

DUBLIN CITY CENTRE TRANSPORT PLAN 2023

Technical Notes | Part 8: Opportunities



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Dublin City Centre Transport Plan 2023 Technical Notes Part 8: Opportunities

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OPPORTUNITY LOCATIONS

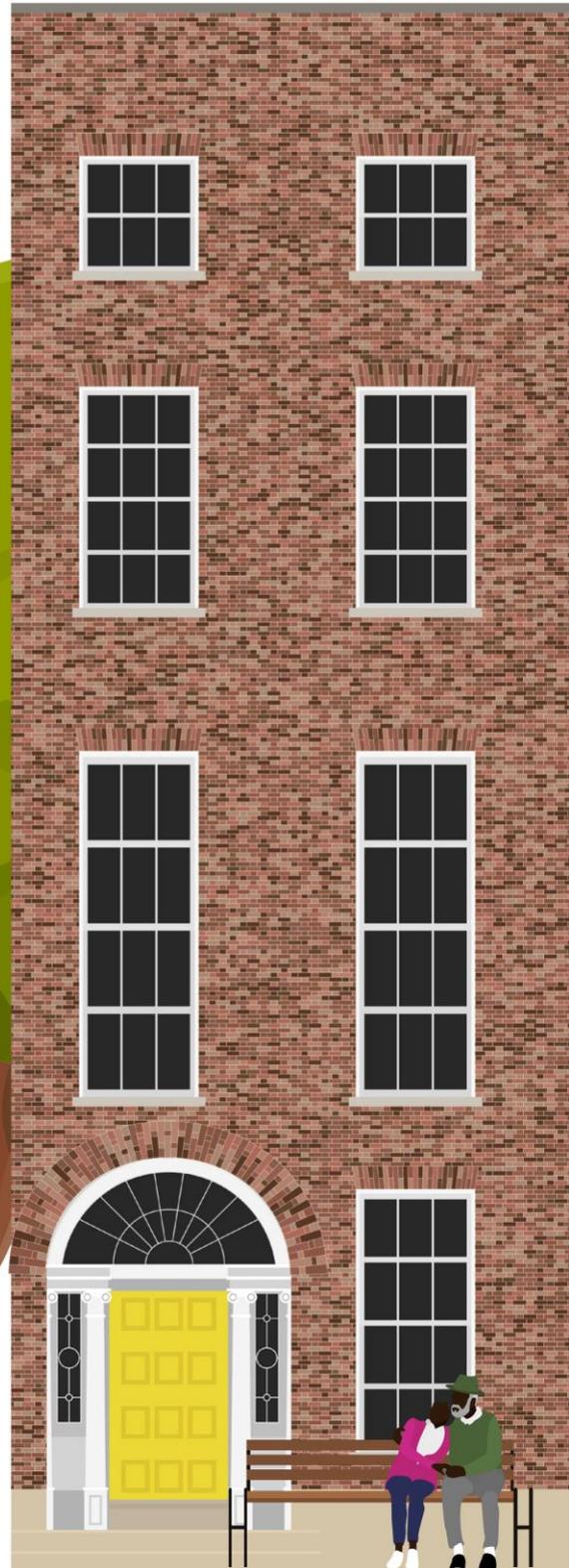


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1 INTRODUCTION

1.1 Context

The Dublin City Centre Transport Plan 2023 (the Plan) is an update of the 2016 City Centre Transport Study, as provided for in the Dublin City Development Plan (DCDP) 2022-2028¹. It is intended to frame the implementation of the DCDP and the 2022-2042 National Transport Authority (NTA) Transport Strategy for the Greater Dublin Area (the Transport Strategy) in Dublin City Centre.

The Plan considers ways to optimise and enhance the transport network to meet the transport needs, challenges, and opportunities for the city centre. This is based on prevailing national, regional and local transport policy, most notably the Hierarchy of Road Users model set out in the National Sustainable Mobility Policy (NSMP), which places sustainable modes at the top. The emerging proposals have been developed with the sustainable growth of the city and its economy as a key aim, as well as its social, cultural and environmental wellbeing.

A suite of technical notes has been produced which informed the development of the Plan. This note should be read in conjunction with the other technical notes.

1.2 Purpose of This Technical Note

This technical note sets out the opportunities that could potentially be developed within Dublin City Centre to create healthier and more accessible streets, improve provision for sustainable modes of transport, provide for new/improved public space and support the retail, business and tourist hubs throughout the city. They have been developed within the context of the proposals contained within the other technical notes, and as appropriate, can be brought forward for inclusion in the City Centre Plan.

1.3 Technical Note Structure

Following this introductory section, the next sections of this technical note are organised as follows:

Section 2 outlines the Planning Context, where relevant extracts from Technical Note 1: Policy and Background Review are presented.

Section 3 outlines the receiving environment in 2030, including changes in land use and population, and transport infrastructure that are expected to be in place by 2030 or shortly after.

Section 4 presents the opportunity locations identified.

¹ Published by Dublin City Council (DCC) in 2022

2 POLICY CONTEXT

A full review of relevant policy information relating to the wider Dublin City Centre Transportation Study has been completed with information regarding all relevant modes and planning strategy to inform this, and every other, technical note within Technical Note 1: Policy and Background Review. Within this section is a selection of relevant policy reviews, as well as high level extracts from Technical Note 1: Policy and Background Review.

2.1 Regional Level Policies

2.1.1 Greater Dublin Area Transport Strategy 2022 - 2042

The Transport Strategy, the 6-year update of its predecessor Transport Strategy for the Greater Dublin Area 2016- 2035, sets out a 20-year strategy to develop a clear understanding of the transport outlook for the Greater Dublin Area (GDA) between 2022 and 2042. The Transport Strategy emphasises the need to align with wider national and regional policies, as well as spatial planning policy and strategy as Ireland undertakes a climate transition towards a low carbon and climate resilient society. Transport Strategy objectives are listed as:

- Enhanced natural and build environment,
- Connected communities and better quality of life,
- Strong sustainable economy,
- Inclusive transport system.

The Transport Strategy constitutes a variety of chapters relevant to this Study: Chapter 8. Planning for Sustainable Transport; Chapter 10. Walking, Accessibility and Public Realm; Chapter 11. Cycling and Personal Mobility Vehicles; Chapter 12. Public Transport; Chapter 13. Roads; Chapter 14. Traffic Management and Travel Options; Chapter 15. Freight Delivery and Servicing – all of which will be summarised in this section.

Chapter 8 - Planning for Sustainable Transport

Underpinning the wider Transport Strategy is the overarching objective of fostering sustainable development and integrated land use and transport planning to minimise travel demand in terms of both volume of trips made and the length of trips. This objective is to be achieved through the employment of transit-oriented development, mixed use development, filtered permeability, and consolidation of development. This raft of measures will limit urban sprawl and ensure that both everyday needs, and sustainable transport options for short and long-distance trips will be easily accessible for all residents of the GDA and by extension, Dublin City Centre.

The transport element of this chapter is defined by the Decide and Provide principle whereby decisions surrounding transport policy will be based on the most desirable future, and the transport options that will provide this. The outcome will be a less car dependent society due to the need to follow sustainable transport centric policies, and the Authority tasked with delivering these transport measures to realise the most desirable future. The transition to sustainable transport options which this principle enables is the Road User Hierarchy, see Figure 2-1, whereby sustainable modes are given preference in the planning and funding of transport schemes.



Figure 2-1: Road User Hierarchy (NTA)

Underpinning many of these principles is the national transport policy approach of Avoid-Shift-Improve whereby trip frequencies and distances are reduced through the smart employment of land use planning, necessary trips still undertaken are made utilising sustainable forms of transport such as cycling or public transport, while all modes of transport would see an increased emphasis on efficient fuel and technologies to minimise impact on climate and surroundings by trips being made. Relevant measures are outlined below in Table 2-1.

Table 2-1: GDA Transport Strategy 2022 - 2042 Chapter 8 Relevant Measures

It is the Policy of the National Transport Authority:	
PLAN1	<p>Policy Concepts in Transport and Land Use Planning</p> <p>The NTA, in the implementation of the Transport Strategy and in the development of other plans and programmes, will be guided by emerging concepts in land use and transport planning as they become integrated into the national policy framework.</p>
PLAN2	<p>The Road User Hierarchy</p> <p>The NTA, in the decision-making process around the design, planning and funding of transport schemes in the GDA, will be guided by the priority afforded to each mode in the Road User Hierarchy as set out in the Transport Strategy.</p>

Chapter 10 – Walking, Accessibility and Public Realm

Walking and wheeling, being the starting and end point of all trips is a vital element of transport systems and should be enabled through a walking network where *“A high quality network of footpaths and crossings should be safe, coherent, direct, attractive and comfortable”*.

The Transport Strategy outlines plans for improving conditions for pedestrians through measures relating to the upkeep, improving and decluttering of footpaths and junctions which will make walking a safer and more attractive mode for short distance trips. These measures will also act to make footpaths a more welcoming place for vulnerable pedestrians. The Strategy also outlines “hard” measures for improvement of pedestrian facilities alongside public realm. These are relating to pedestrian wayfinding and the further expansion of traffic free streets at varying levels – such as removal of private traffic, motorised traffic, or full pedestrianisation. Relevant measures listed within the Transport Strategy are outlined below in Table 2-2.

Table 2-2: GDA Transport Strategy 2022 - 2042 Chapter 10 Relevant Measures

It is the Policy of the National Transport Authority:	
WALK3	<p>Decluttering Footpaths</p> <p>Local authorities in the GDA will rationalise street furniture, poles and signs, and remove redundant poles, signs or other clutter in Dublin city centre and other town centres and their approaches, to allow for easier people movement.</p>
WALK6	<p>Crossing Points</p> <p>The NTA, with the cooperation of the local authorities, will install additional pedestrian crossing points where requirements are identified.</p>
WALK8	<p>Traffic-Free Streets and Pedestrianisation</p> <p>The NTA will support local authorities in the provision of traffic-free streets and pedestrianised streets in town centres where there are benefits to transport and/or the local environment and/or the local economy.</p>

Chapter 11 – Cycling and Personal Mobility Vehicles

Cycling levels in the GDA are currently at their highest levels in 30 years, and to enable continued growth, the Transport Strategy identifies the continued need for investment in high quality cycling infrastructure which will enable the goal of tripling cycle mode share in the GDA from 4% to 12%. As part of the Transport Strategy, the GDA Cycle Network Plan (2013) has been reviewed with a comprehensive GDA cycle network designed for delivery throughout the lifetime of the Transport Strategy.

Along with the provision of high-quality cycling infrastructure, the provision of cycle parking is also outlined as a key necessity for an increasingly cycle centric city. It is envisaged that parking will be enabled through a mix of private and public parking at trip origins and destinations. Increased cycling mode share will also be enabled through the expansion of bike sharing schemes which are envisaged to cater for short distance urban trips. The Transport Strategy addresses the difficulties

currently faced by long distance commuters who are restricted at peak hours from bringing bicycles onto trains in the GDA, with provision in all new carriages for bicycle storage.

Of emerging relevance is the use of E-Bikes, Electric Scooters and other emerging personal mobility modes. While E-Bikes have established themselves in legislation and plans for future cycling measures, other modes are still un-legislated and provide a wide variety of opportunities and challenges – leading to their continued monitoring by the NTA. Relevant measures outlined within the Strategy are outlined below in Table 2-3.

Table 2-3: GDA Transport Strategy 2022 - 2042 Chapter 11 Relevant Measures

It is the Policy of the National Transport Authority:	
	GDA Cycle Network
CYC1	It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.
	Cycle Infrastructure Design
CYC2	It is the intention of the NTA to ensure that cycle infrastructure in the GDA provides an appropriate quality of service to all users, through the implementation of the design guidance contained in the latest version of the National Cycle Manual.
	Cycle Parking
CYC5	It is the intention of the NTA to deliver, through the statutory planning process and liaison with relevant stakeholders, high quality cycle parking at origins and destinations, serving the full spectrum of cyclists including users of non-standard cycles.
	Bike Share Scheme Expansion
CYC7	The NTA, in collaboration with the local authorities, will seek the development of a structured network of coordinated bike share schemes, appropriately serving key urban areas and operating on an integrated basis.
	Bike Share Scheme Electrification
CYC8	The NTA will support the provision of electric bike share schemes, appropriately integrated in the overall bike share scheme structure for the region.
	Bikes on Public Transport
CYC10	The NTA will facilitate the carriage of standard bicycles on all newly acquired (during this strategy period) DART, Commuter and Intercity rail carriages operating in the Greater Dublin Area at all times.
	Pedal Assisted E-Bikes
CYC11	The NTA and local authorities will take into account the growing use of pedal-assisted E-bikes, and the benefits they may bring, in planning and designing the transport network in the GDA.

Chapter 12 – Public Transport

The public transport strategy set out is at the core of trip making in the GDA with trains, trams, and buses making up the highest mode share (54%) of trips into Dublin City Centre which is only expected to grow throughout the Strategy lifetime (DCC). As such, the Transport Strategy aims to provide sufficient public transport capacity for each route pairing based on existing demand – but with potential for future upgrade to higher capacity options. Much of the strategy for public transport hinges on the provision of interchange which is enabled by high frequency services – reducing journey times where multiple journeys are required. This will be supported by the provision of interchange hubs at strategic locations throughout the wider city and GDA.

Chapter 12.2 – Bus

The key intervention for bus services as part of the Transport Strategy is the construction of core bus corridors (CBCs) which will facilitate faster and more reliable journeys due to increased levels of bus priority. CBC's will serve the core BusConnects spines and will be supplemented by orbital and local bus routes enabling fast and efficient interchange along CBC's. As part of BusConnects, the New Dublin Area Bus Network is expected to complete delivery by 2024 which will see all BusConnects

spines implemented in preparation for the construction of the CBC’s. Supporting the plans set out under BusConnects will be a transition towards higher capacity and lower/zero emissions buses.

Table 2-4: GDA Transport Strategy 2022 - 2042 Chapter 12 - Bus Relevant Measures

It is the Policy of the National Transport Authority:	
	Core Bus Corridor Programme
BUS1	Subject to receipt of statutory consents, it is the intention of the NTA to implement the 12 Core Bus Corridors as set out in the BusConnects Dublin programme.
	Orbital and Local Bus Routes
BUS3	It is the intention of the NTA to provide significant improvements to orbital and local bus services in the following ways: 1. Increased frequencies on the BusConnects orbital and local services; and 2. Providing bus priority measures at locations on the routes where delays to services are identified.
	New Dublin Area Bus Service Network
BUS4	It is the intention of the NTA to complete the delivery of the new Dublin Area Bus Service Network in 2024.
	Higher Capacity Bus Fleet
BUS6	In the later phases of the Transport Strategy period, it is the intention of the NTA to introduce higher capacity bus vehicles onto select appropriate BusConnects corridors in order to increase passenger carrying capabilities in line with forecast demand.
	Zero Emission Bus Fleet for Dublin
BUS7	It is the intention of the NTA to deliver a fully low emission vehicle Bus Fleet for the Dublin Area by 2030 and a Zero Emission fleet by 2035.

Chapter 12.3 – Light Rail

The Transport Strategy outlines the 2022-2042 Light Rail network comprising of the existing red and green lines, along with Luas Lucan, Metrolink, and extensions of existing lines to Bray, Poolbeg and Finglas. Routes for future Light Rail opportunities are outlined as areas where travel demand is likely to exceed that which can be served by bus, it is identified that “a network of multiple high-capacity lines incorporating bus and light rail is a more viable option in serving a city of the scale and density of Dublin in that a much wider population can be served directly with a high quality system than could feasibly be served with a more limited Metro network”. As such the measures outlined below, see Table 2-5, are predominantly related to the expansion of the Luas network, with a smaller number of corridors identified as being suited to future Metro lines.

Table 2-5: GDA Transport Strategy 2022 - 2042 Chapter 12 – Light Rail Relevant Measures

It is the Policy of the National Transport Authority:	
	MetroLink
LRT1	A Railway Order application for the MetroLink was made to An Bord Pleanála in 2022. Subject to receipt of approval, it is intended to proceed with the construction of the project.
	Further Metro Development
LRT2	In reviewing and updating the Transport Strategy, which takes place every 6 years, the NTA will assess the requirement to provide additional Metro lines in the GDA based on updated forecast demand for travel and on emerging significant changes in land use and spatial policy, including previously considered options to extend Metrolink southwards towards UCD, or along the existing Luas Green Line, or towards South West Dublin.
	Luas Finglas
LRT3	It is intended to extend the Luas Green Line northwards to Finglas, inclusive of a potential park and ride facility at or close to its terminal stop.

It is the Policy of the National Transport Authority:

- Luas Lucan**
- LRT4** It is intended to develop a light rail line from Lucan to the City Centre, supplementing and complementing the planned bus system, to serve the overall public transport needs in this area.
- Luas Bray**
- LRT5** It is intended to extend the Luas Green Line southwards in order to serve the Bray and Environs area.
- Luas Poolbeg**
- LRT6** Subject to the assessment of forecast travel demand arising out of development patterns in the SDZ and its environs, it is intended to extend the Red line to Poolbeg.
- Post-2042 Luas Lines**
- The NTA will undertake detailed appraisal, planning and design work for the following Luas lines, with a view to their delivery in the period after 2042:
1. City Centre to Clongriffin;
 2. City Centre to Beaumont and Balgriffin;
 3. Green Line Extension to Tyrrelstown;
 4. City Centre to Blanchardstown;
 5. Red Line Reconfiguration to provide the following lines*:
- LRT7**
- a. Clondalkin-City Centre; and
 - b. Tallaght-Kimmage-City Centre.
 6. Tallaght to City Centre via Knocklyon*;
 7. Green Line Reconfiguration to provide the following lines*:
- a. City Centre to Bray via UCD and Sandyford; and
 - b. Sandyford to City Centre
- * Subject to Measure LRT2
- Enhance Priority for Trams**
- The NTA, in conjunction with TII and the local authorities, will explore how best to manage the road and street network to:
- LRT11**
- ensure reliable and competitive journey times for Luas;
 - maximise service efficiency; and
 - enable capacity to expand in line with increase future demand.

Chapter 12.4 Dart+ and Rail

Due to the potential that the rail network, and in particular the DART service, has to enable a low carbon transition – one of the key measures within the Transport Strategy is outlined as the DART+ project whereby all passenger lines radiating from Dublin will be electrified and modernised. This project will see over 100km of newly electrified railway lines and will enable sustainable development in more areas of Dublin with more passengers being delivered to city centre stations by DART from existing and new stations. Alongside plans for DART+, will be the reopening of the Navan Rail Line which will see a further travel demand via rail from County Meath into Dublin City Centre.

Table 2-6: GDA Transport Strategy 2022 - 2042 Chapter 12 – Dart+/Rail Relevant Measures

It is the Policy of the National Transport Authority:	
	<p>DART+</p> <p>RAIL1 The DART+ Programme will be implemented, providing electrified services to Drogheda in the north and Maynooth plus Celbridge in the west, in addition to an enhanced level of service to Greystones. The programme will include additional fleet, aligned with higher passenger demand, and a higher frequency of service on all lines.</p>
	<p>Navan Rail Line</p> <p>RAIL4 The existing rail network in the GDA will be extended by the provision of a new rail line from the M3 Parkway terminus station (just west of Dunboyne) to Navan town, serving Dunshaughlin and Kilmessan along its route. The precise alignment of this line will be determined as the project proceeds through the scheme design, appraisal and planning processes.</p>
	<p>New Rail Stations</p> <p>RAIL6 The NTA, in conjunction with Irish Rail, will develop new rail stations at Cabra, Glasnevin, Heuston West, Kylemore, Woodbrook, west of Sallins, west of Louisa Bridge and west of Maynooth. Kishoge station will also open in the short term as development of the Clonburris SDZ is realised. Other stations will be considered where development patterns support such provision.</p>

Chapter 13 – Roads

The overarching aim of this chapter is the prioritisation of sustainable travel with road schemes providing an increase in road capacity deterred in favour of active and public transport modes. This sees measures recommended for the continued protection of strategic function of existing roads but limits the ability for further roads to be built – unless for safety, economy, sustainable travel or development needs. Within the Transport Strategy, the Southern Port Access Road (SPAR) is recommended which will enable enhanced connection to the south lands of Dublin Port – enabling more efficient economic activity in this area and enabling development.

Table 2-7: GDA Transport Strategy 2022 - 2042 Chapter 13 Relevant Measures

It is the Policy of the National Transport Authority:	
	<p>Southern Port Access Route</p> <p>ROAD5 A new public road which links from the national road network at the Dublin Tunnel to serve the south port lands and adjoining areas will be delivered. A reservation for such development should be included in the Dublin City Development Plan.</p>
	<p>Urban Roads and Streets</p> <p>ROAD10 The implementation of the Transport Strategy will support and facilitate a place based approach to urban roads and streets, based on the measures in Chapter 14.</p>
	<p>Roads pace Reallocation</p> <p>The local authorities and the NTA will implement a programme of road space reallocation from use by general traffic or as parking to exclusive use by sustainable modes as appropriate, as a means of achieving the following:</p> <p>ROAD13</p> <ul style="list-style-type: none"> - Providing sufficient capacity for sustainable modes; - Improving safety for pedestrians and cyclists; and - Encouraging mode shift from the private car and reducing emissions.

Chapter 14 – Traffic Management and Travel Options

Chapter 14 of the Transport Strategy outlined management of traffic for Dublin City Centre – with emphasis placed on the need to continue the reduction of private car usage in the city centre with increasing uptake in sustainable modes. This

transition will be realised through measures such as reduced speed limits, low traffic neighbourhoods, car free zones, and low car parking/car free developments where possible. Where car trips are unavoidable, it is the objective of the strategy to encourage electric vehicle uptake where possible through provision of charging infrastructure, and car sharing.

Table 2-8: GDA Transport Strategy 2022 - 2042 Chapter 14 Relevant Measures

It is the Policy of the National Transport Authority:	
	<p>Management of Dublin City Centre</p> <p>The NTA and Dublin City Council, in collaboration, will deliver the public transport, cycling and walking networks, and public realm that are required to serve an expanding City Centre and to facilitate a post-Covid recovery based on sustainable transport.</p> <p>The NTA and Dublin City Council will also ensure that the delivery of goods to city centre businesses and the operation of taxis are managed to the benefit of all users of the city centre.</p>
TM1	
	<p>Low-Traffic Neighbourhoods</p> <p>The NTA will support local authorities seeking to implement Low-Traffic Neighbourhoods in urban areas across the region.</p>
TM6	
	<p>Car Free Zones</p> <p>The NTA will support local authorities seeking to provide car free zones in urban areas where there are benefits to transport, traffic and/or the local economy.</p>
TM7	
	<p>Car Sharing</p> <p>The NTA will support the local authorities, workplaces and other relevant agencies and companies in the implementation of car sharing initiatives, in particular as part of new housing developments.</p>
TM11	
	<p>Car Free Residential Developments</p> <p>The NTA will support local authorities in assessing the potential for, and delivery of car-free residential developments in locations close to Dublin City Centre and at major rail-based interchanges / Mobility Hubs.</p>
TM13	
	<p>Existing Workplace Parking in Dublin City Centre</p> <p>It is the intention of the NTA to discourage the use of existing car parking spaces at all workplaces in Dublin City Centre, Key Towns and large metropolitan centres, through such measures as:</p> <ul style="list-style-type: none"> • Recommendation of a Workplace Parking Levy;
TM15	<ul style="list-style-type: none"> • Development of a policy of parking reduction at public sector workplaces; • As opportunities for redevelopment arise, the use of the planning process to reduce parking at centres over time; and • Incentives for the re-development of parking spaces for more productive uses.
	<p>Car-Free Commercial Development in Dublin City Centre</p> <p>It is recommended that the Dublin City Development Plan incorporate a policy which states that proposals for commercial development in Dublin City Centre will seek to provide zero parking, other than those spaces that may be required for disabled people.</p>
TM16	
	<p>On-Street-Parking</p> <p>The NTA will support local authorities in seeking to reduce the level of free or cheaply available on-street parking with a view to the reallocation of the roadspace to sustainable modes, and/or the implementation of charging regimes which facilitates motorists contributing to the local economy.</p>
TM19	
	<p>Electric Cars</p> <p>The NTA, TII and local authorities will facilitate the conversion of the private car fleet to electric in the following ways:</p>
TM20	

It is the Policy of the National Transport Authority:

- Providing public charging points at key destinations such as public car parks, Park and Ride facilities, onstreet in town centres, and public parks;
- Ensuring that where car parking is proposed as part of new residential developments, provision is made for all spaces to be dedicated over time to electric cars with provision for charging infrastructure built-in from the outset;
- Exploring potential approaches for the provision of charging points in existing residential areas where houses do not have dedicated off-street parking;
- Providing significantly expanded electric car charging facilities at service stations on the road network, particularly the national road network; and
- Ensuring that charging infrastructure does not encroach on footpaths, impair the public realm or otherwise compromise the free movement of pedestrians, cyclists and public transport.

Chapter 15 – Freight, Delivery and Servicing

Due to the intensive transport requirements of the freight industry, challenges exist in relation to safety, congestion, air and noise pollution. With national and Dublin growth levels predicted in the National Planning Framework (NPF), there is likely to be an increased demand for delivery and freight activity in Dublin City Centre and the wider GDA. To combat the challenges associated with this, a low carbon transition must take place in the freight industry with low/no emission modes utilised such as EV’s, trains, or bicycles etc. As with land use planning and the transport of people outlined in previous sections, it is also necessary to plan appropriate locations for freight intensive development in line with transport needs and provision. This is supported further by the outlining of measures for consolidation centres, and HGV management to minimise HGV impact.

Table 2-9: GDA Transport Strategy 2022 - 2042 Chapter 15 Relevant Measures

It is the Policy of the National Transport Authority:

Environmental Measures for Freight

It is the intention of the NTA, in collaboration with other authorities, to:

- Seek the reduction of the amount of ‘last mile trips’ being made by non-zero emission vehicles;
- FREIGHT1** • Facilitate the transition to zero-emission delivery vehicles including emerging technologies for HGV, Electric Light Goods Vehicles and cargo bikes; and
- Support local ‘Click and Collect’ facilities where appropriate to minimise trips to individual homes and workplaces.

Planning Policy and Freight

FREIGHT3 It is recommended that local authorities in the GDA, with the input of the NTA and TII, identify appropriate locations for freight-intensive developments in their Development Plans.

HGV Management

FREIGHT4 Consideration will be given to identifying specific HGV routes and / or time restrictions for deliveries to improve the efficiency of HGV movements while minimising their impact.

FREIGHT5 The NTA will support Irish Rail in the implementation of the outcomes of the Rail Freight 2040 Strategy.

FREIGHT7 **Consolidation Centres**

It is the Policy of the National Transport Authority:

It is the intention of the NTA, in collaboration with local authorities, to support and secure the delivery of consolidation centres and break bulk facilities, which will facilitate smaller vehicles delivering to Dublin City Centre and other major town centres.

2.2 Local Level Policies

2.2.1 Dublin City Development Plan

The DCDP governs spatial policy in the city; its main strategic approach is to develop a city that is low carbon, sustainable and climate resilient. The DCDP's vision is for a city where people will choose to live; work; experience city living; invest; and socialise.

As the DCDP inherits policy directives from the NPF and the East and Midlands Regional Spatial and Economic Strategy (RSES), it aims to promote compact growth and sustainable development patterns. In particular, the DCDP promotes transit-oriented development by encouraging intensified density in proximity to DART and Luas lines.

Of the 16 chapters that constitute the DCDP, Chapter 7 (The City Centre, Urban Villages and Retail); Chapter 8 (Sustainable Movement and Transport); Chapter 10 (Green Infrastructure and Recreation); and Chapter 13 (Strategic Development and Regeneration Areas) are of particular relevance to this Study. Each Chapter has a series of policies and objectives associated with it and the relevant ones are presented in turn.

Chapter 7 – The City Centre, Urban Villages and Retail

With a focus on the challenges posed by the pandemic's effect on urban activity, the changing nature of retail and increased competition of sprawling retail developments further outside the city centre, Chapter 7 of the DCDP recognises that the *"city centre and the city's other urban centres will need to offer wide ranging appeal to draw and attract visitors. This includes leisure uses, residential uses, office and community uses as well as retail uses."* The centre of Dublin is the premier location for retail activity in the State and it is the policy of the council to affirm and maintain this primacy. The Chapter's Strategic Approach includes the following key points:

- *"Place sustainability and climate resilience as the over-arching consideration in the development of the city centre and urban villages with a particular emphasis on healthy streets, active travel and public transport accessibility, building on the 15 minute city concept, the primacy of the city centre and the vitality and viability of existing and emerging centres."*
- *"Provide a vibrant mix of shopping, leisure, office and residential uses, third spaces and family friendly attractions in the city centre thereby, offering shoppers an experience and a depth of offer that attracts suburban shoppers / workers / tourist / students / residents to shop, socialise and spend time in the city centre."*
- *"Recognise the importance of placemaking and an attractive public realm and its contribution to supporting city centre retail, enhanced pedestrian amenities and developing the city centre and urban villages as key destinations."*
- *"Place an emphasis on healthy place making in the city centre and in all urban centres with initiatives tailored towards making these centres better places to live and to visit."*

The specific areas targeted include the core retail area detailed in Figure 2-2 and the Urban Village Centres, shown in Figure 2-3. The DCDP identifies a need for these to offer a vibrant mix of activities and space uses to make them attractive to visitors. In this sense, the categorisation of streets in Figure 2-2 identifies streets where the primary retail function is to be protected, with an emphasis on higher order comparison retail as Category 1. Category 2 streets in the figure are designated to provide for a more varied use including retail but also other complementary uses with the potential to increase shopper dwell time in the city.

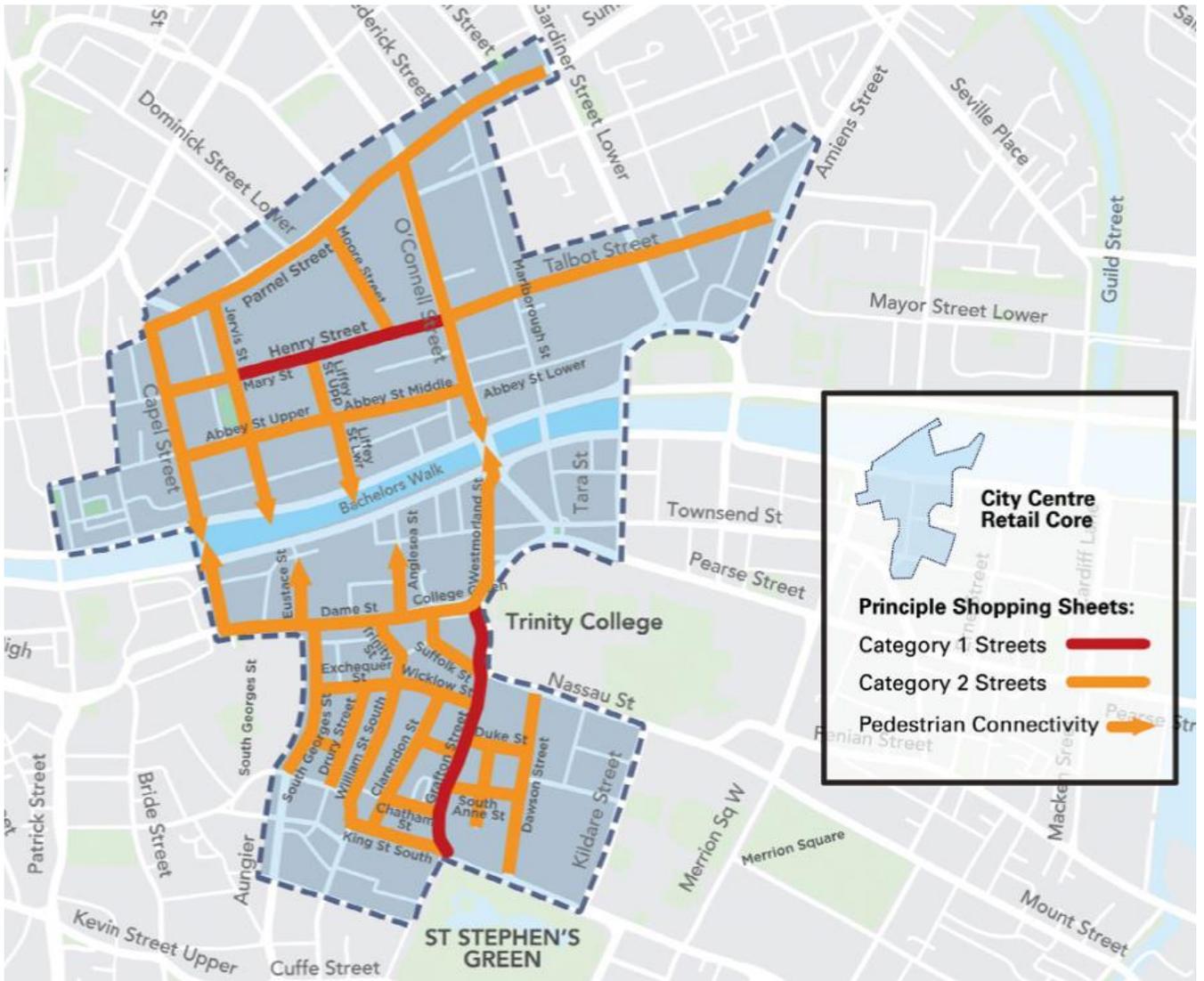


Figure 2-2: Retail Core from Dublin City Development Plan

The role for Key Urban Villages is to serve as top urban centres and commercial activity locations to complement the city centre. They should be based around high quality transport and can play an important role in inviting regeneration in their vicinity. Support for high density mixed used developments and residential led intensification in urban villages will enable them to strengthen the positive impact they have on their respective local areas' placemaking functions as social gathering places. They should also attain a viable and varied range of functions to serve their communities.

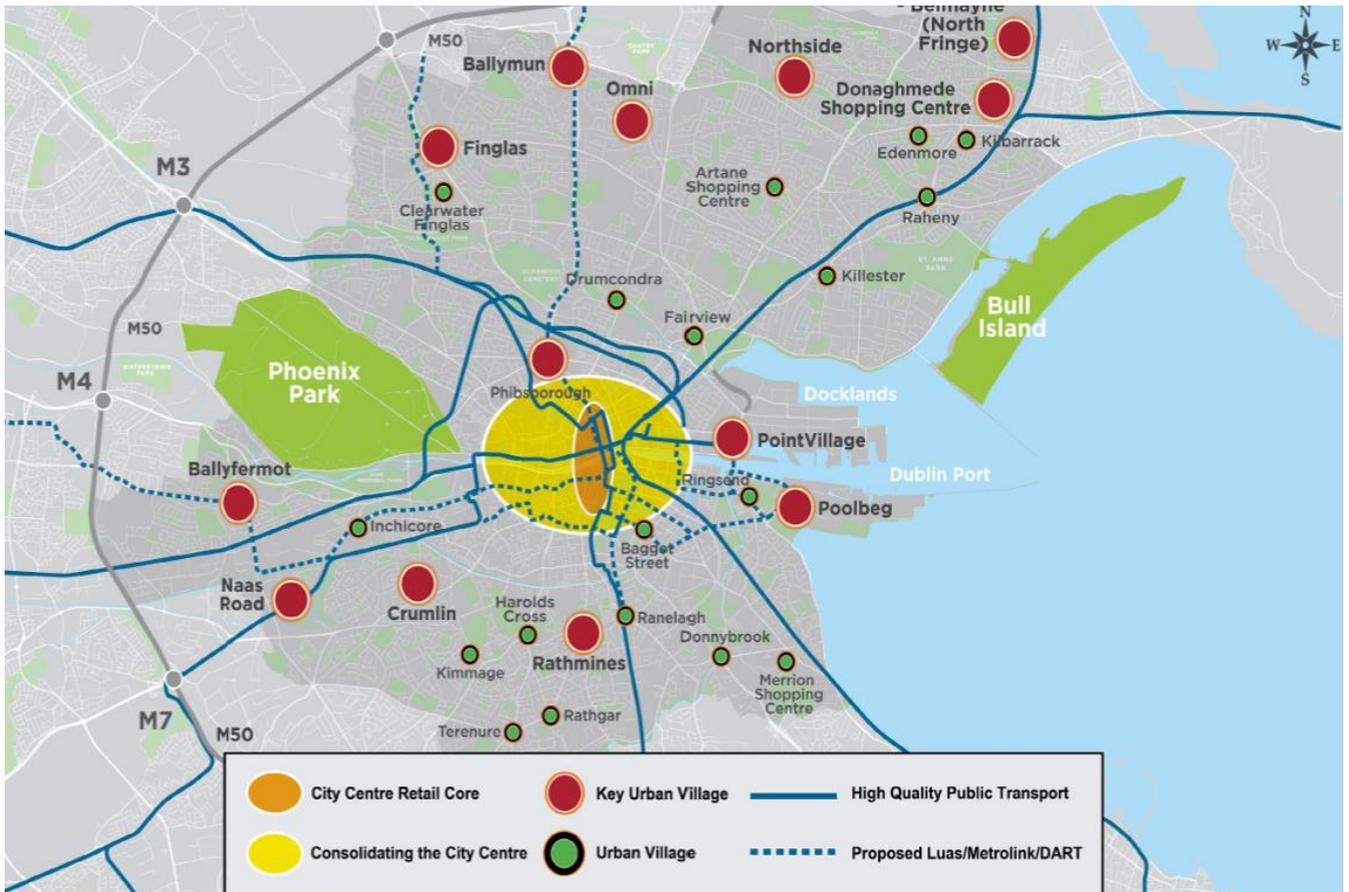


Figure 2-3: Urban Villages and Retail Locations from Dublin City Development Plan

A high-quality public realm should be promoted throughout the city and enabled by the development of Urban Villages and the City Centre Retail core. Public realm quality affects the city experience, its attractiveness as a place to live work and visit, and influences a range of health, well-being, and social factors. Public Realm quality is vital to the liveability and health of the city and to its economic success. A high-quality public realm will provide:

- Quality urban design (Sustainable Residential Development in Urban Areas (2009) and Design Manual for Urban Roads and Streets (2012))
- A Sense of Place
- Connections
- Comfort
- Sociable Spaces
- Safety
- High Quality Materials
- Green Infrastructure
- Civic Amenities

The policies of the DCDP (Table 2-10) and its objectives (Table 2-11) relevant to this Study are reproduced in the tables below:

Table 2-10: City Centre, Urban Villages and Retail Policies from the Dublin City Development Plan 2022-2028

It is the Policy of Dublin City Council:	
CCUV16	Category 1 and Category 2 Streets

It is the Policy of Dublin City Council:

To protect the primary retail function of Category 1 Streets in the city and to provide for a mix of retail and other complementary on Category 2 streets. To promote active uses at street level on the principal shopping streets in the city centre retail core having regard to the criteria for Category 1 and Category 2 streets.

CCUV17 Diversifying the City Centre

To ensure the resilience of Dublin City Centre to changing trends in retail demand, appropriate opportunities to further diversify the city centre as a place to live, work and socialise will be encouraged.

CCUV19 Parking and the Retail Core

To support the re-use and replacement of car parks in the centre of the retail core and to safeguard short term car parking provision for shoppers and visitors at the periphery of the retail core. The redevelopment of central car parks will support public realm improvements and pedestrian priority in the retail core.

CCUV20 Mixed Use Key Urban Villages/Urban Villages

To support the development, regeneration and or consolidation of Key Urban Villages/urban villages as appropriate, to ensure these centres continue to develop their mixed used role and function adding vitality to these centres including through the provision of residential development

CCUV22 Intensification

To support and promote the redevelopment and intensification of underutilised sites within Key Urban Villages and urban villages including surface car parks.

CCUV23 Active Uses

To promote active uses at street level in Key Urban Villages and urban villages and neighbourhood centres.

CCUV24 Neighbourhood Centres / Local Shopping

To support, promote and protect Neighbourhood and Local Centres which play an important role in the local shopping role for residents and provide a range of essential day to day services and facilities.

CCUV37 Plan Active and Healthy Streets

To promote the development of a network of active, healthy, attractive, high quality, green, and safe streets and public spaces which are inviting, pedestrian friendly and easily navigable. The aspiration is to encourage walking as the preferred means of movement between buildings and activities in the city. In the case of pedestrian movement within major developments, the creation of a public street is preferable to an enclosed arcade or other passageway.

CCUV38 High Quality Streets and Spaces

To promote the development of high-quality streets and public spaces which are accessible and inclusive in accordance with the principles of universal design, and which deliver vibrant, attractive, accessible and safe places and meet the needs of the city’s diverse communities regardless of age, ability, disability or gender.

CCUV39 Permeable, Legible and Connected Public Realm

To deliver a permeable, legible and connected public realm that contributes to the delivery of other key objectives of this development plan namely active travel and sustainable movement, quality urban design, healthy placemaking and green infrastructure.

CCUV40 Public Safety

To promote the development of a built environment and public spaces which are designed to deter crime and antisocial behaviour and which promote safety, as set out in the ‘Your City Your Space’ Public Realm Strategy 2012.

CCUV41 New Infrastructure Development

Infrastructure projects in Dublin City should ensure placemaking outcomes through a design-led approach. Dublin City Council will work the relevant agencies / infrastructure providers to achieve public realm enhancements in the design, implementation and delivery of infrastructure projects

CCUV42 Public Realm - Key Urban Villages/Urban Villages

It is the Policy of Dublin City Council:	
	<p>To provide environmental and public realm improvements in Key Urban Villages and urban villages around the city through the implementation of Local Environment Improvement Plans / Village Improvement Plans and Placemaking Strategies in order to support the regeneration and revitalisation of the city’s urban villages. Such plans:</p> <ul style="list-style-type: none"> (i) will identify opportunities for micro spaces (small spaces to facilitate lingering and social, community and cultural interaction and events); and (ii) will be informed by walkability exercises led by older people, parents, visually impaired and people with disabilities, to make city outdoor spaces more accessible and safe for all, creating walkable communities and age friendly spaces.
CCUV46	<p>Pedestrian Wayfinding Signage System</p> <p>To maintain, consolidate and expand the Pedestrian Wayfinding System; to ensure a coherent design approach in the area between the canals and Docklands; and to actively remove redundant brown tourist signage as the opportunity arises. The provision of new brown tourist signage will not be supported in the area between the canals and Docklands.</p>

Table 2-11: City Centre, Urban Villages and Retail Objectives from the Dublin City Development Plan 2022-2028

It is an Objective of Dublin City Council:	
CCUV05	<p>Underutilised and Inactive City Centre Streets</p> <p>To reactivate the underutilised and inactive city centre streets and lanes in the city centre through the inclusion of art, landscaping, street furniture, outdoor dining, activity spaces and residential uses.</p>
CCUV06	<p>Car Parks and Last Mile Delivery</p> <p>To investigate the potential of the use of car parks in the city centre for micro hubs and distribution centres for ‘last-mile’ delivery as part of the preparation of a Servicing / Logistics Strategy for the city</p>
CCUV013	<p>Civic Spine / College Green</p> <p>To implement a programme of environmental and public realm improvements along the Grand Civic Spine from Parnell Square to Christchurch Place and along the city quays, and to prioritise the redevelopment of College Green as a pedestrian friendly civic space including the pedestrianisation of Foster Place.</p>
CCUV016	<p>Improve Links North / South</p> <p>To improve North / South links between Grafton Street and Henry Street Shopping areas through the implementation of the ‘The Heart of the City’ Public Realm Masterplan for the City Core 2016.</p>
CCUV018	<p>Linking Office and Culture Clusters to the Retail Core</p> <p>To devise a programme to enhance pedestrian amenities, encourage more street based activities and provide micro spaces along key routes from office and culture clusters to the retail core to enhance the vibrancy of the streetscape and to draw office workers and tourists into the retail core.</p>
CCUV021	<p>Manage Pedestrian Wayfinding System</p> <p>To manage the Pedestrian Wayfinding System in consultation with relevant Governments Departments, state agencies (e.g. Fáilte Ireland, Transport Infrastructure Ireland), national cultural institutions and other civic interests in order to ensure the provision of appropriate signage for the principal places of interest in the city.</p>

Chapter 8 – Sustainable Movement and Transport

Recognising the ‘Need to move away from private car and fossil-fuel-based mobility to reduce the negative impacts of transport and climate change’, and that the ‘city centre has to cater for a wide range of competing demands with public transport, pedestrians, cyclists, the private car, and functional and servicing needs’, Chapter 8 of the DCDP sets a number of policies and objectives reproduced in Table 2-12 and Table 2-13.

Through these, the DCDP aims to:

- Better integrate land use and transport to minimise the need to travel and ensure that development takes place where active travel can be successfully promoted;

- Improve public transport and active travel infrastructure;
- Implement healthy placemaking which involves shaping the built environment so that healthy activities and experiences are integral to people’s everyday lives;
- Tackle congestion; and
- Embrace emerging mobility options.

Table 2-12: Sustainable Transport and Mobility Policies from the Dublin City Development Plan 2022-2028

It is the Policy of Dublin City Council:	
	Modal Shift and Compact Growth
SMT1	To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.
	Decarbonising Transport
SMT2	To support the decarbonising of motorised transport and facilitate the rollout of alternative low emission fuel infrastructure, prioritising electric vehicle (EV) infrastructure.
	Integrated Transport Network
SMT3	To support and promote the sustainability principles set out in National and Regional documents to ensure the creation of an integrated transport network that services the needs of communities and businesses of Dublin City and the region.
	Integration of Public Transport Services and Development
SMT4	To support and encourage intensification and mixed-use development along public transport corridors and to ensure the integration of high-quality permeability links and public realm in tandem with the delivery of public transport services, to create attractive, liveable and high quality urban places.
	Mobility Hubs
SMT5	To support the development of mobility hubs at key public transport locations and local mobility hubs in tandem with new developments to include shared car and micro mobility initiatives, creating a vibrant, accessible and liveable place to support the transportation experience.
	Public Realm Enhancements
SMT8	To support public realm enhancements that contribute to place making and liveability and which prioritise pedestrians in accordance with Dublin City Council’s Public Realm Strategy (‘Your City – Your Space’), the Public Realm Masterplan for the City Core (The Heart of the City), the Grafton Street Quarter Public Realm Plan and forthcoming public realm plans such as those for the Parnell Square Cultural Quarter Development and the City Markets Area.
	Pedestrian Network
SMT10	To protect, improve and expand on the pedestrian network inclusive of facilities for people with mobility impairment and/or disabilities, including the elderly and people with children, linking key public buildings, shopping streets, public transport points and tourist and recreational attractions.
	Urban Villages and the 15-Minute City
SMT12	To support the role of the urban villages in contributing to the 15-minute city through improvement of connectivity in particular for active travel and public realm enhancement.
	City Centre Road Space
SMT13	To manage city centre road-space to best address the needs of pedestrians and cyclists, public transport, shared modes and the private car, in particular, where there are intersections between DART, LUAS and Metrolink and with the existing and proposed bus network.
	‘Last-Mile’ Delivery
SMT14	To seek to achieve a significant reduction in the number of motorised delivery vehicles in the city through supporting and promoting the use of the ‘last-mile’ delivery through the development of micro hubs and distribution centres.

It is the Policy of Dublin City Council:

SMT15 Walking, Cycling and Active Travel
To prioritise the development of walking and cycling facilities and encourage a shift to active travel for people of all ages and abilities, in line with the city’s mode share targets.

SMT17 The Pedestrian Environment
To continue to maintain and improve the pedestrian environment and promote the development of a network of pedestrian routes which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.

SMT19 Walking and Cycling for School Trips
To promote walking and cycling for school trips through the promotion of initiatives such as “Safe Routes to School”, the ‘Green Schools’ and ‘Schools Streets’ projects, and to prioritise school routes for permeability projects and provision and enhancements of pedestrian and cycle ways.

SMT20 Key Sustainable Transport Projects
To support the expeditious delivery of key sustainable transport projects including Metrolink, Bus Connects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region.

SMT21 The Rail Network and Freight Transport
(i) To work with Iarnród Éireann/Irish Rail, the NTA, TII and other operators to progress a coordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable transport and improved connectivity.
(ii) To facilitate the needs of freight transport in accordance with the NTA’s Transport Strategy for the Greater Dublin Area 2016 – 2035 and forthcoming review.

SMT22 Shared Mobility and Adaptive Infrastructure
To promote the use and expansion of shared mobility to all areas of the city and facilitate adaptive infrastructure for the changing modal transport environment, including other micro-mobility and shared mobility, as part of an integrated transport network in the city.

SMT23 On-Street Parking
To manage on-street car parking to serve the needs of the city alongside the needs of residents, visitors, businesses, kerbside activity and accessible parking requirements, and to facilitate the re-organisation and loss of spaces to serve sustainable development targets such as in relation to, sustainable transport provision, greening initiatives, sustainable urban drainage, access to new developments, or public realm improvements

SMT24 Commuter, Shopping, Business and Leisure Parking
To discourage commuter parking and to ensure adequate but not excessive parking provision for short-term shopping, business and leisure uses.

SMT26 Repurposing of Multi-Storey Car Parks
To support the repurposing of multi-storey car parks for alternative uses such as central mobility hubs providing high density bike parking, shared mobility services, ‘last mile’ delivery hubs and recreational or cultural uses.

SMT27 Expansion of the EV Charging Network
To support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public land and private developments in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.

SMT28 National Road Projects
To protect national road projects as per the NTA Strategy for the Greater Dublin Area 2016 – 2035 and its review including the provision of a Southern Port Access Route to Poolbeg.

SMT29 Transport Tunnels
(i) To require the submission of appropriate development assessments for all development proposals located in the vicinity of Dublin Tunnel, the requirements of which are set out in Appendix 5.

It is the Policy of Dublin City Council:	
	(ii) To require consultation with Iarnród Éireann/Irish Rail in relation to heavy rail for any proposed public transport tunnel.
SMT32	Traffic Calming and Self-Regulation Street Environments To ensure that all streets and street networks are designed to passively calm traffic through the creation of a self-regulating street environment that are suited to all users, including pedestrians and cyclists.

Table 2-13: Sustainable Transport and Mobility Objectives from the Dublin City Development Plan 2022-2028

It is an Objective of Dublin City Council:	
SMT01	Transition to More Sustainable Travel Modes To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/LUAS); and 17% private (car/ van/HGV/motorcycle).
SMT02	Improving the Pedestrian Network To improve the pedestrian network and prioritise the introduction of tactile paving, ramps and kerb dishing at appropriate locations, including pedestrian crossings, taxi ranks, bus stops and rail platforms in order to optimise accessibility for all users.
SMT08	Cycling Infrastructure and Routes To improve existing cycleways and bicycle priority measures and cycle parking infrastructure throughout the city and villages, and to create protected cycle lanes, where feasible. Routes within the network will be planned in conjunction with green infrastructure objectives and the NTA’s Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual, having regard to policies GI2, GI6 and GI8 and objectives GIO2 and GIO16.
SMT010	Cycle Parking Spaces To provide publicly accessible cycle parking spaces, both standard bicycle spaces and non-standard for adapted and cargo bikes, in the city centre and the urban villages, and near the entrance to all publicly accessible buildings such as schools, hotels, libraries, theatres, churches etc. as required.
SMT013	River Liffey Boardwalk Subject to a feasibility assessment, to seek to extend the River Liffey Boardwalk as a key leisure walking and seating space in the city
SMT017	Cross Guns Bridge To seek improvements to Cross Guns Bridge for pedestrian and cycle users, taking into consideration the BusConnects and Metrolink projects.
SMT027	Summerhill Pedestrian/Cycle Connection To provide a pedestrian/cycle connection linking Summerhill to Mountjoy Place.
SMT028	Dominick Street Lower Pedestrian/Cycle Connection To provide a pedestrian/cycle connection linking Dominick Street Lower to Dominick Place.

Chapter 10: Green Infrastructure and Recreation

Chapter 10 details the DCDP’s approach to Green Infrastructure and Recreation; here the policies and objectives relating to active travel infrastructure would be of importance to the Study.

The DCDP envisages a proactive green infrastructure strategy and states that ‘Landscape and park features contribute to the city’s high quality environment and they are essential resources for conserving biodiversity and creating a healthy, low-carbon resilient and connected city’.

The key relevant policies and objectives are given below in Table 2-14 and Table 2-15.

Table 2-14: Green Infrastructure Policies from the Dublin City Development Plan 2022-2028

It is the Policy of the Dublin City Council:	
G12	<p>Connectivity</p> <p>To develop an interconnected green infrastructure network of strategic natural and semi-natural areas with other environmental features including green spaces, rivers, canals, the coastal and marine area and other physical features including streets and civic spaces that supports ecological, wildlife, and social connectivity.</p>
G15	<p>Greening of Public Realm / Streets</p> <p>To integrate urban greening features including nature based solutions into the existing public realm where feasible and into the design of public realm projects for civic spaces and streets. The installation of living green walls will be encouraged to the fullest possible extent throughout the city of Dublin.</p>
G18	<p>Minimise Impact – Light and Noise</p> <p>To minimise the environmental impact of external lighting and noise at sensitive locations to achieve a sustainable balance between the needs of an area, the safety of walking and cycling routes and the protection of sensitive species such as bats (see also Section 9.5.9 Public & External Lighting).</p>
G125	<p>Open Space Provision (sq. m.) per 1,000 Persons Benchmark</p> <p>To ensure equality of access for all citizens to the public parks and open spaces in Dublin City and to promote more open space with increased accessibility and passive surveillance where feasible. In this regard, a city wide range of 2.5ha to 3.6ha of parks per 1,000 population benchmark for green/ recreational space as set out in the 2019 Parks Strategy (or as updated) shall be a policy goal and quality standard.</p>
G132	<p>Linear Parks and Recreational Use of Waterways Aspects</p> <p>To develop linear parks, sustainable riverine access, walkways, cycleways and water focused recreational, sporting and tourism amenities which enhance appreciation of rivers in a manner that ensures that any adverse environmental effects are avoided and ecological enhancements, where appropriate, are employed to ensure a net biodiversity gain. Where lands along the waterways are in private ownership, it shall be policy in any development proposal to secure public access along the waterway.</p>

Table 2-15: Green Infrastructure Policies from the Dublin City Development Plan 2022-2028

It is an Objective of the Dublin City Council:	
G106	<p>Metropolitan and Local Greenways</p> <p>To support the development of the following metropolitan greenways and local cycleways / walkways:</p> <p>Royal Canal and the Grand Canal (including the inner Grand/Royal canal loop linking the two canals via the Phoenix Park).</p> <p>Rivers Liffey (Dublin Galway Euro route) and Dodder (to Dublin Mountains).</p> <p>Coastal corridor.</p> <p>Local routes and extension of existing routes including along the Rivers Tolka, Santry, Poddle, Camac and Mayne</p>

Chapter 13: Strategic Development Regeneration Areas

There are 17 Strategic Development Regeneration Areas (SDRAs) identified in the DCDP and these are a key element in delivering compact growth for Dublin; of these, the following 11, also shown on Figure 2-4, are inside the Canal Cordon or bordering it:

- SDRA 6: Docklands
- SDRA 7: Heuston and Environs
- SDRA 8: Grangegorman/Broadstone
- SDRA 10: North East Inner City
- SDRA 11: St. Teresa’s Garden and Environs

- SDRA 12: Dolphin House
- SDRA 13: Markets Area & Environs
- SDRA 14: St. James Medical Campus & Environs
- SDRA 15: Liberties and Newmarket Square
- SDRA 16: Oscar Traynor Road
- SDRA 17: Werburgh Street

Each SDRA is governed by individual principles and objectives which relate to architectural and urban design, phasing, access and permeability, height, urban greening and biodiversity, surface water management, river restoration, sustainable energy, climate change, and cultural infrastructure.

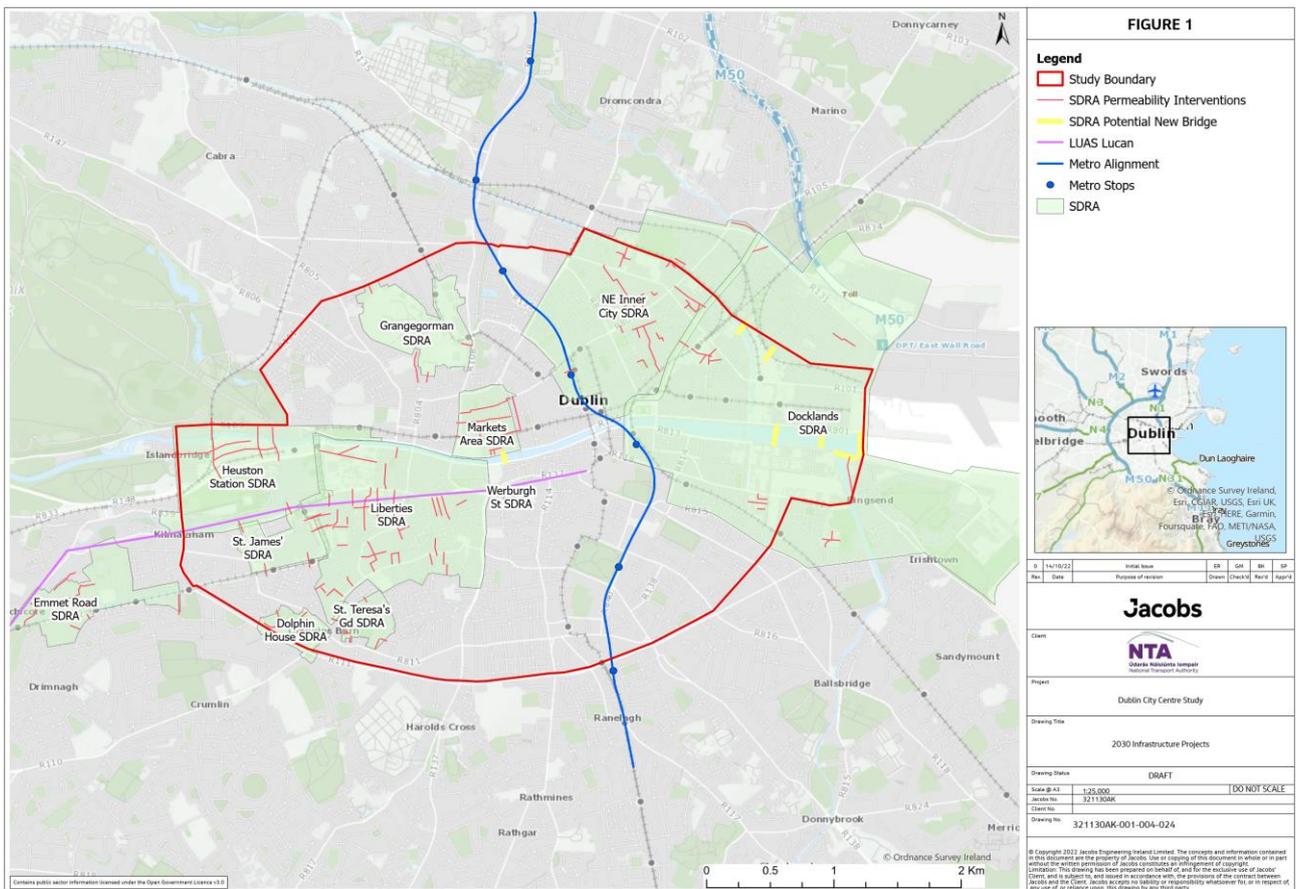


Figure 2-4 Strategic Development Regeneration Area (SDRA) locations

3 RECEIVING ENVIRONMENT

Throughout the suite of technical notes delivered as part of the Study, receiving environment for Dublin City Centre has been outlined for all modes and the expected transport landscape for Dublin City outlined. The receiving environment expected through mode specific investigations outlines the ability for Dublin's transition to a low traffic, sustainable city through implementation of planning and transport projects including (but not limited to):

- BusConnects Core Bus Corridors
- DART+,
- The following transport networks as outlined in associated technical notes:
 - Walking Network,
 - Primary Cycling Network,
 - Public Transport Network.

4 OPPORTUNITY LOCATIONS

This technical note sets out a non-exhaustive list of the opportunities present within Dublin City Centre to create healthier and more accessible streets, improve provision for sustainable modes of transport, provided for new/improved public space and support the retail, business and tourist hubs throughout the city. It focuses on a rethink of streets and spaces where a move to active modes and public transport is facilitated in order to maintain the economic vibrancy and attractiveness of the city centre. The note outlines potential new transport network arrangements, notably in terms of traffic management, to ensure that the provision within the city is balanced towards the movement of people rather than the movement of private vehicles, and to prioritise the placemaking functions of the urban street network.

In light of the ongoing roll-out of BusConnects and their associated traffic management proposals, there are opportunities to extend bus priority to additional areas, with improvements to surrounding cycle and pedestrian networks.

Figure 4-1 presents the locations identified within Dublin City Centre where there are opportunities to rethink the transport networks and spaces around them. These locations were identified during a number of workshops with the NTA and DCC. The future provision of mobility hubs at key transport nodes will further support these measures.

The locations identified are:

- 1 Christchurch;
- 2 The Quays;
- 3 Lincoln Place Gyratory/Westland Row/Pearse Street;
- 4 Kevin Street/Camden Street
- 5 Harcourt Gyratory;
- 6 Leeson Street/ Adelaide Road;
- 7 The Coombe;
- 8 Bridgefoot Steet/Grangegorman;
- 9 Red Cow Lane/Smithfield Gyratory;
- 10 Parnell Square;
- 11 Beresford Place/Customs House Quays;
- 12 Samuel Beckett Bridge/Macken Street; and
- 13 Westmoreland Street/ D'Olier Street/Fleet Street.

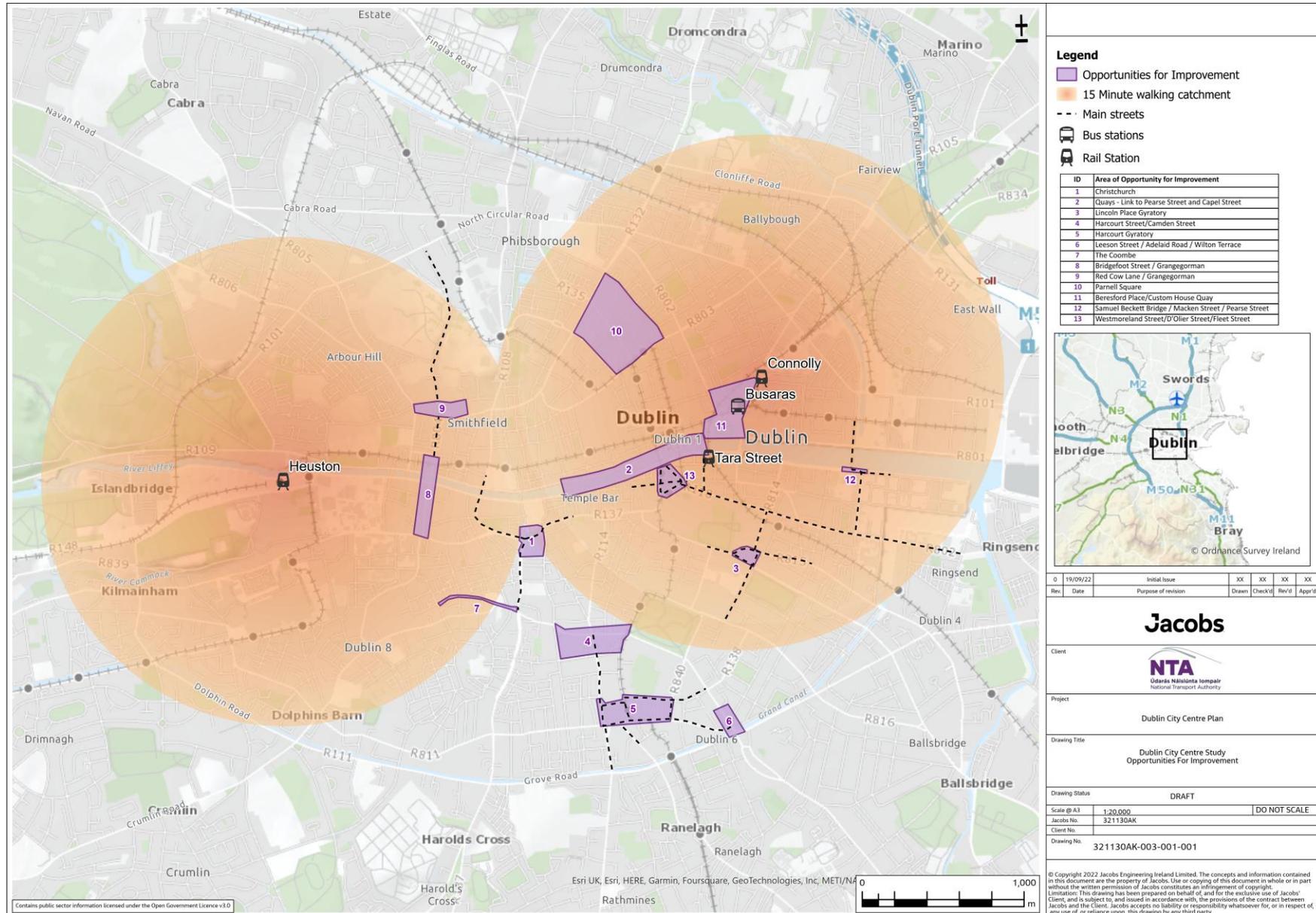


Figure 4-1: Locations in Dublin City Centre for further consideration

4.1 Christchurch

Christchurch

Existing Movement Context

Pedestrian Movements	Convergence of Civic Spine (Christchurch Place), Secondary Street (High Street), Linking Route (Winetavern Street) and Historic Approach (Nicholas Street)
Cycle Movements	Convergence of Primary Radial and Secondary Routes
Public Transport Movements	Served by D and G Spine routes, as well as radial routes 73, 74 and 85. For BusConnects traffic management proposals see Figure 4-2.
General Traffic Movements	Located along the Inner Orbital Route, at the convergence of High Street and Nicholas Street

Existing Zoning Development

Mix of Amenity and Open Space lands, Georgian Conservation Area, and City Centre zoning

Potential Opportunities

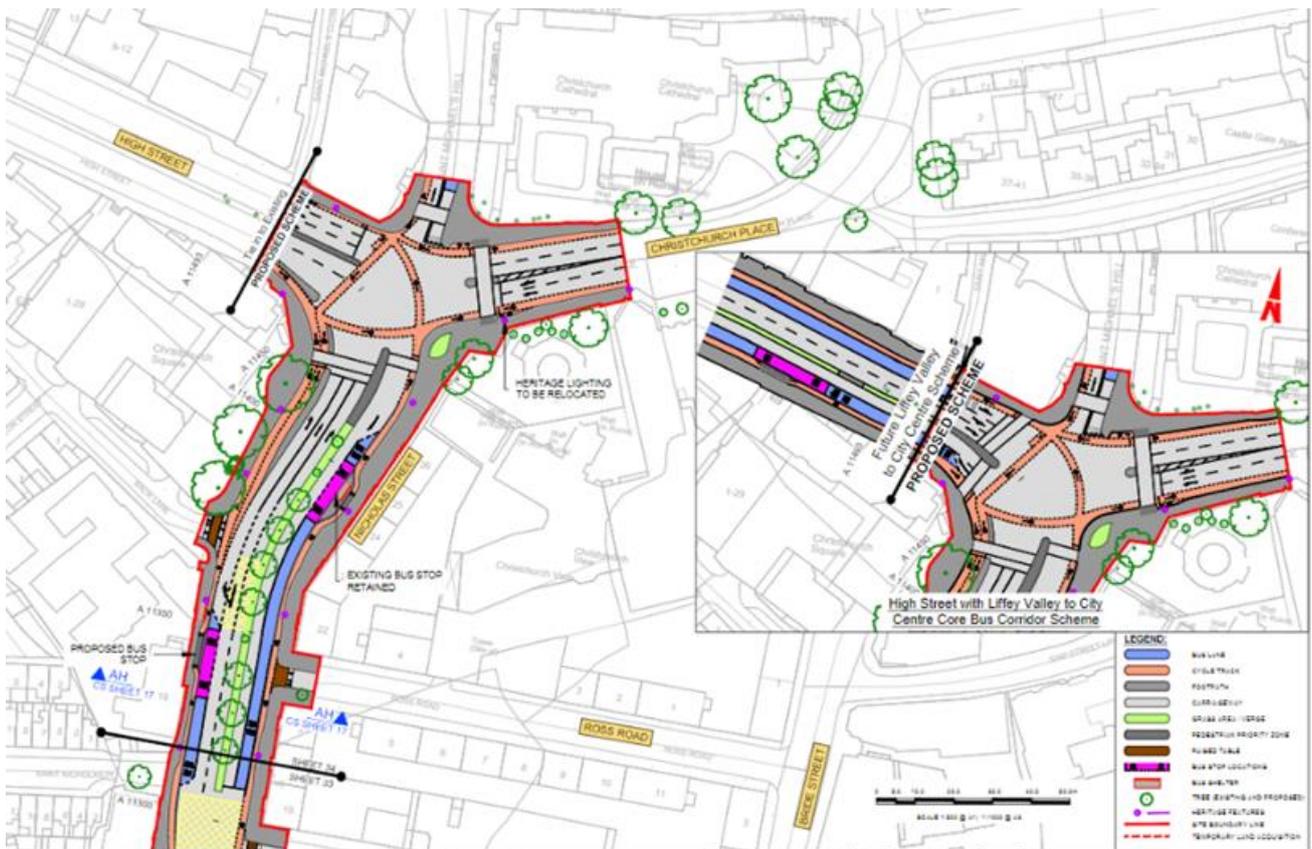


Figure 4-2 BusConnects Traffic Management Proposals at Christchurch

The roll out of BusConnects traffic management proposals will see improved cycling infrastructure at the intersection of High Street, Christchurch Place and Clanbrassil Street Upper/Nicholas Street. Reductions in traffic flows on the Christchurch Place arm of the junction will present the opportunity to rationalise and simplify this junction, with the possibility of reusing road space for public realm.

Christchurch

The College Green Dame Street urban realm upgrade project will lead to reduced vehicular traffic at Christchurch Junction, presenting an opportunity for reclaiming road space.

Christchurch Cathedral is a key node on the Dublin Discovery Trail, which sees a need to create links to the western part of the trail, a summary of the current arrangement is:

- Currently a wide vehicle dominated junction;
- Visual clutter and maze of line markings;
- Key tourism-oriented junction however fees disjointed and disconnected;
- Potential to reclaim road space and create a visually engaging moment of pause in a busy tourist corridor by reducing carriageway widths and number of traffic lanes. An example of how this could look can be seen in Figure 4-4;
- Opportunity for ‘softer streets’ with textured surfaces and raised table at junction.

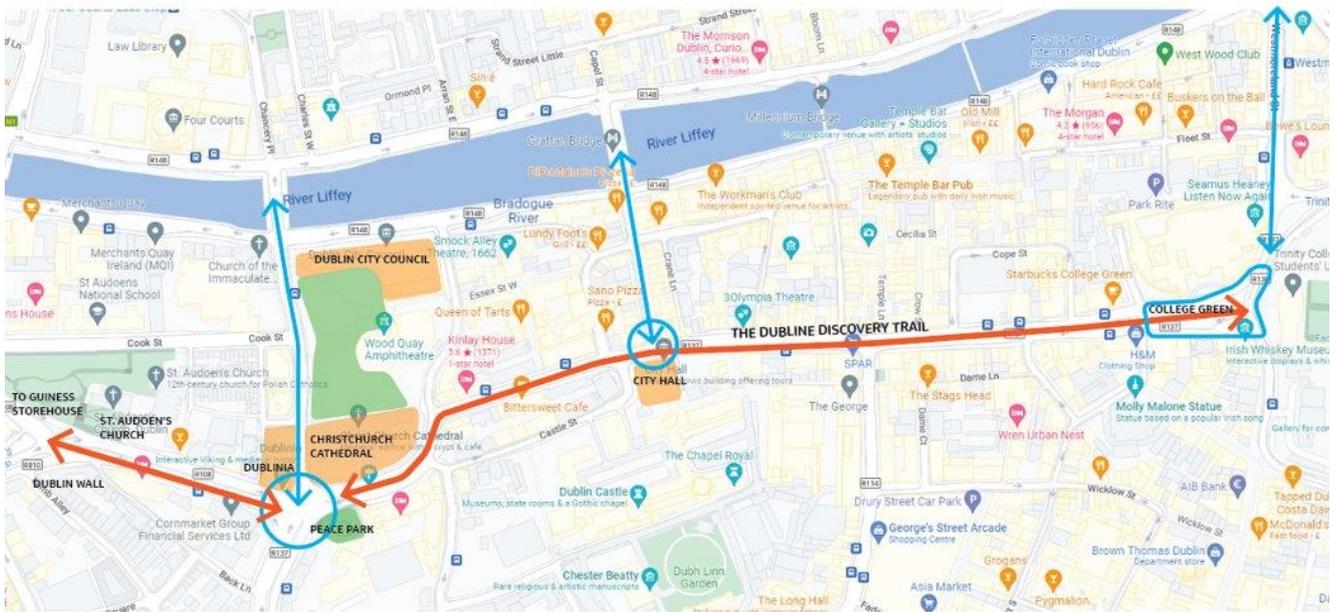


Figure 4-3 Dublin Discovery Trail to Christchurch (Google)

Potential Benefits

- ✓ Simplified and more legible movements for all modes at junction.
- ✓ Minimised conflicts with other modes.
- ✓ More visually attractive urban realm (reduction of visual clutter).
- ✓ Enhanced east-west connection on the Dublin Discovery Trail.

Christchurch



Figure 4-4 Potential reconfiguration of Christchurch Junction

4.2 The Quays

The Quays

Existing Movement Context

Pedestrian Movements	North and South Quays, as well as interconnecting bridges are identified as Civic Spine and Liffey Corridor
Cycle Movements	North and South Quays, and Grattan Bridge designated as Primary Orbital. Millennium Bridge designated as Secondary Route
Public Transport Movements	Served by multiple Spine routes B, C, D, and G, and multiple radial routes. Current movements are eastbound only on the north Quays, and westbound only on the south Quays. At O’Connell Bridge, there is opportunity to interchange with north-south spine corridors.
General Traffic Movements	Served by the R148 as part of the regional road network. In the west, Usher’s Island and Ellis Quay form part of the Inner Orbital route.

Existing Zoning Development

Predominantly city centre zoning, with Georgian Conservation Areas along Inns Quay

Potential Opportunities

Opportunity to reclaim road space and increase presence of walking and cycling infrastructure in Central Liffey Area.

To enable more space for pedestrians, cyclists and buses, the North Quays could be reduced to a single bus lane with allowances for local access to enable widened footpaths and a two-way cycle track. This would be complemented by a bus gate between Bachelors Way and O’Connell Street on Bachelors Walk to ensure bus priority at this key location.

There is future potential to remove all vehicular traffic from the North Quays to fully dedicate the environment to pedestrians, cyclists and public realm. Cross Sections for the North and South Quays are outlined below in Figure 4-5 and Figure 4-6. A potential 3-phase implementation approach for this is outlined below (Figure 4-7, Figure 4-8 and Figure 4-9).

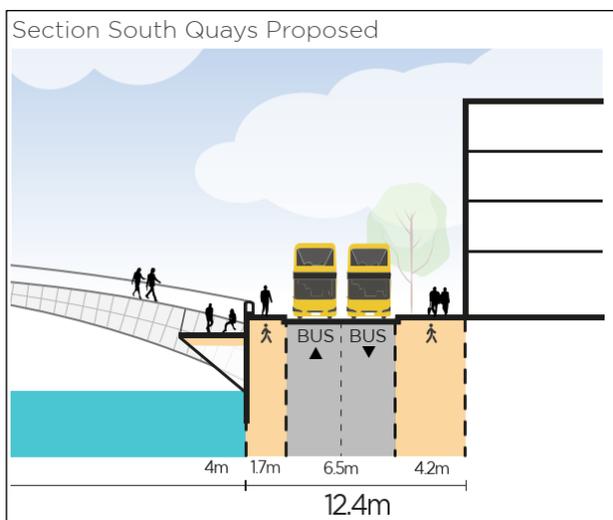


Figure 4-5: Proposed South Quays Cross Section

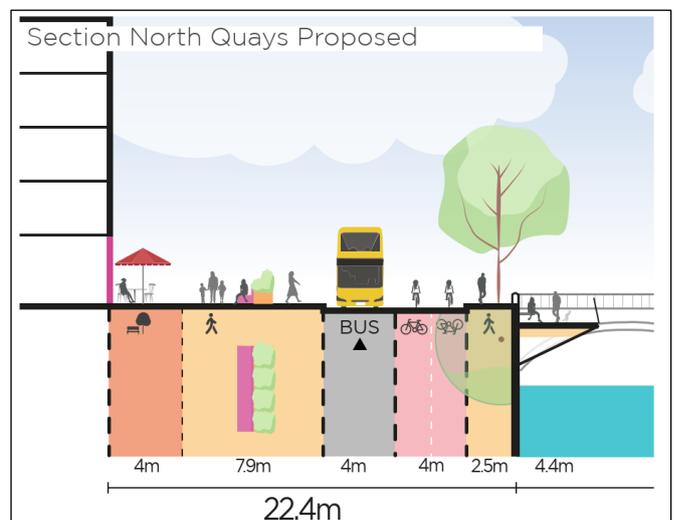


Figure 4-6: Proposed North Quays Cross Section

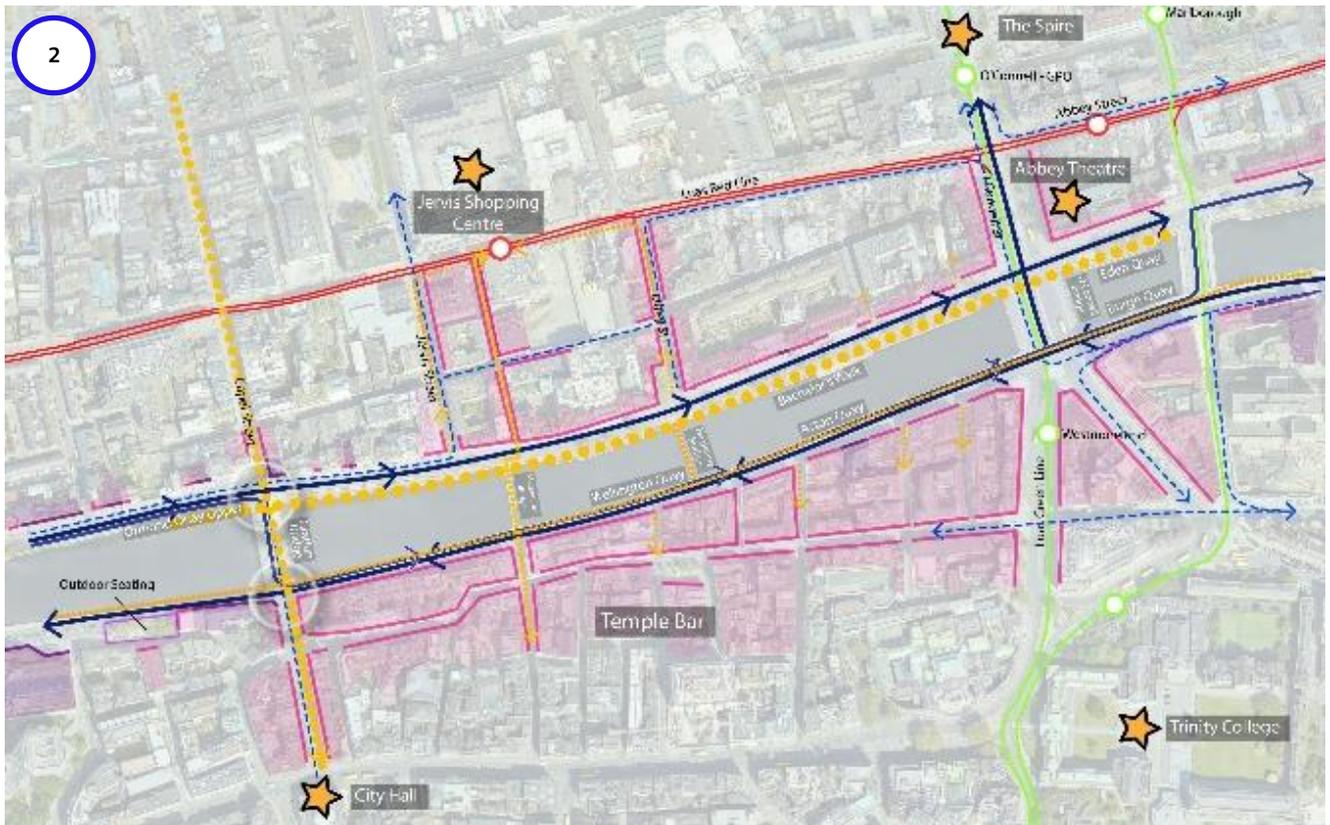


Figure 4-8 Phase 2: Partial Bus Re-Routing

Phase 2: Partial bus re-routing – Regional buses are transferred to the South Quays, and local buses remain on both sides. Opportunities for active travel are possible on both sides of the river.

- ✓ Less traffic flow on Bachelors Walk with only local bus services going through.
- ✓ Bus connectivity largely remains with re-routing of regional bus route required.
- ✓ Removal of general traffic lanes means cycle lanes can be created.
- × Increased transport pressure on South Quays with regional bus services being relocated. Grattan Bridge carries more buses (or the full length of the South Quays becomes two-way)
- × Legibility of bus stops/routing due to different locations.

The Quays



Figure 4-9 Phase 3: All buses are routed via the South Quays

Phase 3: All buses are routed via the South Quays – All bus circulation is shifted to the South Quays. North Quays are entirely dedicated to pedestrians and cycling, with access.

- ✓ Significant space for pedestrian and cycle movement, as well as pedestrian dwelling.
- ✓ Opportunities to create a destination on the North Quays e.g. pedestrianised promenade. Extensive regeneration opportunities for the North Quays Quarter.
- ✓ Rebranding opportunities of a section of the Liffey.
- ✓ Use links to Luas on Abbey Street Upper/Middle Abbey Street, promoting legibility and wayfinding.
- ✓ Potential for new ped/cycle bridge opposite Litton Lane with Litton Lane extended to Abbey Street and then onwards via upgraded Williams Lane (or new Street at Independent House) and then onwards via the GPO arcade to Moore Street and Moores Lane.
- × Public transport accessibility on North Quays reduced therefore higher transport pressure on South Quays directly linked to Temple Bar.
- × Limited vehicular accessibility to the North side of the Quays.
- × Some retailers or other commercial activities might suffer due to lack of bus services and general traffic on North Quays

The Quays

Potential Benefits

- ✓ Placemaking opportunity to improve public realm, key attractor and feature of the city- pedestrian promenade.
- ✓ Promotion of active travel modes within Central Liffey Area, coinciding with reduction of vehicular traffic – environmental benefits.
- ✓ Bus services would be more legible and simplified for users, with an increased opportunity to leverage mobility hubs/interchange points at Heuston Station, for example, or interchange with Luas services.
- ✓ Utilising interchange points and simplifying modes serving the same locations could reduce conflict points between modes and improve the overall reliability of the public transport network.
- ✓ Further strengthening and extension of the retail core.



Figure 4-10 Potential view of North Quays- Bachelor's Walk (Phase 1)

The Quays



Figure 4-11 Potential view of South Quays – Crampton Quay (Phase 3)

4.3 Lincoln Place Gyratory/Westland Row/Pearse Street /Tara Street

Lincoln Place Gyratory/Westland Row/Pearse Street/Tara Street

Existing Movement Context

Pedestrian Movements Pearse Street, Westland Row and Lincoln Place are identified as ‘Linking Routes’ connecting the Secondary Network on Nassau Street, to the Primary network along the Quays.

Cycle Movements Pearse Street is identified as a Primary Radial route, connecting to the Primary Orbital network in the east which serves the Quays.

Westland Row and Lincoln Place are identified as Secondary routes, connecting to the Primary Orbital network to the east (Merrion Square North) and south (Merrion Square West).

Public Transport Movements Located along both B and C Spine corridors and served by multiple Radial Routes. These are high frequency services of approximately 2-5 minutes.

This area is served by the Pearse Street Rail Station and is in close proximity to Tara Street Rail Station (and future MetroLink).

General Traffic Movements The Lincoln Place area is part of the Regional Road network with the R138 Westland Row and R118 Pearse Street).

Lincoln Place, Westland Row and Pearse Street are currently situated along the Inner Orbital Route.

At present, Lincoln Place has two lanes, both in an eastbound direction, however one lane continues northbound onto Westland Row.

Westland Row is a two-way north-south link, connecting to Pearse Street in the north via a left-turn only northbound, to continue westbound on Pearse Street via two general traffic lanes.

These routes also form part of the Designated HGV Routing plan.

Existing Zoning Development

Mix of Georgian Conservation Area and city centre

Potential Opportunities

Potential to rethink how Lincoln Place Gyratory works and reduce traffic on Westland Row.

This would present the opportunity to simplify Lincoln Place Gyratory by making Merrion Street Lower and Clare Street two-way and then making Lincoln Place access only for Trinity College. By prioritising pedestrian movement and cycling, Lincoln Place can become a space for resting and recreation, providing seating and terraces for the various users of the area (including students, visitors to the gallery and workers). A raised-table crossing between the National Gallery and Lincoln Place will improve access to the gallery and reframe the approach from the north. Providing vehicular access to Trinity College through a levelled public space, with road space distinguished through different materialisation can be combined with the greening of the northern arm of Lincoln Place.



Figure 4-12: Potential reconfiguration of Lincoln Place

In addition to this, there is an opportunity to prioritise public transport and active travel movements by removing general traffic lanes on Pearse Street and introducing two-way lanes for buses (including a bus gate on Pearse Street between Moss Street and Westland Row) and cyclists and increasing footway widths. Townsend Street could be used as a two-way general traffic road for the purposes of access in the area.

The opportunity extends onto Tara Street, where a two-way system can be employed with a bus gate between George’s Quay and Poolbeg Street with the increased space for pedestrians, cyclists and landscaping possible at this important public transport node.

Pedestrian space on Tara Street will be complemented by the future MetroLink Station and the opportunity for public realm space surrounding the railway arches at the junction of Moss Street and Townsend Street which will form an attractive pedestrian route linking the quays to Pearse Street, see Figure 4-13.

Space on Merrion Square West could also be reallocated away from private car and parking with improved cycling and public realm provided.

Lincoln Place Gyratory/Westland Row/Pearse Street/Tara Street

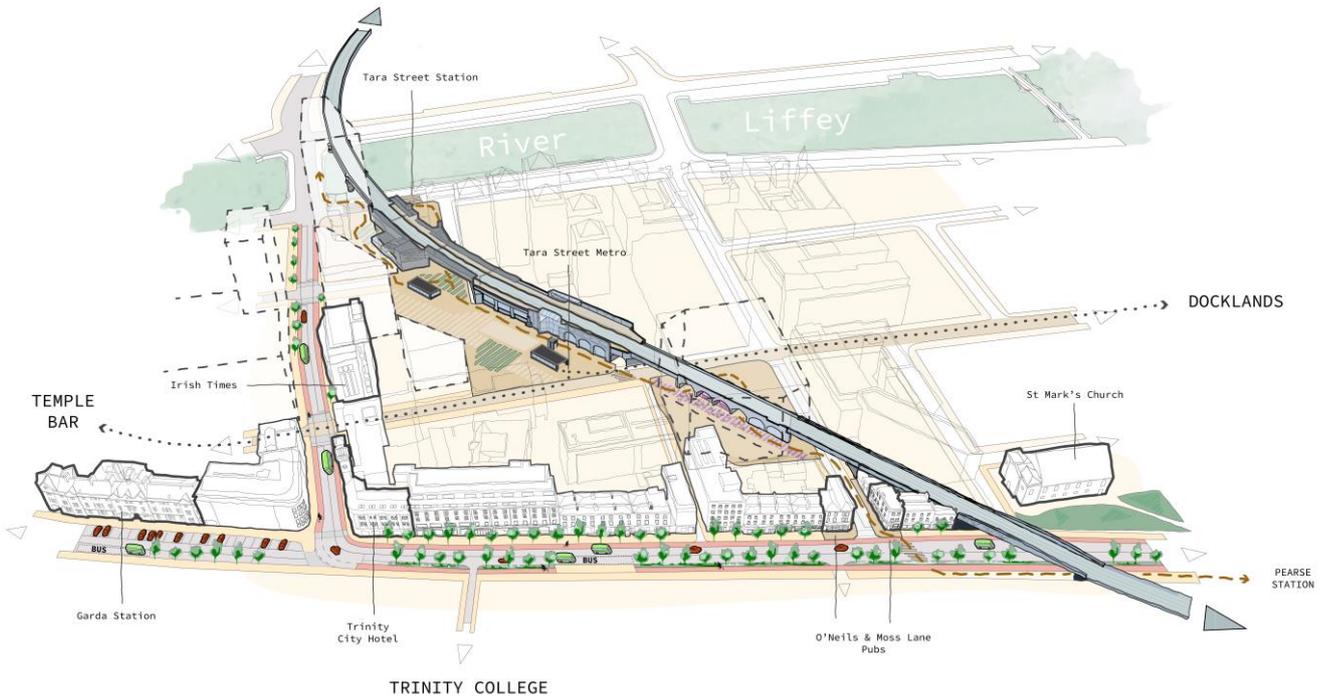


Figure 4-13: Pearse and Tara Street Reconfiguration



Figure 4-14 Potential reconfiguration of Pearse Street

Potential Benefits

- ✓ Public transport has reduced conflicts with general traffic and therefore will have improved reliability.

Lincoln Place Gyratory/Westland Row/Pearse Street/Tara Street

- ✓ More reliable bus services at this location enhances interchange opportunity with Pearse Street rail station.
- ✓ Improved cycle infrastructure on Primary network.
- ✓ Removing gyratory opens up new spaces for people to gather and socialise.

4.4 Kevin Street/Camden Street

Kevin Street/Camden Street

Existing Movement Context

Pedestrian Movements	Camden Street is identified as an Historic Approach and Cuffe Street/Kevin Street Lower are a Linking Routes.
Cycle Movements	Camden Street and Cuffe Street are both identified as part of the Secondary Network.
Public Transport Movements	Cuffe Street/ Kevin Street Lower are served by the F Spine, and radial routes 23, 24 and 85. Camden Street is served by the A spine, as well as radial route 80.
General Traffic Movements	Cuffe Street/Kevin Street Lower and Camden Street are part of the Regional Road Network as the R110 and R114 respectively, and Cuffe Street and Kevin Street Lower are on the Inner Orbital Route.

Existing Zoning Development

City centre zoning.

Potential Opportunities

Cuffe Street is part of existing Inner Orbital to direct traffic away from core city centre, however Technical Note 3:

Traffic Management provides the opportunity for reduced traffic volumes on Cuffe Street and to reallocate road space to provide for increased provision of walking and cycling infrastructure and improve public realm – current cycle infrastructure on R110 Cuffe Street is poor, with narrow traffic lanes leading to conflict between modes.

With the introduction of the bus gate (BusConnects Core Bus Corridors) at the Kevin Street/Cuffe Street/Camden Street junction, cycle infrastructure will be greatly enhanced, however there is further opportunity to strengthen east-west link to Saint Stephen’s Green.

With the introduction of BusConnects traffic management proposals, predominantly the bus gate at this location, the volume of general traffic on Camden Street will be greatly reduced, and therefore there are opportunities to further enhance the provision of other modes.

The reduction in the traffic flow volumes should allow for the provision of segregated cycle lanes along the R110.



Figure 4-15 Cuffe Street/Camden Street Junction

Potential Benefits

- ✓ Enhanced public realm with emphasis on active travel modes, improving legibility of walking movements.
- ✓ Reduction of vehicular traffic – positive impact on emissions.
- ✓ Reduced conflict between public transport and general traffic.

4.5 Harcourt Gyratory

Harcourt Gyratory

Existing Movement Context

Pedestrian Movements

Camden Street is identified as an ‘Historic Approach’, Harcourt Street identified as a Linking Route.

Cycle Movements

Camden Street in the vicinity of the Harcourt Gyratory is designated as part of the Primary Radial network, with Harcourt Street also designated as a Primary Radial route.

Charlotte Way and Harcourt Road identified as part of the Secondary network.

Public Transport Movements

Camden Street is served by the A spine and radial route 80. Charlotte Way is served by the Orbital route and radial routes. Harcourt Street is served by the Luas Green Line only, with no proposed BusConnects services. Harcourt Road is served by the Orbital Route and radial routes.

General Traffic Movements

Camden Street Upper, in the vicinity of the Harcourt gyratory, is part of the R811 serving Charlotte Way, Harcourt Street and Harcourt Road. This contributes to the Regional road network.

Existing Zoning Development

Mix of District Centre and Employment/Enterprise Zones.

Potential Opportunities

There are BusConnects traffic management proposals on Camden Street which form the western boundary of the Harcourt Gyratory, these combined with reductions in traffic volumes due to Technical Note 3: Traffic Management allow for the following opportunities.

Reallocation of road space, particularly along Harcourt Road and Charlotte Way.

There are opportunities to improve public transport movements, offering improved interchange with the Luas Green Line on Harcourt Street by rationalising vehicular movements.

Opportunity to further enhance cycle infrastructure in line with BusConnects proposals to enhance Primary and Secondary networks.

Simplifying movements for pedestrians at crossings and accommodating priority for the orbital bus routes are potential improvements.

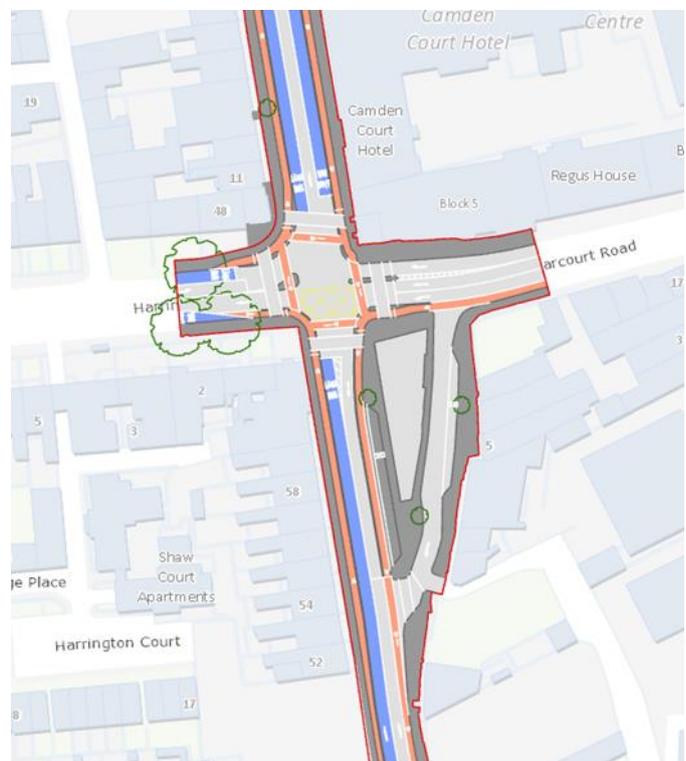


Figure 4-16 BusConnects Traffic Management Proposals on Camden Street

Harcourt Gyratory

Potential Benefits

- ✓ Reduced conflicts between public transport and vehicular traffic, improving reliability of public transport services.
- ✓ Improved interchange opportunity between bus services and Luas Green Line.
- ✓ Improved active travel facilities at interchange location.
- ✓ Simplified and easier pedestrian crossings.

4.6 Leeson Street/Adelaide Road

Leeson Street / Adelaide Street

Existing Movement Context

Pedestrian Movements	Leeson Street identified as an Historic Approach, no designation on Adelaide Road.
Cycle Movements	Leeson Street is identified as a Primary Radial route, with Adelaide Road identified as a Secondary route.
Public Transport Movements	Leeson Street is served by the E Spine, with Adelaide Road being served by the orbital O route.
General Traffic Movements	Both Leeson Street and Adelaide Road are part of the Regional road network, with the R138 serving Leeson Street, and the R811 serving Adelaide Road.

Existing Zoning Development

Georgian Conservation Area zoning.

Potential Opportunities

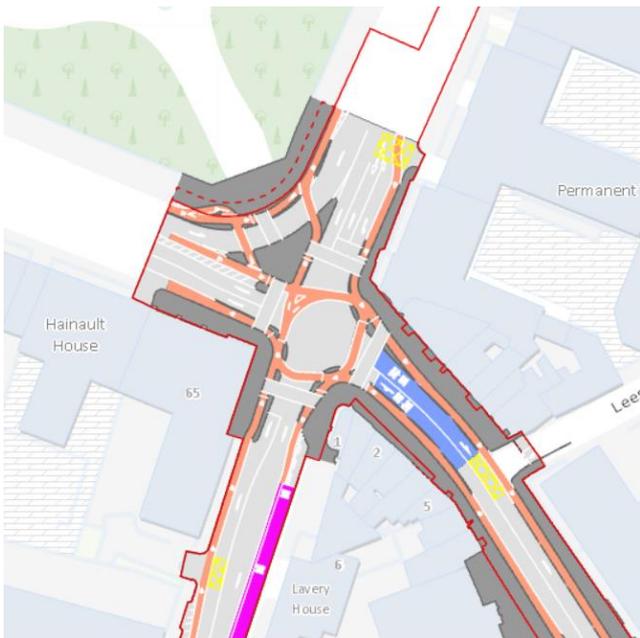


Figure 4-17 BusConnects Traffic Management at Leeson Street

Opportunity to build on possible improvements by simplifying the junction arrangement and removing slips.

Potential to improve functionality of the junction for the proposed BusConnects O route.

As part of BusConnects traffic management proposals there will be a bus gate present at the northern section of Leeson Street, and therefore there is an opportunity to simplify movements along Leeson Street and reduce traffic lanes at Adelaide Street junction.

Potential Benefits

- ✓ Improved legibility of bus services.
- ✓ Minimised conflict between general traffic and bus movements, improving bus reliability.
- ✓ Minimised conflict between cyclist and other modes by enhancing infrastructure at this location.

4.7 The Coombe

The Coombe

Existing Movement Context

Pedestrian Movements	No designation on The Coombe, however nearby R110 The Coombe/ St Luke's Avenue is designated as a Linking Route.
Cycle Movements	No designation on The Coombe however nearby R110 The Coombe and St Luke's Avenue designated as Primary Radial route.
Public Transport Movements	The Coombe is not served by any proposed BusConnects routes, however nearby St Luke's Avenue is served by the D Spine, as well as radial routes 71, 72 and 74.
General Traffic Movements	The Coombe is part of the Local road network, however the R110 serves St Luke's Avenue as part of the Regional road network.

Existing Zoning Development

Sustainable Residential Neighbourhoods zoning, alongside District Centres and Inner Suburban (Sustainable Mixed use).

Potential Opportunities

Potential opportunities to improve public realm and public transport movements through filtered permeability.

Current footpaths are often occupied with parked vehicles, obstructing access for mobility impaired.

The Coombe has wide traffic lanes which could be partially reclaimed to facilitate cycle routes or widened footpaths. Improved public realm could also encourage reuse of currently vacant retail units and increase the attractiveness of the area.

This could also be achieved through increased presence of greenery and attractive street furniture.

Potential Benefits

- ✓ Minimised conflict between general traffic and bus movements, improving bus reliability.
- ✓ Minimised conflict between cyclist and other modes by enhancing infrastructure at this location.
- ✓ Improved public realm and streetscape to enhance attractiveness and economic vibrancy of location.

4.8 Bridgefoot Street/Grangegorman

Bridgefoot Street/ Grangegorman

Existing Movement Context

Pedestrian Movements	No designation on Bridgefoot Street, Quays (Usher’s Quay, Ushers Island, Ellis Quay and Arran Quay) designated as Civic Spine and Liffey Corridor.
Cycle Movements	Bridgefoot Street designated as Primary Radial route; Quays designated as Primary Orbital routes.
Public Transport Movements	Bridgefoot street is not served by any proposed BusConnects services, however the Quays in this area are served by the B and C Spines. Radial routes 37, 58, 60 and 80 also serve the Quays. The Luas Red Line Smithfield Stop is to the east of the R804.
General Traffic Movements	The R804 Bridgefoot Street and Queen Street is part of the Regional road network.

Existing Zoning Development

City centre zoning, alongside area of Amenity/Open Space Lands/Green Network.

Potential Opportunities

As a key north-south connection on the western side of Dublin City Centre, offering a strong link to the Grangegorman campus from the Student Accommodation on Cork Street, there is opportunity to enhance public realm and greatly improve the active travel provisions along this route.

Connecting this to the Bus Connects’ proposed two-way cycle lane on the R804 will require the reallocation of a traffic lane on the Mellows Bridge. This could provide a continuous active travel corridor from the western area of the city centre to the Grangegorman campus.



Figure 4-18 Current traffic/cycle arrangements on Bridgefoot Street – give way on cycle lane (Google)

Potential Benefits

- ✓ Priority given to active modes rather than general traffic – compliance with road hierarchy.
- ✓ Reduced conflict between general traffic and cyclists- improved safety for traffic.

4.9 Red Cow Lane/Smithfield Gyratory

Red Cow Lane/ Smithfield Gyratory

Existing Movement Context

Pedestrian Movements	No designation on Grangegorman Lower or Queen Street.
Cycle Movements	Queen Street designated as Primary Radial route, with Grangegorman Lower designated as Secondary route.
Public Transport Movements	Queen Street and Grangegorman Street are not served by any proposed BusConnects routes, however the B Spine and radial route 37 serve the adjacent R805 Manor Street.
General Traffic Movements	The area is part of the Regional road network (R804), with Red Cow Lane contributing to the Local road network.

Existing Zoning Development

City centre zoning in close proximity to a Strategic Development and Regeneration Area.

Potential Opportunities



Figure 4-19 BusConnects Traffic Management at Red Cow Lane

Linked to Bridgefoot Street/Grangegorman above, the traffic gyratory at this location could be reconsidered to improve north-south movements to and from Grangegorman University.

BusConnects traffic management proposals will reduce traffic lanes at this location with improved cycle infrastructure, however opportunity to enhance movements further by provided segregated cycle provision on North King Street and on Brunswick Street North.

Reduction of traffic lanes present and catering to direct desire lines through enhanced footways and public realm could improve the attractiveness of the area.

Potential Benefits

- ✓ Minimised conflicts between active modes and vehicular traffic.

Red Cow Lane/ Smithfield Gyratory

- ✓ Opportunity for simplified traffic movements, creating a more legible flow of movements to and from. Grangegorman
- ✓ Improved walking connections and urban realm will increase attractiveness of the area.

4.10 Parnell Square

Parnell Square

Existing Movement Context

Pedestrian Movements

Parnell Square (North, East, and West) is designated as a Secondary Street, with Parnell Street designated as an Historic Approach in the east, and a Secondary Street in the west. Frederick Street North and Gardiner Row are identified as Linking Routes.

Cycle Movements

Parnell Square East, Parnell Street east and Frederick Street North part of the Primary Radial network. Parnell Square North has no designation however Parnell Square West and Parnell Street west are part of Secondary network.

Public Transport Movements

Parnell Square is served by multiple Spine routes (A, E and F), as well as radial routes 19, 45 and 85.

The area is in close proximity to the Luas Green Line stop on O'Connell Street North, and Dominick Street Lower.

General Traffic Movements

Parnell Square is part of the Local road network, with Parnell Street being served by the R803 as part of the Regional road network.

Existing Zoning Development

Zoning as a Georgian Conservation Area adjacent to city centre zoning.

Potential Opportunities

Opportunities to consider how the space could be better utilised in the context of both BusConnects Network Redesign, as well as the DCC public realm proposals to improve the walking and cycling environments.

The proposed Parnell Square Cultural Quarter Development, including the new Dublin City Library and Public Realm Works will 'significantly reduce' traffic in the area, 'allowing more and better space for pedestrians, particularly on the south and west facing sides of the Square'.

As a result, there is further opportunity to prioritise public transport movements in this location and further enhance walking and cycling connections to and from Parnell Square. All traffic could be removed from Parnell Square North, allowing vast public realm improvements which could be extended to the surrounding areas.

Parnell Square

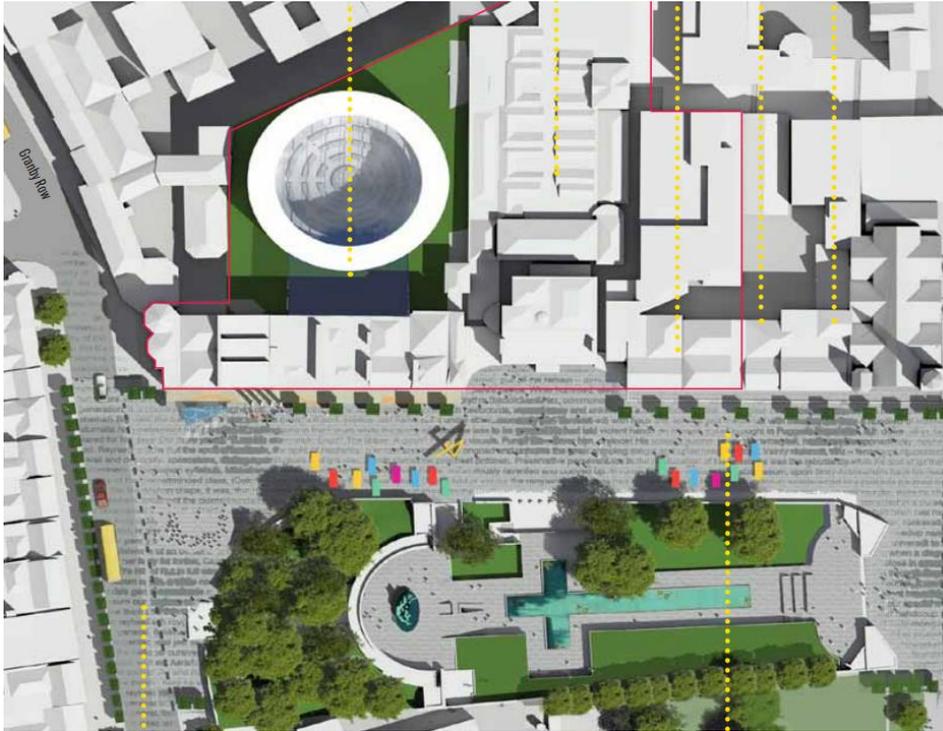


Figure 4-20 Proposed Parnell Square Cultural Quarter (www.parnellsquare.ie)

Potential Benefits

- ✓ Prioritisation of walking and cycling modes, and potentially public transport as well.
- ✓ Reduced conflict between general traffic and other modes.
- ✓ Environmental benefits of reduced vehicular traffic.

4.11 Beresford Place/Custom House Quay

Beresford Place/ Custom House Quay

Existing Movement Context

Pedestrian Movements	No designation on Beresford Place, however Abbey Street Lower and Gardiner Street Lower identified as Linking Routes.
Cycle Movements	No designation on Beresford Place. Custom House Quay part of Primary Orbital network.
Public Transport Movements	Beresford Place is served by the D Spine route, as well as several radial routes and the orbital O route. Custom house Quay is served by the G Spine, radial routes 71, 72 and 95, as well as the orbital O route.
General Traffic Movements	Beresford Place is served by the R105 as part of the Regional road network, with the R801 serving Custom House Quay.

Existing Zoning Development

Zone of Amenity/Open Space Lands/Green Network, with a Georgian Conservation Area at Custom House.

Adjacent to city centre zonings.

Potential Opportunities

Building on the potential reconfiguration of the quays and Tara Street, Beresford Place and Custom House Quays has potential to be reimagined, with traffic movement to Gardiner Street and Amiens Street being managed differently from the current gyratory. A number of options have been explored with a combination of modes prioritised around Beresford Place, whilst maintaining access for buses to and from Busáras. Opportunities surrounding the Customs House have been split into the following three sections: 4.11.1, 4.11.2 and 4.11.3.

4.11.1 Busáras

The first option considered the pedestrianisation of the north of Beresford Place, whilst maintaining the existing lane configuration on the west of Beresford Place to and from Gardiner Street, as shown in the figure below. Bus movements around Busáras would also be maintained in a single lane, at the boundary of the pedestrianised area.



Figure 4-21 Beresford Place- Access and Egress from Busáras

Beresford Place/ Custom House Quay

With the potential pedestrianisation of this area of Beresford Place, there is an opportunity for this area to become a mobility hub in the vicinity of Busáras. The co-located and stacked mobility hub pavilion could be architecturally engaging whilst containing a robotic bike parking system, shared workspaces, retail uses, lockers, shower spaces and other amenity.

Opportunity to enhance cycle infrastructure through reclaimed traffic lanes to connect with cycle route east of Custom House, linking to ‘House of Bikes’ mobility hub.

There is an opportunity for digital solutions to enhance the placemaking in this area by utilising the façade of Busáras for a ‘digital wall’.

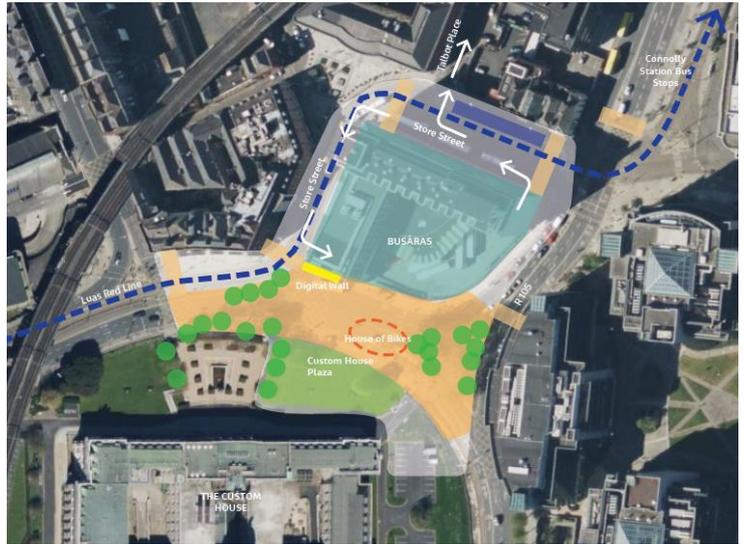


Figure 4-22 North of Custom House- House of Bikes



Figure 4-23 Public Realm Opportunity North East of Custom House

4.11.2 Beresford Place

An additional option was explored which would see both the western and north-eastern areas of Beresford Place pedestrianised. This would option would involve the relocation of some bus and general traffic movements to Abbey Street Lower.

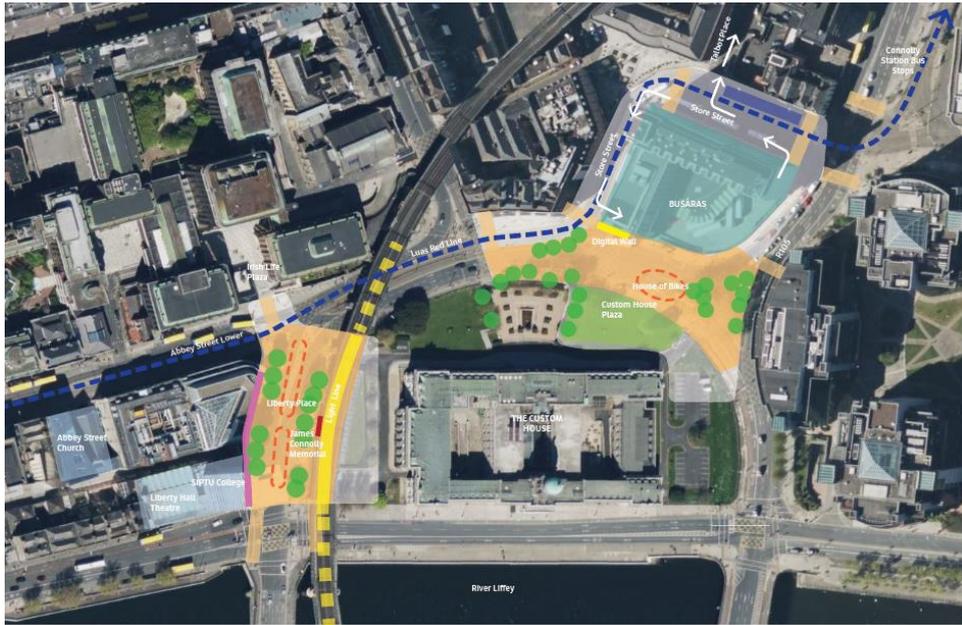


Figure 4-24 Opportunity for Pedestrianisation of Berseford Place

To avoid this conflict between modes, a northbound-only bus lane could be maintained on the western side of Custom House through ‘Liberty Place’. This would facilitate movement from the North Quay towards Gardiner Street, which is served by multiple BusConnect Routes. A two-way cycle lane could also be facilitated on Gardiner Street, providing access to the ‘House of Bikes’.

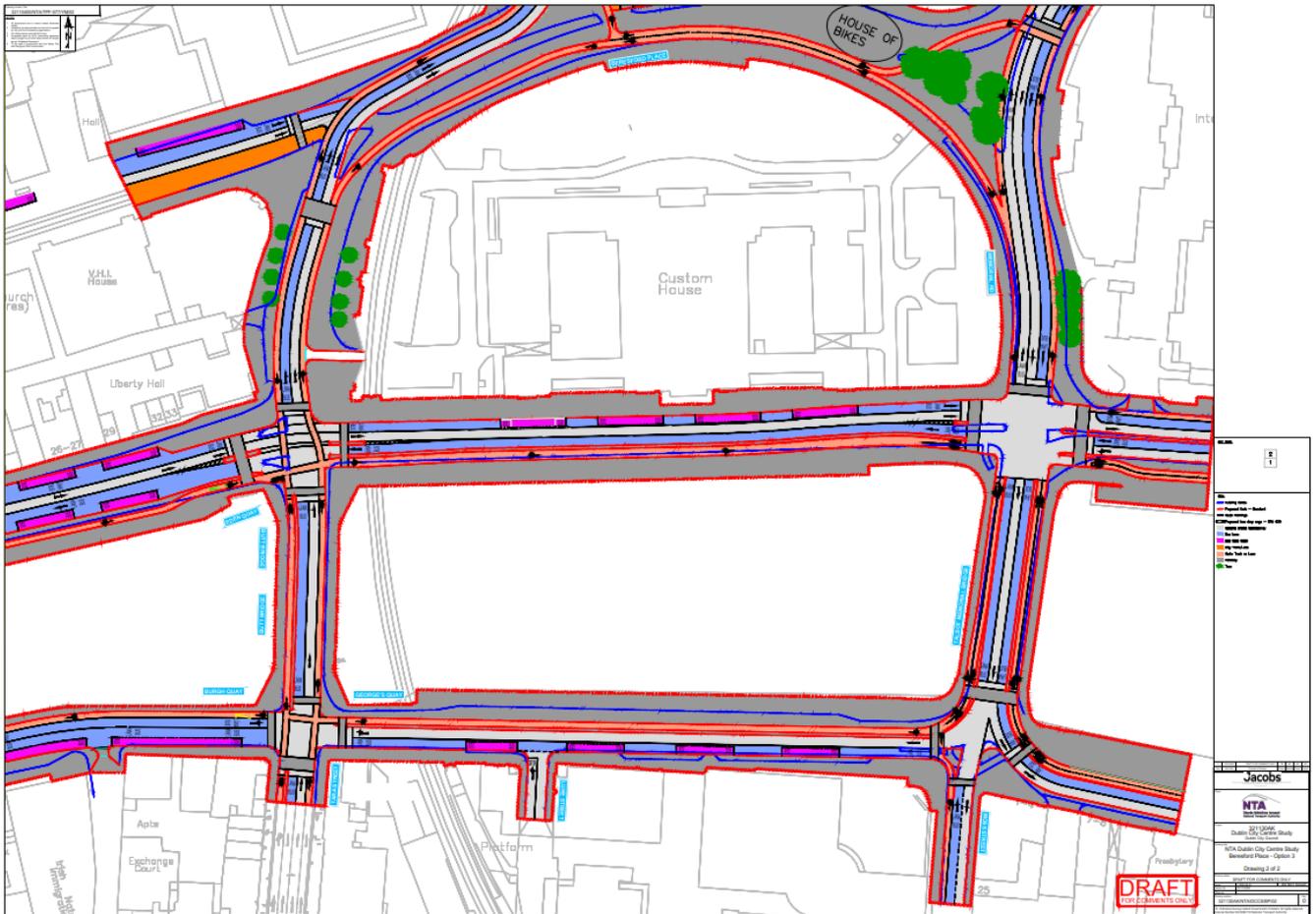


Figure 4-25 West of Berseford Place – Liberty Place

Beresford Place/ Custom House Quay

The third option explored is an opportunity to pedestrianise the western side only of Beresford Place. This area would be referred to as Liberty Place. Bus movements would be maintained through this area to provide accessibility between the south quays and Gardiner Street.

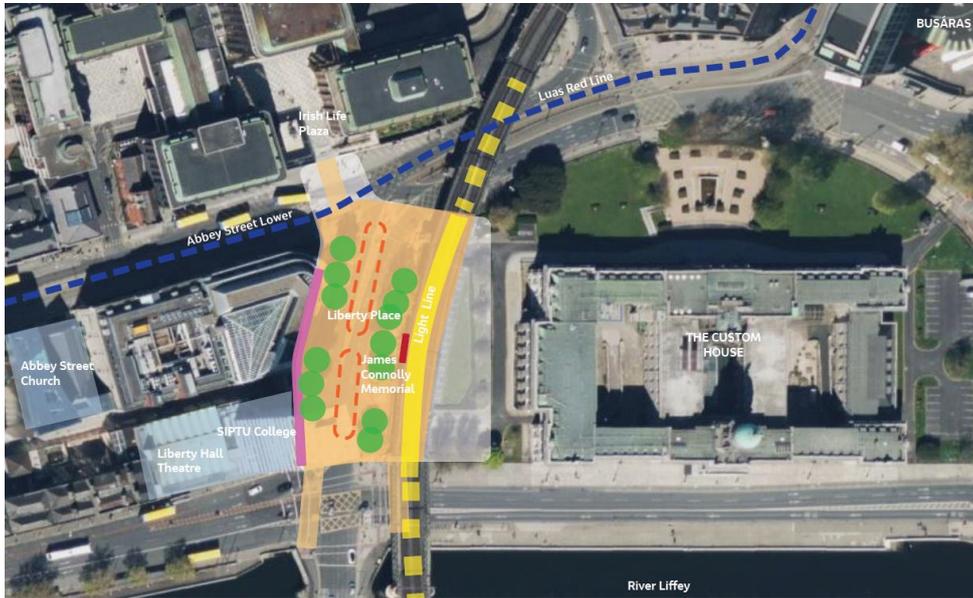


Figure 4-26 Public Realm Opportunity West of Custom House



Figure 4-27 Liberty Place Concept Sketch

4.11.3 Custom House Quay

Opportunity to reduce traffic lanes on Custom house Quay and create designated bus lanes with multiple bus stop locations eastbound, see Figure 4-28 and Figure 4-29. These measures would open up the space in front of the customs house for pedestrians, cyclists and public realm – creating a plaza for public life.

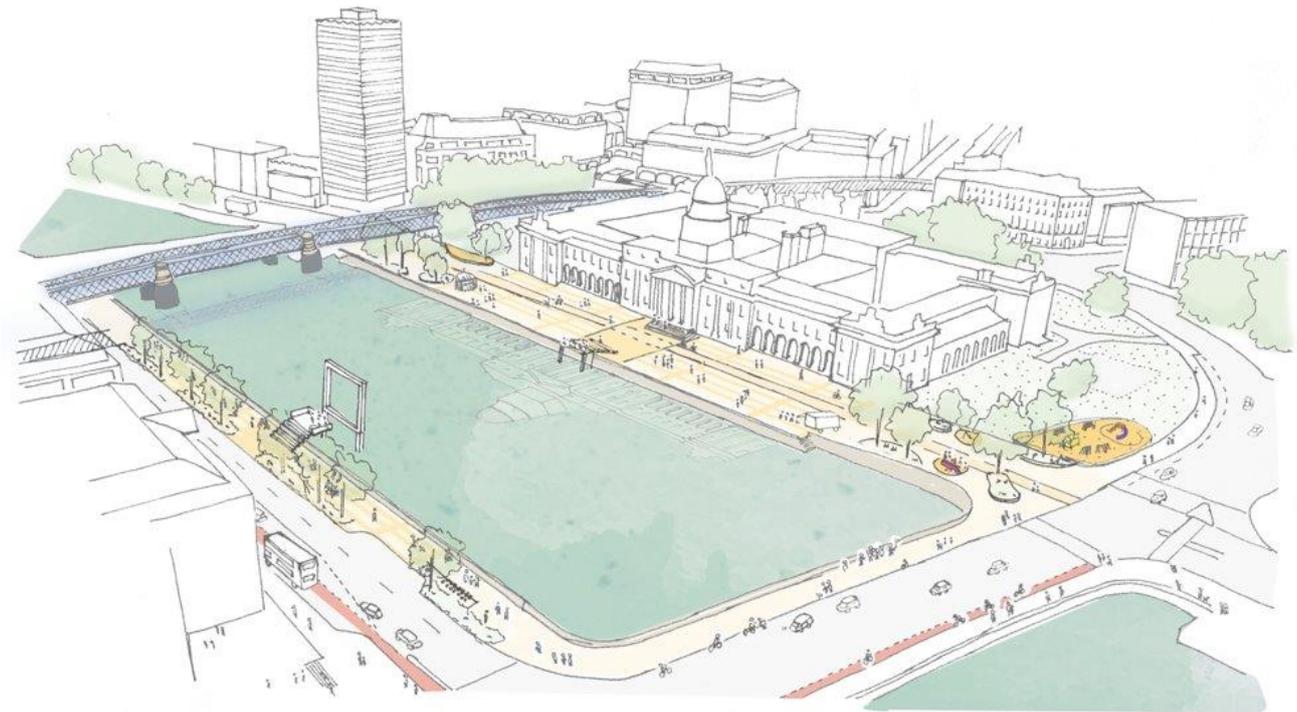


Figure 4-28: Custom House Quay Schematic

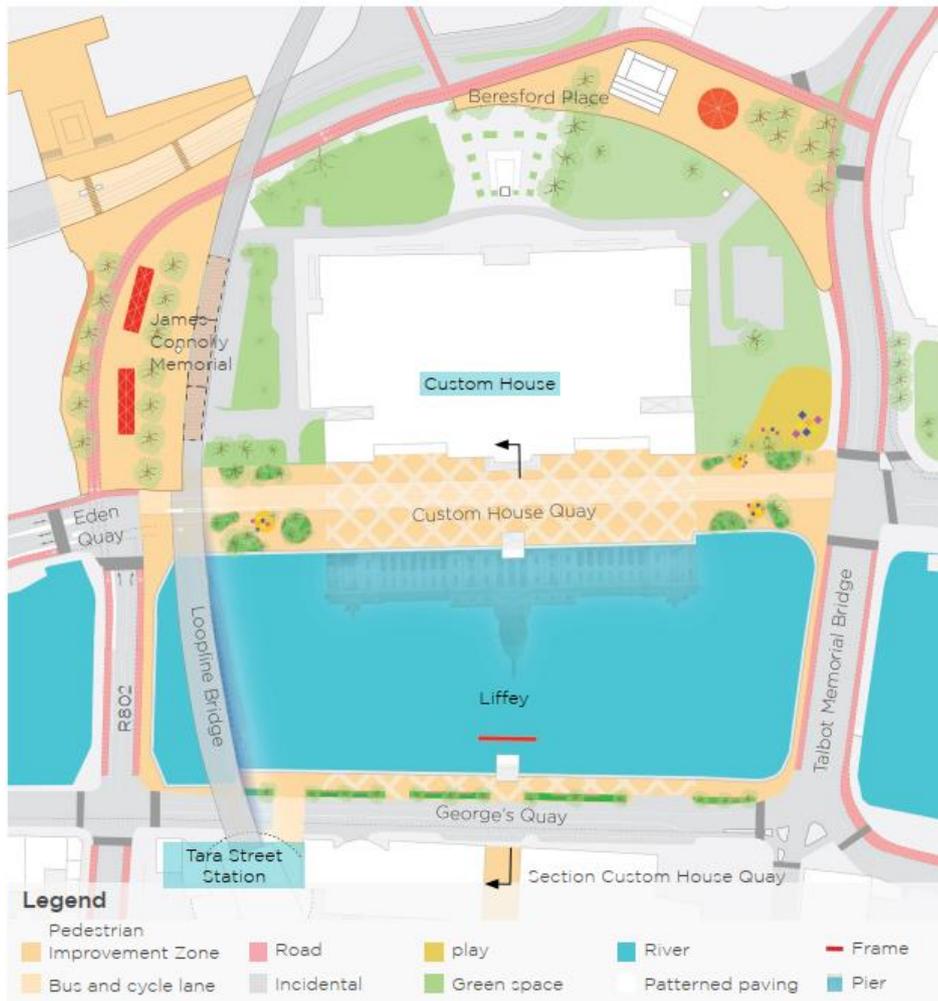


Figure 4-29: Custom House Opportunities

Beresford Place/ Custom House Quay

Potential Benefits

- ✓ Allows for pedestrians to be prioritised on Beresford Place.
- ✓ Removing gyratory opens up spaces for people to gather and socialise.
- ✓ Facilitates potential for development of Connolly Station and Busáras as a public transport/mobility hub by eliminating traffic movements from the area.
- ✓ Improved reliability of bus services by minimising conflicts with general traffic movements.
- ✓ Improved cycle infrastructure.
- ✓ Repurposing of space and infrastructure.

4.12 Samuel Beckett Bridge/Macken Street

Samuel Beckett Bridge/ Macken Street

Existing Movement Context

Pedestrian Movements	Samuel Beckett Bridge, and Sir John Rogerson's Quay are designated as part of the Civic Spine and Liffey Corridor. There is no designation on Macken Street, however Pearse Street is designated as a Linking Route.
Cycle Movements	Samuel Beckett Bridge, Sir John Rogerson's Quay are part of the Primary Orbital network, with Macken Street designated as a Secondary route.
Public Transport Movements	Samuel Beckett Bridge and Macken Street are only served by the orbital O route. Pearse Street is served by the C Spine, and radial routes 81 and 82.
General Traffic Movements	Sir John Rogerson's Quay and Cardiff Lane are served by the R813 as part of the Regional road network, with Pearse Street being served by the R802.

Existing Zoning Development

River Liffey at Samuel Beckett Bridge zoned for Waterways Protection. Mix of city centre zoning and Sustainable Residential Neighbourhoods.

Potential Opportunities

Samuel Beckett Bridge/Macken Street offers a strong north-south connection on the eastern side of Dublin City Centre, however at present there are some conflicts with pedestrians and cyclists at crossings and pinch-points, for example the cycle movements moving from Sir John Rogerson's Quay to Cardiff Lane.

The traffic signals on the northern side currently act as a filtered controlling the volume of traffic crossing the bridge, using these signals or alternatively through the provision of bus priority signals for southbound traffic positioned on the bridge could allow the Sir John Rogerson's Quay section to be reduce to one lane for southbound traffic. The space could be reallocated to cyclists and pedestrians, this could remove the pinch points and conflict points between pedestrians and cyclists that occurs on this bridge.

Bus lanes could then be re-established on Macken Street, if required.

Potential Benefits

- ✓ Improved cycle provision and pedestrian provision.
- ✓ Removal of conflict pinch points for pedestrians and cyclists.

4.13 Westmoreland Street/D’Olier Street/Fleet Street

Westmoreland Street/D’Olier Street/Fleet Street

Existing Movement Context

Pedestrian Movements	<p>Westmoreland Street is part of Civic Spine and Liffey Corridor.</p> <p>D’Olier Street and College Street designated as Linking Routes.</p> <p>Fleet Street (West of Westmoreland Street) is designated as a Secondary Route, however section between Westmoreland Street and D’Olier Street has no designation.</p>
Cycle Movements	<p>Westmoreland Street, D’Olier Street and College Street part of Secondary Network, however Fleet Street has no designation.</p>
Public Transport Movements	<p>Westmoreland Street is integral route for bus services travelling in north-south direction over O’Connell Bridge. Proposed A, E and F Spine routes as part of BusConnects serve Westmoreland Street, as well as multiple radial routes. Multiple bus stop locations.</p> <p>Westmoreland Street also served by Luas Green Line.</p>
General Traffic Movements	<p>On Westmoreland Street, there are three general traffic lanes – two northbound lanes onto O’Connell Bridge, and one left-turn only lane onto Aston Quay.</p> <p>There are 4 general traffic lanes southbound on D’Olier Street, although left-most lane consists of bus stops.</p> <p>Fleet Street (west of Westmoreland Street) is westbound only providing access to car parks, whilst Fleet Street (east of Westmoreland Street) is eastbound only towards Townsend Street.</p>

Existing Zoning Development

City centre zoning with nearby Georgian Conservation Area at Trinity College Dublin.

Westmoreland Street/D'Olier Street/Fleet Street

Potential Opportunities

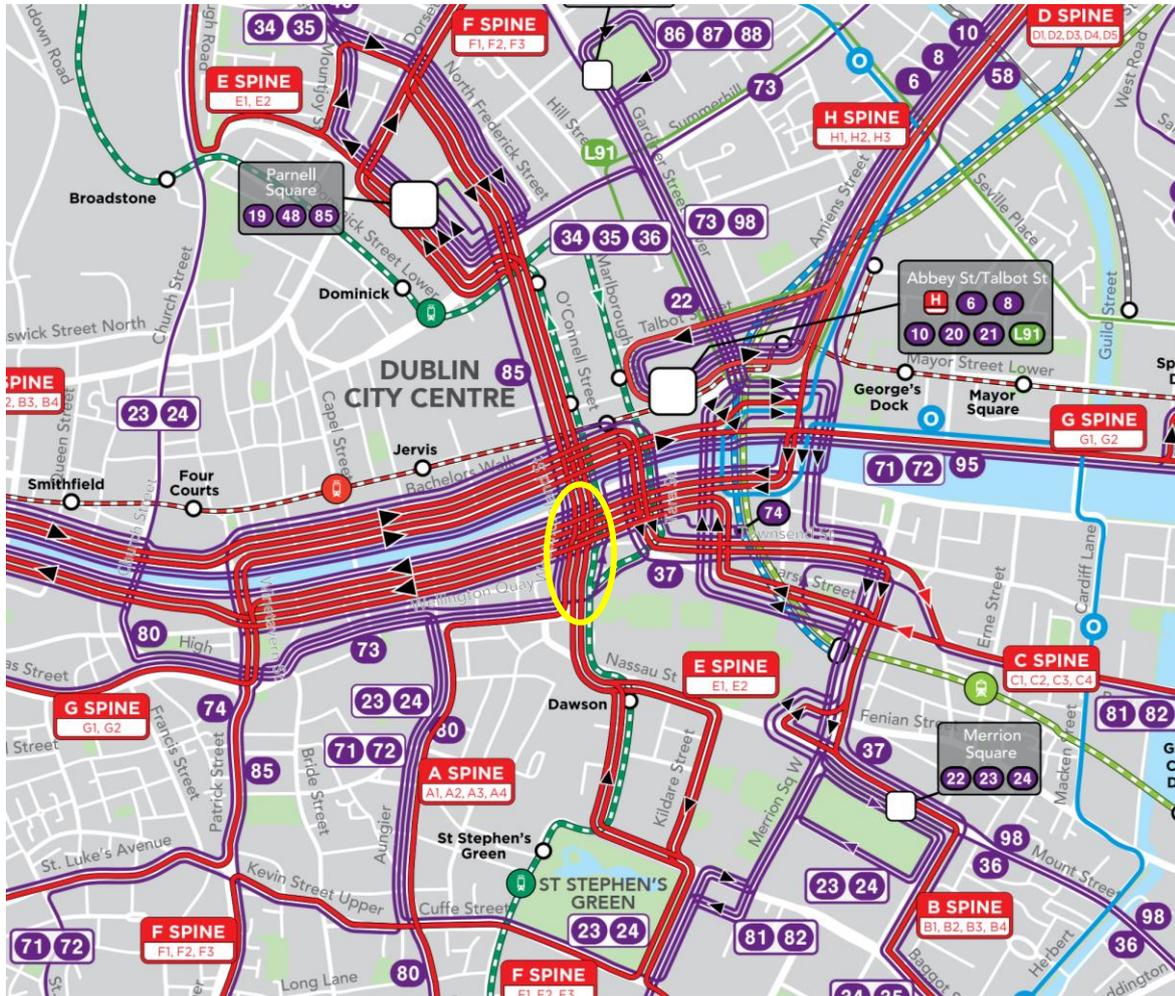


Figure 4-30 BusConnects Services on Westmoreland Street (NTA)

With changes in traffic movements and changes to bus movements as a result of College Green it creates the opportunity to reduce the number of traffic lanes on Westmoreland Street. The reallocated space can be used to accommodate new cycle provisions and increased space for pedestrians and public realm. Similar opportunities are available on D'Olier Street.

Potential Benefits

- ✓ Improved interchange between walking network and public transport network.
- ✓ Improved urban realm, increasing attractiveness and prominence of retail and business premises.

5 CONCLUSION

This technical note explores opportunity locations within Dublin City Centre and how the public realm could evolve into a more people-centric design with a potential reduction in the amount of vehicular traffic. A select number of these potential ideas are be subject to concept design in Technical Note 9: Public Realm.

