Edel Kelly
Environment & Transportation Department
Symposium on Public Realm, September 23rd 2016
Overview

- Background & Context
- Methodology
- Design Principles & Tools
- ‘The Heart of Dublin’
- Projects & Implementation Plan
Your City Your Space
Hierarchy of Streets and Spaces

[Map 3.1] The Dublin City public realm proposals and policies, identifying the proposed hierarchy of existing streets and spaces and proposals for new spaces.
City Centre Public Realm Masterplan – Study Area

The Civic Spine, the River Corridor and Primary and Secondary streets identified in the Public Realm Strategy
Masterplan Objectives

• To develop a long term vision for the core city centre that delivers public realm of the highest quality that is attractive, accessible, pedestrian friendly and comfortable to use by all ages and abilities.

• To express this vision in the form of a Masterplan and a phased implementation programme for the network of streets and spaces within the city centre core.

• To develop and deliver the Masterplan through consultation and collaboration with stakeholders both internal and external to Dublin City Council, whose works or services have an impact on the public realm and in doing so to assist them in supporting our objectives.
METHODOLOGY
ANALYSIS

- Quantitative and Qualitative
- Survey and Case Studies
- Baseline Audit of individual streets
- Quality of Environment including Public Lighting
- Street activity, Day and Night time Uses
- Movement Patterns - pedestrian, cyclist, bus, coach and private car
Millennium Bridge to Rosie Hackett Bridge

Strengths

- Secure – overlooked high pedestrian footfall
- Bachelor’s Walk tree planting offers dapple shade microclimate
- Good local connections via side streets and bridge crossings to Henry Street area and Temple Bar, river travel – tourist boat
- Attractive edges – Boardwalk, active frontages
- Respite sitting opportunities at Boardwalk and Rosie Hackett Bridge
- Good sight lines and prospect
- Variety of ground floor uses
- Sunny, southern aspect on North quays
- Street trees: Bachelors Walk
- Heritage materials – granite kerbs/flags, cobbles, quay wall
- Characterful built heritage edges

Weaknesses

- Vehicle traffic dominates
- Poor environmental conditions – traffic noise, pollution
- Busy pavement cluttered in places – bins, signposts, sandwich boards
- Under provision for pedestrians, out of proportion for massive footfall volumes with extreme narrow quayside pavements
- Convoluted crossings and inadequate pavement space - O’Connell Bridge
- Street offers little actual staying opportunities
- No public seating on street
- South quays in shady aspect
- Vacant ground floor units

Pinch point for pedestrian routes: Liffey Bridge landing points north and south

Shady aspect prevails on South Quays

Bachelors Walk: Attractive built heritage edge with variety of street level functions

Bachelors Walk quayside pavements very pinched
Street level activities across the city centre
Activity after dark

Castle Market: Vibrant nighttime uses - cafes, bars and restaurants

Grafton Street: Busy through route where people linger to look at shop windows and enjoy street entertainment

Frederick Street South: Office use districts such as around Molesworth and Kildare Streets quiet after hours

Parnell Street: Evening uses - cinema goers and bar patrons bring life to the quieter, west end of the street.
Staying opportunities across the city centre
Pedestrian versus vehicular traffic across the city
DESIGN PRINCIPLES & TOOLS

Universal Design
- Application of Universal Design Principles
- Developing and expanding the legible pedestrian network
- Providing increased space for rest and seating
- Space for all regardless of mobility

Living Streets
- Providing opportunities for lingering
- Provide opportunities for play
- Increased greening and bio-diversity
- Provide unique points of interest and animation

Standards
- Improve and enforce standards and visual quality
- Quality materials, fixtures & fittings palette
- Improve maintenance and service delivery
- De-clutter the streetscapes

Mobility
- Modal hierarchy: priority to pedestrians and cyclists
Pedestrian flow requirements for streets.

<table>
<thead>
<tr>
<th>STREET</th>
<th>CIRCULATION ZONE</th>
<th>INNER EDGE</th>
<th>KERBSIDE</th>
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<td>Low Footfall:</td>
<td><img src="image1" alt="" /></td>
<td><img src="image2" alt="" /></td>
<td><img src="image3" alt="" /></td>
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<td>Less than 600 people per hour</td>
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<td>1200 - 3000 people per hour</td>
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<td>Very High Footfall:</td>
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<tr>
<td>Greater than 3000 people per hour</td>
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**SPATIAL CALCULATOR FOR PEDESTRIANS**
Analysis of footpath widths: East Dame Street
Dublin City Centre:
The Heart of Dublin
City Centre Public Realm Masterplan

Prepared by Dublin City Council Public Realm Team
June 2018
Pedestrian Friendly City Core
Pedestrian space is under severe pressure
Pedestrian space is where people of all abilities and ages move and linger.
and where the life of the city unfolds
Connect pedestrian friendly areas
Provide spaces to rest or linger
Provide opportunities for play
Green the city
7.1 Short Term Projects

Liffey Street and Environs

Key recommendations:
- Partially Pedestrianised Liffey Street Lower.
- Liffey Street Upper - Public Realm upgrade: paving, lighting and furniture.
- Middle Abbey Street – reduce pavement clutter, in particular signage poles. Potential for coordinated series of greening measures.
- North Lotts – conserve heritage sett paving, improve pedestrian accessibility.
- Bachelor’s Way – implement shared surface treatment to improve use of lane way for access to Abbey St. from Bachelor’s Walk.
- Liffy Lane - conserve heritage sett and flag paving, improve pedestrian accessibility.
Draft Proposals - Upper Liffey Street

- Ties in to Henry Street
- Stone treatment to define respite space: tree planting, seating and cycle parking
- Pedestrian street with 6m 'carriageway' for loading / servicing.
- Pedestrianised street: stone treatment carried across carriageway
- Street tree planting

Abbey Street and Luas line
Draft Proposals - Lower Liffey Street

- Tree planting and cycle parking
- Pedestrianised street: stone treatment carried across carriage way
- Raised table crossing zone at Liffey Bridge landing
- Pavement level crossing
- Pavement widening with additional tree planting
- Cars to cross pedestrian zone at raised table junction
- Lingering space with retained tree planting. Opportunity for seating and public art

Scale: 0 m - 10 m - 50 m
The timeline is set out over the next three development plans and ensures the required public transport infrastructure that underpins the objectives has time to be put in place.

There are many improvements that can be achieved in the short to medium term in order to maintain progress.

**PHASE I - 2016-2022**

<table>
<thead>
<tr>
<th>PUBLIC REALM</th>
<th>CITY CENTRE TRANSPORTATION PLAN</th>
<th>LUAS ASSOCIATED</th>
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<tbody>
<tr>
<td>Grafton St.</td>
<td>Bachelors Walk</td>
<td>Cathal Brugha St.</td>
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<td>College Green</td>
<td>St. Stephens Green North</td>
<td>North Earl St.</td>
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<td>Cathedral St.</td>
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<td>Liffey St. Lower</td>
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<td>Talbot St. East</td>
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<td>Aungier St.</td>
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**PHASE II - 2023-2028**

- Dame St. West
- Lord Edward St.
- Parnell St. West
- Westmoreland St. (West)
- O'Connell Bridge
- D'Olier St.
- Lombard St.
- Westland Row
- Nassau St.
- Merrion St. / Merrion Sq. West
- North Quays
- South Quays (Borough Quay to Wood Quay)
- Pearse St.

**PHASE III - 2029 -**

- South Quays (Merchants Quay - Victoria Quay)
- Tara St.
- Parkgate St.
Phase 1 - Short Term Projects
Phase 2 – Medium Term Projects
Phase 3 – Long Term Projects
Next Steps?
Thank You

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