

Dublin City Centre

# The Heart of Dublin City Centre Public Realm Masterplan

Prepared by Dublin City Council Public Realm Team  
June 2016



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council



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By Leslie Moore, Parks Superintendent & Chair,  
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## Forward

Cities are living; organic. They grow, change and adapt in response to a huge range of factors, such as the needs of inhabitants and visitors, and the complexities of commercial and economic demands. Every city has a public face, which over time becomes an important part of its identity. Whether simply passing through the city en route to work or home, or coming in to spend time at work, studying, enjoying our outdoor amenities, socialising or shopping, Dublin's public face is encountered daily. The city's public realm matters because it reflects our identity; it becomes part of what the city means.

In 2012 with the publication of the Your City, Your Space; Dublin City Public Realm Strategy, Dublin City Council formally defined for the first time what 'public realm' meant and why it is so important to the life of the city. Your City, Your Space applied initially to the historical, cultural and commercial core of the city, between the Royal and Grand Canals. Our new Masterplan, The Heart of Dublin, derives directly from the work of that public realm strategy, builds on the learning to date, and lays out clear guidance and defined priorities for the next 20 years. Highly collaborative and representative of a shared vision, The Heart of Dublin focuses more specifically on the city core itself, as the most important and densely-used public space. We believe, when the public realm at the heart of the city works coherently and considers the needs of pedestrians and cyclists particularly, it generates an ease of use that can radiate outwards.

I would like to thank everyone who contributed, and particularly the members of the Public Realm Working Group for the care and attention they each brought to our work. Consulting with a diverse range of stakeholders was a very important part of the project and, as always, any and all further comments and suggestions are welcome. We hope that the proposals we make in The Heart of Dublin present a strategic and carefully balanced set of recommendations and proposals to improve the city core for everyone who uses it. Together, we can continue to breathe new life into the heart of Dublin.

### **Leslie Moore**

City Parks Superintendent  
& Chair, Public Realm Co-ordination Group



## 1.0 INTRODUCTION

### 1.1 Context

In 2012 Dublin City Council adopted a Public Realm Strategy for Dublin City. *Your City, Your Space*; Dublin City Public Realm Strategy establishes a series of guiding principles to support the delivery of a quality public realm for the city. It also sets out a hierarchy of place for the city centre which attributes a level of importance to the main streets and spaces that make up the public realm. *Your City, Your Space* describes the challenges to be tackled in order to improve the way we design, implement and manage the works and services that impact on the public realm.

From transport planners to street performers, a Public Realm Strategy is valuable to many different stakeholders with an interest and input in the quality of life and business in Dublin. It is in everybody's interest to align policies and objectives to deliver a shared, balanced vision that ensures the best possible outcome for Dublin city.

*Your City, Your Space* advocates a user-centred approach. A cross-departmental team was established to build expertise, drive the programme and deliver on its ideas. It set out a series of actions and a two-year project implementation plan which aimed to resolve some of the challenges and agree the standard to be achieved.

A review of *Your City, Your Space* identified the need for a more in-depth and public realm specific vision for the city core, one that expresses and visualises the desire for an exemplar public realm in the form of a Public Realm Masterplan. This Masterplan will identify specific projects and bring forward a series of optimum streetscape layouts for the city core. These will take account of the analysis, consultations, findings and proposals arising from that process and major infrastructure projects underway or proposed. It would also respond to the needs of high footfall, recreational, community and commercial activity.

### 1.2 Status and scope of the Public Realm Strategy

An objective of the Dublin City Development Plan 2011-2017 was the preparation of a Public Realm Strategy. The Strategy is therefore set within the statutory context of the Dublin City Development Plan 2011-2017 and as such, in co-ordination with the Development Plan, is the primary guidance for the design and management of the public realm. Dublin City Council continues to advocate for an agreed vision for the public realm with all stakeholders: a vision that is inspired by its historic context and shared by those who use, design, build and manage it. Crucially, this includes agreeing the standard of public realm Dublin needs, and identifying the important spaces and routes within it.

### 1.3 Strategy to Delivery

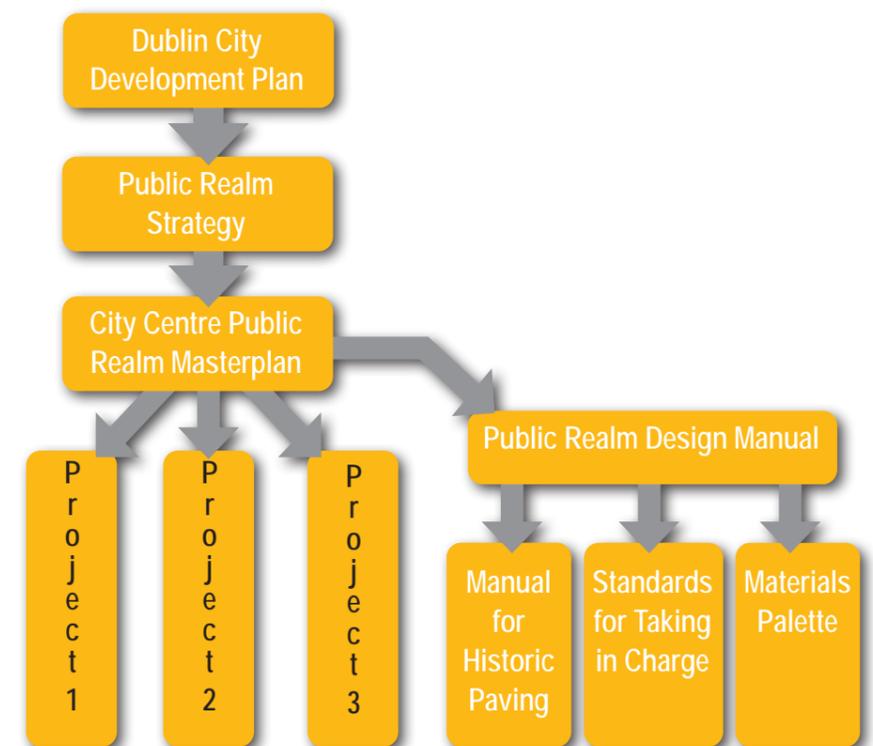
*Your City, Your Space* relates geographically to the area within the canals. It takes a multi-disciplinary approach to the design and management of the public realm in this area, and looks at location-specific challenges as well as the citywide context.

While the Strategy identifies a hierarchy of streets and spaces within the city, a Masterplan is an in-depth, long-term vision for the city centre core that can visualise and express in detail an exemplar public realm. Such a practical tool would balance the public realm requirements of the city with the demands placed upon it by major infrastructure and other proposed projects.

The focus of the Public Realm Masterplan is therefore on the historic, cultural and commercial core of the city. This area has been prioritised because it represents the most important and historic part of Dublin city, and is also the key area for pedestrian movement by visitors and commuters alike.

### 1.4 Masterplan area

Once agreed, the Masterplan methodology and approach will be a model for the treatment of other areas of the city. This approach will define standards of design, management and maintenance and can be rolled out on a phased basis as needed. It will take account of the unique uses and character of an area, while achieving a look and feel that is identifiably Dublin. The Masterplan takes a long-term approach spanning eighteen years, or three Development Plans. It seeks to identify projects which will have the greatest impact in the short (up to 2022), medium (up to 2028), and longer-term (up to 2034).





Dublin City Centre - Public Realm Strategy Area



Dublin City Centre - Public Realm Master Plan Area

## 2.0 OUR METHODOLOGY

### 2.1 Introduction

*Your City Your Space*, identified and described twenty-one challenges that needed to be addressed to improve the quality of the public realm. These ranged from urban blight to safety, and from de-cluttering to greening the city. To develop a successful Masterplan it was vital to reflect on these challenges and respond to the issues raised. Our methodology was: investigate, analyse, review, consult, collaborate, build consensus and develop possible solutions to the challenges.

Through extensive consultation with internal and external stakeholders, a shared vision was agreed for the city core as well as the key elements that contribute to a successful public realm. Building on this shared vision and consensus, a series of public realm projects for streets and spaces within the city core and a programme of implementation were developed. Schematic layouts were then produced for these project areas.

As the shared vision and the emerging projects require a rebalancing of space

within the city core and in particular an expansion of pedestrian space, in-depth consultation was undertaken with Dublin City Council's Environment and Transportation Department and external Transportation Agencies in particular.

### 2.2 Analysis

The project analysis was exhaustive and had dual elements: Survey and Case Studies.

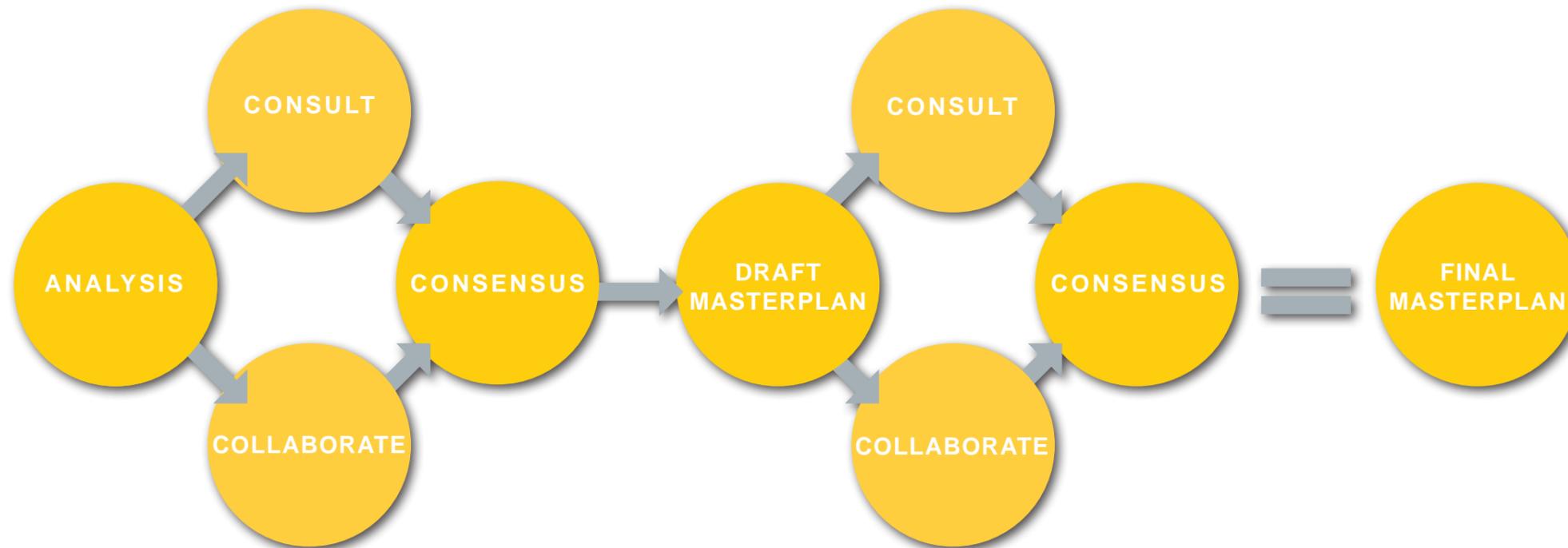
**SURVEY:** An extensive multi-dimensional survey of the study area was undertaken in order to build a base line or snapshot of how the public realm is performing at this point in time.

A mapping exercise analysed, recorded and mapped activities, structures, and uses at street level throughout the city core. This exercise was both quantitative and qualitative; recording physical objects and activities as well as the perceived quality of the public realm and authenticated anecdotal information (such as rough sleeping spots or pan handling).

The qualitative aspect assessed criteria, such as: character, opportunity to rest, microclimate, level of street activities and security. It also identified weaknesses in the quality of the public realm, such as: large vehicular traffic volumes, poor environmental conditions, inadequate pedestrian provision or evidence of clutter. Nighttime surveys identified activity hotspots and changes in use day-to-night, as well as street lighting levels.

The quantitative survey mapped physical attributes, but also assessed the allocation of space to different uses. It quantified items like street tree planting, bus stops and street furniture. Pedestrian counts were undertaken to establish levels of use and identify pressure points in the pedestrian network. The transport network, including the cycle infrastructure was also reviewed to build a picture of how this operates through the city core, and what effect it has on the public realm and an individual's experience of it.

This survey reveals and describes how the public realm is currently being used; where there are clusters of activity both negative and positive; and where there are conflicts, inadequacies, potential for improvement or new



uses in the public realm. Overall, it provides an insight into how the public realm in the city is used and is performing, and further identifies the areas of most concern.

**CASE STUDIES:** European cities of a similar scale to Dublin (Belfast, Bristol, Oxford, Lyon, Lisbon, Copenhagen, and Vienna) were reviewed in a series of desktop case studies. From this was gained insight into how other cities organise their pedestrian realms, how they protect their historic cores, and how they organise their transport systems to achieve a public realm that prioritises pedestrians and facilitates the active use of the streetscape for social and cultural activities. It provided further insight into tried and tested approaches, pilots and other initiatives, highlighting the need for unique user experiences which enhance our enjoyment of the public realm of any city.

The current position with regard to movement was documented, including loading and servicing, the cycle network, private coach movement and parking, and proposals for all major infrastructure and local projects were overlaid on the project area in order to provide a definitive baseline.

### 2.3 Design Tools and Guidance

The preparation of the Masterplan was guided by a series of design principles, as elaborated on below. Where guidance was not available for specific elements of the Masterplan, such as calculating the spatial requirements for pedestrian flows, a Dublin-specific tool was developed.

The guiding principles identify and define the key elements of a successful public realm. These underpin our approach to design of the public realm, in conjunction with Universal Design Principles as referenced in *Your City, Your Space*. The principles also respect and enhance the context and setting of historic buildings, of spaces and of unique features, including street furniture and materials. They give guidance to improve legibility and protect historic fabric for future generations. This ambition is shared among agencies and reflected in the City Development Plan, the Draft Construction Manual for Roads and Streets in Dublin City, the Dublin City Manual on Historic Materials, and the Department of Arts, Heritage & the Gaeltacht (DAHG) Advice Series.

As well as mobility and improved quality, the guiding principles also recognise the essential function that comfort brings to the experience of the city. Visitors should be able to experience the city in an environment that is organised primarily for their ease, comfort and enjoyment. Ease of access, adequate space to move about, safety, protection from noise and pollution and opportunities to rest and enjoy the city are key elements that make a city attractive and user-friendly. The ability to linger, amble, rest and enjoy the city in comfort is an essential part of quality public realm and a good visitor experience.

To achieve this we must use a collaborative approach and bring together the principles that deliver a quality experience. The Masterplan defines four key principles - Universal Design, Living Streets, Standards & Mobility - and identifies and expands aspects of these that underpin a quality public realm.

#### 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.
- Increase greening and bio diversity.
- Provide unique points of interest and animation.

#### Standards

- Improve and enforce standards and visual quality.
- Quality materials, fixture and fittings palette.
- Improve maintenance and service delivery.
- De-clutter the streetscapes.

#### Mobility

- Modal Hierarchy – Priority to pedestrian and cycle movement.

Using these guiding principles brings a better balance to how we plan, design, deliver and manage all the complex parts of the public realm. Future projects that impact on the public realm, or have a shared boundary line, should have regard to these principles and ensure that their proposals are cognisant of the aspirations set out by Dublin City Council, regardless of the primary purpose of their project.

### 2.4 Consultation

In this vital phase, the design team also identified and undertook a review of current policy and projects that will, or do, have an impact on the public realm. Stakeholders and partner agencies were identified and a series of workshops and meetings were held to present the initial analysis and to listen to and record the issues that arose. The design team facilitated a number of meetings with internal departments, external agencies and representative bodies. Internal stakeholders include: the Planning & Property Development Department, Culture Recreation and Amenity Department, Parks Services, Environment and Transportation Department, and various project teams. We also met with external partners including: National Transportation Authority, Rail Procurement Agency, Cycle Dublin, Dublin Bus, Dublin City Centre Business Association, Dublin Town, Fáilte Ireland, Temple Bar Cultural Trust, Temple Bar Company, and Grangegorman Development Agency among others.

### 2.5 Collaboration

When outline proposals were developed to further inform and agree a workable approach that was cognisant of the requirements of partner agencies, projects, policy and operating procedures, we held a second series of workshops. Project teams currently working on public realm projects in the study area were invited to a collaborative workshop. Internal stakeholders were again invited to collaborate on issues that arose during the initial process. A number of focused meetings were held with the Transport Integration Team to build consensus around an agreed approach with regard to the City Centre Transportation Plan. We met with works departments to build consensus around works, materials, palettes and maintenance.

# Dublin City Centre - Public Realm Study and Implementation Plan

## Development of a Space Calculator for Dublin

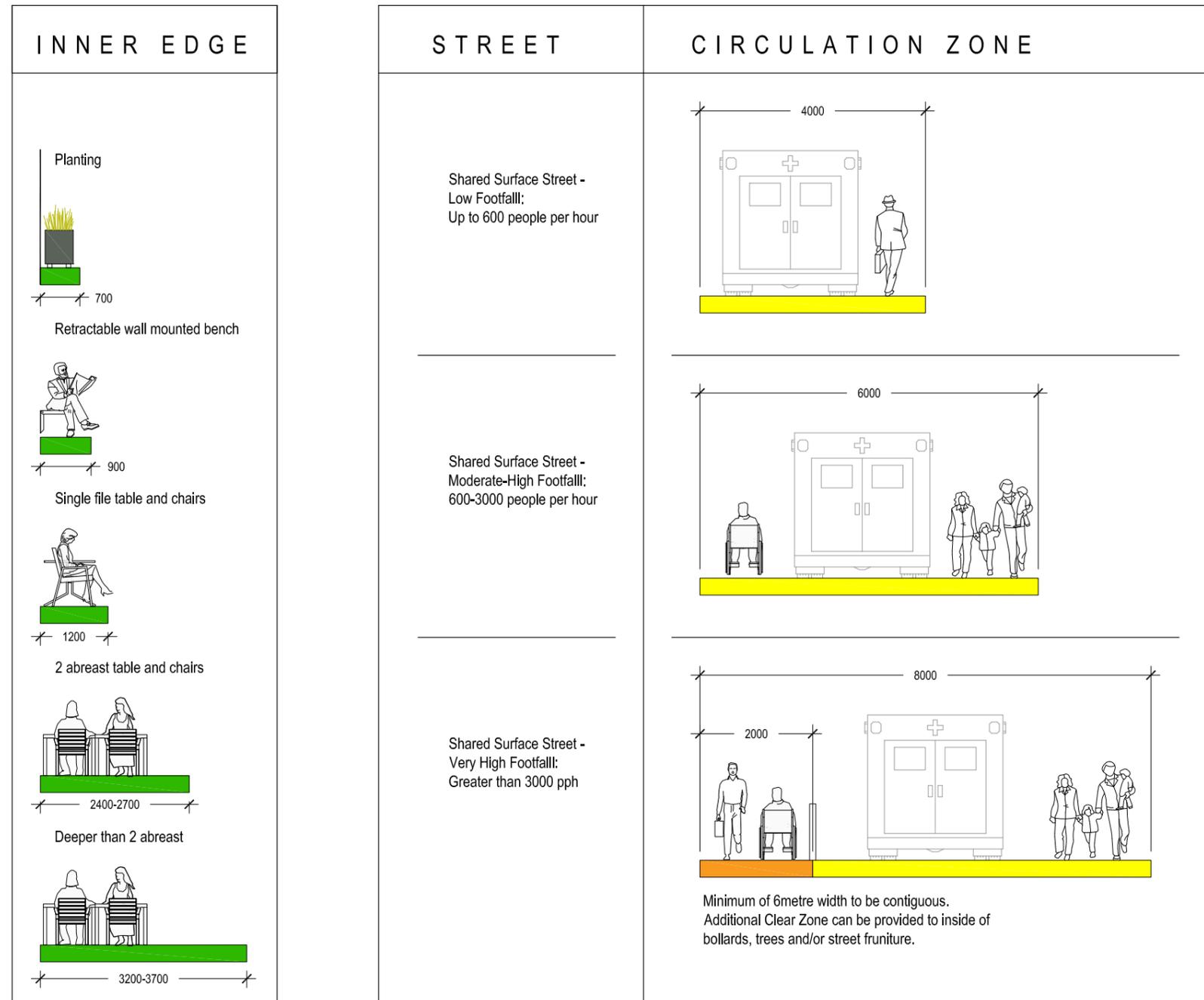
An early finding of the project was the need to establish the space requirements for the pedestrians flows along the City Centre streets. A key objective of the Masterplan is to address this issue, and specifically to propose expanded pedestrian space to accommodate existing and projected flows. However, there is currently little guidance available to aid designers in calculating the space requirements of different levels of pedestrian activity. Available guidance provided by the Design Manual for Urban Roads and Streets (DMURS, 2013) and Transport for London (TfL) Pedestrian Comfort Guidance for London (2010) were reviewed. Both documents give recommended footpath widths based on peak footfall levels measured in persons per hour (pph). Neither of these provides specific guidance on how to calculate the space requirements for volume of pedestrians. TfL gives more specific guidance taking into account buffer zones and street furniture. For the purposes of the Masterplan, a Dublin-specific space calculator has been developed building on the TfL model.

In considering the preferred pavement widths, additional Dublin City Centre factors were then taken into account: kerbside bus stops and taxi ranks, closely spaced street furniture to the inside of the traditional wide stone kerb, street trees, heritage public lighting stands and the street furniture currently in use. A circulation zone for pedestrian movement was identified but also a kerbside zone to allow for stacking and waiting for cross points and bus loading.

The Dublin **pedestrian spatial calculator** has been developed as part of this process to take account of all uses on the pedestrian space as well as the volume of users, and is intended as the primary guiding mechanism for space allocation for pedestrians.

The outcome of this work is a series of pedestrian flow space requirements. Streets are first categorised as Low, Moderate, High or Very High footfall, determined by the persons per hour (pph). For each category of street a minimum unobstructed width of pavement or 'Circulation Zone' is recommended. This section also provides guidance on the Circulation Zones to be maintained

on Low, Moderate and High footfall pedestrian-friendly streets and also Low, Moderate to High footfall shared surface streets.



Pedestrian Space Calculator - See Appendices

## 2.6 Consensus

Through our consultations and the collaborative process, a number of points of consensus arose. All partners quickly agreed that the limited space available is the key concern, and when viewed alongside projected population increases, projected visitor numbers, live plans for Dublin's Docklands, and employment and education numbers, this creates the greatest current challenge for the city's public realm.

In order for a shared vision of a successful Public Realm Strategy for the core city centre to emerge, consensus and collective ownership around key areas had to be identified. The primary points of consensus were:

**Collaboration is Key.** There is a willingness to work together to achieve the aims of this Masterplan. This collaborative approach is key, as there are many partners and stakeholders whose competing needs, works and services impact on the public realm. It acknowledges that space is definitive, but in order to achieve the best for Dublin, the allocation of this space must be done by consensus.

**The Need for Pedestrian Priority.** The pedestrian is at the top of the movement hierarchy, as expressed in national and regional policy, and this should be promoted in the Masterplan and all resulting projects. Prioritising pedestrian needs is agreed as a central issue, because pedestrian space is where people of all ages and ability move and linger and where the life of the city unfolds. The existing pedestrian environment in the city core is under serious pressure from competing demands and because of inadequate space. The pedestrian-friendly areas are segregated from each other by traffic-dominated routes. There is consensus around the need to create a single unified pedestrian-friendly zone in the core city centre.

There is also consensus that delivering this will necessitate rebalancing space in favour of pedestrians and distributing pedestrian movement over a wider network of streets and laneways. Although a quality pedestrian network is key, pedestrian comfort is about more than just movement: it is about recognising the broad spectrum of personal mobility; allowing for purposeful movement

of commuters versus more leisurely meandering of tourists. It is also about well-organised, legible streetscapes, opportunities for rest and relaxation, and elevating the network of secondary streets and laneways to provide alternatives to the mainstream.

**Mobility Means Success.** To function successfully, the city must keep moving. There is consensus around the need to improve public transport provision as the means of moving the greatest volume of people; the importance of facilitating service and delivery vehicles for the economic health of the city; maintaining private vehicle access to the city centre/private property; and the need to improve permeability for cyclists and pedestrians.

While the importance of the public transport network to the successful functioning of the city is recognised, existing and proposed public transport routes put extreme pressure on the main through routes in the city core. Achieving a public realm of sufficient scale and quality in Dublin's city core may require the full completion of the planned public transport network, including underground systems.



**Growing Living Streets.** Social diversity, cultural diversity and bio-diversity are all important in supporting the vitality and attractiveness of our city and filling our streets with interest and colour. Providing opportunities to facilitate, encourage and grow these activities within the public realm increases the attractiveness and vitality of the city, and in turn can act as an economic driver or tourism attractor. Identifying opportunities to linger and play, to be family-friendly and age-friendly, and supporting habitats and bio-diversity are recognised as key aspects of a public realm plan.

**The Appetite for Quality.** A public realm plan for the city must be ambitious. There is widespread agreement that as the capital city, Dublin is the pre-eminent urban centre within the state. To invest in, develop and improve the quality of the public realm is a worthwhile objective. Crucially, this requires us to refocus on standards; how we undertake planning, design and works; what management systems we have in place; what protocols we have with partner agencies; what materials we use; and what standard of maintenance can be achieved. Quality public realm requires a multi-discipline approach, which integrates Universal Design Principles and produces a co-ordinated, people-centred result.

**Shared Timelines.** A Public Realm Masterplan is a long-term vision. Many of the public realm improvements will be underpinned by major transport projects, and these take time to be implemented. In the interim and shorter-term, there is consensus around commencing improvements that have the greatest impact and pedestrian gain where feasible.

## 3.0 SHARED VISION FOR THE CITY CORE

### 3.1 Introduction

The collective vision for Dublin's city core is for a top class national and international destination. This heart of the city must be easy, comfortable and enjoyable to move within (particularly for pedestrians and cyclists); it must be attractive and lively; and offer a high quality experience for visitors, workers and residents.

The agreed vision is for a **Pedestrian-Friendly Core**, where there is greater balance between pedestrians and vehicles, an expanded pedestrian space and more opportunities for pedestrians to move through the city core. The vast majority of people visiting the city are pedestrians for some part of their journey. Whether cycling to the city, driving to a car park or catching a bus, at some point we all experience the city as a pedestrian.

A number of zones within the city core are considered pedestrian-friendly. However, the overall pedestrian experience is fragmented due to the high levels of motorised traffic using cross-city streets and the quality of the public realm off main thoroughfares.

The comfort of pedestrians as they move through the city is a key component in the overall experience of the city. Developing a single unified pedestrian-friendly area allows the core city to become increasingly accessible and comfortable, while exploiting the value that improved place-making can bring to the city through the reallocation of space.

The study area benefits from a scale that is conducive to walking. This walking option has the potential to be improved greatly if the existing pedestrian-friendly areas are unified and developed into a single pedestrian-friendly core. This shift requires the reduction of motorised traffic, particularly larger vehicles using the core thoroughfares.



### 3.2 Movement Strategy for the City Core

Critically, underpinning this shared vision is the understanding that additional space is required to expand and improve the public realm, and that this space will come from a rebalancing away from vehicular traffic over time. The implementation of the Masterplan requires the alignment of the shared public realm vision and the movement strategy for the city core.

Day to day, the city centre accommodates the movement of half a million people including residents, workers, students, shoppers and visitors. These people move on foot, by bicycle, on public transport and by private vehicle. The city centre also accommodates the movements associated with the necessary servicing requirements of the varied uses within the centre. The efficient movement of people and goods will continue to underpin the successful economic and social life of the city.

The movement strategy for the city as put forward in the current and draft Dublin City Development Plans is to promote modal shift towards more sustainable forms of transport such as walking, cycling and public transport. The proposed improved public transport network including Luas Cross City, currently under construction, will greatly enhance the opportunities for people to travel more sustainably to the city centre. This will also generate additional interchange between modes and will bring more pedestrians into the city core, putting existing limited pedestrian space under increasing pressure.

The future movement strategy for the city core and the resultant impact on its public realm is largely affected by the proposals contained within The City Centre Transport Study 2015. It sets out the vision for Dublin City Centre with guiding principles to facilitate increased access to the city centre, to protect the investment in public transport, and to develop a safer city centre for all transport modes and users. The study proposes several strategic interventions in the transport network within the city which prioritise public transport, walking and cycling. The Masterplan is cognisant of these proposals and has been prepared in consultation with City Centre Transport Study team.

A comprehensive range of integrated measures across all sectors of the public transport system are detailed within the Transport Plan. The implementation of these multimodal initiatives provides the opportunity to address the constraints of the existing pedestrian environment and further enhance the public realm and pedestrian areas across the city centre. Furthermore, the Dublin City Centre Transport Plan acknowledges that public transport users all require a high quality pedestrian environment for the initial and/or final leg of all public transport journeys taken on foot.

The vision for a pedestrian-friendly city core complements the objectives of the Dublin City Centre Transport Study. A key recommendation of the plan is to advocate for and support a transport strategy that delivers excellent transport infrastructure while achieving the key objective of this plan to create a single integrated pedestrian-friendly zone through the entire study area.

While the shared vision and resultant masterplan concentrate predominantly on pedestrians, there is strong consensus that the city core should also be cycle friendly. It is acknowledged that issues such as general cycling environment, permeability and traffic management arrangements such as one way streets can act as deterrents to cyclists. The cycle network for the city will be provided in accordance with the National Transport Authority's Cycle Network Plan for the Greater Dublin Area. Notwithstanding, the Masterplan identifies specific issues relevant to the study area and makes recommendations for the development of a legible cycle network for the city core



## 4.0 THE HEART OF DUBLIN: A MASTERPLAN FOR THE CITY CORE

### 4.1 Making the Masterplan

Analysis revealed three existing areas within the city core that can be described as pedestrian-friendly. It also revealed that these areas are separated by heavily traffic routes which often make pedestrian and cycle movement between these areas, difficult and uncomfortable. Our agreed vision for the city core seeks to unify these areas and develop a city core that is uniformly pedestrian- and cycle-friendly.

Essentially, the Masterplan identifies the gaps that need to be filled in order to deliver a unified pedestrian-friendly core, and sets out a list of projects that are realised to deliver this. A specific and detailed street-by-street list of public realm projects emerged through the analysis and consultation process. Collectively, these projects, in line with the guiding principles, make up this Masterplan.

These projects will be delivered over an 18-20 year period. The next step in this process is to bring forward detailed streetscape design layouts for each of the agreed projects for consideration with our partners and stakeholders.

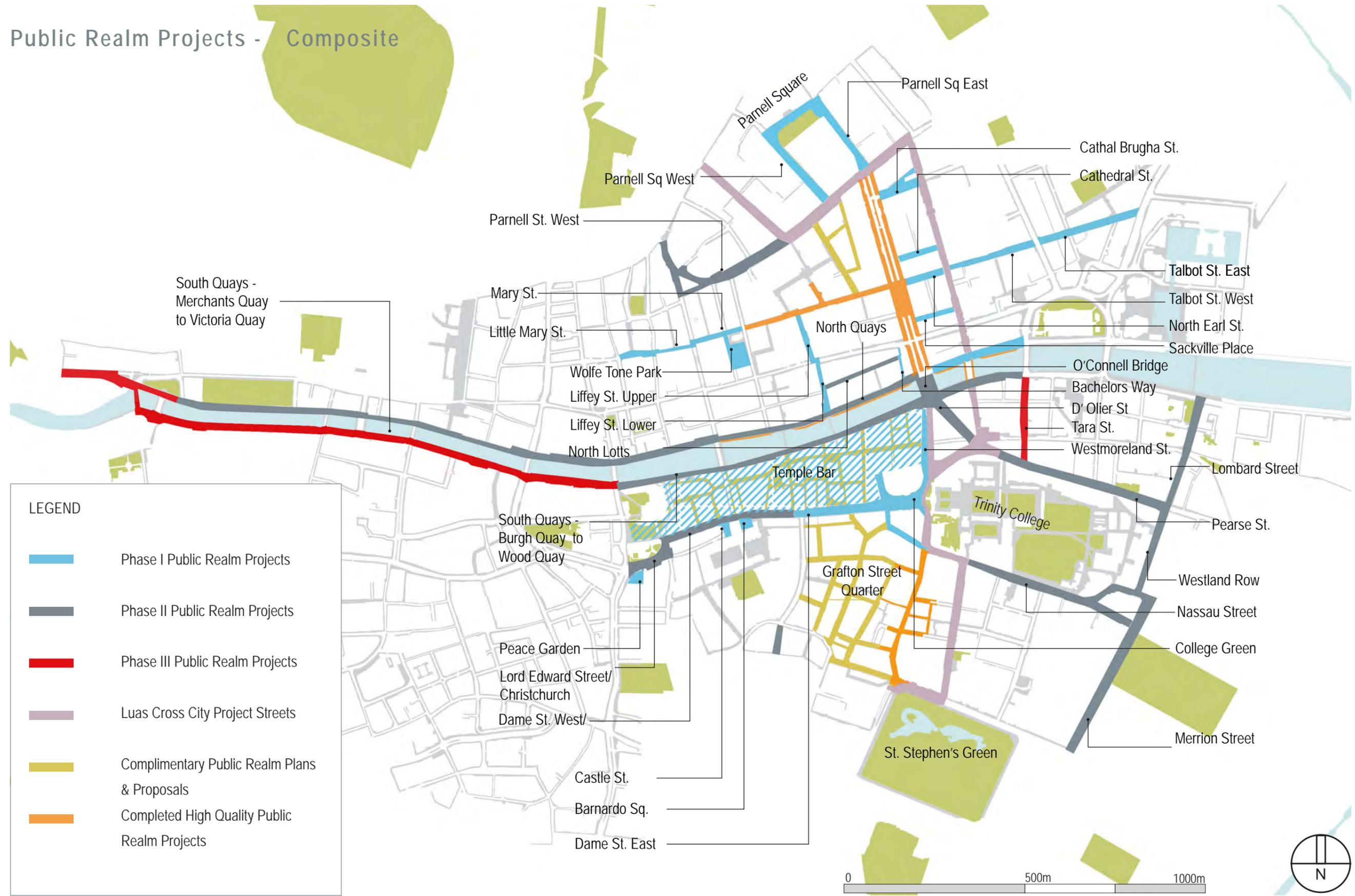
### 4.2 Design Principles & Recommendations

As set out in Section 2.2, the preparation of the Masterplan was underpinned and guided by a set of **key design principles**, including the development of the schematic layouts for each of the projects generated by the Masterplan. These guiding principles will set standards and guide all work in the public realm and continue to inform the detailed design and development of the named projects. The Masterplan also identifies the key elements of a successful public realm, and recommends that they be incorporated into the design. The Masterplan has a series of **Recommendations**.

Our **Recommendations** are measures to be undertaken, implemented and overseen directly by the teams and departments within Dublin City Council and/ or made to our partners and other agencies, where their projects impact on the public realm.



# Public Realm Projects - Composite



# Dublin City Centre - Public Realm Study and Implementation Plan

## Universal Design

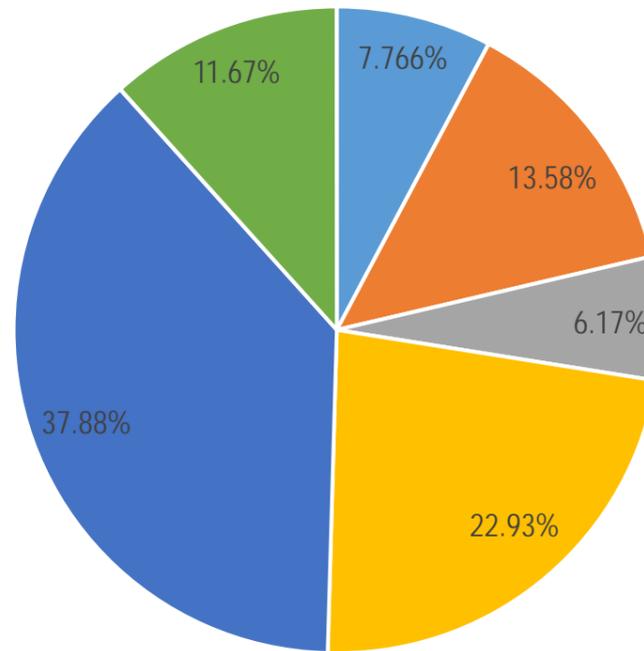
A key recommendation of this Masterplan is to adopt and be guided by Universal Design Principles in all projects that impact on the public realm. This approach caters for the broadest range of users from the outset, and acknowledges that everyone's experience of comfort of use in the city is dependent on their own abilities and circumstances. It places human diversity at the heart of the design process so that the public realm can be designed to meet the needs of all users and to be enjoyed by all.

Achieving a comfortable public realm for everyone is a key part of our Masterplan. We will consider all persons regardless of their age or size, and those who have any particular physical, sensory, mental health or intellectual ability or disability.

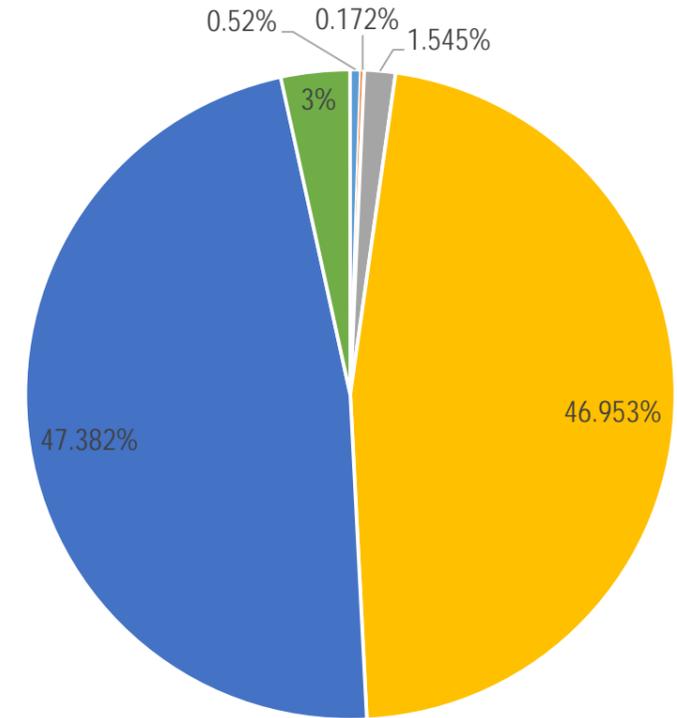
This approach is important as it helps to create better places for everybody. It is based on inclusivity and equitability, and ensures a sustainable solution for our community. Crucially for the city, it widens the audience and market, which enhances commercial viability while also providing an environment in which people can age and retain their independence.



## Dame Street vs. National Demographic Comparisons



National Demographic (2011 Census)



Dame Street Demographic (midweek)

We undertook a demographic survey along Dame Street which demonstrated there is a large section of the national demographic that may not be using the City Centre e.g. Elderly and Young Children

**RECOMMENDATION**  
Apply Principles of Universal Design.

LEGEND	
<span style="color: blue;">■</span>	Unaccompanied Child (1 - 4)
<span style="color: orange;">■</span>	Child (5 - 14)
<span style="color: grey;">■</span>	Teenager (15- 19)
<span style="color: yellow;">■</span>	Young Adult (20 - 34)
<span style="color: blue;">■</span>	Mature Adult (35 - 64)
<span style="color: green;">■</span>	Elderly (65 - )

Legible Pedestrian Network

Strengthening, enhancing and expanding the existing pedestrian-friendly network and prioritising pedestrian movement within the movement network are key recommendations of the Masterplan.

Well-planned public realm design is about so much more than simply accessing buildings: it is about how successfully people can read and negotiate the environment. An important factor in creating an accessible environment is the location of street furniture and services, and how comfortable a place is to use. This includes the visual and aural environment, signage, and space to appreciate architectural heritage, streetscape and street theatre. Safe routes between key places that are designed for ease-of-use by all individuals are an essential feature.

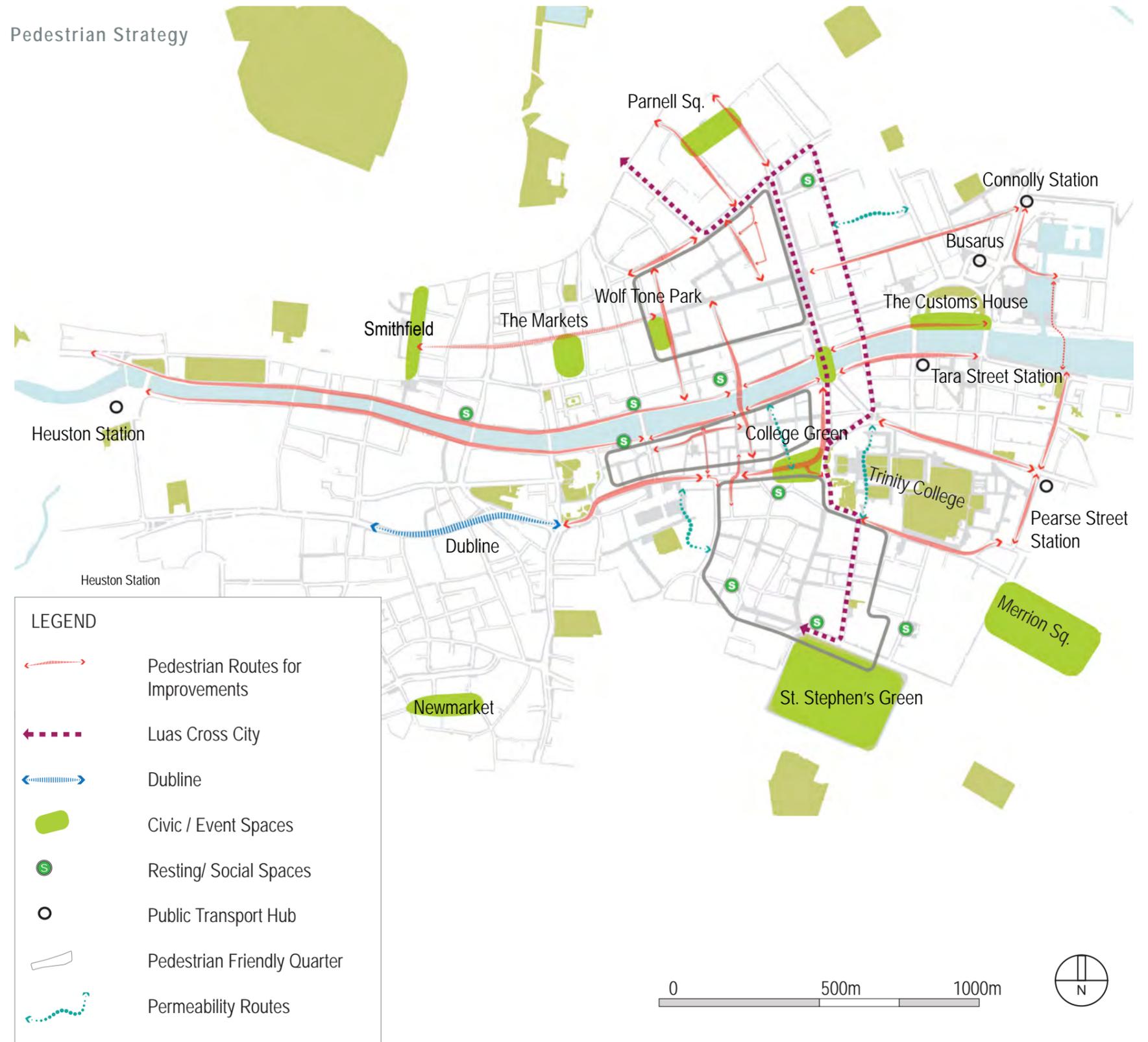
In the established pedestrian network, there are many pedestrian desire routes criss-crossing the city. Such routes often share the streetscape with some of the most intensively used vehicular traffic routes.

**RECOMMENDATION**

**To improve and expand the existing pedestrian network within the city core.**



Pedestrian Strategy



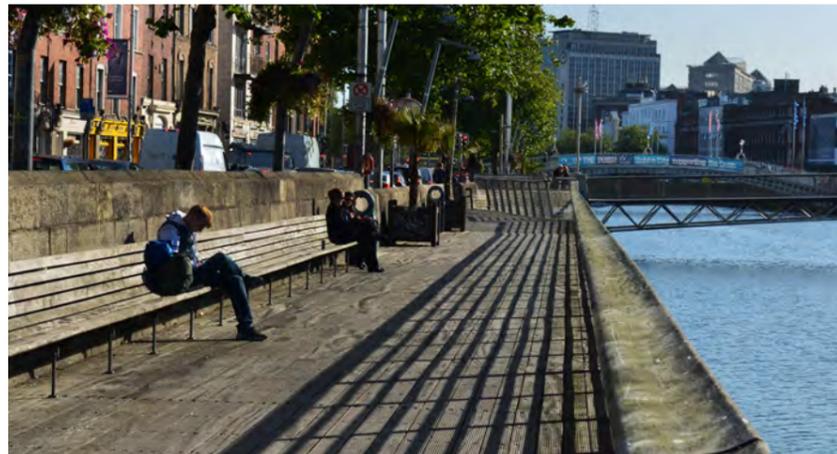
# Dublin City Centre - Public Realm Study and Implementation Plan

## The Importance of Respite

A key proposal of the Masterplan is the provision of opportunities to rest and linger. Places of respite at appropriate points in the pedestrian network are an integral part of a quality public realm, and such opportunities should be widespread, well-located, easily-accessible and of high quality. The provision of well-located primary, secondary and alternative seating arrangements is key.

### RECCOMENDATION

To devise a programme of seating and respite improvements for the city core.



City Centre Resting Spaces



### LEGEND

-  Existing resting opportunities
-  Potential resting opportunities

0 500m 1000m



Space for Pedestrians

A key recommendation involves planning for the spatial requirements of pedestrians. This will achieve adequate provision for pedestrians in the short- and medium-term, particularly along the civic spine and the quays and other heavily-used pedestrian areas, while working towards optimum provision in the longer-term.

Road and footpath layout make an essential contribution to the creation of well-designed public realm. It is essential that adequate pavement capacity is provided in the city centre, particularly along the main desire lines through the city centre. This space allocation should take account of volume of footfall, street furniture, café culture, holding space for bus loading and unloading, and national and international guidance standards.

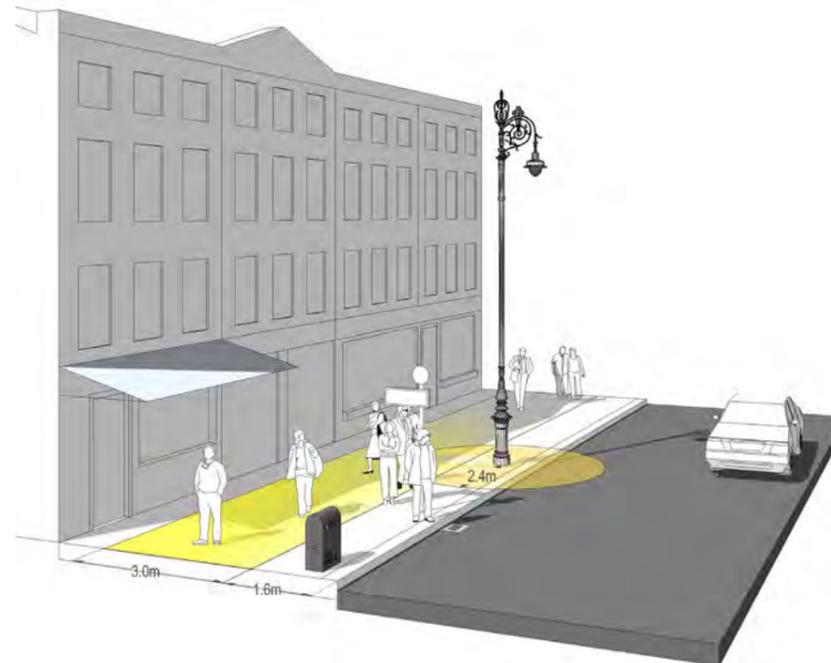
Inadequate pavement widths create obstacles in the pedestrian network and severely diminish mobility as well as impacting on the comfort and safety of the pedestrian environment. There are a number of routes and pinch points identified throughout the city centre that require improvement.

**RECOMMENDATIONS:**

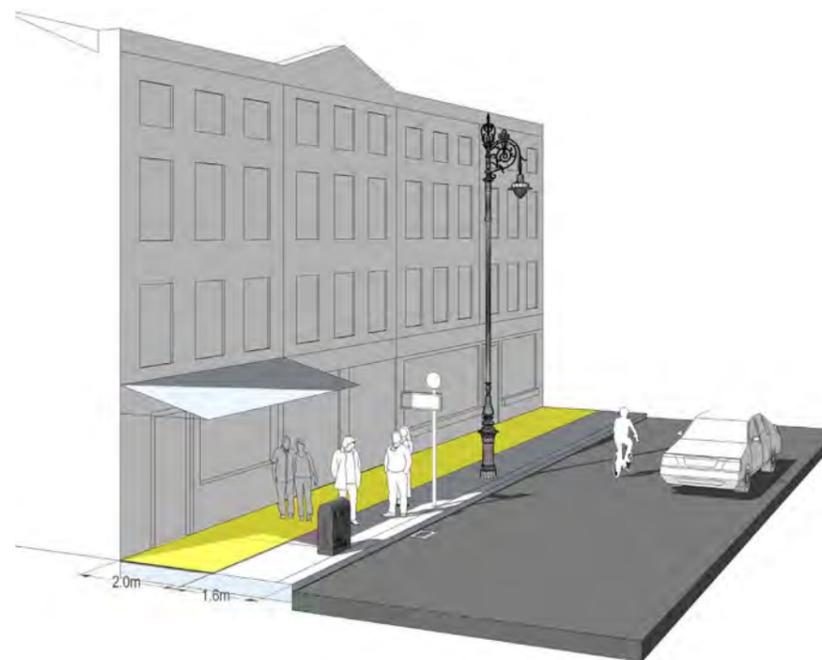
**To protect existing pavement widths from reduction.**

**To reallocate space at identified locations to provide adequate provision for pedestrian comfort.**

**To apply Pedestrian Space Calculator for Dublin in the planning and design of all city centre projects.**

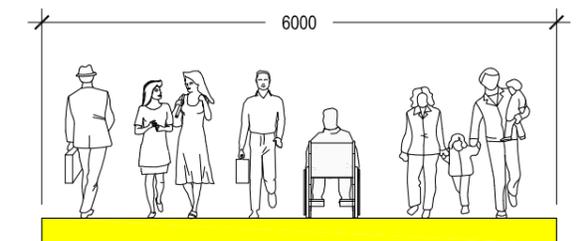
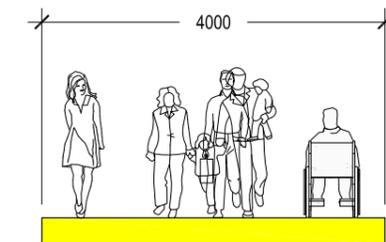
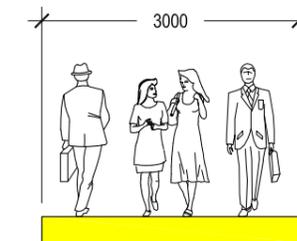
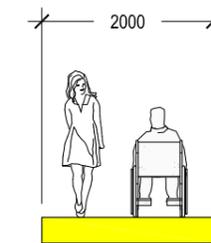


Adequate pedestrian circulation zone for a low footfall street.



Adequate pedestrian circulation zone for a moderate footfall street.

CIRCULATION ZONE



Pedestrian Space Calculator - See Appendices

# Dublin City Centre - Public Realm Study and Implementation Plan

## The Importance of Permeability

A key recommendation is the identification and implementation of a number of projects to improve existing routes, and the creation of new routes in the short- to medium- and long-term by improving permeability throughout the city core. A permeable core encourages pedestrians and cyclists, so providing additional capacity within the pedestrian network will reduce the demand on heavily congested areas.

Opportunities that can be delivered in the short- to medium-term with partner agencies to help alleviate the congestion identified around the city core include the development of new routes through some historic urban blocks; for example, Trinity College, Dublin Castle, Temple Bar and the Department of Education grounds. Increased permeability will deliver new pedestrian connections and link destinations in the city that are currently accessed through some of the more congested intersections.

Giving pedestrians additional choice by improving many of the existing underused routes through the city can alleviate pedestrian congestion by redirecting people through alternative routes that avoid congested areas. An expanded network also removes conflict between the faster-moving commuter and those who wish to walk at a leisurely pace.

In the short-term, these improved routes can be further enhanced with additional crossing points along main traffic routes. A number of opportunities for this type of intervention exist throughout the city, and many of the identified schemes could show improvements within a short- to medium-term programme.

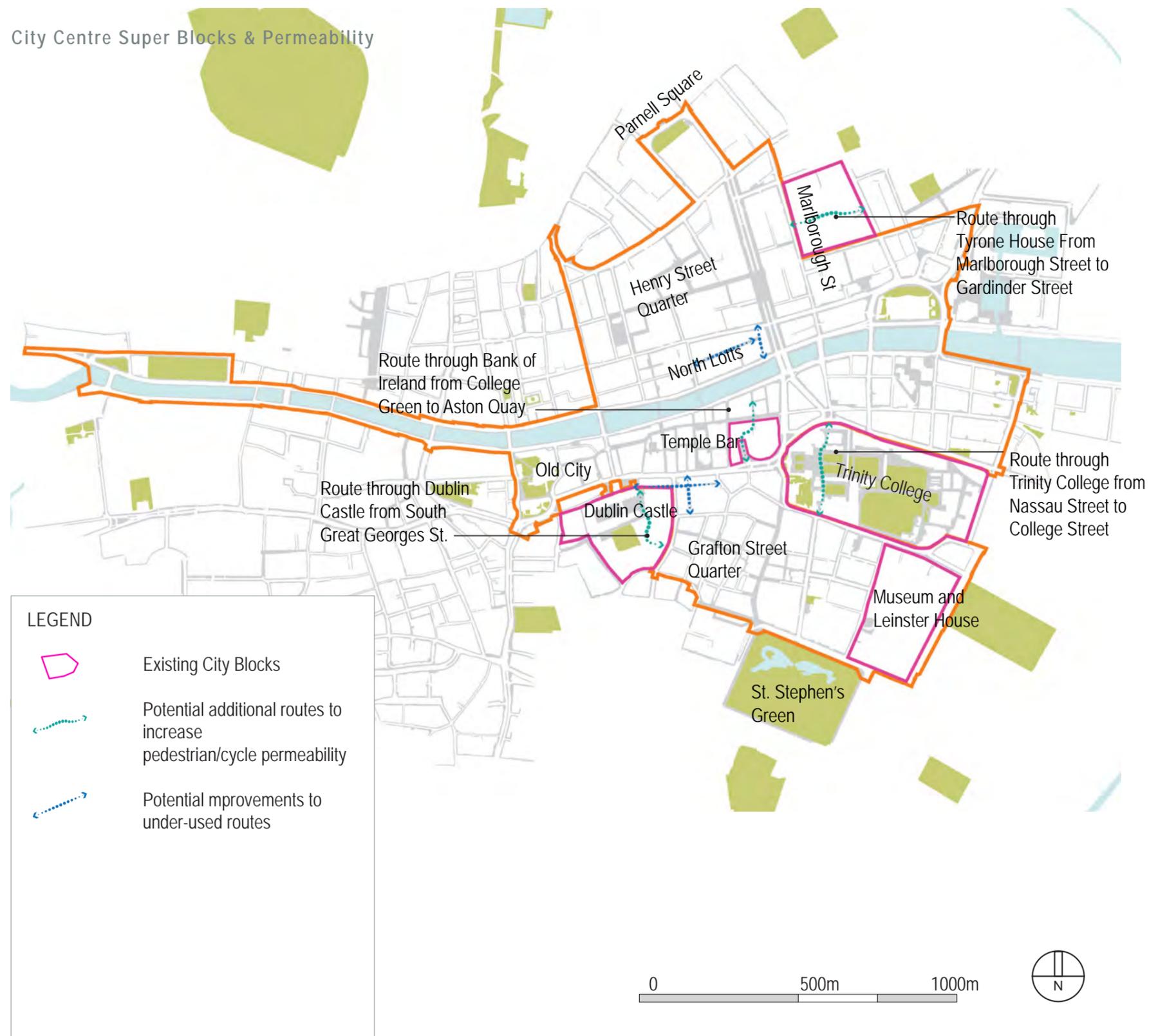
### RECOMMENDATIONS

**To pursue increased permeability through historic blocks in partnership with stakeholders.**

**To identify and improve underperforming pedestrian routes to relieve pressure on pinch points in the city core.**

**To conduct a pedestrian audit on a sample area.**

City Centre Super Blocks & Permeability



Living Streets

The Masterplan recognises the essential function of a vibrant and interesting streetscape. There are a number of ways to support and encourage this, and so enhance the public realm throughout the city core. These include improving opportunities that support and increase social interaction, cultural animation and engagement with nature in the city. .

Lingering in the City

A key recommendation is to elevate the importance of lingering in the city as a key component of successful public realm.

It is rarely mentioned in the planning and development of the urban environment, yet for those who use the city it is one of the richest and most memorable experiences. Fostering an environment where lingering - or simply being able to enjoy the bustle, diversity and cultural interest of the streetscape around us in comfort - is key to creating a quality public realm and an attractive city. To do this, we must see beyond the primary service functions. Overlaying and facilitating the social and cultural life of the city recognises it as an integral and legitimate part of the built environment.

Successful streetscapes and urban spaces require the balancing of many components at different stages in the design process. At a detailed level it requires that the place being designed is organised in such a way as to be attractive for the user. The design must have due regard for shelter, orientation, microclimate, access, accommodating social and cultural interaction, and the quality and character of the built environment.

**RECOMMENDATION**

**To integrate opportunities for lingering in public realm plans for the city core.**

Streets and spaces to linger



# Dublin City Centre - Public Realm Study and Implementation Plan

## Micro-space

A key recommendation is to identify appropriate small-scale spaces to facilitate lingering and social and cultural interaction in the most appropriate locations along and through the streetscape of the city, particularly where pedestrian footfall is highest.

The city core is not just an area to be traversed: small-scale spaces are a key part of everyday life in the city. They provide shelter and microclimate, seating, greening or civic amenity and street theatre, and can often be more comfortable and conducive to daily use than larger scale plazas and civic areas.

The location of such spaces is often misunderstood, as people traditionally expect the type of activity that occurs here to be accommodated in parks or plazas. However, increasingly this type of social behaviour is evident in the street - where it is often more successful.

In a quality public realm, a visitor can stroll, stop and rest and enjoy the city core at their leisure without cost. This requires an adequate number of comfortable places of diverse scale, and routes in optimum locations. However, in the past this has often been overlooked at an early stage in the design process.

Equally the size requirement of these places is often overestimated: some of the most successful micro-spaces are small. This allows them to be successfully incorporated into existing streetscapes where they are most accessible to people on a daily basis. Such spaces also facilitate a smaller scale event or cultural interaction that is often more attractive and intimate to the user.

### RECOMMENDATIONS

**To identify and locate appropriate small scale spaces for lingering, social and cultural interaction.**

**To promote the provision of small spaces at project design phase.**



## Playful City

A key recommendation of the Masterplan is to identify and provide further opportunities for free play in the public realm, and to ensure that the public realm provides an attractive offer for children, families and the older members of our community.

Our analysis shows that there is a missing demograph when we look at who is using the city on a daily basis. In pedestrian counts around the main commercial streets, children, the youth, young families and older members of our community are under-represented.

A playful city should appeal to our sense of fun and engagement, no matter what age. Space to provide unique experiences within the urban network - whether through the arts, building design, events or performance - adds to the established character of the city.

Play opportunities are an integral part of any city landscape, they present as design features, low walls or railings, changing levels, reflective surfaces, visual and aural art and these have often been overlooked. The experience of the city for visitors, young adults, families and children, is diminished due to the lack of this offer. A large demographic of our society is being missed and probably lost to out of town shopping centres which are generally seen as more family orientated.

Playing contributes to the well-being and resilience of children. Our analysis shows that there is limited opportunity in the city centre for children to play. The city does offer some very attractive organised playgrounds in some central parks. However, these are often considered destination playgrounds rather than a play space that could be easily accessed by a family who is in the city on a shopping trip. Free Play is defined as freely chosen, personally directed engagements with the naturally occurring environment. It is fundamental for children as individuals as well as for the society in which they live. Having welcoming places, enough time, and the company of others to play with is of great consequence to all children and young people. We need to foster environments that support this.



### LEGEND



Existing play spaces



Potential playable features & opportunities.

### RECOMMENDATION

**To identify, locate and implement free play and interactive spaces for all ages throughout the city core where appropriate.**

# Dublin City Centre - Public Realm Study and Implementation Plan

## Greening the City

A key recommendation is to ensure that any scheme impacting on the city's public realm undertakes appropriate surveys to establish suitable locations for the expansion of tree planting and street planting.

Using living vegetation to soften, create visual interest, animate and spatially organise the built environment is something that humans have been doing for millennia. There are many great examples showing how planting improves the city and creates a sense of place. There are also instances where street planting has been used inappropriately.

An essential part of place-making is the appropriate layout of urban planting schemes to improve the visual quality and environmental richness of the city. A key component of the Masterplan is to accommodate various types of sustainable street planting in the city, and increase the extent of the urban tree canopy.

When compared with other European cities, Dublin has a low level of street tree planting. The challenge of increasing this is difficult due to the congested nature of utilities and underground services in our streets and the demand for space. However, with timely site investigations, locations for planting can be identified.

Trees are dynamic living organisms and often outlive their suitability in the urban environment. Due to their longevity, there is often an expectation that old trees should be retained. There are occasions when old trees should be retained, as they are part of the urban fabric and add character and habitat to an area. However within a streetscape a tree will often have a 'shelf life', and a greater understanding of this need to renew the city treescape is key to establishing a healthy and valuable urban tree canopy that will co-exist with the built environment.

In order to support the health and longevity of street trees, adequate growing medium and structured tree pits will be incorporated to provide site-specific solutions when trees are being planted in the city. Where appropriate,

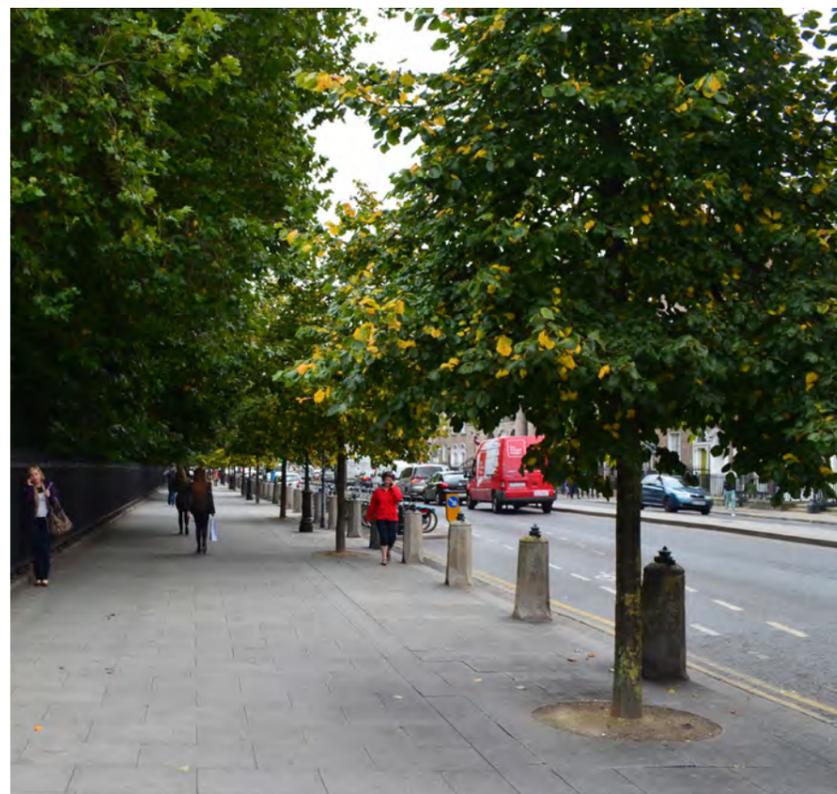
City Centre Greening Strategy



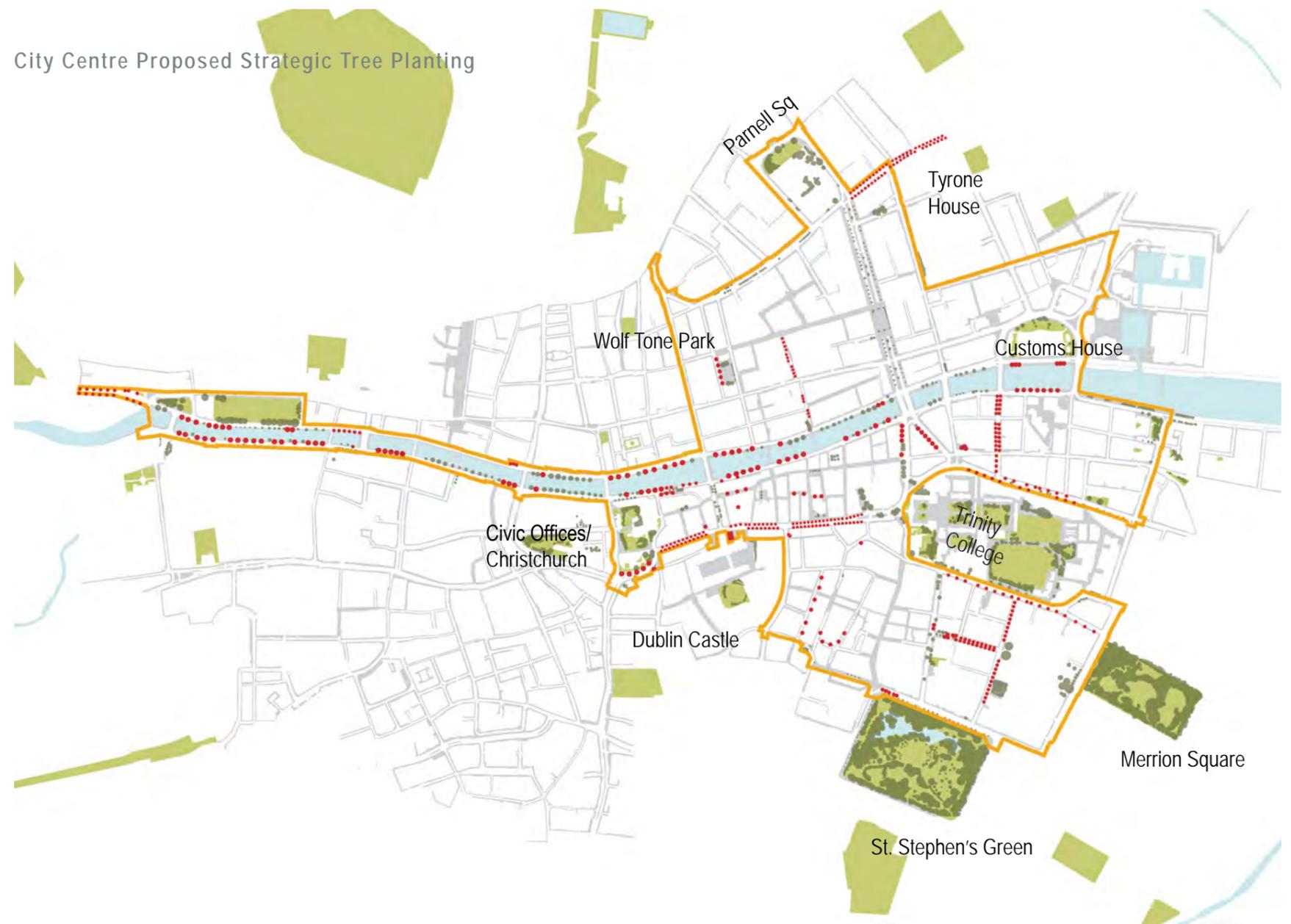
consideration should also be given to the incorporation of Sustainable Drainage Systems (SuDS) to strengthen the green infrastructure of the city.

The habitats that are supported by urban forestry and other street planting bring diversity to the urban environment and enrich the quality and experience of urban living. Forward-looking cities have adopted enlightened policies towards the creation, protection and support of urban habitats to build environmental resilience and to offer opportunities to support biodiversity. The added benefits that a rich and diverse bio-diversity brings to the city support the idea of place-making, and are key to the quality development of the public realm.

A key recommendation of the plan is to identify suitable opportunities to further develop habitat creation throughout the public realm, and to support further greening initiatives in the city.



City Centre Proposed Strategic Tree Planting



LEGEND

-  Existing City Centre Tree Planting
-  Priority locations for additional street tree planting

RECOMMENDATIONS

To identify, locate and promote suitable opportunities to develop and expand the urban tree canopy and greening throughout the city core.

To identify, locate and promote suitable opportunities to develop habitats throughout the city core.

# Dublin City Centre - Public Realm Study and Implementation Plan

## The Importance of Quality & Character

A key aim of this Masterplan is the expression of Dublin's unique character through the public realm. All interesting urban areas are a dynamic mix of cacophony and visual stimulation. As we move through the city we experience it through its architecture, its commerce and its cultural life. Dublin's distinctive character is a key attraction, and the public realm is the stage for the city's cultural and social life as well as the built environment.

All the components that make up the public realm and all of the work practices that deliver and maintain them arise from choices that are made at some point in the management of the city. At every point in this management process, the quality of the fixtures and fittings and the standards of workmanship and maintenance must consider the visual quality of the public realm, and how the accumulation of these impacts on the overall visual quality and character of the city. In a growing and ever-changing city, space becomes a limited resource, particularly within a historic core where opportunities to expand the network of streets are rarely available. Prudent allocation of this resource and considered planning for future demand are essential to retain character and build resiliency in the city.

## Standards \ Visual Quality

*Your City; Your Space* identified clutter in the public realm as a key challenge. As the main commercial, retail and social hub in the region, the city core is in high demand. Car parking, loading, coach parking, cycle stands, dublinbikes stands, bus stops, kiosks, phone boxes, letter boxes, litter bins, utility boxes, bollards, street lighting, signage, advertising boards, street planting, seating, etc. all demand space. Of course, such space is in addition to that allocated for ancillary movement, carriageways, cycle lanes, bus lanes and pavements.

Recent decades have seen a proliferation of items in the public realm. The majority of these items have a legitimate and necessary function. However, such general accumulation alongside the non-removal of redundant fixtures has created a level of clutter that degrades the environment.

A strategic and coordinated approach is required to address the increasing demand placed on the public realm.

A key recommendation of the Masterplan is to promote suitable alternative methods for providing off-street opportunities for items that do not need to be accommodated within the streetscape.

### RECOMMENDATION

**To develop suitable off street options to facilitate decluttering the urban environment.**

## Materials, fixtures and fittings

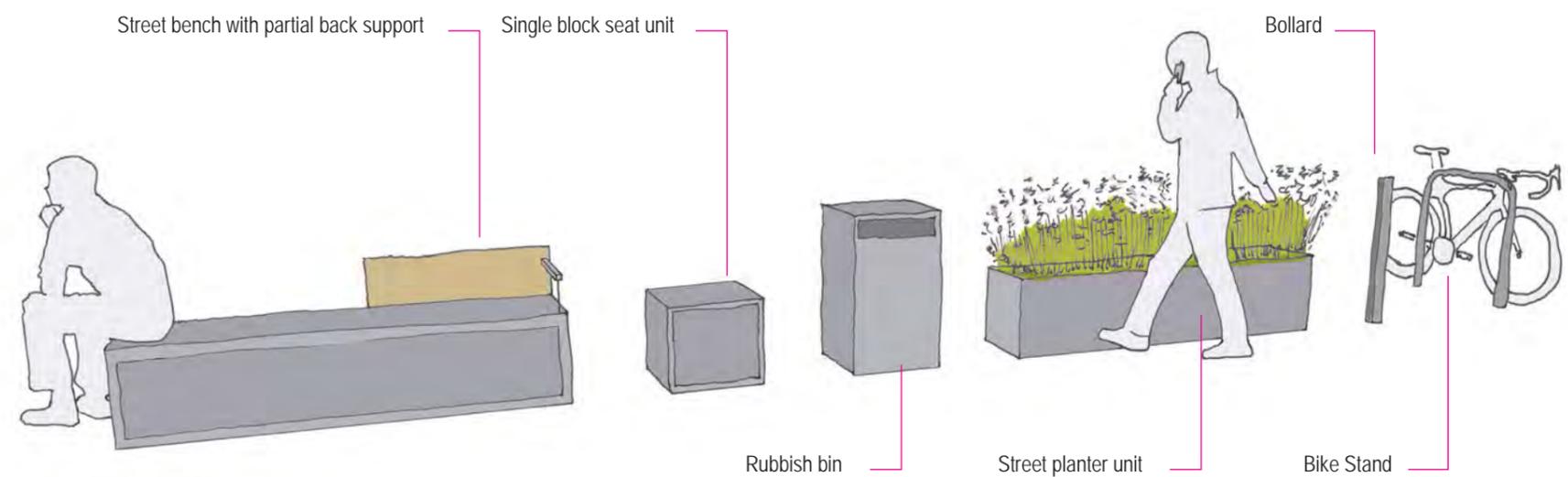
A key recommendation of the Masterplan is to create a consistent approach to the physical component parts that make up the public realm.

Physical component parts - materials, fixtures and fittings and street furniture - play a key role in determining visual quality and supporting the character of the city. Achieving consistency is a key challenge, and it is vital to ensure products and materials are sourced sustainably and are robust and fit for purpose.

### RECOMMENDATION

**To develop and agree a high-quality street furniture palette and a materials, fixtures and fittings palette for the city core.**

## Concept sketch of Modular Street Furniture Suite





## MOBILITY & THE CITY CORE

The Masterplan proposes the creation of a pedestrian-friendly city core which will require a rebalancing of space in favour of pedestrians. This means expanding the space available for use by pedestrians and also creating new and additional opportunities for dispersal of pedestrians throughout the city core. The mobility strategy underpinning the Masterplan is in line with national, regional and city policies that place pedestrians and cyclists at the top of the movement hierarchy.

The Masterplan proposals are consistent with the *Design Manual for Urban Roads & Streets* (DMURS) which promotes the creation of walkable, cycleable and public transport-orientated communities. DMURS states that in order to encourage more sustainable travel patterns and safer streets, designers must place pedestrians and then cyclists at the top of the user hierarchy. It calls for designers to re-examine the way streets are designed in order to meet the needs of all users.

The vision for a pedestrian-friendly city core also complements the objectives of the *Dublin City Centre Transport Study*. A key recommendation of the Masterplan is to advocate and support a transport strategy that delivers excellent transport infrastructure, while achieving the key objective of a single integrated pedestrian-friendly zone through the entire study area.

The creation of a civic space at College Green is part of the vision set out in the *Dublin City Centre Transport Study*. As part of that Study, it is 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.

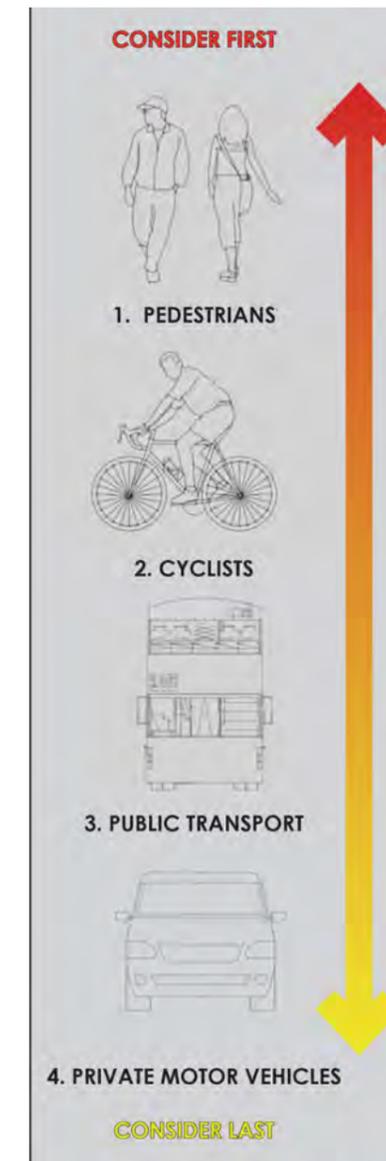
### Removal of Vehicular Traffic from College Green

On April 11th 2016, a process of public consultation on proposed revised traffic management arrangements for College Green was launched by Dublin City Council

The proposed measures are required to provide for the safety of pedestrians and cyclists and for convenience of public transport. They will also facilitate the development of a civic plaza at College Green. This will be achieved by removing all vehicular traffic from College Green and 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 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 *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 movement 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 *Your City, Your Space*.



Modal hierarchy from the Design Manual for Urban Roads and Streets (DMURS)

### RECOMMENDATIONS

To develop a transport strategy that facilitates the longer-term ambition to create a pedestrian friendly core by reorganising bus routes to minimise traversing of the city centre.

To undertake a pedestrian audit for the city core.

CYCLE-FRIENDLY CITY CORE

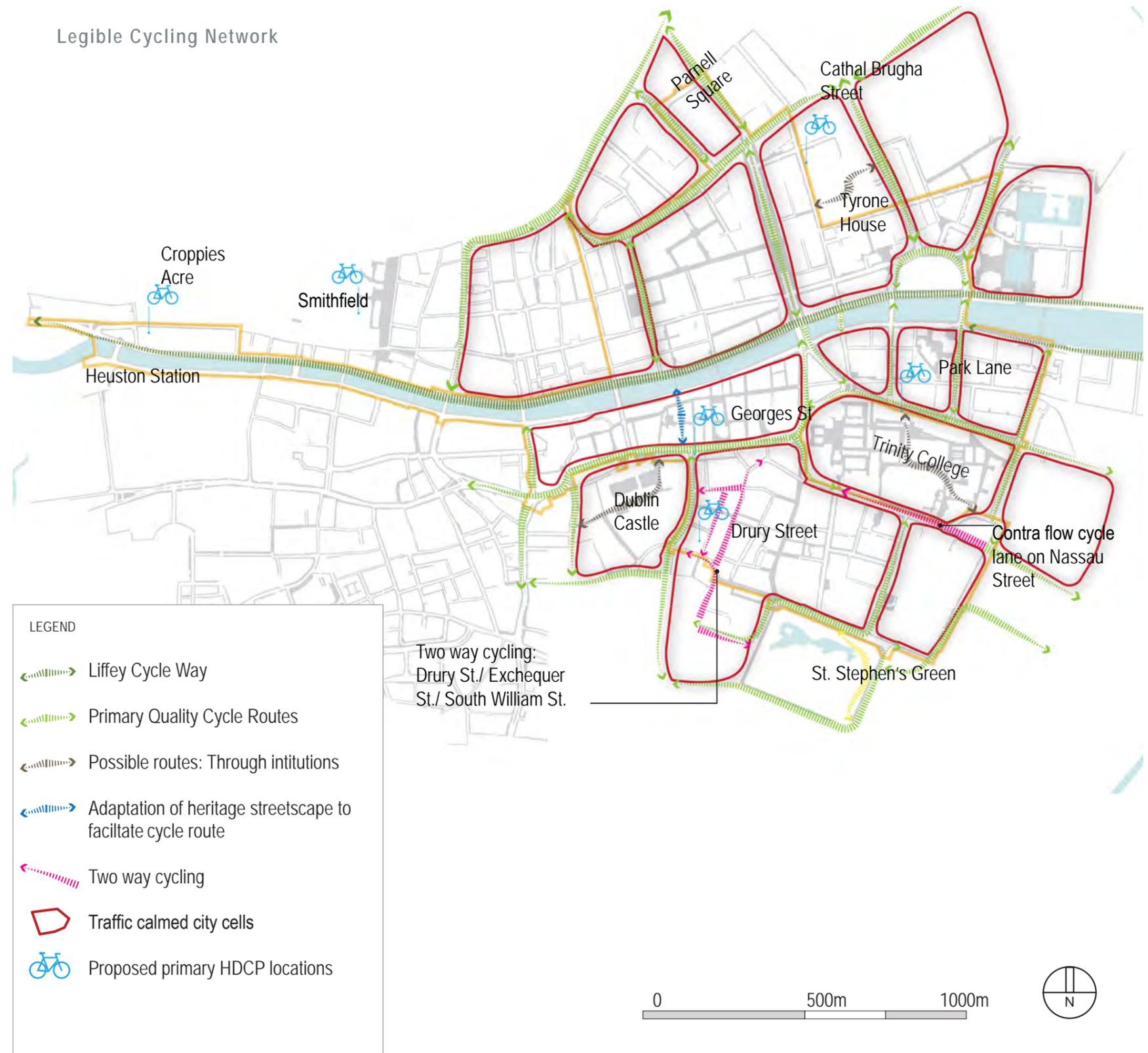
The mobility strategy underpinning the Masterplan is in line with national, regional and city policies that place pedestrians and cyclists at the top of the movement hierarchy, and addresses an improved environment for cyclists within the city core.

In recent years there has been major progress in increasing the number of bicycle journeys with the rollout of the dublinbikes scheme, the expansion of the cycle network, and the success of the Government's Bike to Work scheme. There has been a visible increase in the number of people cycling into and across the city. Since 2006, the numbers of people cycling has increased by 114% as evidenced by the annual canal cordon accounts. The long-term target for cycling for the city centre is that a quarter of all trips will be undertaken by bike. The NTA Strategy document indicates that this could amount to approximately 100,000 cyclists. To encourage more people to cycle, the Masterplan must address a number of city centre issues.

Permeability and the availability of routes crossing the city core present a significant barrier for cyclists. Some sites act as 'super blocks' limiting cycle permeability. By virtue of their material surfaces, some areas represent barriers to cyclists (the heritage streetscape areas of Temple Bar, for example).

Existing traffic management arrangements such as one-way streets and gyratory systems designed to cope with high vehicular traffic volumes present obstacles for cyclists in the city and can act as a deterrent, as can walled institutions such as Dublin Castle and Trinity College.

There is currently insufficient on-street cycle parking to cater for demand. Lack of secure bicycle parking facilities at destination can also be a barrier to encouraging more people to cycle.



## Dublin City Centre - Public Realm Study and Implementation Plan

The key recommendations proposed to improve the City Centre cycle network and address the issues above are:

- Fully permeable network of cycle lanes along main connecting routes through the City Centre.
- Two way cycle access through College Green east-west and north-south.
- Creation of traffic calmed cells within the City Centre where pedestrians, cyclists and vehicular traffic can co-exist.
- To afford a greater level of cycle permeability within the City Centre contra flow cycle lanes or way finding routes are proposed along key traffic calmed one way streets such as; South William Street, Drury St., Stephens St., York Street and Green Street.
- Increased provision of cycle-stands at appropriate locations.

Cycle permeability throughout the city centre could be improved further if additional routes through green spaces, institutional and historic properties could be delivered:

- Dublin Castle
- St. Stephens Green
- Trinity College
- Tyrone House (Dept. of Education)

High Density Cycle Parking facilities could provide a longer term solution to the shortage of cycle stands in the City Centre, providing an alternative cycle storage solution to commuters and visitors and alleviating pressure on the public realm to accommodate cycle parking. The Higher Density Cycle Parking Study (2014) commissioned by Dublin city Council and The National Transport Authority put forward a number of potential locations for such facilities.

### RECOMMENDATIONS

**To improve the cycle network by developing a fully permeable network of cycle lanes along main connecting routes through the city centre, with two-way cycle access through College Green east-west and north-south, and additional routes through green spaces, institutional and historic areas.**

**To improve the cycle network by creating off-street high density cycle parking facilities in the city centre. On-street cycle storage should be provided using integrated streetscape designs to reduce visual clutter or pedestrian barriers.**

**To improve the cycle network by creating traffic-calmed cells within the City Centre where pedestrians, cyclists and vehicular traffic can co-exist.**



### 4.3 Masterplan Projects & Programme

The significant investment required in the public transport infrastructure of the city will take time to deliver. Many of the benefits of this investment will not be seen until this infrastructure is in place. However, many of the proposed improvements in the Masterplan will maintain progress and can be achieved in the short- to medium-term. The timeline for delivery of the complete list of identified projects runs over the next three Development Plans (18 to 20 years). Its timeline ensures that the required public transport infrastructure underpinning the objectives has time to be put in place.

The next step in achieving our shared vision is to bring forward a series of detailed streetscape layouts for consideration and an implementation plan for their delivery. Each project on the agreed list will be brought through the collaborative design process and directed by the guiding principles behind this Masterplan and the input of our partners and stakeholders.

As this series of streetscape layouts are agreed, they will provide guiding design standards for the public realm throughout the city core for any agencies involved in delivering public realm as part of their works, or any agencies or projects whose works impact on the public realm.

Crucially, they will provide a clear and coherent set of drawings, detailing how the city expects its public realm to look and perform and which will guide our partner agencies in the delivery of their works and services.

### 4.4 Masterplan Programme Timelines

Rather than merely set guidance, the Masterplan identified an ambitious list of projects to be delivered. The engagement process then worked through all other live proposals in the project area and proofed them against set criteria and identified need.

Projects were then grouped under the following headings:

- Public Realm Plans
- Linking routes
- City Centre Transportation Plan Projects
- Luas Associated Project
- Spaces and Place Making
- Original Projects under the Public Realm Strategy

Existing *Your City, Your Space* projects were also evaluated. Some of these are ten-year projects and will roll over, and others will be reported on and signed off in a report on the current strategy. The Grafton Street Quarter Public Realm project will continue to roll out projects on the secondary streets and spaces in the quarter. This will include the delivery of significant new spaces like St. Stephen's Green North. The Parnell Square Cultural Quarter Project and others will be retained as flagship projects for the city.

The *Dublin City Development Plan 2011-2017*, the *Retail Strategy for the Greater Dublin Area 2008-2016* and *Your City, Your Space* all describe hierarchies of streets that must be considered in the determination of programme sequence. This sequence is also impacted by the transportation projects proposed and on-site in the city.

#### Public Realm Plans

The Grafton Street Quarter, Temple Bar and Dublin Docklands all have a consistency of offer that demands a bespoke plan. Each will be guided by *Your City, Your Space* and the Masterplan, and will be brought forward with the guidance of the Public Realm Co-ordination Group. They will reiterate the guiding principles set out here, while individually addressing issues and spaces particular to the area.

#### Linking routes

Linking routes are important commercial and cultural streets in the city with a mix of activities linking the commercial centres north and south. They are also

routes between open spaces and green lungs of the city that are easily read and legible to the casual visitor.

#### City Centre Transportation Plan Projects

Including Westmoreland Street, Bachelors Walk and North Lotts, these are spaces currently negatively impacted by the transportation function which have the potential to be re-imagined in order to create a more welcoming environment.

#### Luas Associated Projects

These projects are directly linked or impacted by the delivery of Luas Cross City. They may not be on the direct route, but enclose a space or street impacted on its boundaries by upgrades but retaining a lesser treatment which impacts negatively on the street. For example, the secondary streets between O'Connell Street and Marlborough Street, Suffolk Street and the spaces at Cathal Brugha Street or North Earl Street, or the potential for a new civic space at St Stephen's Green North.

#### Spaces and Place Making

A number of the projects proposed are re-imagining of space currently underutilised or segregated from public access. Examples include, The Peace Garden at Christ Church and Wolfe Tone Square. A number of smaller spaces for lingering and respite have also been identified; it is anticipated these will be delivered as part of other projects.

#### Original Projects under the current Public Realm Strategy

Larger scale projects already running in the city and listed under *Your City, Your Space* – such as Grafton Street Quarter or the Parnell Square Cultural Quarter - will take a number of years to deliver.

# Dublin City Centre - Public Realm Study and Implementation Plan

The projects listed here represent Dublin City Council's stated focus for the next 20 years; the period of the next three City Development Plans.

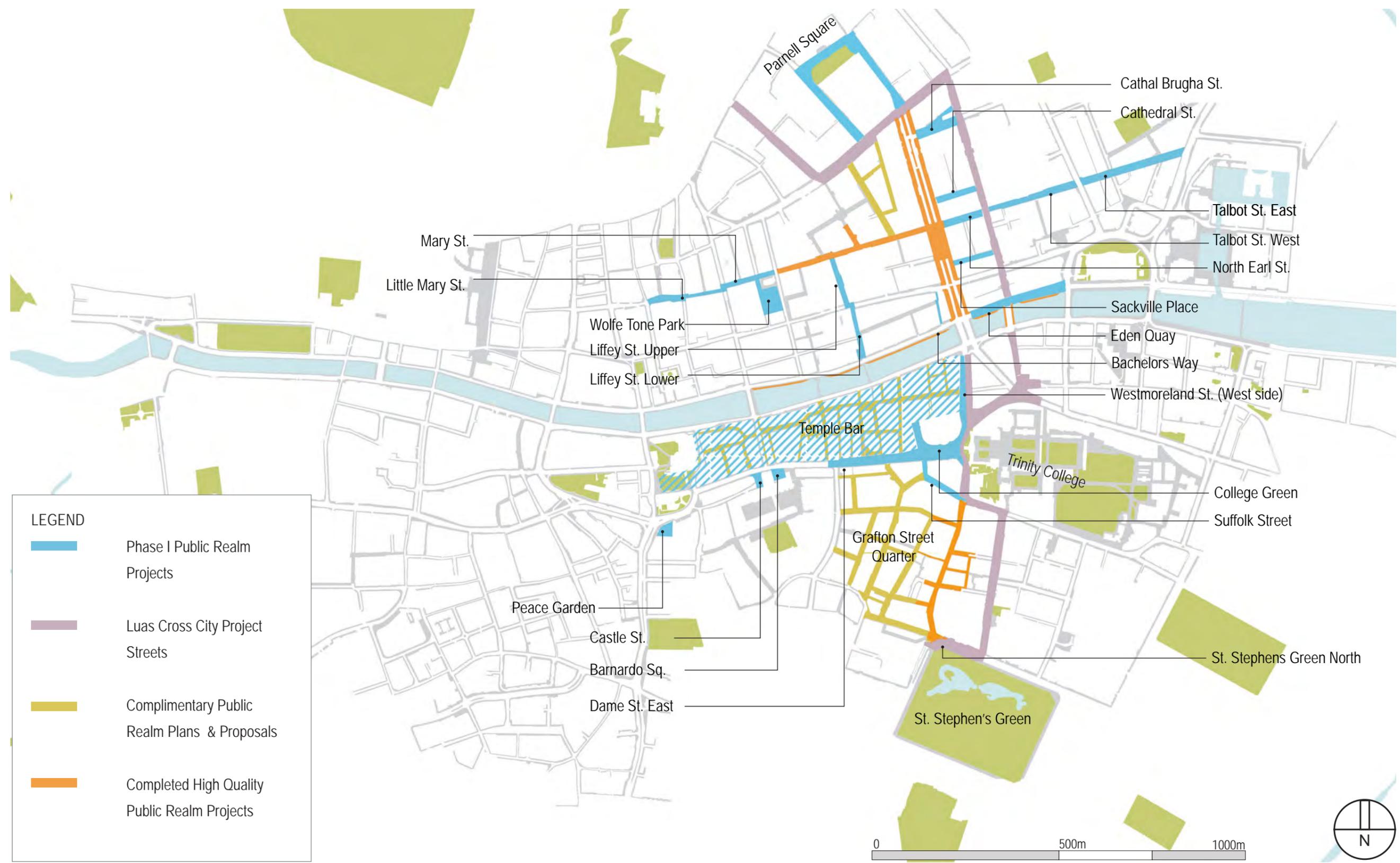
A number of projects have been brought to sketch design stage so as to clearly demonstrate our intension for the most important streets and spaces in the city.

Projects may be addressed in partnership with major infrastructure works or with private property owners. The phasing or order of delivery, as set out here, may change depending on national projects and the availability of financial and human resources with a view to keeping the city moving and maintaining the economic life blood of its retail core.

PHASE I - 2016-2022			PHASE II - 2023-2028	PHASE III - 2029 -
<p><b>Original Projects carried forward</b></p> <ul style="list-style-type: none"> <li>Grafton Street Quarter Public Realm Plan</li> <li>Parnell Square Public Realm Project</li> <li>Dubline</li> <li>Dublin Docklands SDZ Public Realm Plan</li> </ul>	<ul style="list-style-type: none"> <li>Talbot Street East</li> <li>Castle Street/ Cork Hill</li> <li>Barnardos Sq/ Exchange Street</li> <li>Temple Bar Public Realm Plan</li> </ul> <p><b>Luas Associated Projects</b></p> <ul style="list-style-type: none"> <li>Cathal Brugha Street</li> <li>North Earl Street</li> <li>Sackville Place</li> <li>Cathedral Street</li> <li>St Stephens Green North</li> <li>Westmoreland Street (West)</li> <li>Suffolk Street</li> </ul>	<p><b>City Centre Transport Plan Projects</b></p> <ul style="list-style-type: none"> <li>Dame Sreet East</li> <li>Eden Quay</li> </ul> <p><b>Spaces</b></p> <ul style="list-style-type: none"> <li>Peace Garden</li> <li>Wolfe Tone Park</li> </ul>	<ul style="list-style-type: none"> <li>Dame Street West</li> <li>Lord Edward Street</li> <li>Parnell St West</li> <li>O'Connell Bridge</li> <li>D'Olier Street</li> <li>Lombard Street</li> <li>Westland Row</li> <li>Nassau Street</li> <li>Aungier Street</li> <li>Valentine District</li> <li>Merrion St/ Merrion Square West</li> <li>Pearse Street</li> <li>North Lotts</li> <li>North Quays</li> </ul>	<ul style="list-style-type: none"> <li>South Quays: Burgh Quay to Victoria Quays</li> <li>Tara Street</li> <li>Parkgate Street</li> </ul>
<p><b>Proposed under Master Plan</b></p> <ul style="list-style-type: none"> <li>College Green</li> <li>Liffey Street Upper</li> <li>Liffey Street Lower</li> <li>Mary St West</li> <li>Little Mary Street</li> <li>Talbot Street West</li> </ul>				

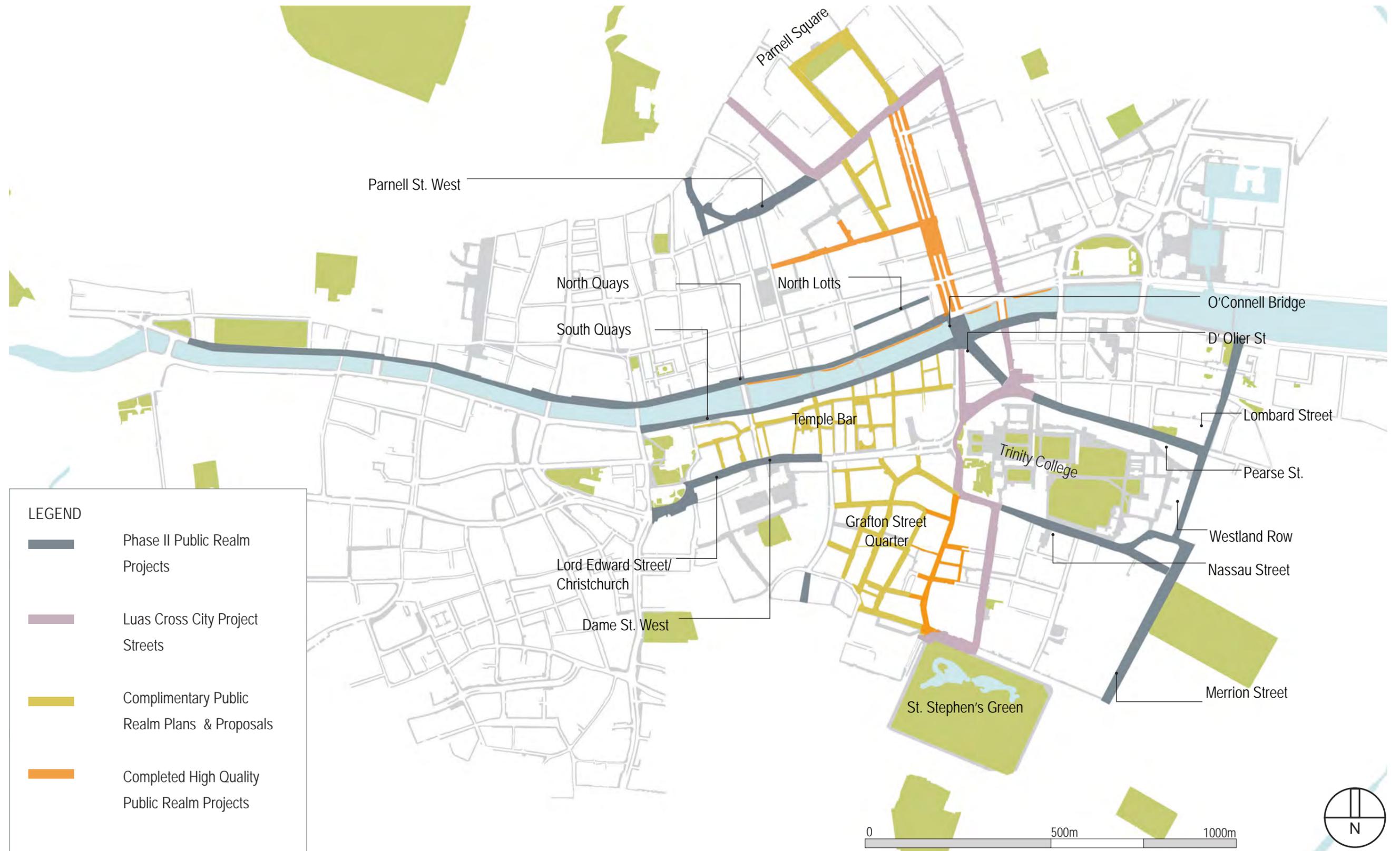


Public Realm Projects: Phase I 2016-2022

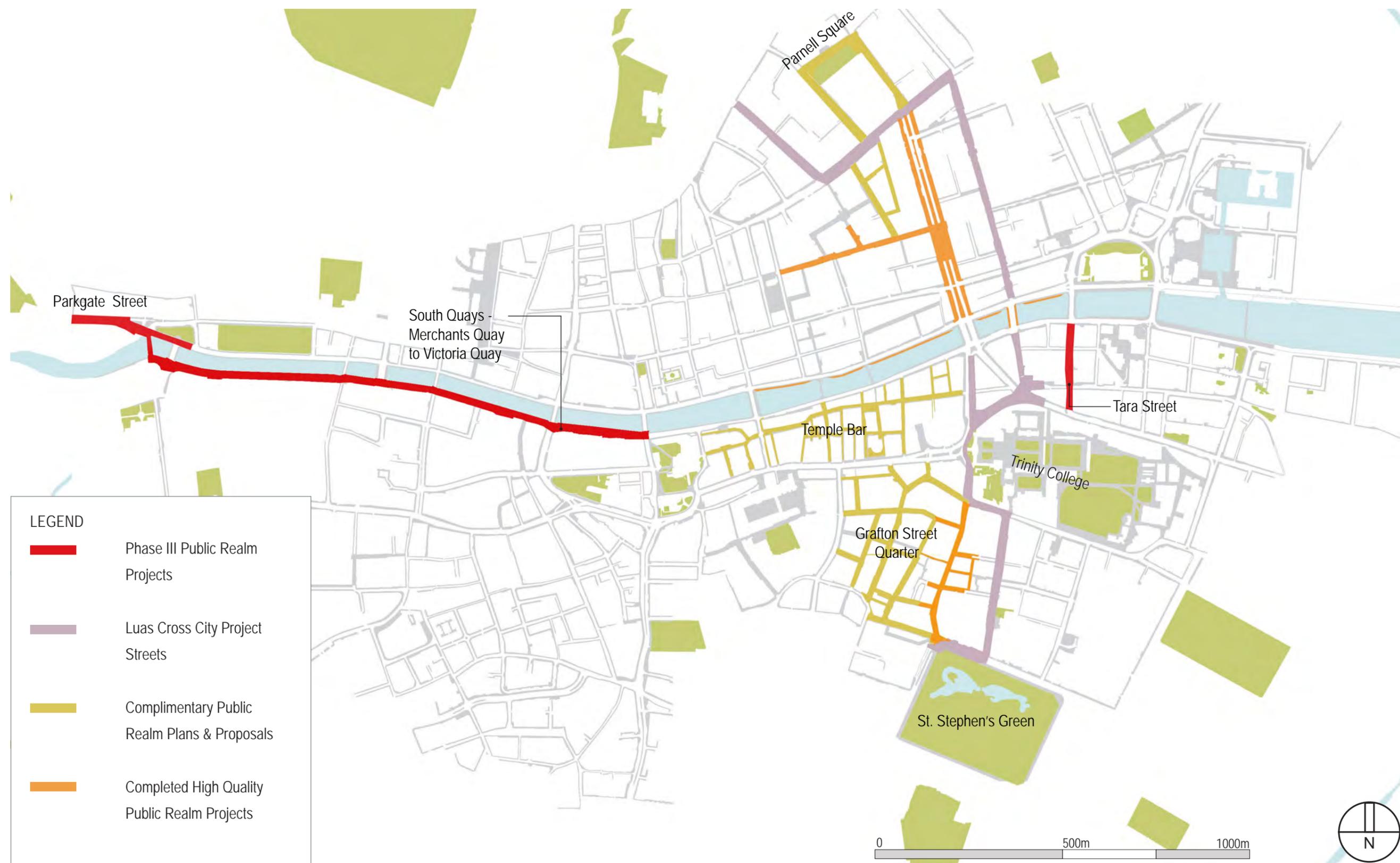


# Dublin City Centre - Public Realm Study and Implementation Plan

## Public Realm Projects: Phase II 2023-2028



Public Realm Projects: Phase III 2029 -



## 5.0 CONCLUSION

The City Centre Masterplan sets out clear strategies for achieving quality Public Realm but the intent was to go further and identify public realm and environmental improvement projects which would most improve the city core and best benefit the user. These projects are ambitious with regard to standards and materials and are high priority, but sensitive, as they deal with spaces like College Green, steeped in the history and heritage of the nation and most visible on the world stage when launching civic events of national importance. The identified projects represent Dublin City Council's stated focus for the next 20 years, or over the period of the next three City Development Plans.

Projects have been brought to sketch design stage so as to clearly demonstrate direction and guiding principles as outlined here and envisaged on street. Consideration has been given to detail and on street constraints, national infrastructure projects and the ability of the city to deliver with regard to financial and human resources while keeping the city moving and maintaining the economic life blood of its retail core. Other factors such as existing condition, extent of disruption, traffic management impacts and pedestrian safety will also have a bearing on the order in which the projects are carried out. Projects may be addressed in partnership with major infrastructure projects or private property owners.

The Luas Cross City project has the potential to deliver thousands of people per hour into the city core. In physical space terms this possibility points to the need to relieve some of the increased pressure for space in the city core through improving the environment for pedestrians by enhancing the network of supporting streets; this in turn will promote desirable pedestrian movement through the full network of streets and lanes in the entire city centre.

Current policy underpins the national movement priorities with the pedestrian and cyclist at the top of the modal hierarchy. The introduction of the Dublin Pedestrian calculator links the allocation of space to the volume of pedestrian movement and recognises the other uses which need to be facilitated ensuring appropriate space is dedicated to the pedestrian. This policy when applied will deliver a pedestrian and cycle friendly core with easier accessibility for all. The core focus is on developing the city's unique identity through nurturing qualities of character, diversity, authenticity and place, promoting active engagement with the city through street theatre, performance and events, exploiting opportunities for play, seating or civic amenity, addressing vacancy and issues of standard in the built environment. We want to shape a city core with a vibrant day and night time offer which is accessible to all and unique to the visitor.

Implementation of the Masterplan proposals will of necessity take place over a long period of time and will be subject to a process of public engagement, consultation, collaboration and building consensus among stakeholders. As previously mentioned it is envisaged that the works will be phased over a 20 year timeframe and the programme is set out generally in the page opposite. The multi-discipline Public Realm Co-ordination Group will continue to oversee and drive this programme, acting as an advisory group and reporting regularly to Council. The Group will be guided by trials/ pilots and international learning to inform our work in delivering exemplary public realm for Dublin.

The listed projects and areas are the agreed priority of Dublin City Council for the coming years.

The Masterplan has a series of **Recommendations**.

Our **Recommendations** are measures to be undertaken, implemented and overseen directly by the teams and departments within Dublin City Council and/ or made to our partners and other agencies, where their projects impact on the public realm.



## SUMMARY OF RECOMMENDATIONS

- Apply principles of Universal Design.
- To improve and expand the existing pedestrian network within the city core.
- To devise a programme of seating and respite improvements for the city core.
- To protect existing pavement widths from reduction.
- To reallocate space at identified locations to provide adequate provision for pedestrian comfort.
- To apply Pedestrian Space Calculator for Dublin in the planning and design of all city centre projects.
- To pursue increased permeability through historic blocks in partnership with stakeholders e.g. Trinity College, Temple Bar and Dublin Castle.
- To identify and improve underperforming pedestrian routes to relieve pressure on pinch points in the city core.
- To conduct a pedestrian audit on a sample area.
- To integrate opportunities for lingering in public realm plans for the city core.
- To identify and locate appropriate small scale spaces for lingering, social and cultural interaction.
- To promote the provision of small spaces at project design phase.
- To identify, locate and implement free play and interactive spaces for all ages throughout the city core where appropriate.
- To identify, locate and promote suitable opportunities to develop and expand the urban tree canopy and greening throughout the city core.
- To identify, locate and promote suitable opportunities to develop habitats throughout the city core.
- To develop suitable off-street options to facilitate de-cluttering the urban environment.
- To develop and agree a high quality street furniture palette and a materials, fixtures and fittings palette for the city core.
- To identify opportunities for reducing clutter in the public realm by reducing the need for signage in consultation with our partners and stakeholders.
- To continually review and develop service provision and maintenance standards that ensure the public realm is presented to its best advantage at all times.
- To investigate the possibility of shared service tunnels in key streets to facilitate the continued and sustainable use of the public realm for utility companies.
- To investigate the possibility of sub-surface mini-pillars with our partners to promote visual quality and de-cluttering of the public realm.
- To develop a transport strategy that facilitates the longer term ambition to create a pedestrian friendly core by reorganising bus routes to minimise traversing of the city centre.
- To undertake a pedestrian audit for the city core.
- To improve the cycle network by developing a fully permeable network of cycle lanes along main connecting routes through the city centre, with two-way cycle access through College Green east-west and north-south, and additional routes through green spaces, institutional and historic areas.
- To improve the cycle network by creating off-street high density cycle parking facilities in the city centre. On-street cycle storage should be provided using integrated streetscape designs to reduce visual clutter or pedestrian barriers.
- To improve the cycle network by creating traffic-calmed cells within the City Centre where pedestrians, cyclists and vehicular traffic can co-exist.





**6.0 APPENDICES**

## 6.1 Space for the Pedestrian

An early finding of the project was the need to establish the space requirements for the pedestrians flows along the City Centre streets. Available guidance provided by the the Design Manual for Urban Roads and Streets (DMURS, 2013) and Transport for London (TfL) Pedestrian Comfort Guidance for London (2010) was reviewed. Both documents give recommended footpaths widths nased on peak footfall levels measured in persons per hour (pph).

In considering the preferred pavement wdiths additional Dublin City Centre factors were then taken into account:

- kerbside bus stops and taxi ranks
- closely space street furniture to the inside of the traditonal wide stone kerb.

The outcomes of this work are a series of pedestrian flow space requirements. Streets are first categorised as Low, Moderate, High or Very High footfall; determind by the persons per hour (pph). For each category of street a minimum unobstructed width of pavement or 'Circulation Zone' is recommended.

This sections aso provides guidance on the Circulation Zones to be maintained on Low, Moderate and High footfall pedestrianised streets and also Low, Moderate to High footfall shared surface streets.

### Kerbside Zone

In addition to the Circulation Zone space may need to be provided on the kerbside edge for; bus stops, taxi ranks, lines of closely space furniture and/ or street trees.

### Inner Edge

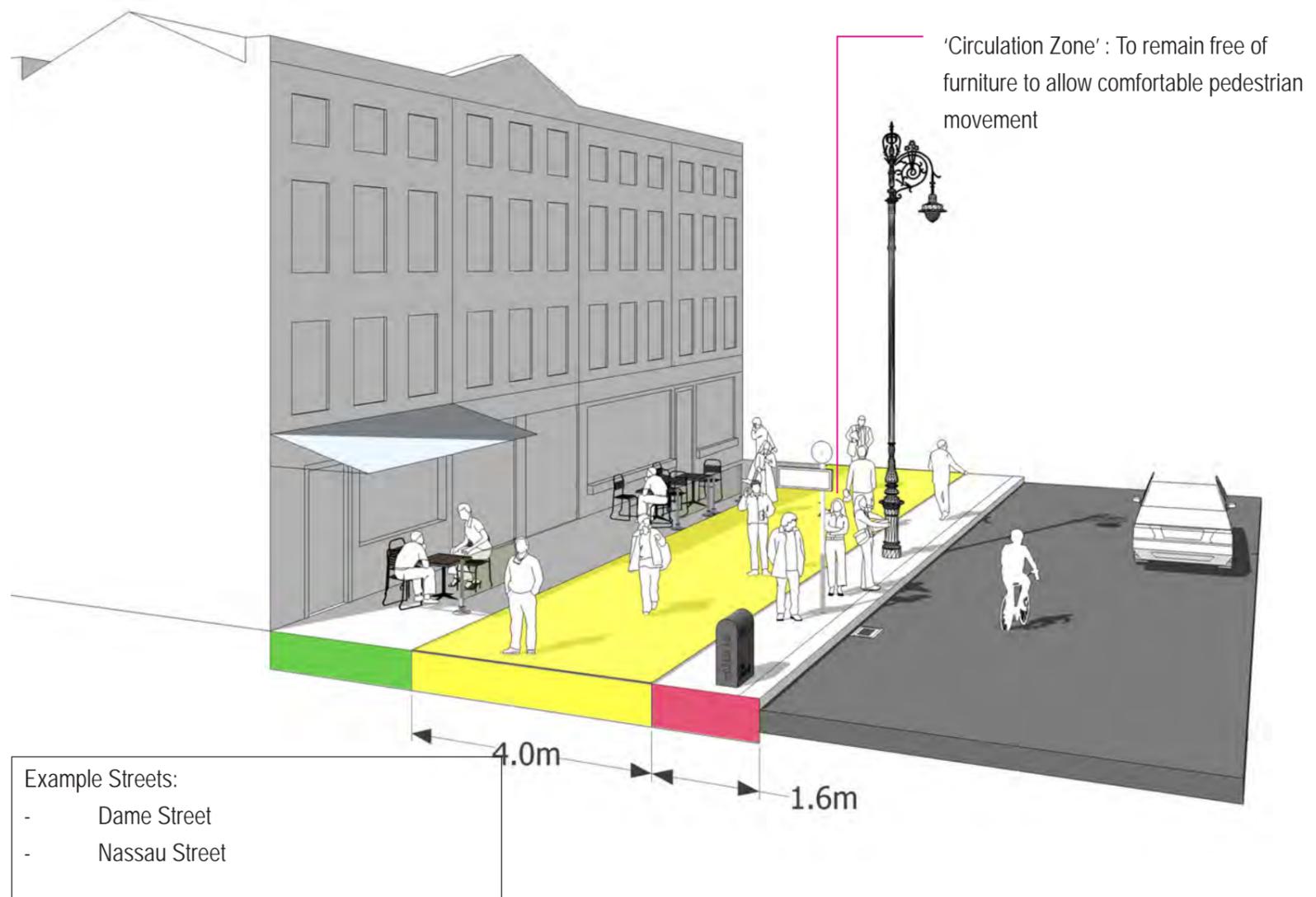
When the recommended Circuation Zone and Kerbside Zones are catered for on a street then the residual or suplus space tot eh Inner Edge to the front of buildigns can be considered for street furniture, outdoor cafes / restuarants, and/or greening.

Vertical obstacles; public lighting, signage, bins, seating and bollards.

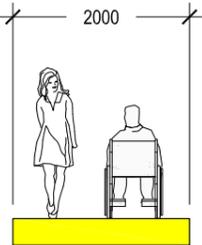
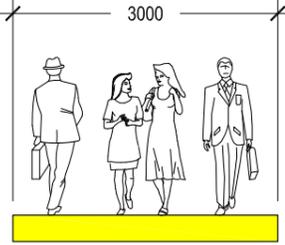
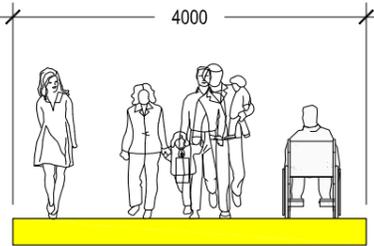
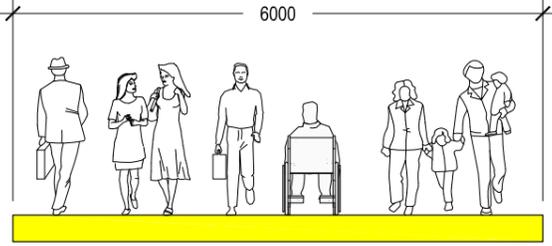
### Outdoor Cafe Seating

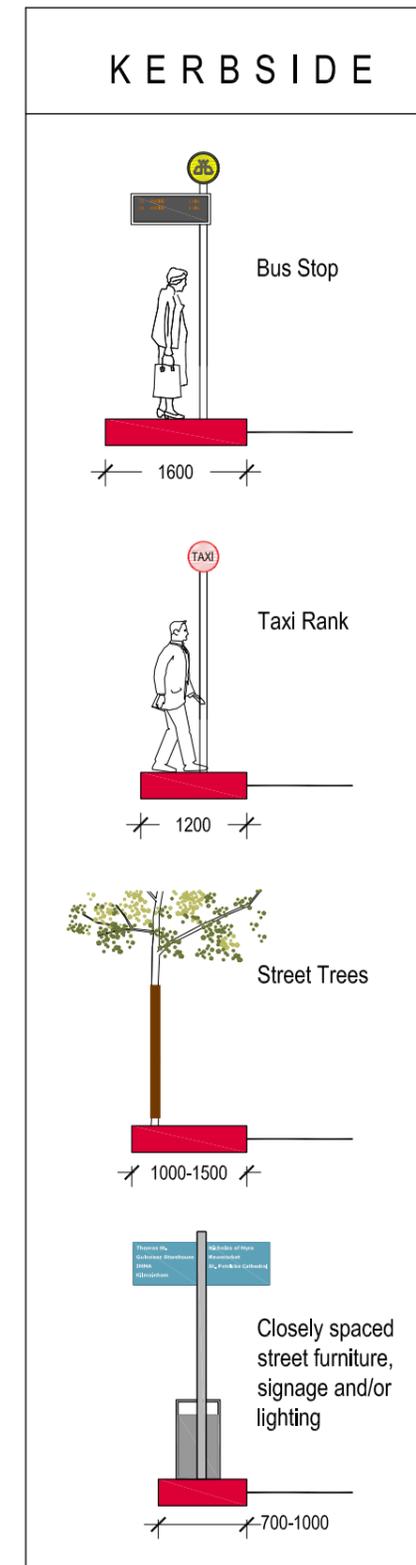
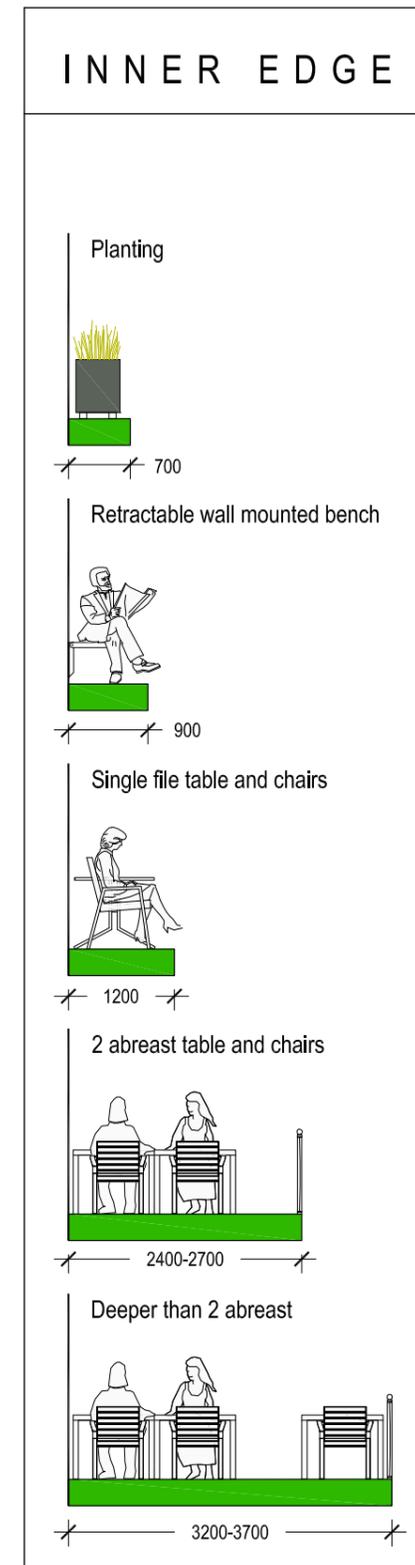
Outdoor outdoor cafe/restaurant seating can be considered where taking account of the footfall (pph), kerbside functions and vertical obstacles there is residual space for the setting out of tables and chairs. Whilst each licencing application to the Local Authority can be considered on its merits; the following figures provide guidance on the Circulation Zones to be retained on low, moderate, high and very high footfall streets.

Illustration of pedestrian flow requirements along a high footfall street (>1200 pph)



Pedestrian flow requirements for streets.

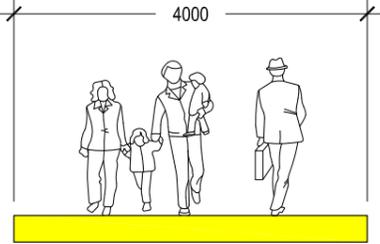
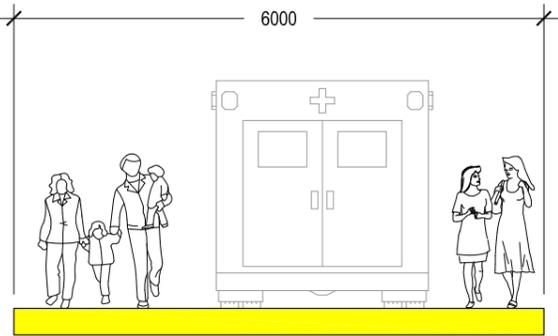
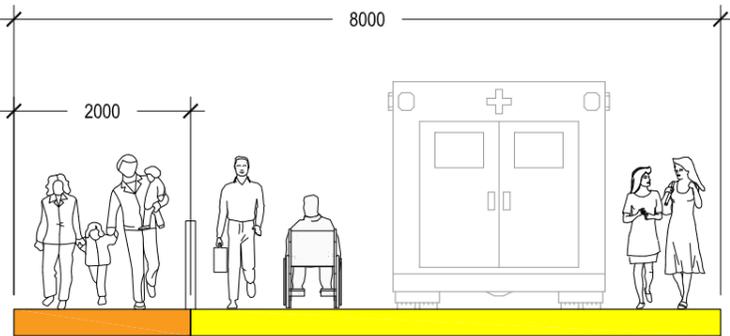
STREET	CIRCULATION ZONE
<p>Low Footfall: Less than 600 people per hour</p>	
<p>Moderate Footfall: 600 -1200 people per hour</p>	
<p>High Footfall: 1200 - 3000 people per hour</p>	
<p>Very High Footfall: Greater than 3000 pph</p>	

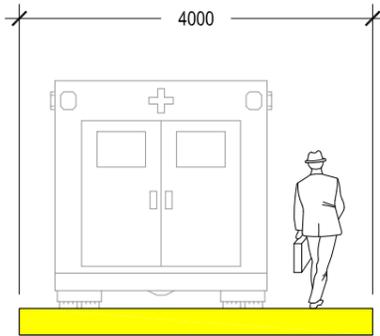
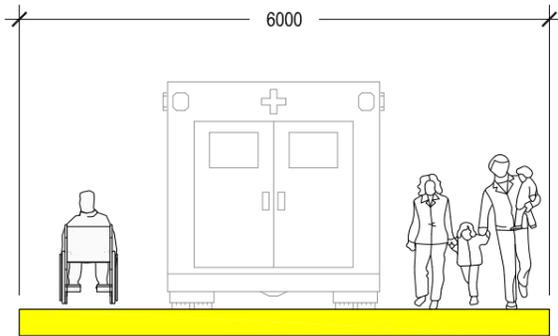
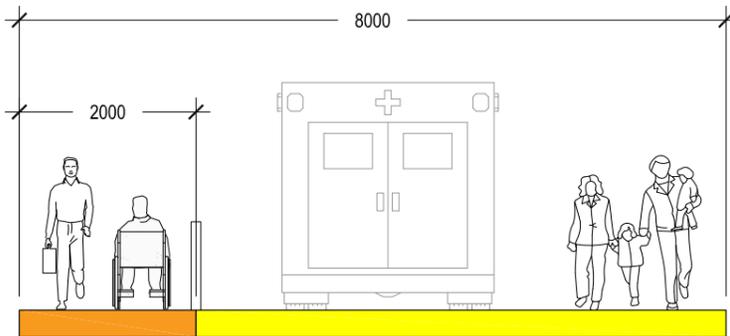


# Dublin City Centre - Public Realm Study and Implementation Plan

Pedestrian flow requirements for Shared Surface streets.

Pedestrian flow requirements for Shared Surface streets.

STREET	CIRCULATION ZONE
<p>Pedestrianised Street - Low Footfall: Up to 600 people per hour</p>	
<p>Pedestrianised Street - Moderate to High Footfall: 600-3000 people per hour</p>	
<p>Pedestrianised Street - Very High Footfall: greater than 3000 pph</p>	 <p>Minimum of 6metre width to be contiguous. Additional Clear Zone can be provided to inside of bollards, trees and/or street furniture.</p>

STREET	CIRCULATION ZONE
<p>Shared Surface Street - Low Footfall: Up to 600 people per hour</p>	
<p>Shared Surface Street - Moderate-High Footfall: 600-3000 people per hour</p>	
<p>Shared Surface Street - Very High Footfall: Greater than 3000 pph</p>	 <p>Minimum of 6metre width to be contiguous. Additional Clear Zone can be provided to inside of bollards, trees and/or street furniture.</p>



**7.0 SAMPLE PROPOSALS**

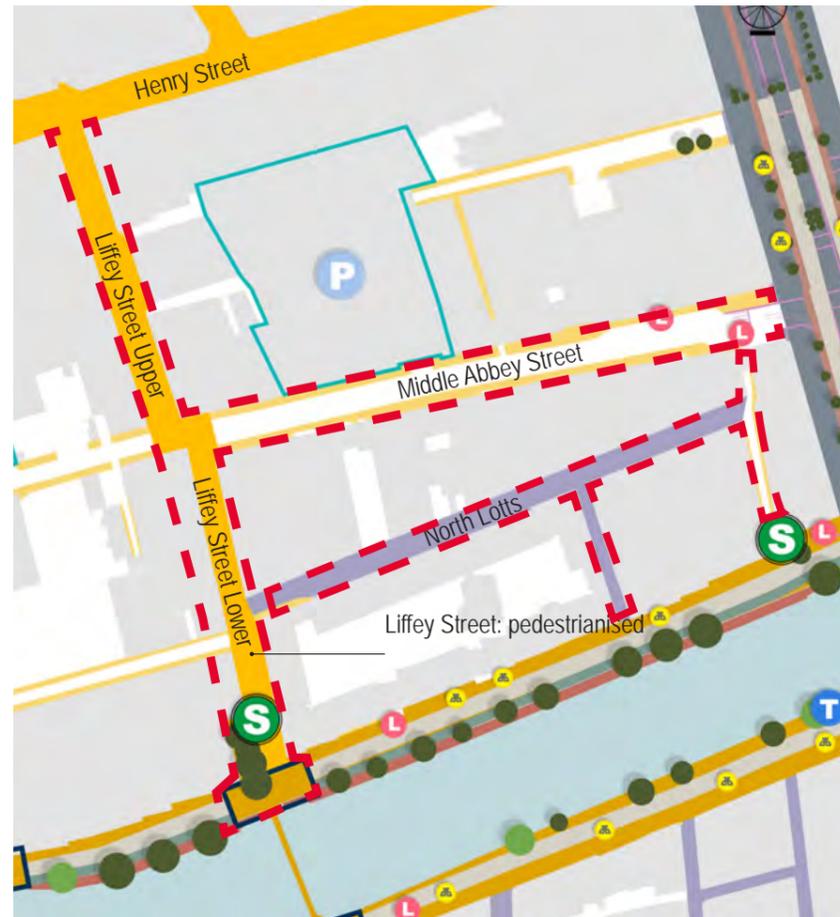


## 7.1 Short Term Projects

### Liffey Street and Environs

Key recommendations:

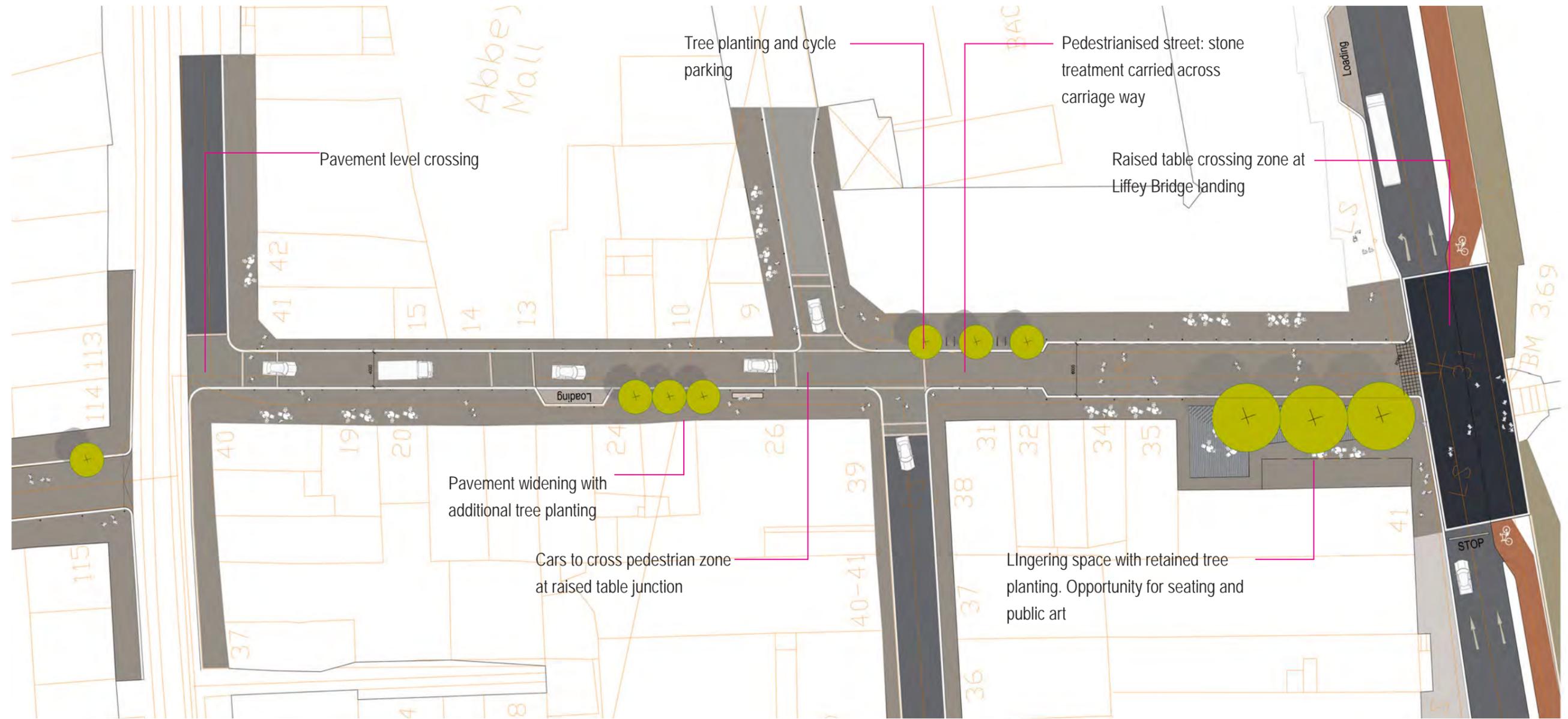
- Partially Pedestrianised Liffey Street Lower.
- Liffey Street Upper - Public Realm upgrade; paving, lighting and furniture.
- Middle Abbey Street – reduce pavement clutter; in particular signage poles. Potential for coordinated series of greening measures.
- North Lotts – conserve heritage sett paving, 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.
- Litton Lane - conserve heritage sett and flag paving, improve pedestrian accessibility.



# Proposals - Upper Liffey Street



Proposals - Lower Liffey Street



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