

An efficient, reliable and affordable public bus service is essential for any modern city. I strongly support proposals which will make Dublin City's bus service more efficient, reliable and affordable for residents and visitors alike. Without good public transport Dublin City will grind to a halt.

Recently a [2018 worldwide survey](#) found Dublin to be one of the worst cities in the world for traffic congestion. Only drivers in Bogota and Rome wasted more hours in congested traffic than drivers in Dublin. Dublin has the slowest moving inner-city peak time traffic in the world with an average speed of 9.6kph.

The combination of Bus Connects and Bus Corridor initiatives are a unique opportunity for Dublin City to achieve transformational enhancements to Dublin's public transport service, the on-street environment of Dublin's historic inner-city urban villages and at the same time free Dubliners from the grind of daily gridlock.

This submission in relation to Bus Corridors from Blanchardstown and Swords to the City Centre is informed by my lived experience as a resident pedestrian, car driver and cyclist in addition to my consultations with residents, business owner and community groups in Glasnevin, Drumcondra, Phibsborough, Navan Road, Stoneybatter, Blackhorse Avenue and Cabra.

Bus Corridors Vs Urban Villages and Residential Communities

Historic urban villages with strong residential communities are essential to the long-term viability of our capital city. The proposed Swords and Blanchardstown bus corridors will directly impact on Drumcondra, Glasnevin, Phibsborough, Cabra, Navan Road, Blackhorse Avenue and Stoneybatter residential villages.

The proposal to reduce footpaths, CPO residential gardens, remove trees and create wider dedicated road carriageways through these inner city historic urban villages will encourage increase speed, reduce safety and undermine the wellbeing of these inner-city communities.

It is entirely inappropriate to propose diverting outbound city traffic to Arbour Hill, Oxmantown, Aghrim Street, Blackhorse Avenue, Skreen road, Nephin Road and Baggot Road without introducing measures to compel out of town private car commuters to switch to public bus commuting.

Similarly, the proposal to divert inbound private vehicle commuters down the Cabra Road through Cabra East and Phibsborough is totally unsupportable considering the daily gridlock and tailbacks from Doyles corner.

These proposals as they currently stand would create dangerously increased traffic-flows on residential streets and seriously degrade the residential amenity of these communities.

Request:

- Amend the objectives of the scheme to give priority in the following order to vulnerable road users i.e. elderly, disabled and young, pedestrians, cyclists, buses, delivery vehicles and cars.
- Out of town commuters should be incentivised to commute via public bus service by introducing a free or greatly reduced commuter public bus service Mon-Fri at peak hours.
- Out of town car commuters should be facilitated to use the public bus commuter service by creating out of town park and ride facilities close to bus corridors.
- Road space for dedicated bus corridors in inner urban areas should be created by introducing time-based restrictions to private vehicle through traffic on public roads within the canals. Time based restrictions to private vehicle through traffic within the canals i.e. 07.00-10.00 and 16.00-18.00 Mon, Friday would create road space for bus corridors and eliminate the need to widen roads, remove trees and CPO residential gardens.
- Through traffic restrictions on Stoneybatter, Prussia Street and Old Cabra Road should apply at peak hours only.
- Inner urban villages should be enhanced by creating entrances to each village.
- 30kph speed should be introduced in all inner urban villages (current peak hour traffic vehicle speed is less than 10kph)
- Roadside tree planting should be increased to achieve environmental enhancement and mitigation.
- Road carriage way width should be reduced to the recommended 3m as per the Design Manual for Urban Roads and Streets.
- Surplus road space should be realigned to pedestrian/cycle use.
- Existing open, public and green spaces should be retained and increased
- Footpath widths should be increased to enhance pedestrian safety and sociability of streets.
- A survey of carriageway widths should be undertaken as part of the next design stage to inform recommendations to create extra space for pedestrians and cyclists.
- Dublin City Council should be tasked to identify and assess the suitability of using underutilised lanes and less trafficked streets to create pedestrian and cycle routes away from main arterial vehicle routes e.g. Royal Canal Bank
- The use and effectiveness of existing contraflow cycle routes should be considered and expanded if appropriate.
- Signalised pedestrian crossings in villages should be replaced with zebra crossings.
- Level-grade pedestrian crossings should be introduced at all village pedestrian crossings to raise driver awareness of pedestrian safety and increase sense of village space for all.
- Install pedestrian countdown timers at all signalised crossings.

- Install red light enforcement cameras at all traffic junctions.
- Reduce waiting time at pedestrian crossings.
- Introduce a pedestrian crossing on the Phibsborough Road between Cross Guns Bridge and Connaught St Junction .
- Staggered pedestrian crossings with 'sheep pens' should be eliminated.
- Provide parallel pedestrian/cycle bridges at all existing canal, river and rail road bridges where there is currently insufficient road space for all users e.g., Flood Bridge on Drumcondra Road and Cross Guns Bridge.
- Provide segregated cyclist space at traffic junctions with protected design & different light phases.
- Design safe bus stops for pedestrians and bypasses for cyclists which protect vulnerable pedestrians and bus users.
- Ensure cycle lanes are protected from vehicle parking.
- Remove cycle/vehicle road traffic pinch points .

Local bus Services:

Dedicated regular Bus users are deeply concerned that the proposal to concentrate bus services on the sixteen bus corridors will lead to the abolition and removal of local bus services e.g. 122, 120, 11.

Request: Local bus routes must be protected and enhanced. Increased availability of bus services on the proposed Bus Corridors must not be achieved by the removal of bus services from local communities. Localised routes must be retained to increase access to bus service for all users most especially more isolated and vulnerable users.

Public Consultation:

In 2018 I, along with more than 20,000 other members of the general public made a detailed written submission on the proposal to re-design the Bus network. To date the NTA has not released the outcome of the Bus Network Re-design consultation or its recommendations for same. It has therefor proven difficult for anyone to make informed submissions to the Bus Corridors proposal in isolation of the outcome of the Bus Network Re-Design public consultation. Submissions from the General Public to the Bus Corridor proposals would add more value if the general public had the benefit of some insight into how the Bus network is to be re-designed.

Information provided in documents lacked sufficient accuracy and detail in many instances to allow the general public make informed views i.e. absence of house numbers, incorrect road traffic indications.

Public information events and community forums are welcome initiatives however the absence of any representatives from Dublin City Council and the insistence on only one attendee per residential area is totally unsatisfactory.

www.maryfitzpatrick.ie
 Fianna Fáil Dublin Central
 90 Dowth Avenue
 Dublin 7

It is unacceptable that the general public are being asked to consult on the creation of dedicated bus corridors which will inevitably lead to displacement of traffic into surrounding areas and Dublin City Council which is responsible for managing those surrounding areas is absent from the discussion.

Limiting attendance to one individual results in an unrepresentative forum and potentially places an unsustainable burden on any one individual.

Request:

The NTA combine the Bus Connect and Bus Corridor public consultations for the next and remaining stages of public consultation so that the general public can get a comprehensive understanding of availability, frequency and reliability of the proposed new provisions for bus services.

The NTA take greater care to include accurate and detailed information in all documents.

Dublin City Council dedicate staff to attend all Community Forums and Information events so that they can record and if possible, answer queries.

Participation at forums is increased to allow multiple residents.

Community Fora are recorded and live streamed using social media to increase public participation.

In summary, I thank you for the work you are doing to enhance our public bus service and for considering this submission.

I encourage the NTA to actively engage Dublin City Council in the next stages of the process.

BusConnects is a great opportunity for Dublin City to have a more frequent, reliable and affordable public bus service which connects communities and at the same time helps make Dublin a safer and environmentally friendlier city to live, work and visit.

Sincerely,

Mary Fitzpatrick