Civic Plaza Proposal for College Green

A Buses from Dame St. in via Church Lane, Suffolk St., Grafton St. Lr.
B Buses from city out via short bus lane (100m) in College Green.
C Cycle lane. Taxis, Cyclists & Emergency services use Lane B outwards.
D Taxis, cyclists and local access in via Anglesea St. E Civic Plaza
Lane B reduces plaza space by 5%. Dame St. key St. in Bus Network.
This option avoids discommoding thousands especially disabled users.
COLLEGE GREEN CIVIC PLAZA ---SIMPLE SOLUTION    11/9/17

Dublin city needs a civic space where a suitable plaza can be created. College Green area is in an ideal central location. It should be designed not to obstruct a working city, businesses, citizens or interfere with existing bus balance. However, diverting so many buses from this area would cause problems in other areas, discommoding many, especially disabled users.

Plaza design. A. Buses inwards from Dame St. turn right up Church Lane into Suffolk St. & left into Lower Grafton St. on Luas line.

B. Buses outwards turn right at Trinity College into short bus lane in College Green, using only 5% space. It won’t obstruct Plaza activities. This concept facilitates emergency vehicles, cyclists, taxis, and maintains city’s transport balance.

Streets in section A operate for bus in exactly the opposite direction as it did in the past but with less vehicle traffic as it’s no longer a through way.

Section B bus lane takes up little space, has ideal inbuilt safe turning lane space at Trinity College to access lane B. (See map)

Buses from Stephens Green, in via bus lane on Westland Row & Pearse St as they have done satisfactorily for the last five years, maximising bus usage space in city centre. Taxis inwards & local access via Anglesea St. Ample space for pedestrians to access Plaza from Grafton St.

We in ACRA (Administration of Combined Residence Associations) propose a simple solution like this to allow all modes of transport have a proportional use of scarce road space making it easy for public transport users especially disabled users to get around the city in a safe way.

This Civic Plaza blends in with overall plans for the city. To enhance plans for the city, we would like to propose a Quay Bus Contra-flow (QBC-f) which is vital for the city to function. It gives public transport priority without taking scarce road space from other road users. The Quay vehicle restrictions with the QBC-f ensures all essential car vehicles have access through the city, while not restricting public transport operations.

This is a very simple solution to make Dublin a great city for benefit of all and tourism with little or no disruption. Civic Plaza is needed for all, with easy access for users with a disability. Section B bus lane in College Green Civic Plaza is a vital component for bus network and ensures Dame St. remains a key bus archway. It’s ideal if Rolling Bus Terminals are used, where buses keep moving and take up less road space. Bus Lane B is most important in Dublin.

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