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1. Introduction

Dublin City Council is undertaking a process of Public Consultation regarding proposed Traffic Management Measures at College Green and surrounding streets as set out in this document.

The proposals will improve the safety for pedestrians and cyclists in the College Green area, assist in the efficient operation of Luas Cross City and provide a high quality bus and tram north–south transport corridor. This proposal removes all east-west vehicular traffic from College Green, reassigning the road space to ensure that pedestrians, cyclists and public transport can operate in a safer and more efficient manner and without potentially dangerous conflicting movements.

“The introduction of Luas Cross City in the College Green area provides a catalyst for major transport change”

The introduction of Luas Cross City in the College Green area provides a catalyst for major transport change. The Luas Cross City project will provide a high frequency north-south tram link as well as high quality public realm improvements along its entire route, and gives the scope to change mobility within this key city centre area.

As part of the Dublin City Centre Transport Study, it was proposed to allow for the development of a major civic space at College Green, in conjunction with an extension of the Grafton Street pedestrian arrangements to Suffolk Street, which has been closed to traffic since January 2015.

The two-way tram movement along Lower Grafton Street, replacing the current one way traffic movement, allows for a major change in this area with the now proposed addition of two-way bus and taxi movements on Lower Grafton Street, making maximum use of the space already allocated to public transport and ensuring that Suffolk Street use can change as proposed in the City Centre Study.

However two-way public transport in Lower Grafton Street and around by Trinity College will not work as efficiently or as safely if the current east-west movements through College Green are allowed to continue as they do at present. This is because the conflict between cyclists and vehicles turning right to Dame Street results in complicated traffic signal arrangements and leaves cyclists waiting for a right turn signal in an area between two opposing lanes of moving trams and buses. The traffic signal timings to allow for east-west buses and north-south tram and bus movements, would result in long delays for all movements. In addition the traffic signalling arrangements which would be needed would result in longer pedestrian waiting times and delays to users of all modes of transport in this area.

In the new proposed simplified arrangement, buses and trams will run northwards and southwards along Grafton Street Lower and through College Green, connecting to Westmoreland Street and College Street at the northern end and Nassau Street at the southern end. Together with the removal of the junction link to Dame Street, this layout facilitates an efficient north-south public transport corridor. The simplifying of vehicular...
movements under this proposal will ensure that 6,500 cyclists per day will have a safe segregated cycle route. Taxis, subject to a trial to ensure that they don’t impede bus or Luas operations, will be permitted to use the same corridor.

“This proposal will free up the road space which will allow for the creation of a civic plaza area in College Green”

This proposal will free up the road space which will allow for the creation of a civic plaza area in College Green from Church Lane to Lower Grafton Street with all through traffic except pedestrians and cyclists being removed.

This change of use of College Green presents an important opportunity for the city to redefine this area as a Civic Space of National importance in line with the City Council’s long standing objective for College Green. The implementation of the proposed traffic management measures will open the way for a complete redesign of this space and the removal of the many traffic management and signage infrastructure elements which currently clutters this area.

The space created will have the potential to transform this area and to reimagine the space and the use of it for the benefit of the citizens of Dublin and also visitors to Dublin.

A separate architectural led process will examine the use of the plaza area, the type of materials to be used, street lighting, seating, types of planting and how best the space can be transformed into an area to rival its great European counterparts.

Pedestrians and cyclists will be able to move safely though this area which will connect the two main areas of Grafton Street and O’Connell Street and will greatly benefit the uses of the surrounding area, as the plaza will become an important attraction in its own right for visitors. It will create a seamless pedestrian link from Grafton Street to O’Connell Bridge, a route which is used by over 90,000 pedestrians a day, without needing to cross a roadway. The connections with Trinity College will be enhanced by the provision of pedestrian facilities with a wide safe crossing area.

Putting in place sustainable transport measures at the urban core of the City is essential to ensure the City can function efficiently. In the last two decades in particular, the City has introduced a significant number of traffic management changes that have begun to change the culture and expectation of mobility in the City. These changes have contributed greatly to increased use of public transport and better utilisation of the public realm, and shown real benefits in the quality of the public spaces within the City that can be achieved.

It is anticipated that this proposal will be completed and in place by early summer 2017 to align with the Luas Cross City construction and testing program. This proposal is being brought for public consultation at this stage in order to allow Luas Cross City to incorporate the relevant elements of the new layout and revised requirements into the current works which are ongoing in this area for the construction of that project.
Schematic Layout of Proposed Plaza Area

Note: Layout is indicative and is subject to further amendment as part of the design development process.
2. Benefits of the scheme

› Cyclists will have a completely segregated cycle track between the Bank of Ireland and Trinity College, which will mean physical separation of the cyclist from Luas and bus movements.

› Cyclists will not have to cross any Luas tracks in heavy moving traffic in this area, meaning this area will now be safe for all types of cyclists.

› The space created by this measure can now be used to meet the City Council’s objective of creating a major civic space, presenting Dublin City Council with the opportunity to fulfil its policy and objectives in the creation of an improved public realm - “the assembly room of the city” - at College Green.

› The cycle provision in the plaza area will form part of the architectural brief but will provide the key safe city centre link connecting to the cycle provisions planned for Dame Street and Westmoreland Street.

› The two way corridor for bus and tram movements linking Dawson Street, D’Olier Street and Westmoreland Street, will now operate in a much more efficient manner allowing additional bus services to be routed along this corridor.

› A new bus stopping area will be provided in the northbound direction at the edge of the plaza area.

› A new bus turn around arrangement will be provided for some East-West bus routes to terminate on Dame Street to the west of the plaza area.

› Taxi ranks will be reconfigured and new ranks provided in Dame Street and to the north of the plaza area.

› Taxis will be allowed use the north-south alignment subject to ensuring that they do not cause any delays to the bus and tram movements.

› New delivery arrangements and loading bays will be provided.

› Emergency vehicle access to and through College Green will be provided as part of the architectural design.

Following an extensive review involving Dublin City Council, the National Transport Authority and Dublin Bus, proposed bus route and bus stop changes are set out in this document, most of which take advantage of the separate bus priority measures set out in the Dublin City Centre Transport Study. The implementation of those measures will be essential to ensuring that the new route arrangements will operate efficiently, with consistent and reliable journey times.

“The implementation of those measures will be essential to ensuring that the new route arrangements will operate efficiently, with consistent and reliable journey times.”
3. Civic Space Design Intent

College Green as an important public space and as a place of assembly can be traced through the history of Dublin as far back as the original Viking settlement. It provided the only large open paved space in the heart of the city where assemblies could take place and has continued to serve in this capacity through history. College Green as we know it was laid out by the Wide Street Commissioners in 1782 when it was decided to provide a wide and unobstructed route between Dublin Castle and the Parliament House (Bank of Ireland), which would be terminated grandly by the façade of Trinity College and became regarded at the time as the ‘Royal Mile’. College Green is enclosed by buildings of national and international importance, notably the Bank of Ireland and Trinity College, and contains a number of sculptural monuments of artistic significance. The Bank of Ireland, formerly the Parliament House designed by Edward Lovett Pearce, is notably one of the earliest purpose-built parliament houses in the western world.

The streetscape has been the subject of extensive change, particularly during the second half of the 20th century. Early photographs and views of College Green depict a clean, uncluttered open space with expansive views towards Trinity College and the Bank of Ireland. From the late 19th century onwards, the space gradually became more cluttered, with the provision of street furniture, lighting and monuments. During the second half of the 20th Century the medians were formed, containing at either end, the memorials to Henry Grattan and Thomas Davis. At first the median provided parking for cars before being paved and planted with trees.

College Green is the nexus of a “city boulevard”, the key north-south pedestrian route through the city from Parnell Square via O’Connell Street, O’Connell Bridge, Westmoreland Street and Grafton Street to St. Stephen’s Green and a “civic spine” that follows the city’s processional route for parades and demonstrations that links the cultural quarter at Parnell Square to the civic quarter at Dublin Castle/City Hall.

The City Council intends to procure through international tender an architectural design team to develop the detailed proposals for the space, consistent with this traffic management proposal if and when adopted. The design team will be required, as part of their brief, to hold a design workshop open to the public, which will in turn inform their proposals for the design and use of the space.

The proposal to remove through vehicular traffic means that the range and scale of opportunity for varied use of the space will be significant. The general design of the space, its furniture, its lighting and planting, its capacity for day-to-day use, its recurrent event use and its special event use will all be considered in this workshop following which the design team will bring forward their proposals.

It is anticipated that a Part 8 public consultation process for a public realm design for a civic space of international quality at College Green will be held by the end of 2016.
4. Policy Context

The proposed traffic management measures prioritise the movements of pedestrians and cyclists in line with national, regional and city policies that place them at the top of the movement hierarchy with priority given to their safety. They are also consistent with the movement vision outlined for the City Centre in the City Centre Transport Study.

The redesign of College Green as a civic space of national and city importance has long been an objective of Dublin City Council. The current development plan for the city includes a specific objective to “examine the possibility of, and promote the creation of a new public realm improvement space in the area fronting onto Trinity and the Bank of Ireland at College Green”. This is in recognition of College Green’s historic and architectural importance and its pivotal setting within the Civic Spine, the route running from Parnell Square through O’Connell Street, College Green and Dame Street to Christchurch Place.

“College Green is identified as potentially the city’s most important civic space in Dublin City’s Public Realm Strategy 2012 – ‘Your City, Your Space’ ... College Green has the potential to be a great civic space but is at present dominated by its traffic functions.”

College Green is identified as potentially the City’s most important civic space in Dublin City’s Public Realm Strategy 2012 – ‘Your City, Your Space’. The strategy acknowledges that College Green has the potential to be a great civic space but is at present dominated by its traffic functions. The proposed revised traffic management arrangements will contribute to the achievement of the vision for College Green set out both in the Dublin City Development Plan 2011-2017 and the Public Realm Strategy for the City.
5. Traffic Management Proposals

College Green measures

- No through east-west traffic movements in the College Green area except for pedestrians and cyclists.
- Reversal of Church Lane and Trinity Street to allow for traffic to access this area for deliveries, car parks etc. and to use this route to turn around and leave the area.
- Two-way bus and tram movements on Lower Grafton Street and Nassau Street.
- Two-way segregated cycle track at the Bank of Ireland opposite Trinity College.
- Bus turn-around arrangement on Dame Street, west of the Plaza area.

Pedestrians

Dublin City Council proposes that the area set out in the map below will change use and become a pedestrian and cyclist only area. As well as creating the potential for a major public plaza, this will provide a safer pedestrian environment through this area.

Cyclists

On a daily basis, over 6,500 cyclists travel through College Green. The proposed traffic management measures will provide for a segregated two-way cycle track adjacent to the Bank of Ireland keeping the cyclists away from both trams and buses. This route is part of Route 11 in the National Transport Authority’s Greater Dublin Area Cycle Network Plan. Connectivity through the plaza will be determined as part of the plaza design. The proposals, in addition to the proposals in the Dublin City Centre Transport Study, will facilitate improved connectivity for cyclists between College Green and St. Stephen’s Green.

Cyclists will have a completely segregated cycle track between the Bank of Ireland and Trinity College, which will provide physical separation of the cyclist from the Luas and bus movements and allow for its use by all types of cyclists.

Public Transport

Removing east-west public transport from the College Green area raises the challenge to identify new routing options for the buses that can no longer use this east-west corridor.

When the Luas Cross City works in Nassau Street commenced at the start of 2015, all bus movements from Dawson Street to College Green had to be routed via South Great Georges Street or eastwards to Westland Row. It is proposed in mid-2017 when the new measures are to be introduced and the Dawson Street to College Green route via Lower Grafton Street becomes available, that some of the buses currently diverted to Westland Row move to this new alignment along with a number of bus routes previously diverted to South Great Georges Street.

For the remaining bus routes using South Great Georges Street, a number of new measures will be introduced to allow these to still operate cross city via Parliament Street and the North and South Quays. These measures include:
A right turn from O’Connell Bridge to the South Quays for southbound buses;

A left turn from the South Quays to Parliament Street;

Introduction of a bus only lane on Parliament Street;

A right turn from Dame Street to South Great Georges Street;

Introduction of a contra-flow bus lane on Parliament Street;

A right turn from Dame Street to Parliament Street for northbound buses;

Introduction of a contra-flow bus lane on Capel Street Bridge; and

A bus-only right turn from Capel Street Bridge to the North Quays.

For those bus routes using Patrick Street and High Street, measures include:

Introduction of a left turn from Lord Edward Street to Parliament Street; and

Provision of a turnaround arrangement to the west of College Green to allow a number of routes to move their terminuses to Dame Street.

All of the above measures with take advantage of the substantially increased level of bus priority on the North and South Quays as set out in the Dublin City Centre Transport Study, in conjunction with orbital route junction improvements and city-wide signage for both movement around the City Centre area as well as for car park access.

Maps showing the new bus stops and the details of affected routes through this area are provided in the next section of this document.

Access to car parks / Deliveries

Access to Dame Street for deliveries, local access and routes to car parks and premises, will still be allowed, and to facilitate these movements the proposal provides that traffic can safely and conveniently turn back around prior to the pedestrian plaza. Traffic inbound on Dame Street will be able to turn right on to Church Lane and then use Andrew Street and Trinity Street to both access the area and also to exit the area onto Dame Street westbound. This will mean that the current direction of traffic on Church Lane, Andrew Street and Trinity Street will be reversed to allow these movements. In addition, taxis, delivery vehicles and private cars accessing car parking routes will have access to this area. There will also be revised access arrangements for deliveries to Parliament Street.
Public Transport Measures

College Green Public Transport Measures

1. Capel Street Bridge: North bound bus lane on bridge
2. Parliament Street: 2-way traffic - buses only
3. South Great Georges Street: Buses turn left onto Dame St.
4. Dame Street: Relocated bus stops and U-turn for buses at western end of plaza
5. Grafton Street Lower: 2-way traffic buses, taxis and Luas only
6. O’Connell Bridge: Right turn for southbound buses only onto Aston Quay

Separate Supporting proposals in Dublin City Centre Transport Study

7. Bachelors Walk: Additional bus priority measures and bus stops
8. Eden Quay: Additional bus priority measures and bus stops
9. Burgh Quay: Additional bus priority measures
10. Aston Quay: Additional bus priority measures and bus stops
6. Amended Bus Routes and Stops
Main Amended Dublin Bus Routes from South-West: Northbound Direction

- Route Direction
- Route Continues
- Routes Terminate

- 123, 13, 40
- 27
- 49, 54a, 150
- 56a, 77a
- 65, 65b, 68, 68a
- 69
- 79, 79a
- 83
- 9, 16, 122
Main Amended Dublin Bus Routes to South-West: Southbound Direction

- 123, 13, 40
- 27, 151
- 49, 54a
- 56a, 77a
- 65, 65b, 68, 68a
- 79, 79a
- 83
- 9, 16, 122
- 150

Route Direction
Route Continues
Routes Terminate
Dublin City Bus Route Information

Main Amended Dublin Bus Routes from South-East: Northbound Direction

- 11, 38, 38a, 38b, 46a, 140, 7b, 7d, 46e
- 14, 15, 142
- 37, 39, 39a, 70, 145
- 15a, 15b

Route Direction
Route Continues
Dublin City Bus Stop Information

Principal Dublin Bus Amended Stop Locations
Representations in relation to the proposals may be made in writing to:

**The Executive Manager**
Dublin City Council
Environment and Transportation Department
Block 2 Floor 6
Civic Offices
Wood Quay
Dublin 8

Or by email to: traffic@dublincity.ie

Submissions must be made on or before Tuesday 24th May 2016.

Details of the proposed measures may also be inspected in the Civic Offices public counter at Wood Quay.

Additional information is also available for download on [www.dublincity.ie](http://www.dublincity.ie)