entire transport system is needed, and with surplus funds now available from the exchequer, this should be rolled out without any further hesitation.

The plan to pedestrianise the area will cause a massive build up of traffic in the surrounding areas increasing travel times for both public transport and other traffic

I strongly support the shift away from a car-centric city centre.
The draft plan fits with various government policies (CAP, NPF, National Sustainable Mobility Policy etc.) which clearly show the direction we need to move in.
I strongly support prioritisation of road users as per DMURS: 1. Pedestrians, 2. Cyclists, 3. Public Transport, 4. Private cars.
I'm excited to see focus on public realm; I think it will make Dublin a much more enjoyable city centre to visit. I think the draft plan has the potential to greatly improve quality of life for people living or visiting the city centre.
I think it's important to consider local businesses and work with them to sort out issues of logistics / practicalities.
I think it's essential to move to implementation asap, and avoid frustrations general public can have re. infrastructure projects that are slow to happen (e.g. Metrolink).
I'm grateful for all the work done by everyone involved in developing the draft plan.

Swords needs better public transport services.

I agree with most of the changes. We will hear a lot of hubbub from motorists who aren't willing to change until things improve, 'cart before horse', etc.
But we've tried, especially since covid, to get people to change their mode of commute. Sometimes giving people an option isn't working we need to restrict them and force change. People will adapt.
Just a note on accessibility, all of this is for nothing if we leave our most vulnerable behind. Every single change to our transport network needs to be viewed through the eyes of somebody with a disability or mobility impairment. I see on social media every day that lifts in train stations are out of order, cars parking on footpaths going unenforced, poor quality junctions and pedestrian lights that are hostile to vulnerable people.
I'll be honest, i was ignorant of the challenges they faced until i started guiding my visually impaired friend and colleague around the city centre. Every crack, every kerb, every junction. Make this the most inviting city for an impaired person to navigate.

Appreciate that space is at a premium, but the metro north would be a huge boost in terms of reducing traffic. College Green should be pedestrianised, it's the nicest part of town and it's totally choked up with traffic. The cycling northbound through there has improved in recent years, but southbound, where you're competing with a luas, luas tracks, and two lanes of merging traffic? Forget about it, like. I mean, if you wanted to be ambitious... just leave the Luas, then maybe re-open the link between Suffolk St/Church Lane and Nassau Street and pedestrianise the stretch from Nassau Street down to the front of Trinity (with a cycle lane obvo ;-)) ... Like, humans are the most adaptable species on earth, Dublin City Centre is basically a no go for anyone who lives here due to traffic and poor public transport options, and the city suffers for it. The tourists all get fleeced in Templebar, when they'd all be better served gettin fleeced by me tellin them

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

I cycle into work when I am in the office, which is now the centre of town. I feel very vulnerable, unsafe and constantly come in contact with large vehicles and unsafe drivers. I would welcome a safe cycling environment as well as better public transport links to the city centre!

I would also welcome infrastructure that includes nature based solutions to improve the roads and paths and make them more resilient to climate change.

Please just skip all the public consultations and DO these positive things.

Streets need to be for everyone and cars should be deprioritized

Wholeheartedly support this, better cycling connection between Dun Laoghaire and city. On the DCC side of border it is lethal

If public transport was actually safe and had proper security I would consider using it . There is enough space for cyclists as it is and people will always need to use private cars at times .

I fully support an extensive application of the plan and envisage a major improvement to the experience of the city centre as a destination and as a transit point

Greater public transport options (an expanded Luas that goes beyond the canal on the north side and west side), as well as better link up between the limited train lines in the city will greatly reduce the public's reliance on private vehicles.

Buses compete with cars for road space. They are therefore unreliable and people choose their cars instead. More public transport usage, reduces car usage thus increasing the safety, viability and attractiveness of cycling to more people.

Direct and safe cycle only zones (e.g. along the canals) to allow cycling become a safer and more direct option for more people.

Don't let taxis mix with cyclists. Taxis are often incredibly aggressive drivers and a nightmare for cyclists.

At the moment there's far too much reliance on buses as the main mode in the city centre, and we massively need a metro to allow less bus-dependency.

As a cyclist, it is very dangerous and stressful to share the road with so many heavy double deckers.

At the same time, buses are at/over capacity at peak times and I don't think piling more buses into limited city streets is a sustainable long term solution. We badly need a metro.

You can currently walk from Portobello to Drumcondra as fast as a bus in the evening rush hour.

Love the sound of this plan! Please let's remove vehicles from the City and prioritise sustainable transport options!

Give buses some solid priority and enforcement of that priority!

The Gardai are clearly not interested in enforcing bus lane encroachment by private vehicles or the blocking of yellow box junctions. So, remove it from them and introduce ANPR fine cameras like most other cities have done long, long ago. Use the money generated through such fines to pay for improvements in cycling and pedestrian infrastructure.

I use the bus 2x daily for work from the Western suburbs to the City Centre and it is absolutely infuriating to witness private cars (mainly single occupant) delay a full bus with 80+ people on board.

I guarantee that a month of camera fine enforcement would see a drastic improvement in the reliability of the bus network in the city centre. Private vehicle drivers need motivation to change their behaviour. A €60 fine for using a bus lane or blocking a junction would be fabulous motivation!

I like to drive my car into dublin city centre

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

Fully support car free civic spaces, I'm a driver, but LOVE pedestrian areas and see the HUGE benefit. Spain's Pontevedre made great strides in going car free, and years ago!!

More buses, trams, bikes and feet.

Fewer private cars please.

The Councils plan to reduce 'through traffic' is admirable but unworkable until the alternative routes via the M50 and East Link Bridge are no longer toll routes. Otherwise cars will continue to drive through the city using whatever routes available to them.

The plan for a blanket 30km/h speed limit throughout the city is ridiculous. Are there areas that this is needed, yes, but why not try a 40km/h? Otherwise, cars will create even worse bottlenecks with slower traffic. And reducing the speed limit will not lead to a reduction in traffic driving through the city if no viable alternative options are available.

The toll on the M50 and the Eastlink Bridge push drivers through the city center, and while I believe we should reduce car traffic across Ireland, I do not think drivers will avoid the city centre as long as both have tolls. Therefore, reducing speeds to 30kph in the city centre while keeping the tolls will simply make traffic even worse, which will ultimately negatively impact bus travel times before entering the public transit priority zones.

Furthermore, taxis should NOT be permitted to use bus lanes. They frequently create traffic for the buses and regularly ignore traffic and speed requirements creating an unsafe environment for pedestrians and

Dublin City Council's own survey showed that motorists are the most important spenders in the city centre, with cyclists barely spending anything at all - these extremist plans will endanger businesses and jobs, and are a direct attack on working families.

This plan does not seem to have given any consideration to people with disabilities trying to access and enjoy the city centre. For a person living with disabilities, particularly mobility issues, public transport is not a realistic option. We depend on private cars with the blue badge in order to access, use, and enjoy the city centre. By reducing access and routes for private cars it will make it harder and more difficult for people with disabilities to use the City Centre.

Also no thought appears to be given for the future and the opening of the new Children's Hospital. A family with a serious ill child is dependent on private cars to attend hospital appointments etc. Parents will be travelling from all over the country via different routes (M50, M1, from the south, north, west, east) and by taking away routes for private cars it will cause significant delays and mean potentially missed important appointments if private cars cannot travel through the current quickest routes through the city centre.

Love the idea of the 15 minute city. With reduced traffic into the city, it should improve public transport significantly, making it the preferred option. I would love to see the north quays turned into public transport and work vehicle only and no crossing of the Liffey except for public transport.

Dublin is grand for walking, cycling and public transport though it could be made much better. Don't listen to the "Have to drive" crowd. I feel they are genuinely anxious but don't know what they are talking about as they haven't actually walked/cycled/used public transport in years so they don't know what the alternatives to driving are.

Bring in a charge for cars! It's ridiculous the amount of cars coming into the city centre. Make the quays bus and taxi only. Only allow trucks and vans in the city centre between 0000 and 0700.

Prioritise getting the buses flowing! It currently requires me to get a bus at 0630 in Blanchardstown to get to UCD by 0800. That is absurd! Even worse coming home in the evening!

I would love more pedestrianisation and better public transport even if this makes driving a car to the city centre more awkward/difficult.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

The cycling facilities need to be dramatically improved to enable all our community to cycle. The cycle lanes need to be 24/7 and there needs to be enforcement of illegal parking.

Whilst it would be great to see more civic spaces there needs to be adequate policing so everyone can enjoy these areas.

The biggest challenge I have in the city is the substandard footpaths. The quality and maintenance is very poor. In addition they are far too narrow for the volumes of pedestrians and wheelchair users at peak times.

Space - specifically road space needs to be allocated to Active Travel users so they are prioritized within our city.

In addition as buses are our key mode they too need priority with even more area bus only to speed up journeys.

There should also be a lot more high quality secure cycle parking throughout the city like Drury street to enable cyclists to park with ease.

the strategy outlined in the plan.

I would note that removing through traffic from the city centre has been a council objective for what seems like decades. All over the city there are still signs up for the council's "inner orbital route" which was launched to great fanfare in 2002 and then mostly forgotten. The signs are still there but nobody really knows what they're for. I hope that this plan can be an ongoing strategy that continues to guide the decision making process in the years ahead.

College green is currently mayhem - dangerous for cyclists and pedestrian, major delays for buses. One thing that could be done here is to remove taxis - taxis' contribution to public transport is minimal but they cause significant congestion, lines of taxis often carrying just one passenger, or no passengers, delaying buses carrying dozens of passengers.

Please prioritise the construction of the proposed active travel bridges at the Docklands - as a regular cyclist in the area, the East Link bridge is terrifying to cycle over, and the footpaths are way too narrow and whilst Beckett Bridge is better, it connects into Macken St on the southside which is a very hostile street for cyclists and the alternative route through Grand Canal Plaza is usually too busy with pedestrians to safely cycle through.

The North Quays cycle lanes (between Beckett and Eastlink bridge) need to be redesigned. They are very awkward to negotiate: lanes disappear into big shared areas that are used by bus companies to drop large numbers of passengers in the morning. At every junction the cycle lane either shrinks from bi-directional to one-way with no obvious indication of what cyclists are supposed to do, or goes into a chicane - both of these design features increase the likelihood of cyclists colliding with each other.

Improve wait times for pedestrians at traffic lights. Currently any significant walk across the city involves a lot of waiting around for the "green man", it's no wonder jaywalking is widespread.

Integrate Nature-based solutions as much as possible. Bioswales and rain gardens will provide vital protection against oncoming flood threats and can be easily integrated along bike lanes and footpaths, with the trees, to separate the areas. Also boost biodiversity, sense of place, community wellbeing and city

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M5)

What about the people that cannot use public transport or don't have access to it. I am a blue badge holder and I attend the National Hyperbaric Centre once a week, which I have to drive to. Most of the people attending there have a disability of some form or other. I'm sure there are lots of medical places in town that people go to.

Copy Paris

Great plan

from general vehicular traffic, or will comprise a low traffic or traffic free environment. I just want to share some thoughts on segregated cycle lanes, as an experienced cyclist as well as a motorist and pedestrian.

In my experience, the main beneficiaries of segregated cycling infrastructure are private motorists in general traffic, removing the potential hazard passing a slow-moving bicycle can pose. While there is an apparent safety benefit on the face of providing a separate space for cycling, my experience leads me, in almost every case where there is a choice, to use the road to travel when cycling. The reasons for this are

1) that there is no right of way for cyclists who are not on the road - this is inconvenient when cyclists must stop to give way to any motorist turning across their path, but becomes an extreme safety hazard where the segregated and the integrated infrastructure meet: at all junctions, roundabouts, where a cyclist intends to make a right turn, where a motorist intends to make a left turn, and in other situations. Segregated lanes also put cyclists out of direct line of sight for general traffic, posing additional safety issues. The solutions to keeping all cycling infrastructure entirely segregated are obviously impractical - in this case it is safer to keep it all integrated; and,

2) that segregated infrastructure implies that cyclists are obliged to use it, leading to dangerous situations where motorists infer no need to check for, or consider, cyclists when making manoeuvres. There aren't as many roundabouts in the city centre as in the suburbs, but they are a good example of this - if a cyclist wishes to take the 3rd or 4th exit on a roundabout that has a marked cycle lane, using that cycle lane will likely result in cars exiting the roundabout in front of, and across, the cyclist's path. In this situation, the appropriate lane to take for the cyclist is the 2nd lane in general traffic, which prevents vehicles behind the cyclist from overtaking them on the roundabout. While overtaking on a roundabout is an illegal manoeuvre, I am not confident that the majority consider that applicable in this case;

I welcome the Plan wholeheartedly - I just wished to share my thoughts on the safety issues around segregated infrastructure. I think simply prioritising bus corridors with adequate space allowing their use by cyclists as well as public transport will be much more cost effective and safer on the whole.

I would like to use buses more to travel between suburbs. Apart from the Moovit app, there should be much more user friendly info about bus connectivity. I'd like a TFI map, an app, and realtime info on buses. I travel into the North city suburbs by Bus Eireann 103 bus. This service suffers from all kinds of issues. We need a choice, so another bus route serving North Dublin and Meath commuters is necessary. How about a Dublin Bus route to bring us into Dublin from Ashbourne? It's only a 30-40min journey, but badly served, especially in the evening. If a bus doesn't come, you could be waiting an hour, with no other options.

In general, I think that Dublin's medieval streets would be better served as predominantly pedestrian, along the lines of the continental model.

Motor traffic for service and utilities should be allowed in the early morning or late at night, but during daylight (roughly) hours, they should be pedestrianised, with appropriate public transport support.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

Dear Sir/Madame,

Metro Dublin acknowledges the invitation for a submission to the Dublin City Council's Draft Dublin City Centre Transport Plan 2023. We appreciate the opportunity to align our project with the council's vision for a more efficient, sustainable, and interconnected urban transportation network.

Metro Dublin's Alignment with the Draft Plan

Metro Dublin's design and operational model complement the objectives set out in the Draft Transport Plan. Our focus on rapid transit and reliability positions us as a key player in enhancing the capacity and efficiency of Dublin's transport network. The integration of Metro Dublin into the existing system presents an opportunity to reduce reliance on private vehicles, ease road congestion, and provide consistent and reliable travel times. Our project's compatibility with other forms of transportation, including buses, trams, and bikes, as well as its complementarity to existing initiatives like MetroLink and Dart Plus, is designed to facilitate smoother transitions between different transport modes. This integration will enhance the travel experience within the city, contributing to the overall objectives of the Draft Transport Plan.

The establishment of Metro stations, envisioned as new urban hubs that don't just benefit Dublin but all of Ireland, aligns with the city's development goals. As an electric-powered solution, Metro Dublin is committed to environmental sustainability, aiming to contribute to the reduction of carbon emissions.

Metro Dublin's Development Progress

Metro Dublin has undertaken several initiatives to advance its development:

1. Submission to the All-Island Rail Review, focusing on improving Ireland's rail infrastructure.
2. Engagements with government officials and experts, including endorsements and

great to see a reallocation of space away from private cars

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

I work in the City Centre, travelling from Heuston each week and cycling up along the quays into the city centre.

This plan will help provide a much safer and healthier environment for me on my commute. There are a number of items I would like to see in the finalised plan.

*A last mile delivery plan to ensure that smaller, lighter, electric vehicles are used instead of larger, heavier fossil fuel delivery vehicles in the city, with priority given to ebike and trike for last mile.

*A sincere prioritisation of active travel and public transport, then shared vehicles, with a proactively deprioritisation of access for private car traffic and storage, with the exception of blue badge cars.

*A strong focus on aesthetic and collaboration with Biodiversity Officer and the Parks team to amplify the benefits of any new traffic flow and infrastructure by maximising the green and planted space in the city. Any infrastructure works should maximise the potential of Placemaking in the city centre, with good urban realm design and the use of quality materials.

*Ongoing evaluation of the new traffic plan, across all times of the day, ensuring that evaluation is both qualitative and quantitative and hears the voices of all ages, abilities and genders.

*Where outdoor dining is facilitated, space should be retrieved from private car traffic flow and storage, and not from active travel space, green or amenity space.

*Although outside the direct remit of the plan, close collaboration with An Garda Síochána and adequate resources need to be dedicated to ensure that traffic offences are enforced, including illegal parking on paths or cycling lanes, and removal of sandwich boards and unnecessary clutter, to ensure our streets are as accessible as possible.

City centre car free

At night and in the evenings public transport from the city centre to the suburbs outside the M50 can be very limited. During these times a car is more reliable to get into the city centre. Plus actual traffic is dramatically lower.

It's a great plan, it will benefit me personally as it will make it safer to cycle on the quays to/from Heuston. I would be supportive of further measures to prioritise sustainable transport over the private car in the city centre.

The only other suggestion I have is that taxis shouldn't be allowed through the bus gates.

Thanks for developing this plan, if implemented I think it will be a huge success.

Safety for cyclists must have a very high priority in order to maximize the growth of cycling which will bring real benefits to the city environment.

I live just outside M50 (Firhouse) between 2 roads that have bus lanes with very infrequent services considering how close to City centre. Nobody where I live should need to drive to city but this will only come about by hugely upping the frequency of buses. People will not buy into carfree city if there are no viable alternatives. I frequently drive to Stillorgan Luas to travel the 5/6 miles to city from Firhouse....not a very ecofriendly but often my quickest way to city. My bus route (49) is great when it works but just not frequent and reliable enough. At night there is no bus between 10.30 and 11.20. Pile buses along the bus lanes and people will be more likely to leave cars at home.

I would encourage biophilic design principles when designing new facilities to encourage biodiversity and the visual amenity in addition to new hard landscaping and SuDS principles for road run off.

Safety for cyclists should have a really high priority in order to achieve the growth in cycling that will lead to an improved city environment.

Comments from those who responded: Dublin City Commuter Belt / Outside County Dublin (Beyond the M50)

Speaking personally, Train capacity from North Co. Dublin (Drogheda line) should be increased and not slowed up by the DART. Underground is the only way to go for the DART. Lessening the number of new jobs/house in Dublin should have been halted years ago.

Continuous raised pedestrian pavements (sidewalks) across minor roads, which slows cars turning and gives visual and physical confirmation of pedestrian priority.

Make all lanes cul de sacs with filtered permeability for cyclists (e.g. Lad Lane, James St East, Stephen's Place); these are currently used as rat-runs.

Install Leap Card terminals at bus stops for the heaviest used stops, which will allow passengers to validate in advance of boarding and reduce dwell times (similar to the way the Luas is used).

Dublin Bikes station at Connolly Station. Perhaps also at Pearse Station (this could even be within the station)

Reduce the number of parking spaces in the city centre and provide secure cycle parking facilities

Two comments.

1. Bus stops that aren't segregated from the road cause delays and congestion on routes with moderate to high frequency, even without car traffic (in effect, a stopped bus on the road acts as a traffic light on that stretch of road). Hence a policy needs to be implemented to reduce the number of bus stops on the road itself.

2. Car emissions are greatest when a car accelerates from a standstill. In effect, a stopped car accelerating creates 3 times as much pollution as a car moving steadily at 40km/h. Hence, please synchronise traffic lights, especially during off peak periods and target outbound routes as a priority to ensure quick dissipation of traffic. Otherwise it's all wasted effort with redesign / reduction of roadspace because 1 stop-start vehicle

As a healthcare worker who had to buy a home in Kildare this plan would make it impossible to remain in my position. I'm 5 months pregnant and if, and only if I can get a childcare spot I will return to work Nov 2024 having to drive my baby into childcare from Kildare to town at 6am to allow me begin work at 7:15am, then in the afternoon I take a lecture at 3pm in ucd - will also have to be my baby with me and take another childcare spot. After lecturing my baby and I will be travelling home from ucd to Kildare. This already overwhelming prospect should not be exacerbated by a transport plan for others. Look at my commute, which is not unique. I couldn't use public transport and have no help to mind my baby

To whom it may concern. This proposed plan supports the idea of Dublin City Centralisation. It is evident from the plan that those of us born and bred in Dublin that have been priced out of living in Dublin have been forgotten. We live in Kildare, we work in Mater and Beacon hospitals. Buses do not accommodate Kildare to Mater or Beacon to Kildare. We work across these hospitals in any one day. Our day starts at 5am and ends at 8pm. Kildare - Mater - Beacon - Kildare is a five day week commute and we have a baby on the way. We pay our mortgage living our home outside of Dublin, against what would have liked due to the housing crisis. We will be paying and begging for a spot for childcare for our baby. This plan will only work for people living in Dublin Suburbs who work centrally in Dublin City. Consider the rest of us.