3.2.1.1 Phoenix Park to Royal Hospital Kilmainham

The Phoenix Park and Royal Hospital Kilmainham Park have been separated since the construction of the Heuston Station in the mid 1800s. Consequently both parks have lost any direct connection to each other and with the river. Both parks also suffer from poor linkage to the city or public transport nodes. The construction of a pedestrian and a cycle link between the Phoenix Park and the Royal Hospital Kilmainham area will directly address the above issues.

The overall configuration is proposed as an arc in plan as shown. The route is described from north to south.

- A new pedestrian and cycle entrance to the Phoenix Park should link the main axis (Chesterfield Avenue) to a new pedestrian and cycle crossing on Conyngham Road.
- The new crossing should link onto the south side of Conyngham Road and Parkgate St., and into the present Dublin Bus depot. New buildings should provide elevations onto the pedestrian/cycle link at this point.
- A new pedestrian/cycle bridge is proposed over the River Liffey linking onto the new West Terrace above the tracks.
- The pedestrian/cycle areas on the West Terrace are to be clearly defined and separated from vehicular areas. The route should be adjacent to, and dictate the line of the elevation of the tall building by the station and the new west elevation of the station.
- The route should cross St John's Road and follow the existing curve of Military Road. The height difference should be accommodated within the Eircom/OPW development.
- The route should link up to the junction with the entrance to IMMA and Irwin Street/ Bowbridge. The route should notionally continue west through IMMA to the Inchicore Road, Kilmainham Gaol and Memorial Gardens, or south to Kilmainham Village and James Street (linking with the existing steps at Cromwell's Quarters).
3.2.1.2 National Museum to Irish Museum of Modern Art

The National Museum at Collins Barracks and the Royal Hospital Kilmainham (Irish Museum of Modern Art) are currently poorly linked to the public domain of the city. Locating and travelling to both museums on foot is presently difficult and requires pedestrians to negotiate hostile environments. The pedestrian route from the Museum Terrace and Tivoli Gardens to Heuston Square and onto Dr Steevens’ Hospital Park should be direct, legible and safe, with adequate pedestrian crossings. The OPW site bounded by the Cammock River, Military road and St. John’s Road, represents a large area of impenetrable land that is underused and has good development potential. IMMA Avenue, a predominately pedestrian route running parallel with the Cammock, is proposed to directly link Dr. Steevens’ Hospital Park with the gates of IMMA. This will provide access to the museum and become an integral part of a wider tourist route from Collins barracks to IMMA, to Kilmainham Gaol and to the Memorial Gardens.

Please refer to section 3.1.5 ‘IMMA Avenue’ for description of the public space and associated development.
3.2.1.3 Victoria Quay to the Memorial Gardens

Heuston Station is presently connected to the city centre by Victoria Quay (please refer to section 3.1.11). The environment for pedestrians is of a low quality, increasing the physical separation and isolation of the station from the city. Access to the station lands is entirely vehicle oriented. Clancy Barracks is currently entirely closed to the public. The Memorial Gardens are a significant area of landscaped parklands presently underused and isolated from the city.

A new, identifiable route is proposed on the south bank of the River connecting Victoria Quay to Memorial Gardens. At the wider scale this route is part of a link from Chapelizod and the South Wall at Poolbeg, making it possible to access all parts of the city from the river.

The route will consist of a number of character areas:

• Victoria Quay. (Please refer to section 3.1.11)
• Station/ River terrace. (Please refer to section 3.1.3)
• A new riverside walk running below the new bridges into the Heuston Station lands and through the arches of the existing rail bridge to Clancy Barracks. The route should respond to the more ‘natural’ condition of the river in this area and provide a relatively secluded amenity from the station to Clancy Barracks.
• The route should then cross South Circular Road and continue along the Milrace returning to the River’s edge at the Memorial Gardens.
3.2.1.4 The Tivoli Gardens to Sarah Bridge

The pedestrian environment on the North Quay at Tivoli Gardens (Croppies Acre) is hostile and dangerous, contributing to the isolation of the station from the city. The access along the north bank exists only in sections related to recent developments. The potential of a pedestrian link from Tivoli Gardens to Sarah Bridge should be realised.

It is proposed that pedestrian and cycle facilities on the North Quays be upgraded to provide secure and attractive areas. The south aspect and the views across, up and down the river offer potential for an attractive and high quality public domain. Safe crossings at the two bridges must be provided.

The redevelopment of the Hickey's Site and C.I.E lands at Conyngham Road must provide for linking sections between the adjoining developments. The walkway should be at all times entirely separated from vehicular areas in plan and often in section. Access to the upper level at the Conyngham Road Bus Depot site should be provided as indicated.

The walkway should respond to the more ‘natural’ setting of the river in this area to provide a high quality, secluded public amenity.

The walkway should continue under the arch of the Railway Bridge and on to Sarah Bridge. The potential for continuing beyond Sarah Bridge should be examined.
3.2.1.5 The Digital Hub to Heuston Station

The new Digital Hub area off Thomas St. is largely blocked off from Heuston Station by the large and impenetrable landholding of Guinness. Access along Victoria Quay, when upgraded, should alleviate this separation to an extent. However with the potential redevelopment of the Guinness lands, a new pedestrian route might be developed a block back from the Quays, providing part of a more intimate and direct connection.
3.2.1.6 Heuston Square and the Phoenix Park

Heuston Square is the main arrival space for the Heuston Gateway. In order to effectively connect the Phoenix Park to the wider city, the route from Heuston Square to the Phoenix Park should be safe, legible and attractive.

The route over Heuston Bridge around the Hickeys site and onto Parkgate Street is currently unanimated and compromised. The following should be provided:

- Wide provision and good separation from the tracks for pedestrians on Heuston Bridge.
- Animated street frontage and high quality public domain along the periphery of the Hickeys site.
- Improved public domain along Parkgate street.
- A new secure crossing from the south side of Parkgate Street to the Park entrance.
3.2.1.7 Arbour Hill to Tivoli Gardens

The principal existing residential areas adjacent to the study area lie to the north in Arbour Hill, Stoneybatter / Manor Street and Cabra. Despite their proximity these areas have poor connection with the study area because of three institutions: Arbour Hill Prison, Collins Barracks and the Law Society at Blackhall Place. With the redevelopment of the National Museum site there is potential to create a pedestrian route, subject to control and opening hours, linking Arbour Hill / Stoneybatter to Tivoli Gardens. A route currently exists through the gardens in the Arbour Hill Prison site.

The result of this pedestrian route would be:

- The breakdown of the impermeable mass of Collins Barracks and Law Society, connecting the residential areas to the north with the Heuston Gateway.
- To attract a greater number of people through the National Museum site encouraging diversity of use and longer hours of use.
- To connect the Museum Luas stop with a larger residential catchment area.
3.2.1.8 H.A.R.P Area to Phoenix Park

An objective of the Historic Area Regeneration Plan is to create an east-west pedestrian connection from the Markets area and Smithfield to the Phoenix Park and Heuston Gateway. The principal route in a westerly direction through the new development at Smithfield and across Blackhall Place is blocked by the Law Society Building. There are two options for continuing west and as there is no intention on the part of the Law Society to open up their grounds to the public pedestrians can either:

- divert south onto Benburb Street and on to the National Museum, Heuston Station and the Phoenix Park
- divert north to Arbour Hill to the rear of the Museum, Garden of the Leaders (Arbour Hill), Montpelier Hill and the Phoenix Park.

An additional connection from the Museum site onto Montpelier Hill would increase permeability across the Collins Barracks complex and provide a direct relationship between the Museum and Park.

Arbour Hill and Montpelier Hill should be upgraded as pedestrian / cycle dominant spaces with exceptional views and numerous buildings of historical interest. The route to the park should be marked at the end of Montpelier Hill by the existing arch in the wall of the OPW Phoenix Park site, previously used as an entrance to the Royal Infirmary. Any development on the OPW Phoenix Park site should allow access to the park through the site as indicated.
3.2.1.9 Clancy Barracks / Heuston Station Lands to Conyngham Road / Phoenix Park

Despite their proximity, Clancy Barracks and the Heuston Station Lands are relatively unconnected to the Phoenix Park. While Sarah Bridge in the west and the proposed new bridge onto the West Terrace both provide north-south linkage, there is still an area that is not easily accessible from the park. However an existing iron railway bridge on the Phoenix Park line provides the opportunity for a pedestrian and cycle link, ‘hanging’ off the existing structure. This would considerably improve the amenity provision to the Clancy Barracks and Heuston Station Lands, and provides direct linkage to major public transport services on Conyngham Road.
3.2.2 Connections: vehicular

The traffic strategy is to reduce, control and disperse the main through traffic and allow efficient access to the station and all developments.

3.2.2.1 Through traffic:

Eastbound
Traffic from the N4 eastbound currently travels along St. John’s Road, past the south and east façades of the station and onto the Frank Sherwin Bridge to the North Quays. It is proposed to disperse the traffic at a number of points to reduce loading around the station, across Heuston Square and on the North Quays. This is to be achieved by highlighting three locations for reaching the northside at:

• South Circular Road
• West Terrace
• Heuston Square

The Luas is scheduled to run at a high frequency and will therefore slow down flow across Heuston Square.

Westbound
At present the westbound traffic along the quays has four lanes on Victoria Quay. The traffic is then split in front of the station, either crossing the space in front of the east elevation, or crossing the Frank Sherwin Bridge.

In order to reduce traffic impact and increase pedestrian safety, the following developments are proposed:

• As part of the new development on the Guinness lands at Victoria Quay, the traffic heading for St. Johns Road should be brought back a block in line with St. John’s Road before Heuston Square. This will mean west bound traffic will not cross Heuston Square. Victoria Quay will have only two lanes near the station before turning onto the Frank Sherwin Bridge.

• The two lane sections (after the split on Victoria Quay) should provide increased areas for pedestrians and cyclists, improving safety and public amenity.

• Lanes along Parkgate Street and the junction with Phoenix Park, West Terrace and Infirmary Road should be refigured to provide improved traffic flow efficiency and a safer and higher quality pedestrian and cyclist environment.