

DRAFT DUBLIN CITY CENTRE TRANSPORT PLAN 2023

Technical Notes Part 9: Public Realm



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council



Jacobs

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This note contains **proposals for the improvement of the public realm of the Dublin City Centre** as a result of forecast reductions in traffic volumes and changes to the circulation patterns in the city. Such changes are being brought about in response to the Climate Action and Low Carbon Development (Amendment) Act 2021 - which aims for a net zero emissions scenario by 2050 nationally - and by the **Dublin City Development Plan** and **Greater Dublin Area Transport Strategy**, which have the ambition to increase the mode share of sustainable travel in Dublin.

Part A of this note promotes the case for change, outlines the wider policy context to which the proposals respond and sets out key principles which will guide the development of proposals.

In **Part B** five **opportunity areas** are explored as possible catalysts for improvement and templates for future urban interventions elsewhere in the capital. They are grouped as part of the **Central Liffey Area**, which has been identified as having the potential to trigger a wider discussion on the **integration of transport and urban planning in Dublin and Ireland as a whole**. This is done by:

- Defining the **Central Liffey Area**
- Setting out the **ambition of the public realm improvement** in the area
- Highlighting the **wider benefits** it brings to Dublin City Centre
- Offering a **Vision** for the Central Liffey Area.

Part C presents additional locations outside of this area that serve as examples of how those principles can be extended to discrete interventions across the rest of the capital.

PART A INTRODUCTION

The Case for Change

What?

Dublin City Centre is the prime activity and retail destination in the country, with an abundance of commercial, leisure and cultural offerings. It is a place where people come to socialise, shop, work, study and live. To ensure that the city centre retains its competitiveness and appeal as a great place for investment, talent retention and innovation, it needs to evolve in response to the main local and national policy drivers and maximise the potential of its existing assets.

This is facilitated by an increasingly integrated public transport network and the provision of active travel options, and by a reduction in the number of private vehicles in circulation. The opportunities created by the consequent re-imagining of the public realm, which can act as a catalyst for the transformation of the area and help develop its identity, are the subject of this technical note.

Why?

The city of Dublin faces a number of challenges and opportunities, as identified in the **Dublin City Development Plan 2022 - 2028** and the **Greater Dublin Area Transport Strategy 2022- 2042**:

- Addressing Climate Change
- Revitalising and Developing The Resilience of the City Centre post-Covid-19
- Reflecting the Changing Nature of Retail

- Retrofitting the Public Realm and Transforming the Urban Environment
- Ensuring Universal Access
- Growing the Night-Time Economy
- Improving Health and Equality
- Fostering Economic Development

With the introduction of the **Climate Action and Low Carbon Development (Amendment) Act 2021**, the total amount of greenhouse gas emissions must be reduced by 51% by 2030 nationally, setting a path towards a net-zero emissions scenario by 2050. In 2018, the transport sector accounted for 20% of Ireland's total greenhouse gas emissions. This increases the urgency in providing the appropriate infrastructure and environment to support the transport sector's commitment to **increasing the use of public transport, walking and cycling, and reducing trips by car**.

Similarly, the Dublin City Development Plan Transport Objective SMT01 has set out an ambition to **transition to a more sustainable travel mode share, from 71% to 83%**.

The public realm is a key enabler of the objectives of both documents, in that it is key to providing an attractive and efficient environment that will support active travel initiatives.

Finally, the River Liffey is often seen as a boundary between the north and the south of the city. A basic tenet of this note is that there

is a benefit in creating an environment that establishes connections between the north and the south of the river, creating an integrated strategy to bridge the gap and maximising opportunities along the river itself. This places the Liffey at the heart of future development plans for the centre of Dublin.

Thus the importance and urgency of investment in the public realm in the city centre become apparent, as public realm is a foundational element in realising the Dublin's aspiration to make the city centre more attractive and accessible to all.

How?

The premise of the strategy described in this note is that transport is the driver for intervention in Dublin City Centre. Intervention in the transport environment requires corresponding intervention in the public realm to ensure its success.

In Part B, this note focuses on one main area where public realm improvements can trigger an entire rebranding of a section of central Dublin, and provides detail on how five key areas can be transformed with a focus on place-making. These five catalyst sites lay down the vision for similar interventions elsewhere in the city.

In Part C the same design approach is applied to other improvement areas, the first of a series of possible locations where public realm improvements can take place.

Wider Policy Context

A document review focussing on Dublin's public realm has been undertaken for the development of this technical note.

Dublin City Development Plan (DCDP) 2022-2028

The **Dublin City Development Plan 2022-2028** sets out a series of policies and objectives that guides the spatial direction of future development and regeneration in the city by creating a "beautiful, compact city, with a distinct character, a vibrant culture and a diverse, smart, green, innovation-based economy". In its *Chapter 7 The City Centre, Urban Villages and Retail* the ambition to provide wide-ranging appeal to draw and attract visitors to the city centre is described. The report acknowledges the value of public realm quality to the liveability and the health of the city as well as its economic success. It also promotes the development of high-quality streets and public spaces that are safe, accessible, inclusive and meet the needs of the city's diverse communities regardless of age, ability, disability or gender.

This technical note has considered the following policies and objectives:

- CCUV15 Premier Shopping Area
- CCUV16 Category 1 and Category 2 Streets
- CCUV17 Diversifying the City Centre
- CCUV35 Night Time Economy
- CCUV37 Plan Active and Healthy Streets

- CCUV38 High quality Streets and Spaces
- CCUV39 Permeable, Legible and Connected Public realm
- CCUV40 Public Safety
- CCUV47 Pedestrian Wayfinding Signage System
- CU15 Cultural Uses in the Design and Uses of Side Streets

The **Retail Strategy** for the DCDP 2022-28 also includes measures to strengthen and enhance links between the retail core and employment areas and cultural attractions and promote a vibrant mix of uses, creating character areas and quarters. It recognises the importance of placemaking and an attractive public realm and its contribution to supporting city centre retail, enhancing cultural vibrancy and developing the city centre as a key destination.

Draft Greater Dublin Area Transport Strategy 2022-42

The **Draft Greater Dublin Area Transport Strategy 2022-42** aims to "provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports economic growth". It emphasises the importance of balancing the needs of various road users in a way that favours sustainable mobility and the transition to a zero-carbon transport system, and acknowledges that the level of accommodation of each mode will not be equal on every road and street; this is particularly relevant in the city centre, where there is the greatest level of conflict between users in public spaces and on

the road and street network. Section 8.9 in the strategy also identifies the need for placemaking and better street design in urban areas using a combination of reductions in unnecessary car use, lower traffic speeds and the creation of an urban environment that responds more sympathetically to the distinctive nature of the area.

This technical note has considered the following policies and objectives:

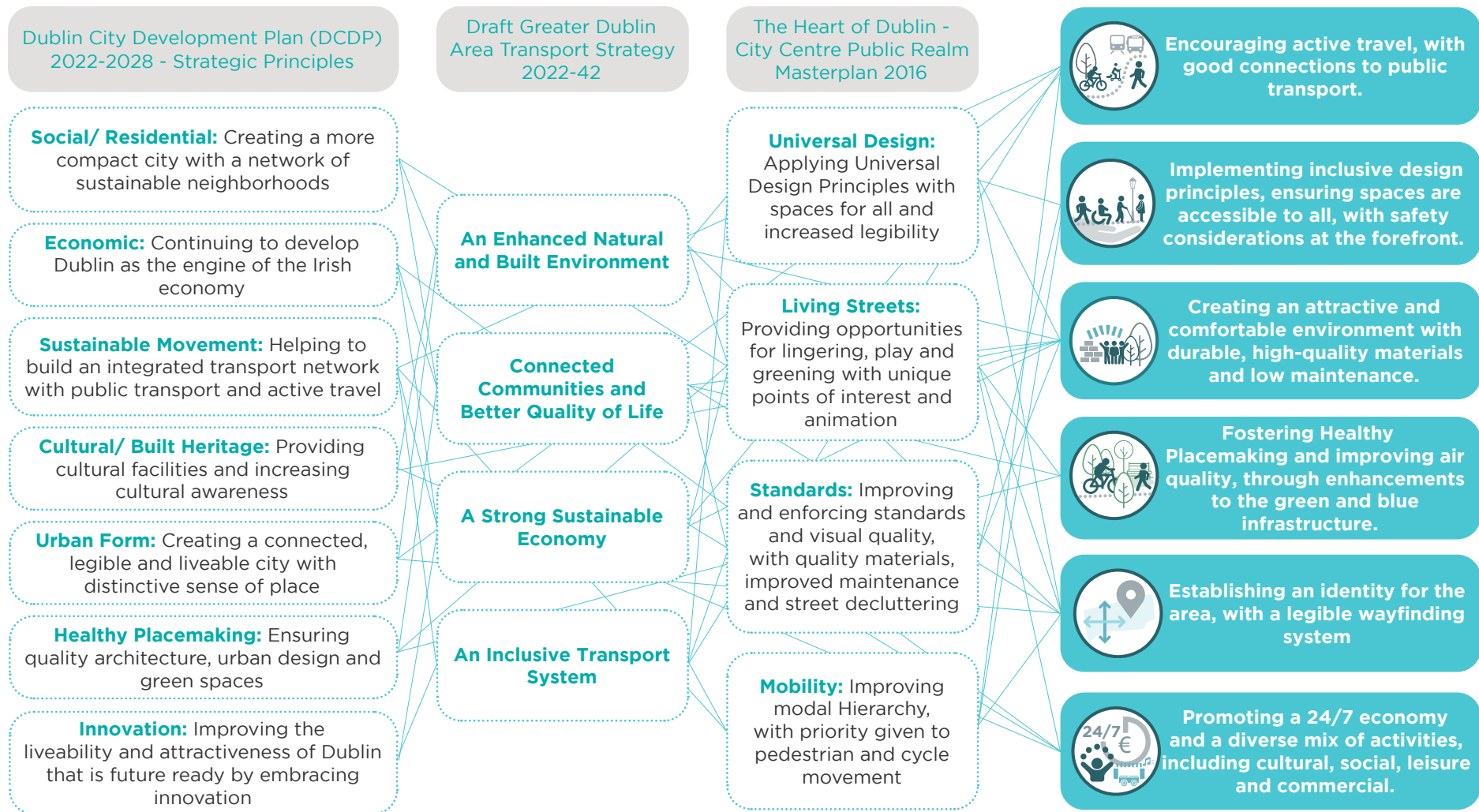
- Measure TM1 Management of Dublin City Centre
- Measure TM7 Car Free Zones
- Measure PLAN15 Urban Design in Walking and Cycling Projects
- Measure PLAN16 Reallocation of Road Space
- Measure WALK7 Wayfinding
- ROAD10 Urban Roads and Streets
- ROAD13: Roadspace Reallocation

The Heart of Dublin - City Centre Public Realm Masterplan 2016

The study area is also contained within **The Heart of Dublin - City Centre Public Realm Masterplan 2016**. The masterplan seeks to transform the quality and improve the user experience in the Retail Core to spend time, shop and socialise. It presents a shared vision of a pedestrian-friendly core and highlights project proposals to provide more space and an animated, accessible public realm for pedestrians in the city centre. It references universal design principles and the need to elevate the importance of "lingering" in the city as a key component of a successful public realm.

Public Realm Design Principles informing the Dublin City Transport Study

An overlay of strategic objectives and principles from key policy documents is used to form the basis of the design principles for the Dublin City Centre Transformation Plan.



PART B THE CENTRAL LIFFEY AREA

Introduction

The study area is a rectangle bounded by **Abbey Street** to the north, **Dame Street** to the south, **O'Donovan Rossa Bridge/Winetavern St/Chancery Pl** to the west and **Memorial Rd/Talbot Memorial Bridge/Moss St/Shaw St** to the east. It includes a section of the River Liffey, which provides it with a name: the Central Liffey Area.

It is served by excellent public transport links such as the Luas red and green lines and BusConnects routes on Dame Street. It also contains some of Dublin's most recognisable landmarks, such as the Ha'penny Bridge, Custom House and Christchurch Cathedral.

Arguably more importantly, the River Liffey flows through it, with the quays serving as key east-west links for public transport, cycling and walking. The quays are a valuable public realm asset of the area, providing the essential background for the space for walking, seating, resting, movement, leisure and interaction, as well as presenting access to commercial spaces.

Across the length of the study area Grattan, Millennium, Ha'penny, O'Connell, Rosie Hackett and Talbot Memorial bridges offer opportunities to cross the river. This reinforces the Central Liffey Area's centrality. Improving the visibility and ease of its through-routes and public spaces will help it regain its original attractiveness through an increase of activity and consequently natural surveillance and safety, and reduce anti-social behaviour.

Parts of the Central Liffey Area have overlapped with/been included in several strategies and plans, such as the Dublin City Centre - Public Realm Study and Implementation Plan 2016, proposing public realm projects and a lingering strategy for the area, and the Draft Dublin City Centre Development Plan 2022-2028, which advocates a retail strategy with key routes crossing it.

The current proposals for the Central Liffey Area aim to create a **single cohesive transport and public realm strategy**, with the objectives of encouraging fewer journeys by car and increasing journeys by sustainable modes reprioritising pedestrians and cyclists, providing strong links and connections across, and promoting transformation within the whole area, with the public realm as a crucial enabler. These proposals assume College Green will be a pedestrian-priority space, as foreseen in the College Green Dame Street Public Realm Project.

Policy

Draft Dublin City Development Plan 2022-2028 **Retail Strategy**

- Category 1 Streets
- Category 2 Streets
- Pedestrian Connectivity

Dublin City Centre - Public Realm Study and Implementation Plan 2016 **Streets and Spaces to Linger**

- Streets and spaces with potential to support lingering
- Streets and spaces conducive to lingering
- Attractive accessible green spaces

Draft Dublin City Public Realm Strategy **Dublin's public realm**

- Civic Spine and Liffey Corridor
- Primary Streets
- Secondary Streets
- Linking Routes
- Historic Approaches

Proposals

Draft Dublin City Public Realm Strategy **Dublin's pedestrian network**

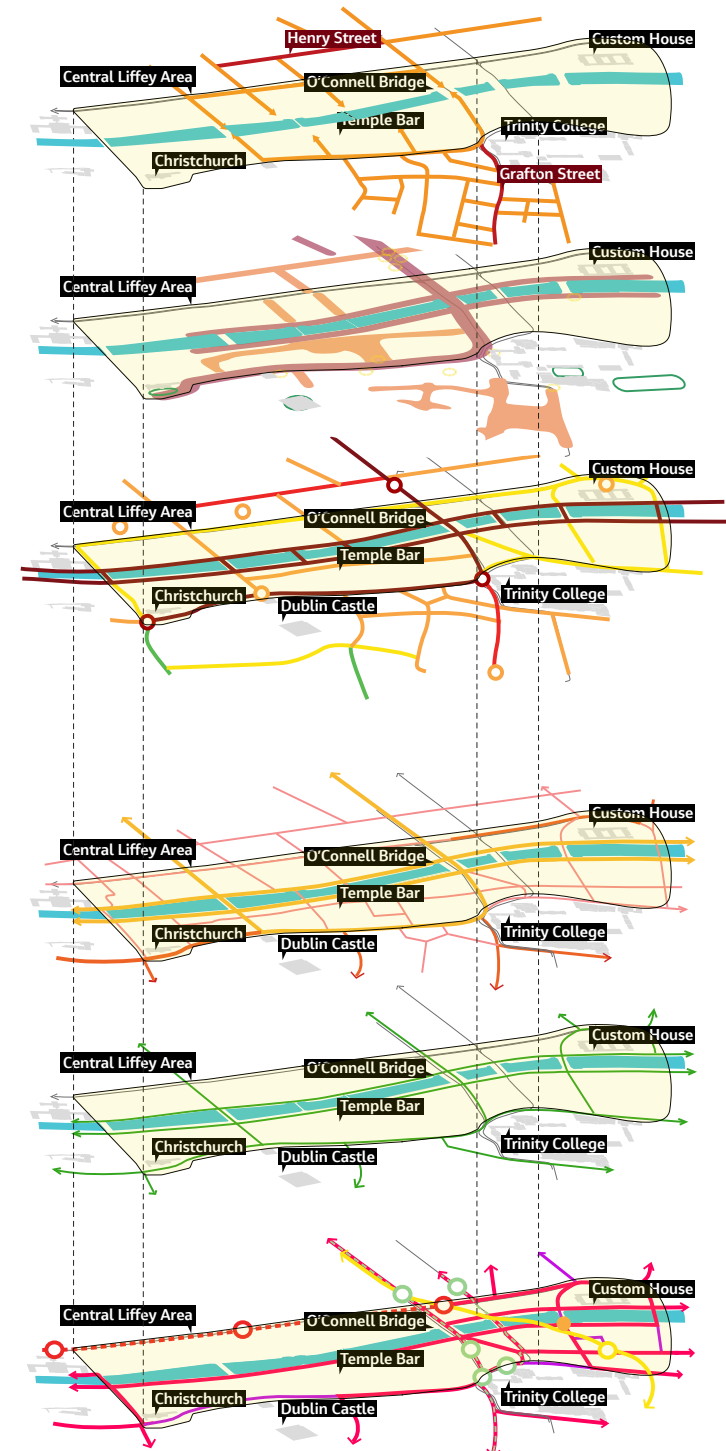
- Primary Walking Level 1
- Primary Walking Level 2
- Primary Walking Level 3

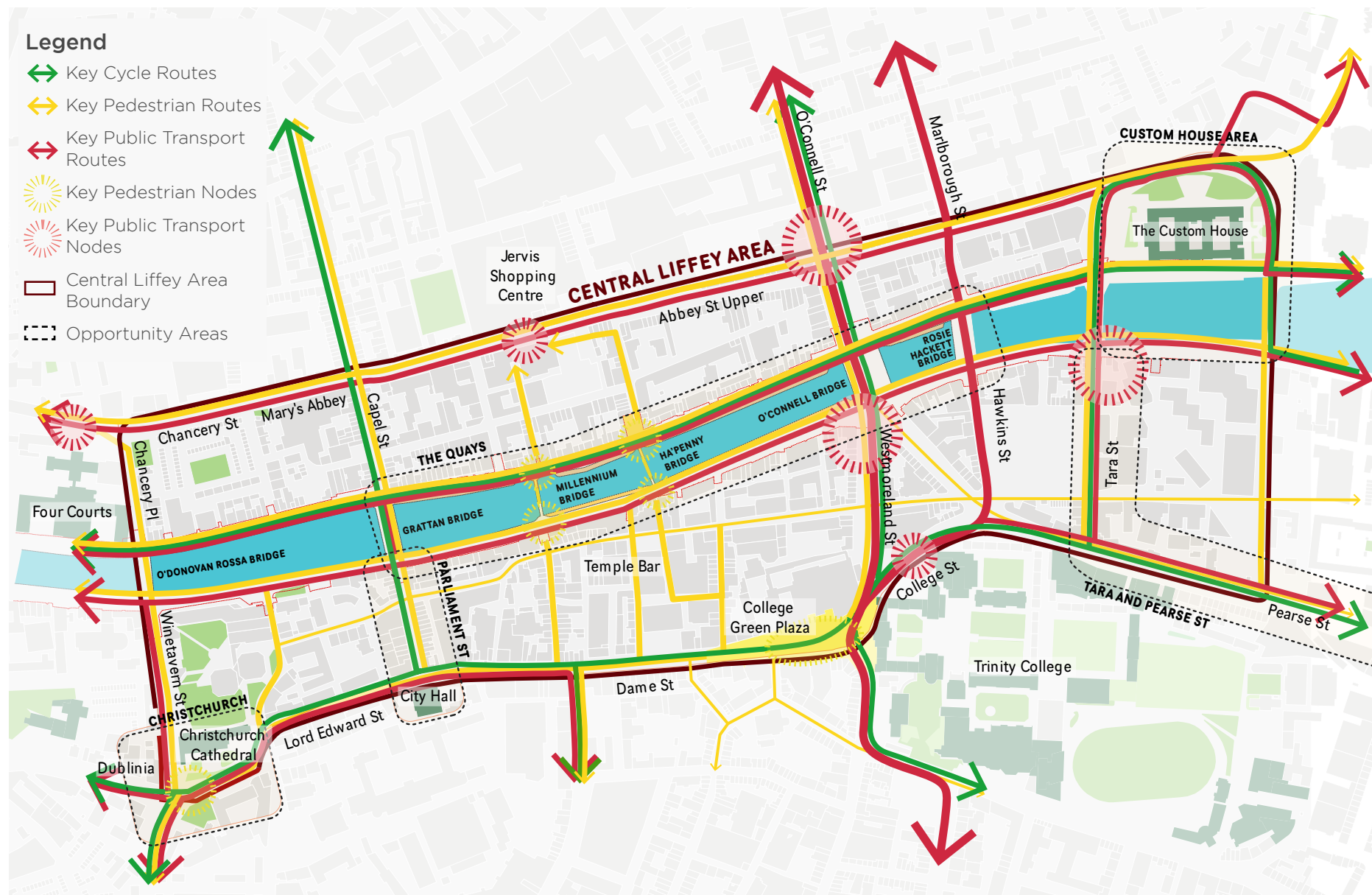
Draft Dublin City Public Realm Strategy **Dublin's emerging preferred primary cycle network**

- Primary
- Desired

Draft Dublin City Public Realm Strategy **Dublin's public transport network**

- BusConnects Spine
- BusConnects Spine Radial
- LUAS Green Line
- LUAS Green Line Stops
- LUAS Red Line
- LUAS Red Line Stops
- Irish Rail Stations
- Future MetroLink Alignment
- Future MetroLink Stations





Identity & Branding

The Central Liffey Area would benefit from a branding and identity strategy that is distinctive, celebrates local culture and communicates a clear aspiration for the area. The aim is to create a sense of recognition, belonging and ownership and promote the Central Liffey Area to a wider audience to attract investment and collaboration opportunities.

It is important to work together with key stakeholders, such as DCC, the NTA, Dublin Chamber and local communities to shape the vision and identity for the area, in alignment with the wider Dublin Place Brand that is promoted by the DCC (dublin.ie). A wider engagement programme can pave the way to further growth in the area, which would support the DCDP 2022-28's objective to actively market the city centre to prospective international retailers and retain its function as a prestigious centre of retail (CCUVO7).

Visual Identity

Placemaking and identity design are about creating experiences that connect people to the place. This could be expressed through a visual identity with the use of materials and forms that respond to context.

It should create a strong narrative that showcases the people, function, culture, diversity and history that make the place unique, accentuating the experience and identity of the place, and can be reflected in the choice of paving, lighting, urban furniture, signage, and wayfinding in the area.

Character Areas

There are also opportunities to create different character areas and identify potential to enhance the appeal of the north retail core, linking to the DCC Retail Strategy.

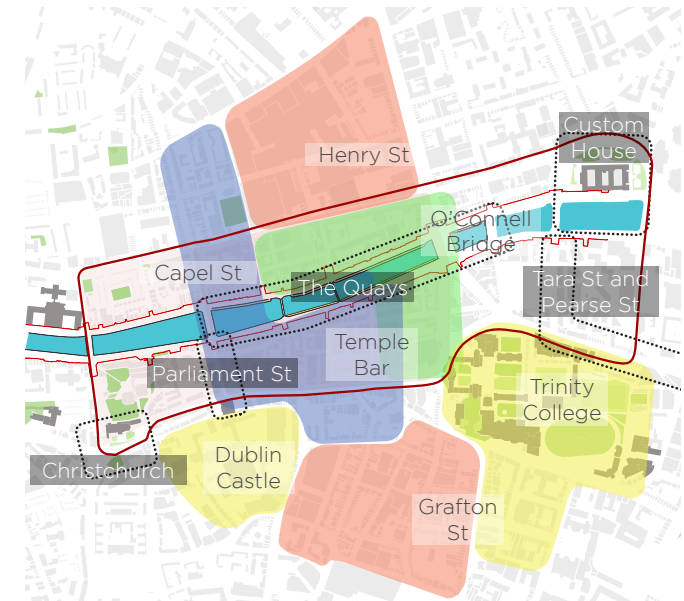
The Central Liffey Area could also draw lessons learned from nearby character areas, such as Temple Bar and the Digital Hub. Within the Central Liffey Area, five opportunity areas were identified: the Quays, Custom House Area, Tara Street/Pearse Street, Parliament Street and Christchurch, which could form the basis of the character area creation and serve as catalysts, and test-beds, for future intervention.

Wayfinding

Arrival experience and wayfinding are key to shaping people's perceptions of a place. It is recommended to have a consistent approach to physical, digital and published wayfinding materials to ensure legibility across the area, through the use of cohesive colours, materials and fonts.

There are also opportunities to install signage that reflects the local identity, or the creation of a map that highlights the key destinations within the Central Liffey Area, linking to marketing opportunities online, such as blog posts on places to visit.

A dedicated wayfinding strategy for the Central Liffey Area could be developed within the ambit of the existing pedestrian wayfinding system implemented by Dublin City Council. Any customisation would be agreed upon by the Council, and align with the approach for other character areas.



The Central Liffey Area in relation to the City Activity Character Areas defined in the *Dublin City Development Plan 2022-2028 Retail Strategy* Figure 4

Legend

■ Shopping	 Central Liffey Area Boundary
■ Food & Beverage	 Opportunity Areas
■ Culture	
■ Opportunity	

Precedent

New West End Company, London



The New West End Company is the legal entity that governs a designated Business Improvement District area representing 82 streets and over 600 businesses across London's West End. Its mission is "to make the West End the most diverse, sustainable and inspiring place in the world to visit and do business". The company also manages the public realm in the area and has worked with public authorities to deliver the first zero-emissions transport zone by 2025.

Key Strategies:

- A five-year strategy with three core pillars: Customer Experience, Campaigning and Insights and Innovation.
- A clear programme of initiatives to attract local and global customers and increase spending.
- Formal partnerships with multiple stakeholders, providing effective organisation models.
- Profile-raising and impactful campaigns developed together with marketing partners to drive visitors to the district.

Pompidou Expressway Redevelopment, Paris



In 2016, the Paris City Council committed to a permanent closure of two miles of the expressway on the left bank of the River Seine, which now offers 4.5ha of public space, comprising picnic tables, street fountains, restaurant areas, event barges and a large cultural space to host concerts and events. The Pompidou Expressway on the right bank was transformed from a road for cars only into a boulevard designed for pedestrians and cyclists. The plan redeveloped 35 acres of the riverside at an estimated cost of \$50 million.

Key Strategies:

- Temporary road closures were tested for a few years prior to consideration of the permanent road closure.
- The project was supported by policies to reduce car use and promote a modal shift in the city.
- Studies show the closure of the expressway increased acceptance of public transport use.
- The investment in such public realm improvement is expected to benefit the city's tourism-based economy.

Waterfront Promenade "Stranden", Oslo



Riverbank regeneration as part of a multi-stage redevelopment of the "Aker Brygge" precinct. The project aims to reinvigorate Oslo's post-industrial waterfront by creating a 12km-long publicly accessible promenade, connecting the city's east and west, and encouraging social interaction. The street furniture design is based on a diversity of activities and flexibility of use, with a signature colour inspired by Oslo's maritime history.

Key Strategies:

- Reorganisation and consolidation of the promenade to create a wider and more generous waterfront, to encourage people to stay and use the space.
- Clear concept and identity conveyed through the use of colours and materials.
- Paving materials carefully considered to accommodate weather conditions and create a legible yet seamless integration of the various pedestrian, vehicular and shared traffic zones.

THE QUAYS

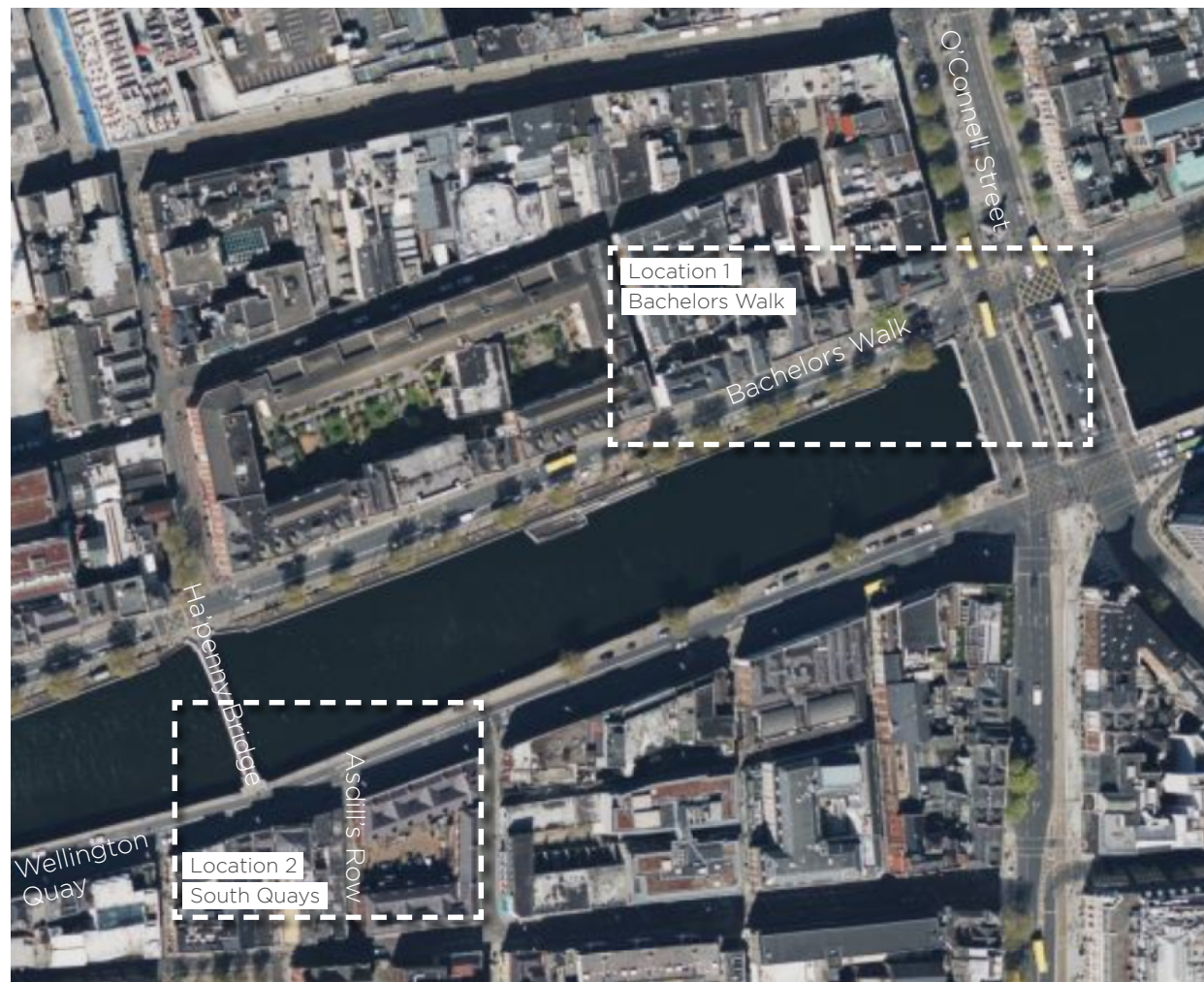
Part B of the note explores public realm opportunities and transport improvements for the Central Liffey Area. Central to the area's proposals are the quays, providing a direct east-west connection for public transport, walking and cycling.

Bachelors walk, South Quays and the adjoining bridges are currently dominated by vehicular traffic. The overarching opportunity is to encourage use of public transport and remove car traffic from Bachelors Walk, with bus services continuing to run on both sides of the river. In the north quay, the space freed by the reduction of vehicular traffic will be reallocated to alternative uses, with wide pedestrian pavements, two-way cycle lanes, active street frontages, terraces, seating and urban greening. In the south quay, improvements to the pedestrian infrastructure, lighting and wayfinding will help bring Temple Bar closer to the river. The bridges across the Liffey are the thread that stitches the two banks together.

The proposals for the area will help to deliver on the aspirations of the Linger Strategy presented in The Heart of Dublin City Centre Public Realm Masterplan (DCC), as well as the Dublin City Development plan, by promoting the development of high-quality streets and public spaces that are safe, accessible, and inclusive. The opportunities for the Quays are represented in two locations:

Location 1: Bachelors Walk

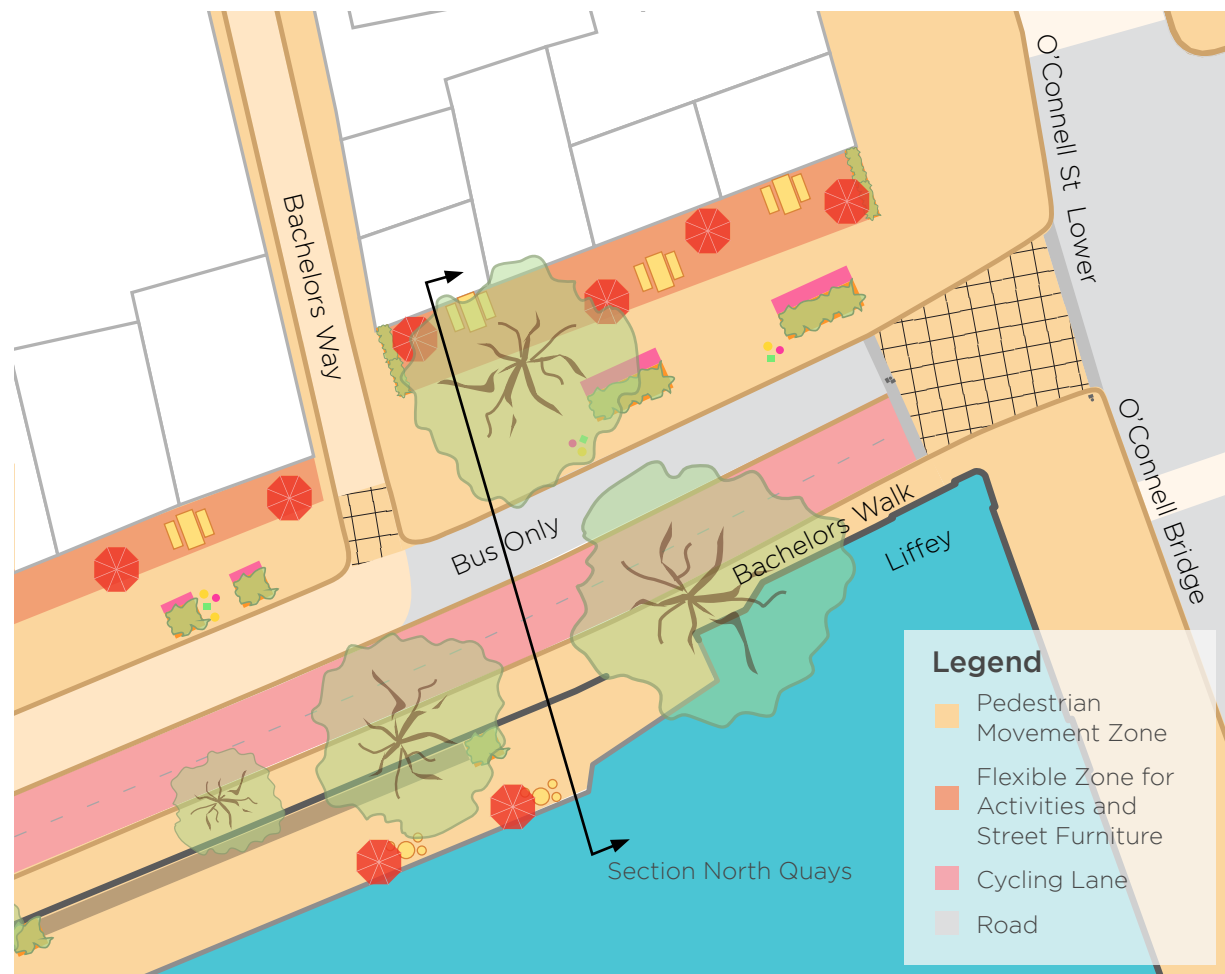
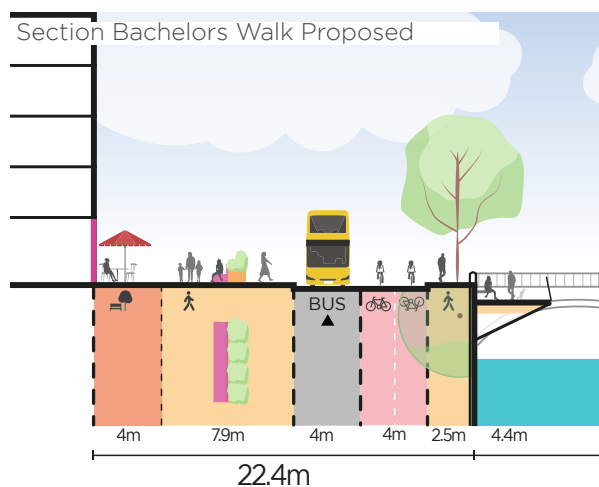
Location 2: South Quays



Location 1 - Bachelors Walk

Most private vehicular non-commercial traffic will be removed, leaving only public transport on this section of the quays. The North Quays would therefore benefit from a significant release of open space for cycling, walking and lingering. The location shown here, Bachelors Walk, is a wider section, opening up to O'Connell Street and Bridge, which provides significant public transport connectivity through Luas and Bus.

As the North Quays are the sunny side of the river, they'll become an attractive place to rest, interact and play. Eventually, public transport could be concentrated altogether on the South Quays, releasing additional space for public realm in the north.



Key public realm interventions:

- Through-traffic is discouraged, and vehicles are only permitted on certain sections of the quays to facilitate access. Only bus traffic is allowed through Bachelors Walk.
- Widening of existing footpaths and the development of a two-way cycling lane along the Quays to support modal shift and to provide a direct, safe

and attractive east-west link.

- A wide raised table crossing allows a large flow of pedestrian movement across Bachelors Walk.
- Flexible zones along the active frontage of the buildings are introduced to accommodate a variety of urban furniture such as outdoor café terraces, seating and planters.



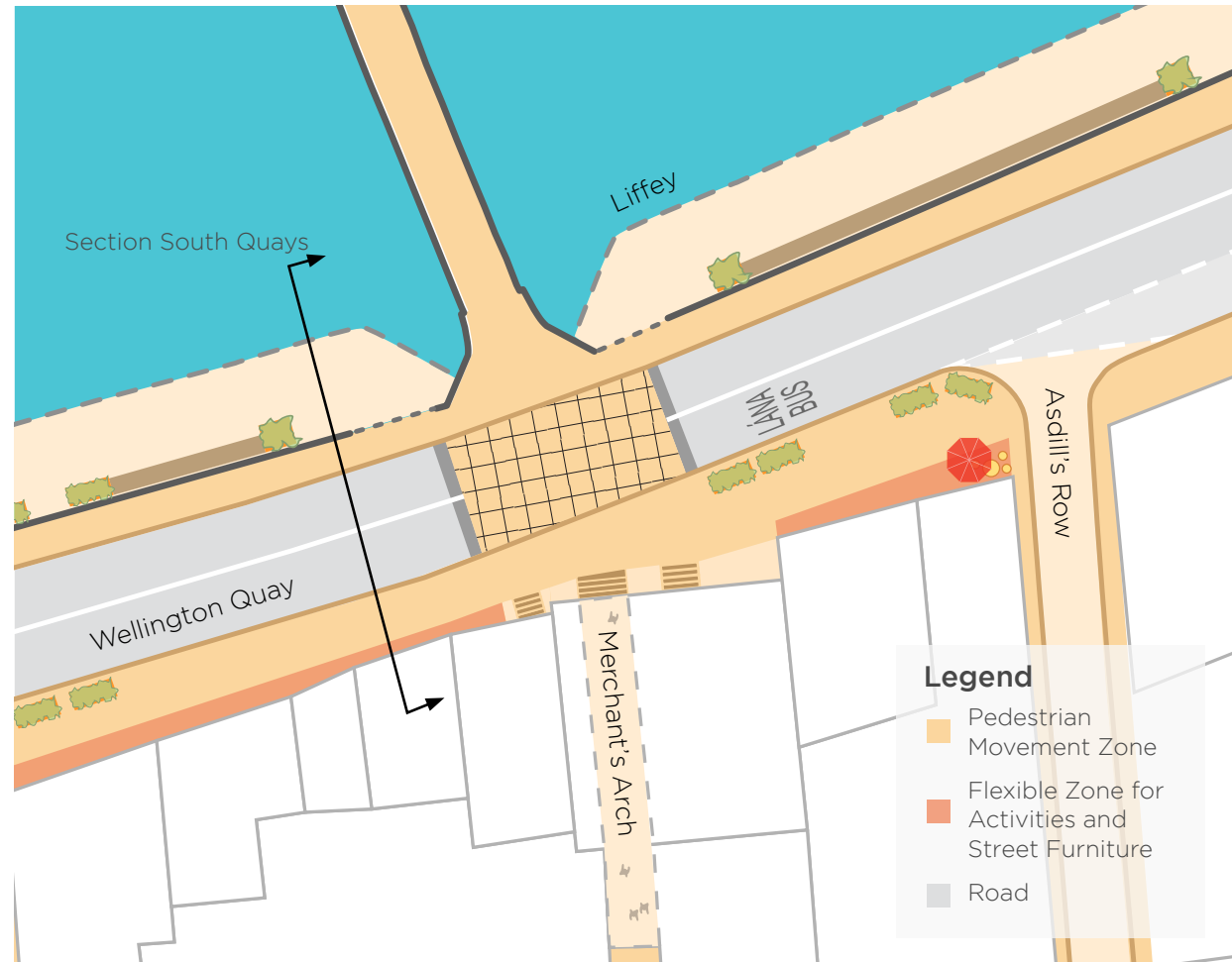
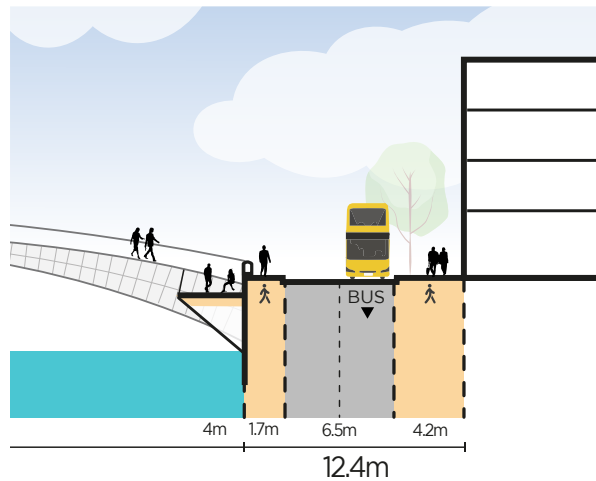
Location 2 - South Quays

To facilitate greater numbers of people travelling by bus, access to the South Quays by private car will be managed. This will facilitate improvements to the pedestrian and cycling environment.

Although the section of the South Quays where the Ha'penny Bridge lands is narrow, it has a pivotal role in the improvement of pedestrian links across the river, and can sustain a high-quality public realm for pedestrians.

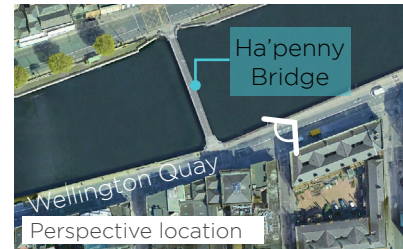
The perspective proposed uses public art to reinforce this north-south route through Merchant's Arch.

Section South Quays Proposed



Key public realm interventions:

- Raised table crossing promoting safe and legible pedestrian movements between Temple Bar, the South Quays, Ha'penny Bridge and the North Quays.
- Potential for boardwalk to support pedestrian movement along the South Quays.
- A lighting and arts strategy to create an attractive wayfinding system, encouraging night-time activation and enhancing the perception of safety.
- Planters in appropriate locations to create a more attractive place and separation of circulation space for pedestrians and vehicles.



PRECEDENTS

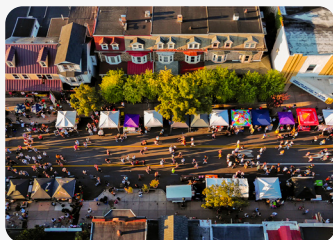
City of Victoria Cycling Network, Canada



In 2016 the City of Victoria adopted the All Ages and Abilities (AAA) cycling network plan. The ambition is to increase accessibility to cycle lanes with every citizen living within 5 minutes from a cycle lane. The scheme provides safe and convenient access to shopping, parks, and schools, increases safety to reduce serious traffic injuries and fatalities and encourages those who do not currently feel comfortable cycling to ride more places, more often.

Similar two-way segregated cycle lanes with parking facilities in strategic locations can be implemented along the Liffey to facilitate sustainable journeys across the city.

Autumn Street Festival, Penn Avenue, Pennsylvania



The Autumn Street Festival is being held every year in Pennsylvania, flexibility using the road space along Penn Avenue for stalls. The street is regularly used for various festivals, allowing people to use the street for leisure purposes.

The Quays could host regular events during which the street could be closed for vehicles to organise markets and festivals. This flexible use of space allows the city to maximise use of open spaces during various times of the week and year.

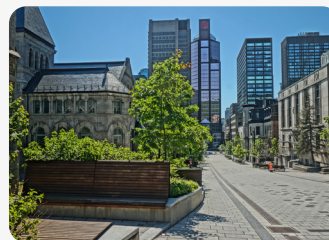
Exmouth Market, London



Exmouth Market in Clerkenwell is a commercial street with many cafes, restaurants and shops facilitating pedestrian and cycle movements and providing access for logistics. Spillover activity is allowed along the facade, allowing owners to have terraces and stalls outside to seat guests and sell produce. This creates additional activity and a lively environment.

The public realm at Bachelors Walk could host a similar mix of outdoor activities combining commerce, culture, and community activity.

McGill University, Montreal, Canada



Complementary to the Greening Lower Campus initiative, this pedestrian priority zone at the McGill University campus is designed to enhance the university's natural environment, increase green space, decrease paved areas, provide resting opportunities, and minimise motorised vehicles on the campus. Downtown Montreal sees many visitors in its commercial centre daily and this space creates a safe and generous walking zone for users.

This precedent serves as an inspiration for the Quays, where a focus on pedestrians can increase people's safety and encourage commercial activity along this route.

Trajectum Lumen, Utrecht, Netherlands



Trajectum Lumen is Utrecht's light festival with works of art that tell the story of the city's history. The installations invite people to explore parts of the city that are off the beaten track. This constantly changing light installation in a tunnel in Utrecht is developed by Erik Groen and invites people into the tunnel to explore the technology that changes according to the visitor's movement and colour of their clothes.

This precedent shows how light can create attractive, interesting, and legible spaces along the Quays, whilst celebrating Dublin's historical features.

CUSTOM HOUSE AREA

This section of the note focuses on the Custom House Area. It studies the potential for public realm improvements around Custom House, including Beresford Place, Busáras and Custom House Quay, a section of the North and South Quay of the river Liffey.

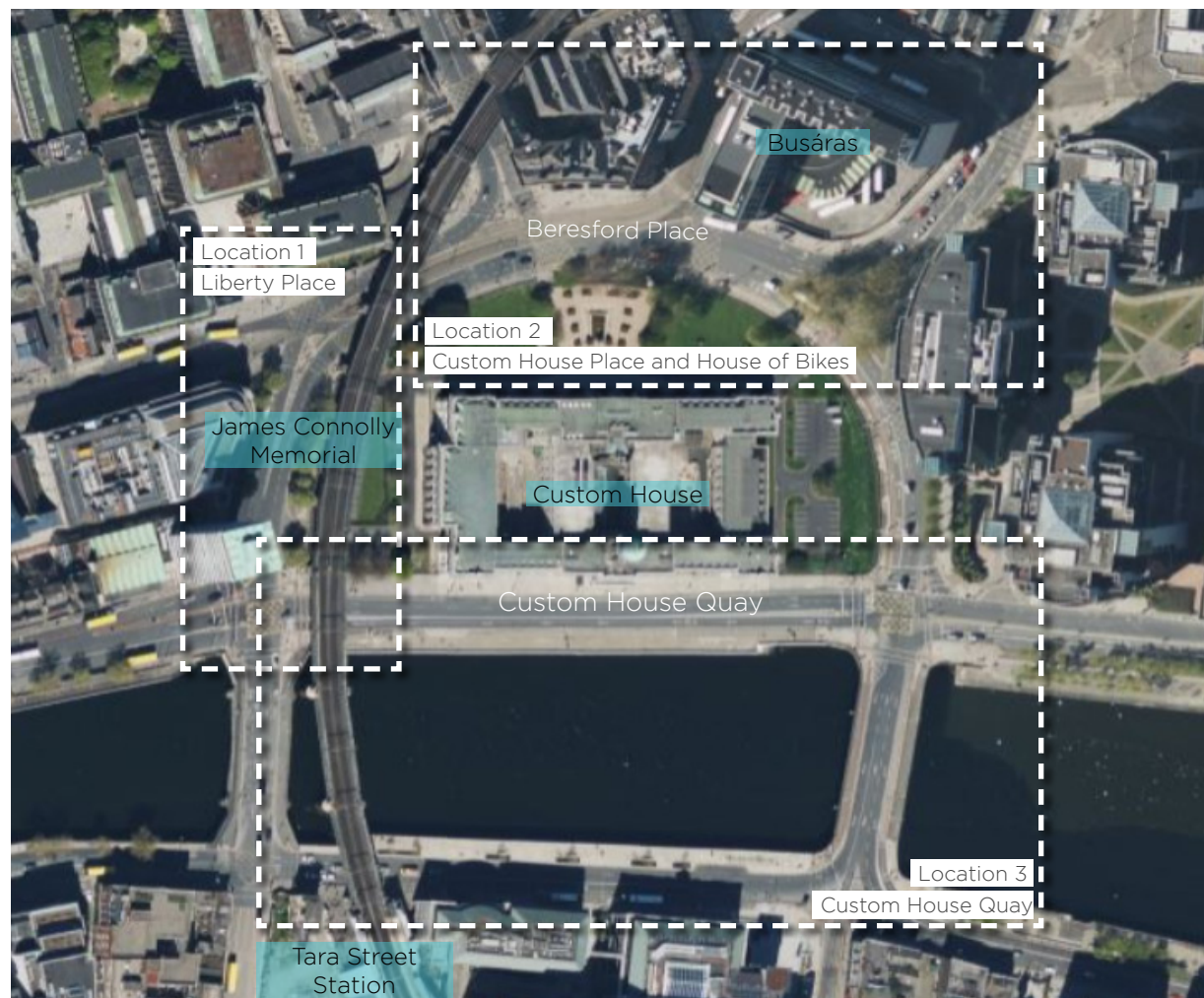
These areas can be developed as traffic changes set out in this study start to take effect. The vision for this area is to re-allocate space freed by the reduction of vehicular traffic to alternative uses such as play spaces, plazas, commercial spaces, cafés, cycle parking and landscaping, all within view of one of Dublin's key landmarks, Custom House.

Beresford place is currently a traffic gyratory with Custom House at its centre. Altering the traffic circulation at Beresford Place or Custom House Quay would allow for the creation of new public space for the capital, potentially in integration with Custom House gardens, in three possible configurations:

Location 1 - Custom House Quay

Location 2 - Liberty Place

Location 3 - Beresford Place



Location 1 - Custom House Quay

Custom House Quay could benefit from an enhanced public realm that would result from the removal of traffic between Eden Quay and Talbot Memorial Bridge. This is a privileged location dominated by the presence of the Custom House building and contained by the elevated Loophine rail line crossing the Liffey.

Custom House hosts the Department of Housing, Local Government and Heritage and a visitor centre, and is surrounded by gardens on three sides. During public holidays, the space in front of Custom House hosts fun fairs and festivals, demonstrating the opportunity (and demand) for large public events. It is well lit at night and noted for impressive reflections into the Liffey, particularly visible from the South Quay. The Loophine Bridge offers an industrial counterpoint to the classical arrangement of Custom House.

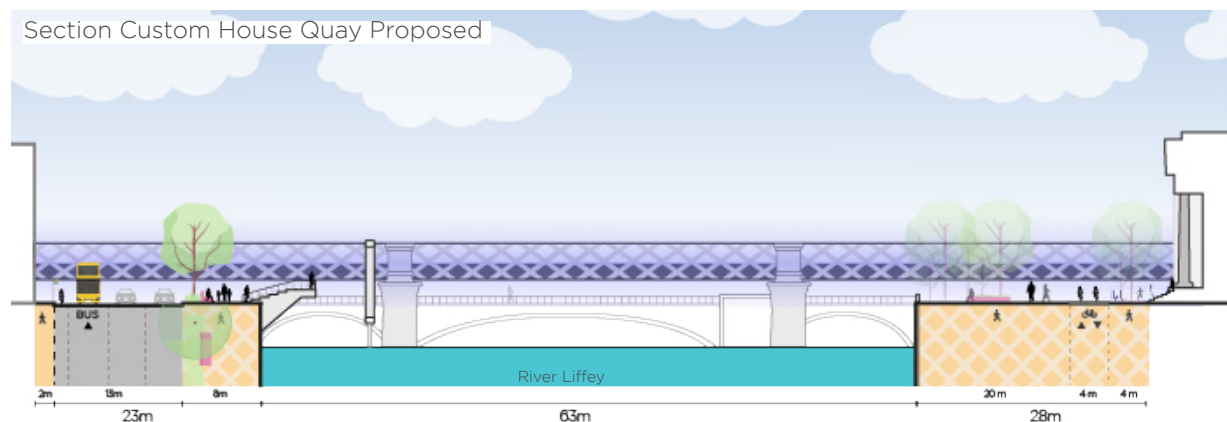
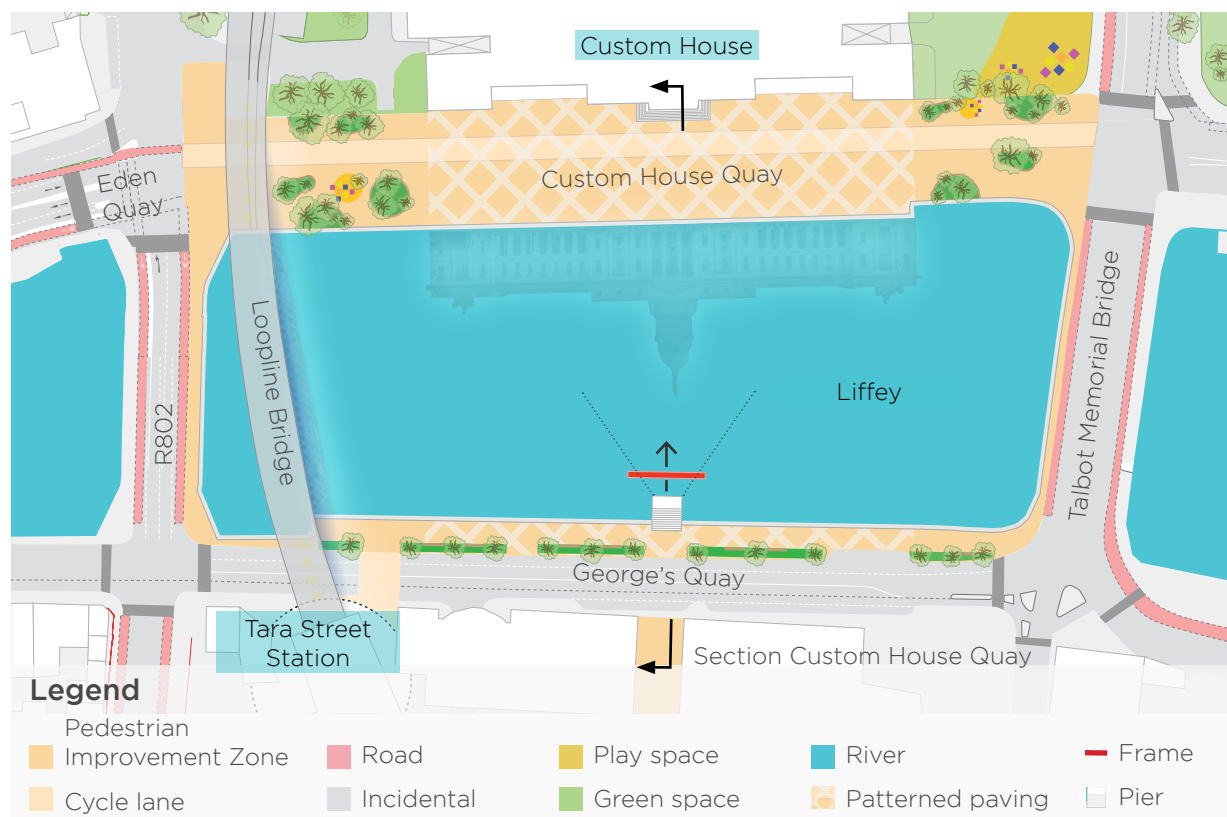
Reductions in traffic volumes offer the opportunity to return this public space to the community permanently, providing play spaces for all ages, a public square and tourist facilities, and giving Custom House an appropriate setting to celebrate its historical value.

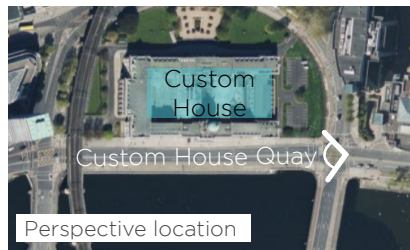
Key opportunity: Custom House Plaza

Creating a grand parade and plaza for public life, celebrating the Custom House and creating a platform for uses that encourage play and attracts visitors to dwell. Largely free of street furniture, this space can host (pop-up) events during public holidays. A precedent for this initiative is Exhibition road in London where a leveled pavement connects various museums and institutions through a high quality urban realm that encourages walking and cycling, thereby attracting visitors and the public.



Exhibition Road, London

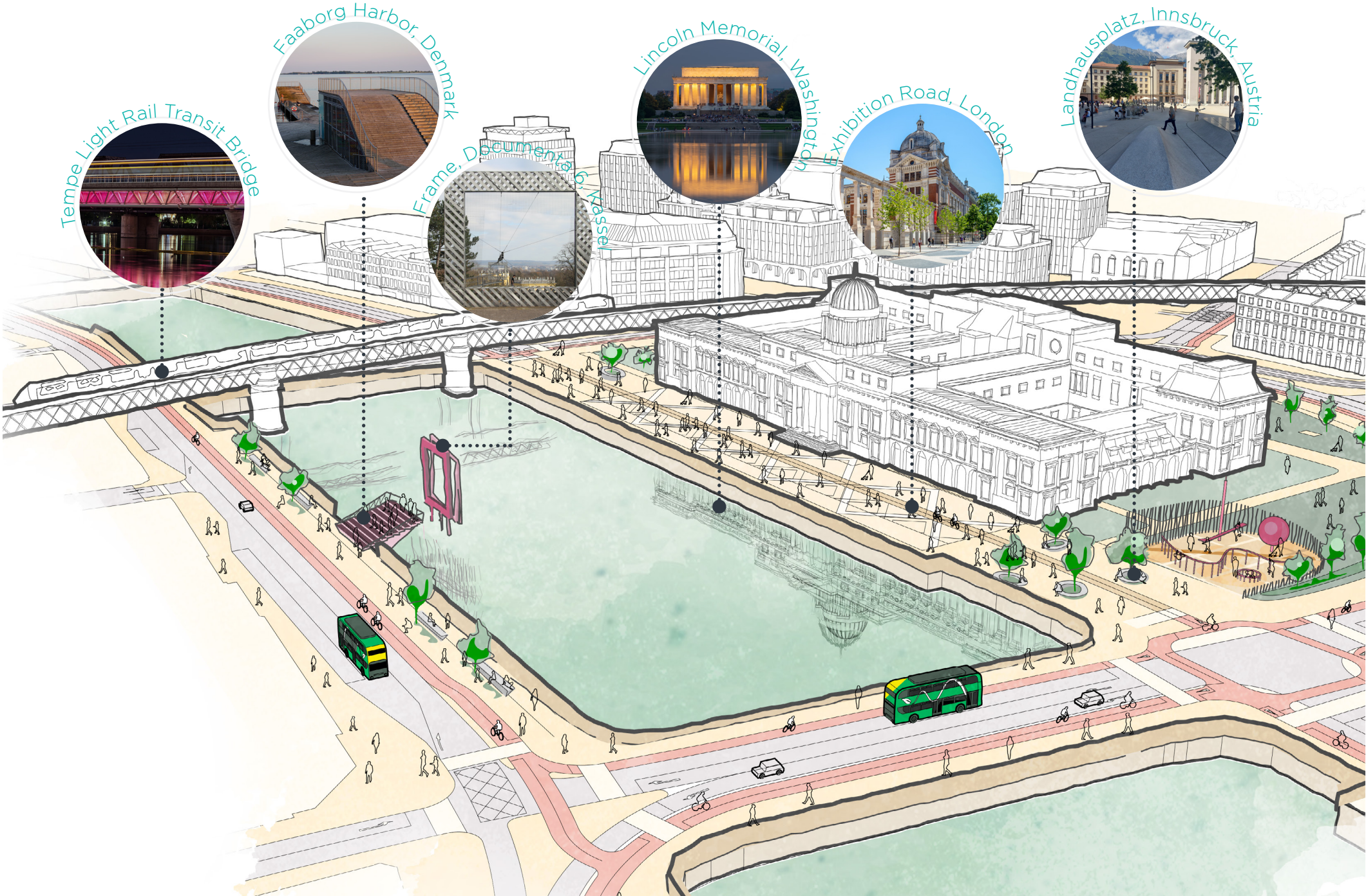




Key public realm interventions:

- A grand parade and plaza for public life, celebrating Custom House and facilitating uses that encourage play and attract visitors to dwell. Largely free of street furniture, this space can host events.
- Complementing the semi-circular gardens surrounding Custom House, landscape features would frame the view of Custom House. This will provide shaded spaces and create opportunities for incidental play.
- A light installation at the Loopline bridge with nocturnal impact.
- The Frame, a picture frame-like structure on the south quay, setting a prominent view from George's Quay towards Custom House, creating a strong visual axis with Custom House as its focal point.





PRECEDENTS

Exhibition Road, London



A grand avenue of culture (28m wide) connecting various museums and institutions through high quality urban realm that offers improved pedestrian experience and increased safety for all road users by providing:

- Level access to all above ground public realm spaces
- Shared space with road users separation through materialisation
- Lower traffic speeds and high quality paving
- Improved bus stop facilities
- Improved street lighting

This is an example of how surface pavement can contribute to a sense of place and define the character of an area.

Faaborg Harbor Bath, Denmark

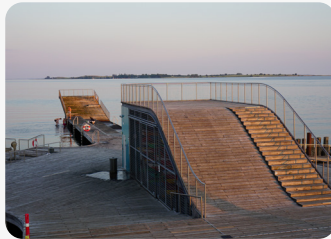
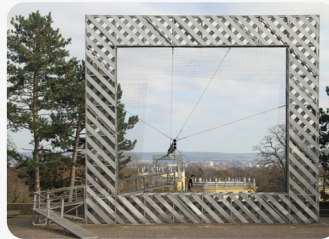


Photo credit: Mona Zum Felde

Designed to offer a closer link between the city and the sea, the inner city waterfront recreation project at Faaborg hosts a “finger plan” with open basins between the three piers, offering multiple ways to approach the water. Whilst being connected to the town’s footpath system, each prong caters to a different programme; a children’s swimming pool, water access for kayaks and a tribune and viewing platform. The wooden piers form ramps, stairs, sitting opportunities and small pools for children.

A similar raised structure on the south bank can offer elevated views of the river Liffey, Custom House and the LoopLine bridge to visitors.

Frame, Documenta 6, Kassel, Germany



This accessible walk-in sculpture serves as a gaze-directing device. It was designed by Zamp Kelp in 1977 for the quinquennial contemporary art exhibition Documenta, held in the city of Kassel. It demonstrates the process of selective vision, using a picture frame to direct the viewer to a particular perspective.

The frame is a steel construction and the view focuses on the industrial landscape, now a park.

A similar frame structure can offer views of the river Liffey and a frontal perspective of Custom House, and become a visitor attraction in its own right.

Landhausplatz, Innsbruck, Austria



The Landhausplatz project is a public realm design which retains the site’s former four monuments and provides new trees, benches, lighting, a fountain and drinking fountains. The concrete slabs are designed in such a way that people can use them for skating, play and seating, while providing flexible space for various events.

Similar to Landhausplatz, public spaces around the Custom House could become engaging playscapes for all ages, promoting outdoor activities and community interaction.

Reflecting Pool at Lincoln Memorial, Washington DC



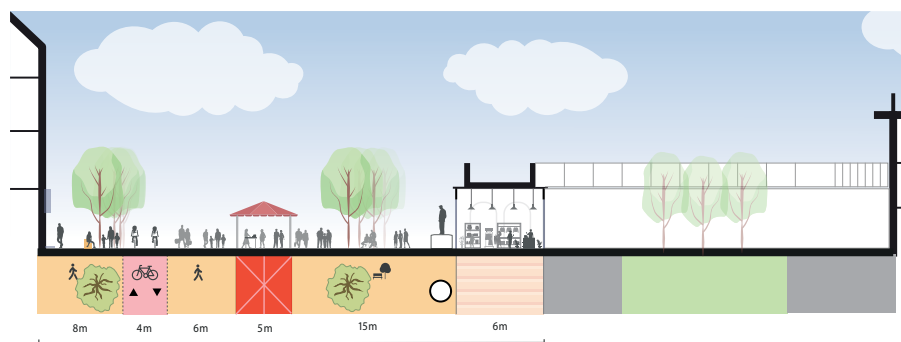
Stretching approximately a third of a mile from end to end, the reflecting pool connects the Washington Monument and the Lincoln Memorial structures. Lined by walking paths and shade trees on both sides, and depending on the viewer’s vantage point, it dramatically reflects the various memorials and monuments as well as the natural environment.

Reflections of the Custom House and the LoopLine bridge can offer dramatic night-time views across the Liffey.

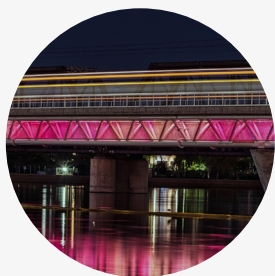
Location 2 - Liberty Place

A new civic space could be provided as a result of the removal of traffic from a section of Beresford Place. This would comprise the western part, marked by the presence of the James Connolly Memorial, the elevated Loopline rail line and the nearby Liberty Hall theatre. To the north lies Irish Life Plaza.

Section: Liberty Place, Proposed



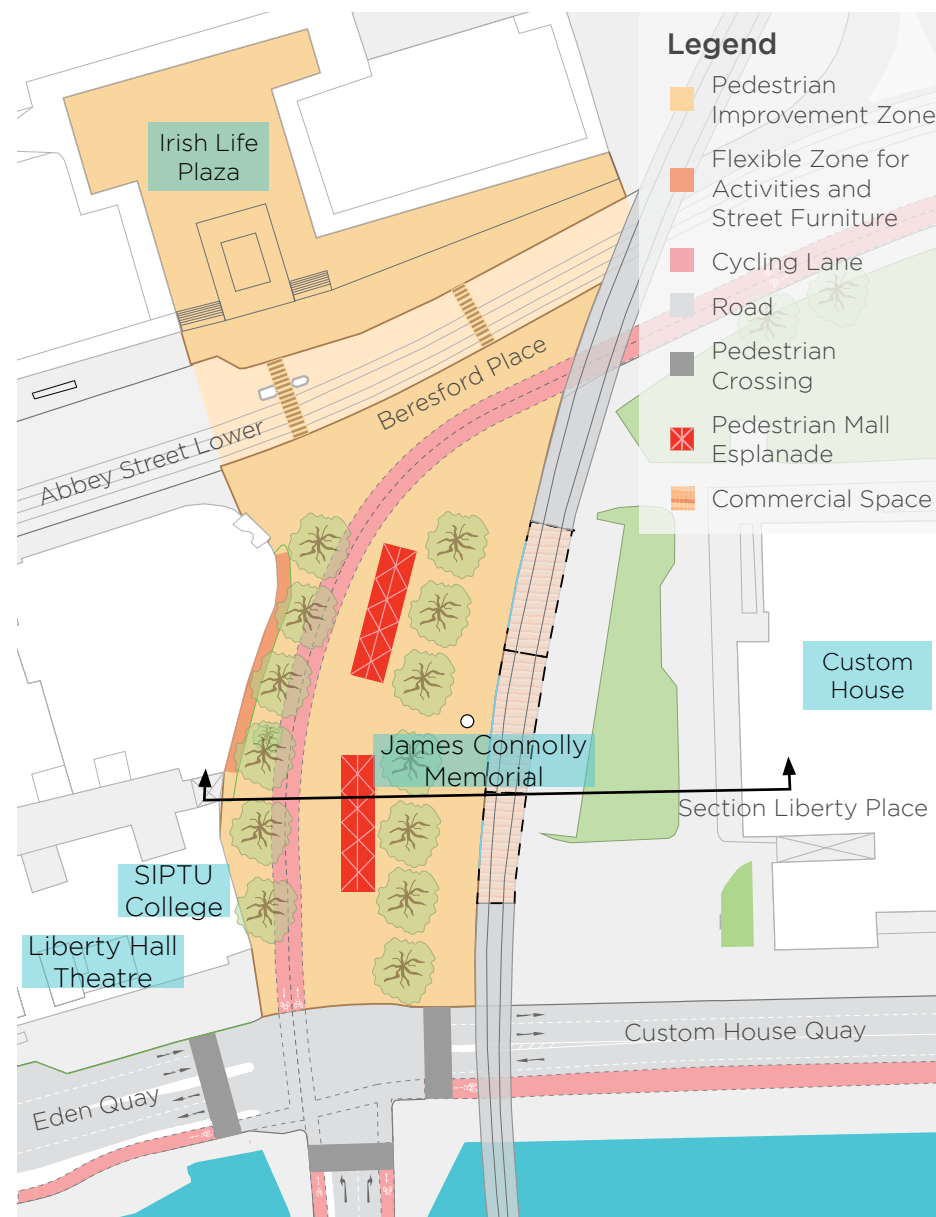
Key opportunity: The LoopLine Light



Tempe Light Rail Transit Bridge

The Light Line would be a celebration of the Loopline Bridge that spans across the Liffey in the form of an art installation to the south, north, and over the Liffey. This would be the object of an international competition launched with the aim of creating a statement of global impact immediately identifiable with the Irish capital.

A precedent for the initiative is the Tempe Light Rail Transit Bridge in Arizona, a prominent railway bridge over Temple Town Lake, featuring interactive responses to passing trains, complementing environmental conditions and seasonal/social events.



Key public realm interventions:

- James Connolly Memorial is provided with a suitable setting, commensurate with the importance of one of the leading figures of Irish independence.
- Public art installation on the LoopLine.
- Active uses such as cafés, restaurants and bookshops providing revenue opportunities and night-time activation throughout, including under the Loopline.
- A large plaza with landscaped areas, activating the interface of Liberty Hall and the Irish Life building.
- Improved pedestrian links to Irish Life Plaza to the north.
- Revenue opportunities for Dublin City Council from the rental of commercial premises.
- Extension of Custom House garden, subject to architectural heritage, planning and land ownership considerations.



PRECEDENTS

Tottenham Court Road, London



Tottenham Court Walk is the redesign of an existing Central London street that transformed a previously dark, recessed arcade that housed low rental units to provide 38,000 sq ft of high-quality retail and leisure space over nine double height units, with spill out areas activating the streetscape.

Types of design interventions:

- Redesigning arcade into retail uses
- Enhanced public realm along existing building

This is a relevant precedent of how to reconfigure a façade in response to improvements to the public realm, and could inform the treatment of the façades on the western side of Beresford Pl.

Third Street Promenade, Santa Monica, California



Pedestrian mall esplanade with shopping, cafes, bars, book shops and retail pods in the centre of a pedestrianised street.

Types of design interventions:

- Retail “train” - design play on the Loopline Railway Bridge
- Pedestrianised street
- Market days

This precedent shows how small architectural interventions can activate a public space and become a source of revenue to a municipal authority.

King’s Cross, London



The public realm between King’s Cross Station and St. Pancras International features clustered landscape areas that provide shaded spaces to gather and dwell in.

Types of design interventions:

- Clustered landscape areas with seating and public art creating dwelling spaces in a busy movement oriented area
- Selecting appropriate street trees that provide shade and enhance streetscape

This is an example of how to provide greenery in a busy pedestrian environment.

Savignyplatz, Berlin



Opportunity for infill architecture under the railway viaduct with potential uses such as:

- Book shops
- Cafés and Restaurants
- Night Clubs
- Retail pods

This is a precedent for how to create revenue opportunities, activate the public realm, enhance the night-time economy and increase the perception of safety in locations with railway arches.

Elephant and Castle, London



An existing complex roundabout redesigned into to a “peninsularised” urban realm with wide pedestrian and cycle crossings.

Types of design interventions:

- Emphasising pedestrian and cycle desire lines
- Wide crossings with coloured surface treatments to reinforce pedestrian and cycling priority
- Traffic calming measures

This is a relevant precedent of excellent design for pedestrians across busy roads.

Location 3 - Beresford Place

Custom House Plaza is a proposal to create a new public space for the capital with a focus on sustainable mobility. The location is adjacent to Busáras - the House of Buses - and only metres from Connolly Station, two key nodes of Dublin and the country's transport infrastructure. It is also immediately accessible to the east-west cycle corridor running along the northern bank of the Liffey.

An independent structure, the House of Bikes (or Rotháras), is the focal point of this space. Based on the model established by the McDonalds Cycle Centre in Chicago, the House of Bikes would serve commuters to this part of Dublin who don't currently cycle due to the lack of cycling facilities at their workplaces, as well as offer multi-modal interchange opportunities and ultimately form a mobility hub for all users.

Key opportunity:

House of Bikes Mobility Hub

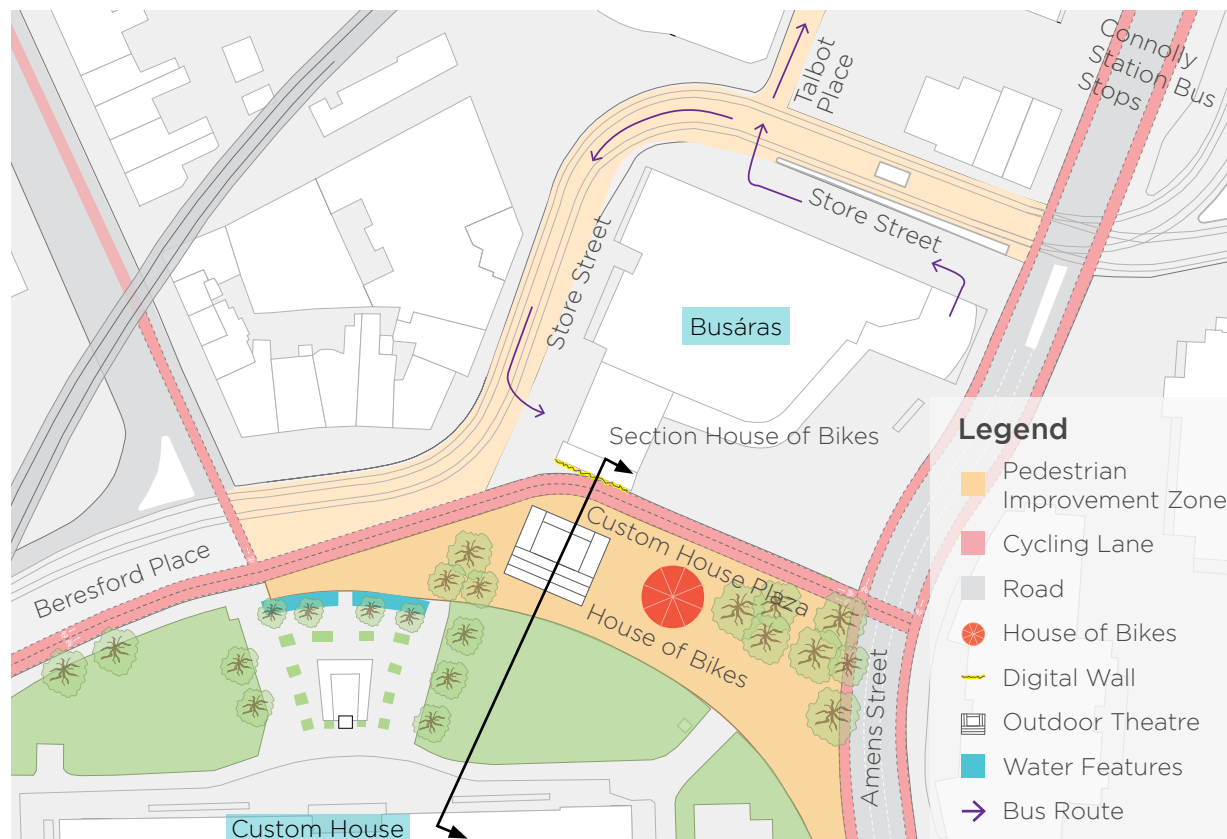
The House of Bikes is a Mobility Hub that will complement Busáras and Connolly Station and create an activity anchor for Custom House Place.

A precedent for this initiative is the McDonald's Cycle Centre in Chicago, designed to serve city-centre cyclists and visitors to the city.

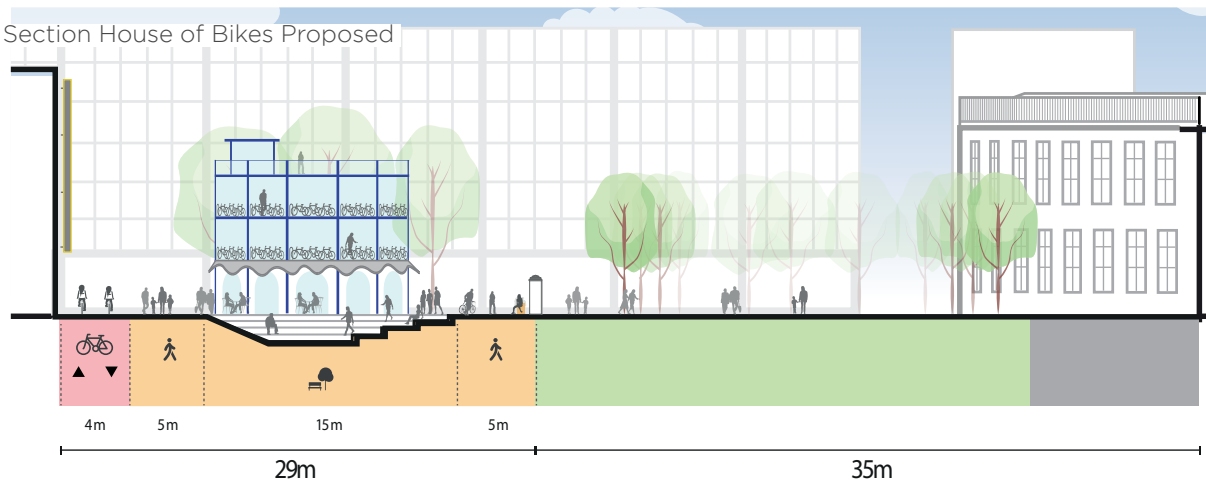
Located in Millenium Park, the centre is the hub for a community of cyclists, providing cycle parking and repairs, showers and lockers available through membership, and a café open to the public.



McDonald's Cycle Centre "Front of McDonalds Bike Center", by Torsodog, licensed under [CC BY-SA 3.0 DEED](#)



Section House of Bikes Proposed





Key public realm interventions:

- A city landmark and state-of-the-art cycling facility to visitors and residents of this part of Dublin, integrated with the city's key mobility infrastructure
- Digital information and entertainment in the form of the Busáras Digital Wall and an outdoor theatre - which can double as a SuDS basin
- Custom House garden extension and creation of a mini urban park
- Subject to agreement and feasibility, the basement of Busáras could provide further cycle parking capacity, accessed through an underground link to the House of Bikes.



PRECEDENTS

Duke of York Square, London



The Duke of York Square in London has a dynamic public realm with:

- A large public square
- Retail quarter
- Bars and restaurants
- Offices
- Community facilities
- The Saatchi Gallery

This is an example of how a stand-alone structure with architectural merit - in this case a restaurant - can structure the entire composition of a square and create a focus of activity throughout the day.

Hradec Králové station, Czech Republic



A co-located and stacked Mobility Hub Pavilion.

- Architecturally engaging, stand-alone cycle parking structure and landmark
- Robotic Bike Parking Systems
- Can contain retail uses to activate space - day and night (24/7 activities)

This precedent shows how a mundane use can be elevated to an object of interest and be used to promote active travel.

The House of Bikes is envisioned as a similar building, completing the trilogy of Connolly Station and Busáras.

Piccadilly Lights, London



Piccadilly Lights, an iconic global landmark, a curved screen which once portrayed young people living in the heart of London holding hands as a beacon of hope and connectedness with the rest of the world in a campaign called "We are Together".

The screen displays and acts as:

- Advertisement to generate revenue
- Digital Arts
- Out door cinema and events
- Cultural and community expressions

This approach can be an inspiration to the Busáras digital wall and the content to be displayed there.

Benthemplein, Rotterdam, Netherlands



Benthemplein is a SuDS (Sustainable urban Drainage System) basin that presents a range of urban dwelling spaces including amphitheater style outdoor theatre seating for events on the Busáras digital wall or sloped areas for play and urban skateboarding

This is a precedent to how it would be possible to create varied levels, seating and play areas in Custom House Place; how to provide an informal outdoor theatre to engage with the Busáras digital wall; and reducing the runoff impact of a hardscape by using the level difference to create a SuDS basin.

Granary Square, London



Granary Square in London features water features programmed to change in flow height and colours during different times of the day. This creates an inviting dwelling and play space for all ages and abilities in this expansive public realm node.

Types of design interventions:

- Water jets with varied heights and colours
- Coloured lights than create an engaging night time environment

This example serves as inspiration to the installation of a water feature north of Custom House.

TARA STREET AND PEARSE STREET

A coordinated reconfiguration of Pearse Street and Tara Street as key movement corridors provides a wide range of opportunities for creating quality walking and cycling environments and fast public transport connectivity, whilst retaining local vehicular access.

The environment along Tara Street will be significantly transformed with two high-profile redevelopment projects currently under construction. College Square and Aqua Vetro will increase footfall locally and increase pressure on public realm and public transport. A new street layout for the corridor with wider pedestrian pavements, dedicated cycle lanes and improved public transport will reshape the perception of the area.

Reconfigured as an Urban Boulevard, Pearse Street can incorporate additional urban greening, with tree planting and a verge along its entire length, providing shading and a green buffer for pedestrians and surrounding properties. Additionally, the consideration of a wider scheme, in this document branded as the Tara Triangle, provides additional opportunities for placemaking by creating an alternative pedestrian route along the railway arches, from Pearse Street to Tara Train Station and the future Tara metro station.



Activating the underused arches with cafés, breweries, restaurants, creative workshops and flexible workspaces will stimulate walking journeys through the quarter and could encourage the manifestation of a new destination for Dublin, which celebrates the infrastructural heritage of the city and provides additional commercial activity.

The combination of these three initiatives, along with the new developments, has the potential to create an entirely new micro-centre for the capital.

Key potential public realm Interventions for the Tara Triangle at the Loopline Bridge Viaduct:

- A public square with green infrastructure providing shading and seating, linking the two metro station entrances and Tara Street train station
- A pedestrian route weaving through the Loopline arches
- New commercial spaces, restaurants, creative workspaces and workshops under the railway arches
- Redevelopment of underused land parcels.

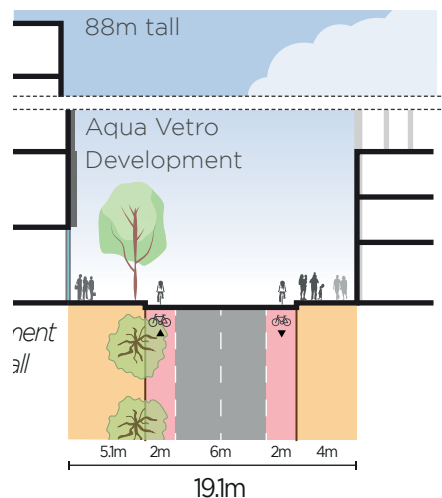
Key opportunity: **Urban Boulevard**



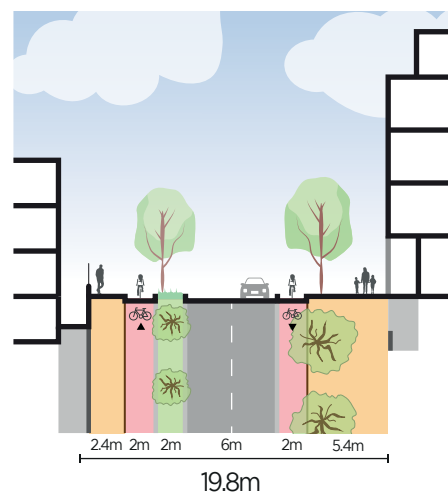
Avenida Diagonal,
Barcelona

The proposed urban boulevard would be lined with trees along the pavement and on the verge of a segregated cycle path. This approach enhances the tree cover along Pearse and Tara street, providing shade for pedestrians and cyclists, and safe active travel journeys. A precedent for this intervention is Avenida Diagonal in Barcelona, where an overcrowded road was reformed by creating a central reservation with trees and, in each direction a lane for vehicular traffic, bus, service and bikes, along with a 7m wide pavement.

Section Tara Street Proposed



Section Pearse Street Proposed

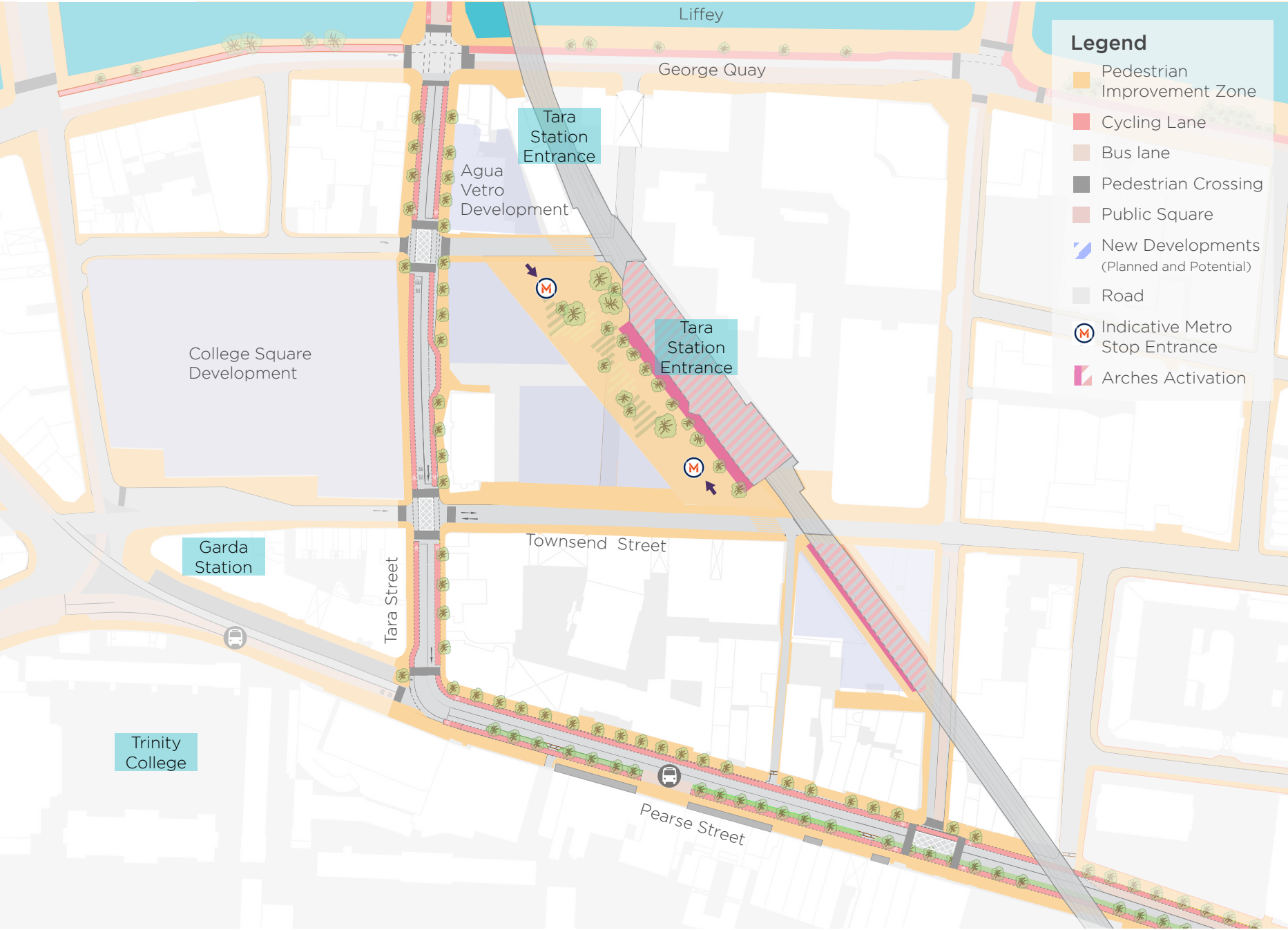


Key opportunity: **The Arches**



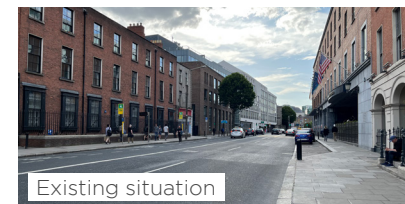
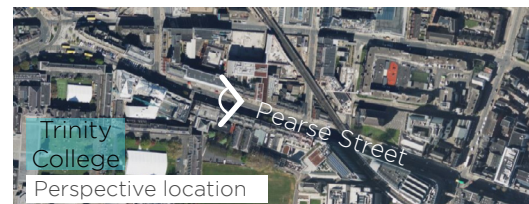
Arcos del Rosedal,
Buenos Aires

Transforming the railway arches can create opportunities for activation of the area with restaurants, cafés and creative workshops, alongside outdoor landscape features and terraces. A precedent that adopted a similar approach is Arcos del Rosedal in Buenos Aires. The 20 arches of San Martín Railway were transformed into a hub housing restaurants, bars, gyms, and shops. The open space adjoining the archways incorporates landscape features including pergolas, creating shaded areas for outdoor seating. The public realm is lined with trees and high quality paving.



Key public realm interventions to Pearse Street:

- Improved public transport accessibility along the street, while retaining access for private vehicles to properties and commercial spaces.
- Extended pedestrian pavements to provide space for comfortable walking journeys
- Segregated cycle lanes on each side of the street through a raised verge and kerb connecting to Tara Street
- Pearse Street could become a tree lined boulevard, providing shade and increased tree canopy cover.

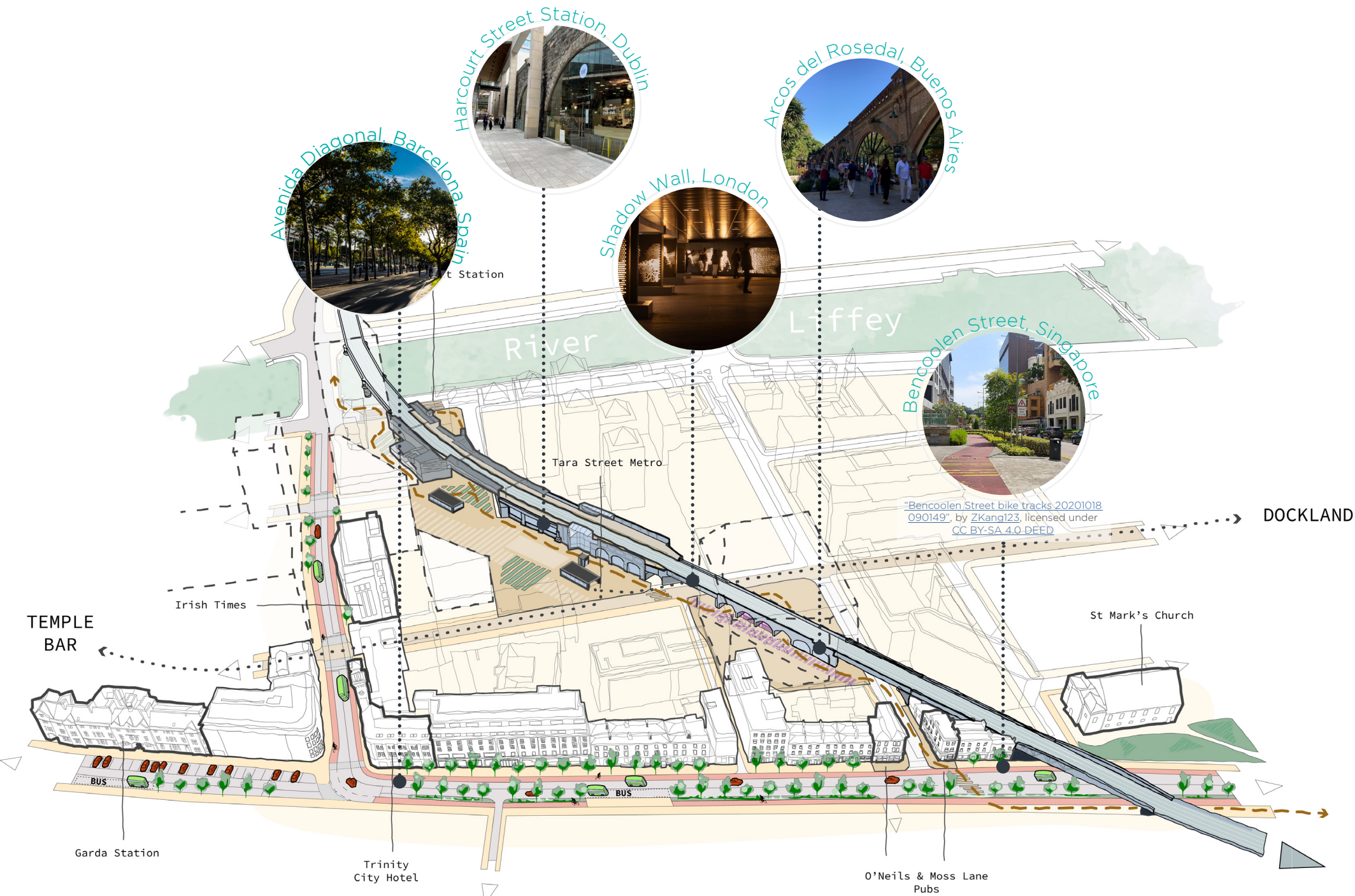




Key public realm interventions to Tara Street:

- Improved bus connectivity
- Wider pedestrian pavements to provide space for comfortable walking journeys, considering additional footfall from upcoming new developments Aqua Vetro and College Square
- Raised cycle lanes with a kerb facilitating fast and safe cycle journeys, linking Tara Street to the improved cycle network along Pearse Street and the rest of the city
- Trees planted at sections of Tara street where pavement width allows to improve the green infrastructure network.





PRECEDENTS

Bencoolen Street, Singapore



["Bencoolen Street bike tracks 20201018 090149"](#), by ZKang123, licensed under [CC BY-SA 4.0 DEED](#)

Designed as a Transit Priority Corridor (TPC) the streetscape of Bencoolen Street was transformed to reclaim space for people centric activities and include the following along wide sidewalks:

- Quirky street furniture designed by students of NAFA, for pedestrians to pause and relax
- Incidental play spaces for kids
- More than 125 bicycle parking spaces
- Segregated cycle and bus lanes lined by trees on both sides of the road

Avenida Diagonal, Barcelona



Avenida Diagonal, an overcrowded road in Barcelona, was reformed by creating a central reservation with trees and, in each direction a lane for vehicular traffic, bus, service and bikes, along with a 7m wide pavement.

This precedent shows how creating a tree-lined boulevard along Pearse Street could create a green and attractive corridor, facilitating safe cycle lanes segregated through a vegetated verge. This approach enhances the tree cover along Pearse Street, providing shade for pedestrians and cyclists, while facilitating vehicular access and public transport.

Harcourt Street Station, Dublin



The Station building that formerly served as Harcourt Street Station was repurposed and restored, retaining the original features including its vaults with original stone walls, exposed trusses and pitched roof.

The lower vaults are now home to restaurants, cafés and shops catering to the users of the surrounding business district.

This local precedent illustrates the acceptance and demand for commercial spaces in similar structures in Dublin.

Arcos del Rosedal, Buenos Aires



Twenty arches of San Martín Railway were transformed into a major gastronomic hub in the city of Buenos Aires, with predominantly gourmet restaurants.

The open space adjoining the archways serves both the adjoining restaurants and cafés and temporary uses such as pop-up stalls and beer parks.

The intervention prioritised the creation of generous public realm elements for shading, outdoor seating and greenery.

This precedent shows how an otherwise unused structure can become a source of revenue and regeneration when combined with high quality public realm interventions.

Shadow Wall, London



Photo credit: Shadow Wall by James Medcraft Courtesy of Jason Bruges Studio (the artist)

Designed by artist and designer studio Jason Bruges, Shadow Wall is a site-specific monochromatic, interactive media artwork on the wall of the Wembley Royal Route underpass. Shadows and silhouettes of the crowds passing through the space generate the resultant artwork that lights up and creates an attractive environment.

This precedent can be applied in the Tara Triangle to activate the viaduct's underpasses and create an engaging and attractive environment that improves the perception of safety during the nighttime.

PARLIAMENT STREET

The proposal for the existing traffic lanes on Parliament Street would be to reallocate them to cycling with increased pavement width on both sides, facilitating pedestrian movement, enabling on-street activities, and improving the vitality of the area. The two-way cycling link would connect Dame Street to Capel Street, from City Hall and over Grattan Bridge. The interventions adhere to the overall Central Liffey Area strategy, by prioritising active travel, fostering healthy placemaking through additional green infrastructure and provision of spaces for a diverse mix of activities.

Key opportunity: Cycle Lane

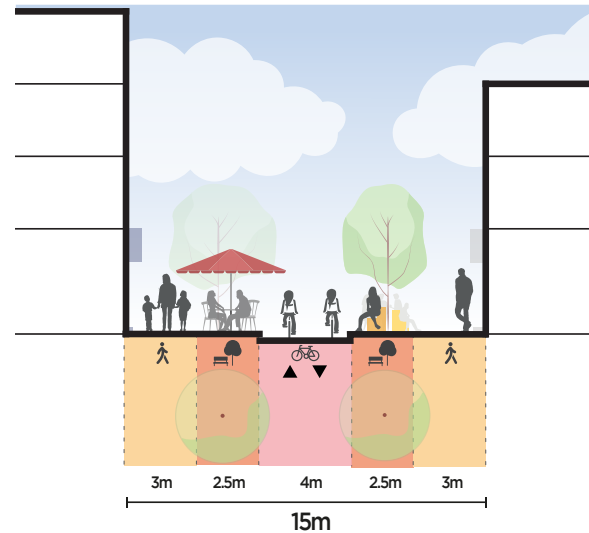
Französischestraße, a shopping street in central Berlin was transformed during the pandemic and interventions were proposed to pedestrianise the street and develop a safe, comprehensive and accessible cycling network to accommodate different types of users. A two-way bike lane was created, and quirky street furniture was installed allowing the adjoining retail activity to spill over onto the street and creating spaces to dwell.



Französischestraße, Berlin

This precedent illustrates a quick and easy way to create segregated cycle lanes, which can be implemented along Parliament street to encourage active travel.

Section Parliament St Proposed



Legend

- Pedestrian Movement Zone
- Flexible Zone for Activities and Street Furniture
- Cycling Lane
- Road





Key public realm interventions:

- Widening of existing footpaths
- Introduction of flexible zones to accommodate a variety of street furniture and zones of seating outside units.
- Provision of green infrastructure.
- Raised table crossings to create a more pedestrian-friendly environment and prioritise active modes of travel.



CHRISTCHURCH PLACE

The Christchurch Junction is a key node in the Dublin tourism trail from the city centre to the Guinness Storehouse, with key landmarks along the way, such as Christchurch Cathedral, Dublinia and Peace Park, all three at the corners of a vehicle-dominated junction.

The key design objectives are to reclaim road space to create a more pedestrian and cycle friendly setting at the interface with the landmarks, while providing generous pedestrian crossings to enhance key desire lines. The proposed BusConnects design along the Nicholas and High Streets part of the junction has been retained to enhance bus movements.

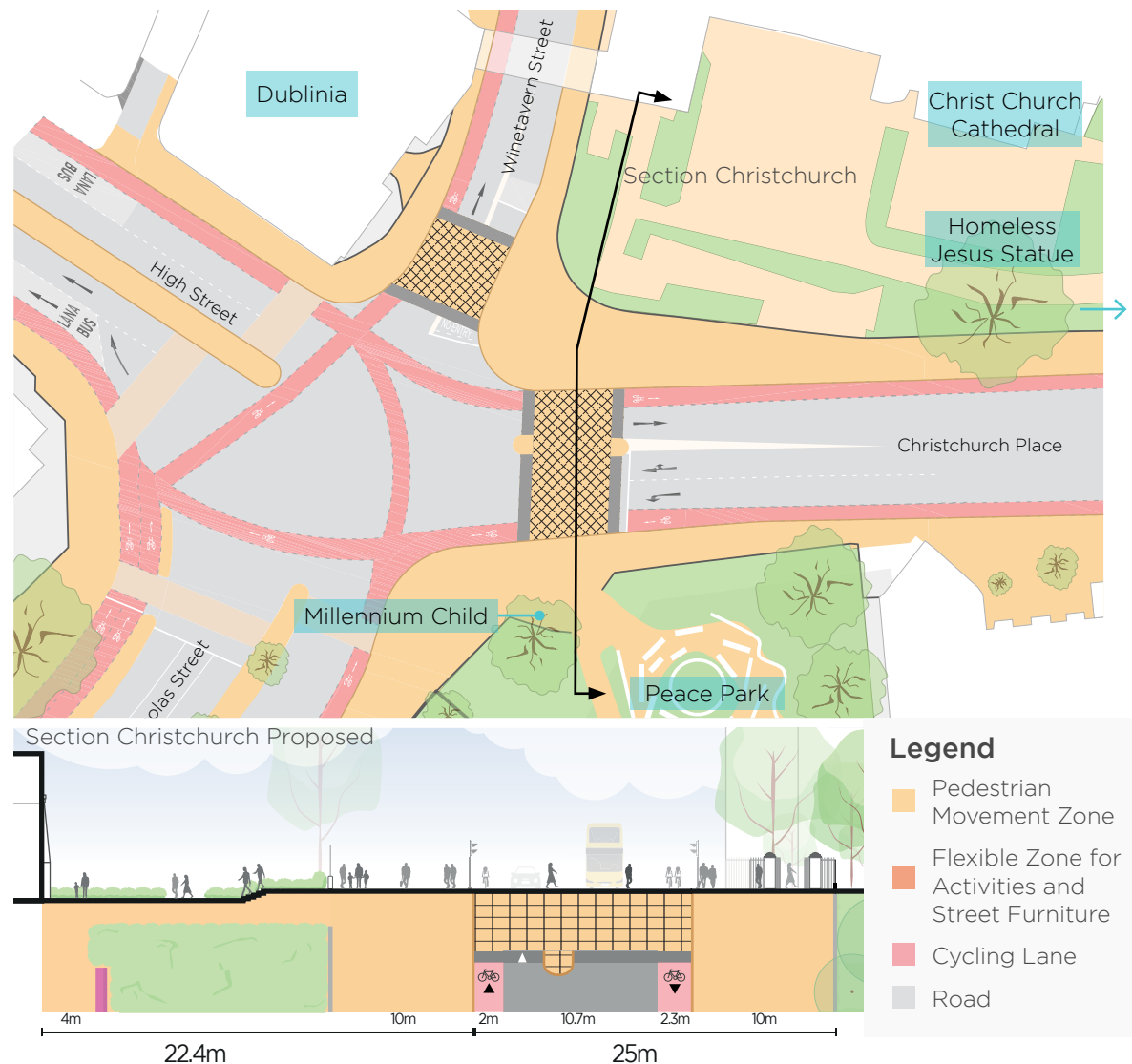
Key opportunity: Pedestrian Crossing

The complex Elephant and Castle gyratory was transformed, prioritising pedestrian safety and convenience for cyclists. The redesign featured wide pedestrian crossings with vibrant surface treatments and traffic calming measures including segregated cycle lanes, direct pedestrian crossings, along with landscaping the public square. The central part of the gyratory was converted into a pedestrian-friendly plaza.



Elephant and Castle, London

This precedent serves as an example for transforming Christchurch place in a way that prioritises pedestrians and cyclists.

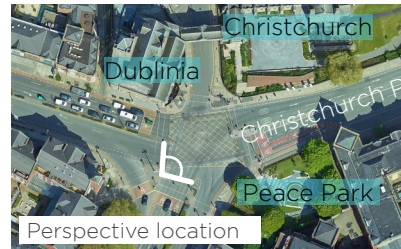


Key public realm interventions:

- Widening of existing footpaths at the interface of the key landmarks
- Christchurch Place narrowed to three vehicular lanes with cycle lanes and presented as a 'softer street' to create a more generous setting in front of Christchurch Cathedral
- Wider, raised and more direct crossings across Christchurch Place and

Winetavern Street, with an improved staggered crossing across High Street

- The northern interface of Peace Park opened up to engage with an improved Christchurch Place
- Tighter junction geometry with softer road surfacing to calm traffic and create a visually enhanced junction along this key tourist corridor.



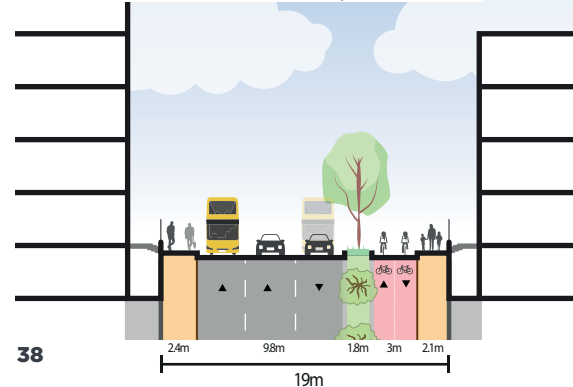
PART C FURTHER IMPROVEMENTS

GARDINER STREET

As a 1.2km-long corridor, Gardiner Street is a primary north-south link for North Dublin with high flows of traffic. As traffic interventions take effect, the street can be reconfigured to better facilitate public transport, pedestrian and cycle movements, while providing improvements to the public realm. Safeguarded by a verge lined with trees, a 2-way cycle lane across the whole length of the corridor can afford fast cycling journeys. Additionally, a dedicated bus lane can be created for the southern half of the scheme, between Beresford Place and Parnell Street/Summerhill. The intersection between Beresford Pl and Gardiner St could become an attractive Gateway into the area through the use of signage, colour and lighting along the Loopline bridge and its arches.

The interface of the street with Diamond Park can be developed as a landscape buffer to protect the space and the playground from vehicles and noise. This also affords the opportunity to create a landmark mid-street, with a light sign that announces Diamond Park. Lighting along the entire corridor can be used to reinforce the proposed intervention.

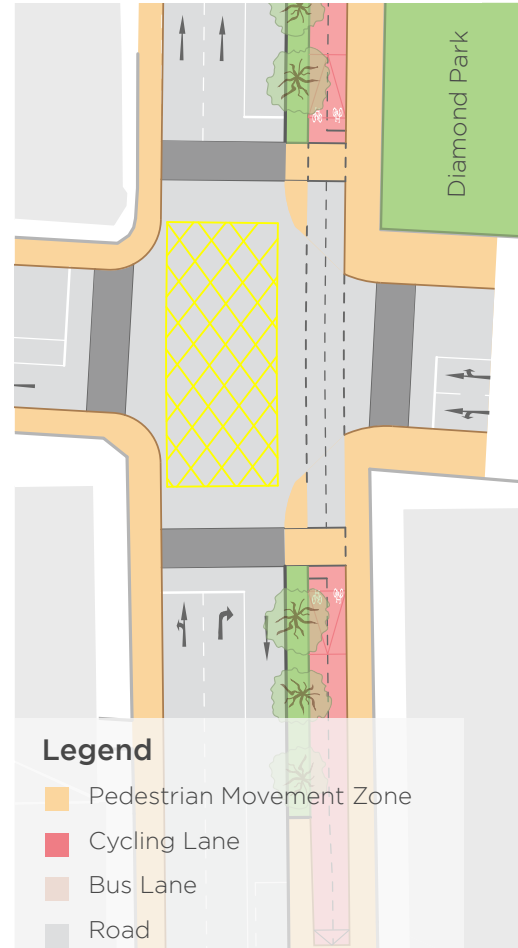
Section Gardiner Street Proposed



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Using the green verge as a the key unifying feature of the proposal, lighting will be provided at two levels, both shedding a light across the street at higher level and over the near-side pedestrian and cycling below canopy level.

Section Plan View

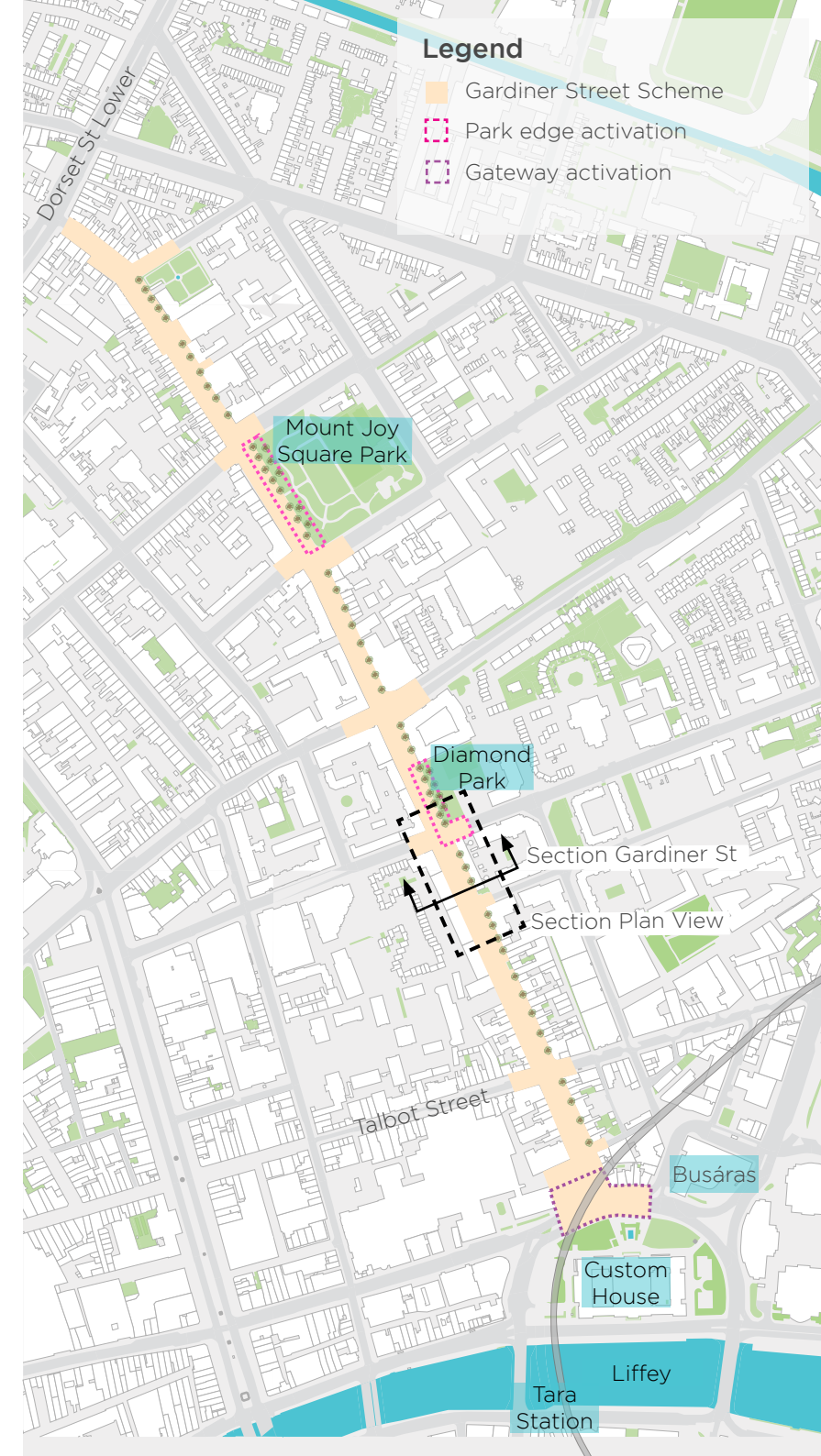


Legend

- Pedestrian Movement Zone
- Cycling Lane
- Bus Lane
- Road

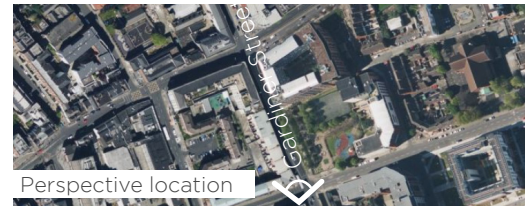
Legend

- Gardiner Street Scheme
- Park edge activation
- Gateway activation



Key public realm interventions:

- A wide pavement with enhanced landscaping will complement the edge of Diamond Park and improve the pedestrian experience along the entirety of Gardiner Street
- A lighting strategy along the verge will light the environment at night, creating a more legible space and increasing the sense of safety.
- Segregated cycle lanes shaded by trees will further improve safety for cyclists and pedestrians
- A light intervention will re-define Diamond Park as a mid-route landmark.



PRECEDENTS

King's Boulevard Street Lighting, London



Kings Boulevard, the main thoroughfare from the King's Cross St. Pancras transport hub into the King's Cross masterplan, is a pedestrian-priority environment that serves as a commercial and retail street. Lighting has been strategically placed in between trees, illuminating the public space to create a safe and legible environment. Part of the wider King's Cross Masterplan, the lighting strategy focused on blending the luminaires into the urban environment and is entirely of LED solutions.

A similar approach to a sustainable lighting strategy at Gardiner Street can emphasize the inviting spatial features along the corridor.

Granary Square Lighting, London



["New Road, Brighton - shared space"](#), by [DeFacto](#), licensed under [CC BY-SA 2.5 DEED](#)

Granary Square, as part of the wider King's Cross masterplan uses a gentle and indirect lighting approach to minimise glare and keeps the space free of clutter. Lighting features are installed on the pavement and shine on trees and buildings.

Feeder pillars have been provided to provide power to cater for temporary event lighting of larger scale which retract into the ground when not in use.

This example serves as an inspiration for devising a lighting strategy for Gardiner Street, with a special focus on illuminating the public realm and active travel routes. Such interventions can enhance the sense of safety and encourage active street life.

I Love Toronto Signage, Toronto, Canada



The illuminated Toronto sign in Nathan Phillips Square is an iconic symbol and one of the most visited attractions in Toronto. It is 3m tall and 22m long, and lit by LED lights controlled via wi-fi that can create an estimated 228 million colour combinations. Its strategic placement in the centre of Toronto makes it a busy natural gathering place for locals and visitors.

Complementing the newly renovated Diamond park, a light sign that acts an art object as well as a gateway to the park creates a local landmark for the area and travellers along Gardiner St.

Union Square East, New York



New York City Department of Transportation (DOT) Commissioner Ydanis Rodriguez announced the launch of a Barriers pilot program to test new materials for protected bicycle lanes across the city. These barriers would greatly increase safety and protection for cyclists with easier to install materials. The first pilot project has been implemented on Union Square East.

Similar dedicated cycle lanes can be planned across the whole Gardiner Street scheme, facilitating direct and safe cycle journeys in and out of Dublin City Centre.

Malop Street Green Spine, Geelong, Australia



A landscaping project along an existing retail street in Geelong, Australia, creating spaces to rest and play through urban greening. It establishes a walking and cycling connection to Johnstone Park and Geelong Botanic Gardens, incorporating water-sensitive urban design measures.

This precedent shows how urban greening can promote spaces where people can dwell, rest and interact with other uses.

LINCOLN PLACE

Lincoln Place is a link between Trinity College, the Instituto Cervantes and the National Gallery of Ireland. Subject to the feasibility of rerouting public transport, reconfiguring the current gyratory will simplify local traffic movement and create opportunities for new public realm.

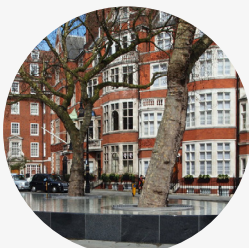
By pedestrianising Lincoln Place it can become a space for resting and recreation, providing seating and terraces for spillover activity from surrounding commercial premises and Trinity College.

Key opportunity: Landscape feature

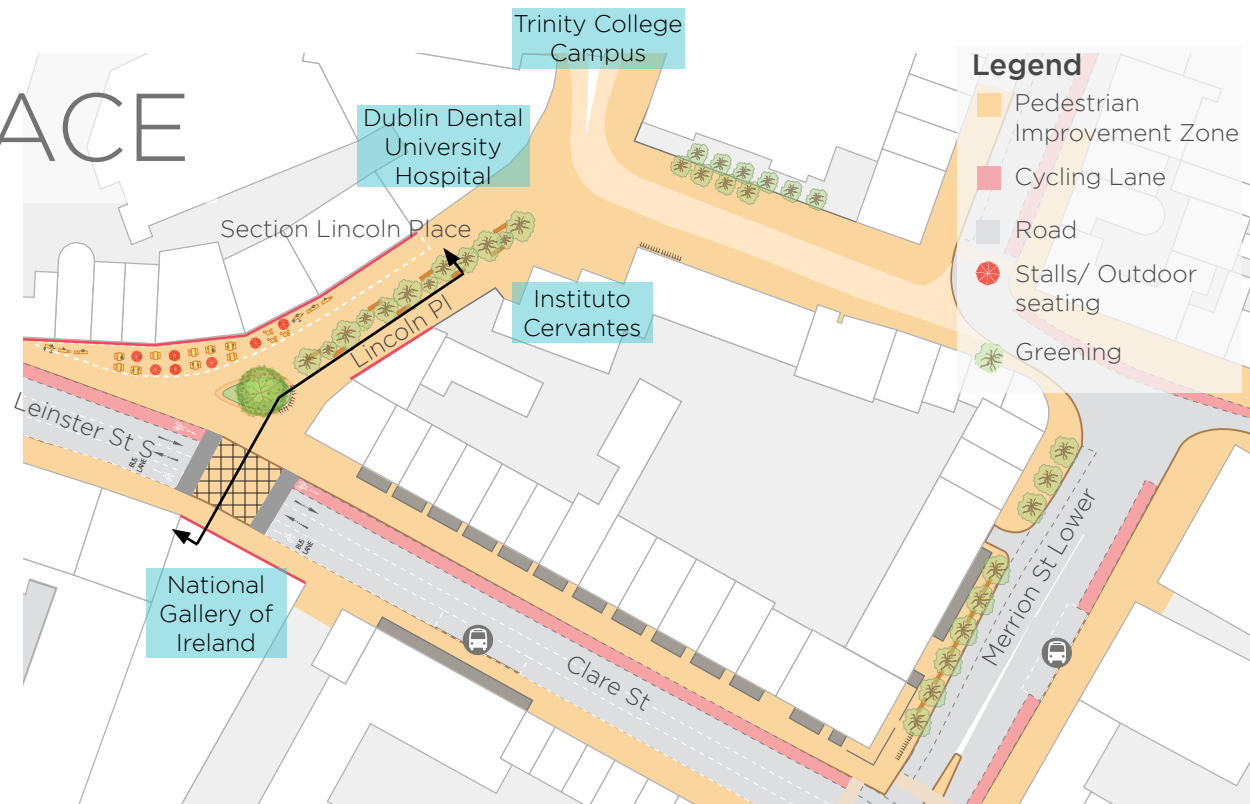
Central to the space at the intersection of Lincoln Place and Clare St is a green feature with seating around its edges.

A large tree will provide shading during the day and illuminate the area at night, creating a more legible and safe space, while reinforcing the presence of the National Gallery of Ireland across Clare Street.

A precedent for this intervention is Carlos Place in London, where the public realm was enhanced by the addition of a water/lighting feature - 'Silence' by Tadao Ando - and incorporating urban greening. The pedestrian realm was separated from vehicular space through the use of different materials, removing the need for curbs, providing traffic calming measures and improving accessibility.



Carlos Place, London "Carlos Place, Mayfair, London, WI" by David Hallam-Jones, licensed under CC BY-SA 2.0 DEED

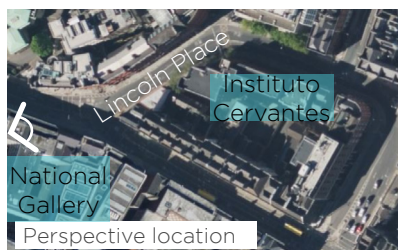


Section Lincoln Place Proposed



Key public realm interventions:

- Activate the ground floor spaces along Lincoln Place, and provide spillover space for commercial activities to take place, such as terraces and vendor stalls.
- Introduce a raised-table crossing between the National Gallery and Lincoln Place to improve access from the gallery and reframe the approach from the north
- Central to the space at the intersection of Lincoln Place and Clare St is a green feature with seating around its edges. A large tree will provide shading and illuminate the environment at dusk, creating a more legible and safe space, while offering a counterpoint to the gallery façade across the street.
- A high quality, level public realm will provide vehicular access to Trinity College, while prioritising safe pedestrian movements. Additional cycle parking can be placed in strategic locations to provide access to the key destinations in the area.
- A wider pedestrian pavement will be provided along Merrion St, in front of the Mont Hotel and Berlitz language school, to improve the pedestrian and arrival experience and recharacterise the northern end of the street.





PRECEDENTS

Carlos Place, Mayfair, London



"Carlos Place, Mayfair, London, W1", by David Hallam-Jones, licensed under [CC BY-SA 2.0 DEED](#)

The public realm at Carlos Place was enhanced by improving pedestrian experience and adding a water and light feature ('Silence' by Tadao Ando), urban greening, removal of clutter and addition of high quality surface materials, strengthening the square's relationship to its buildings.

This precedent illustrates how changing materiality and adding raised surfaces, lighting and careful greening can transform a local junction into a small square.

New Road, Brighton



"New Road, Brighton - shared space", by DeFacto, licensed under [CC BY-SA 2.5 DEED](#)

New Road in Brighton is a pedestrian friendly shared space which provides a high quality route through a cultural quarter. The street reinforces pedestrian priority and encourages defensive driving and low speeds. Restaurants and bars spill into the street and street entertainers amuse their audience. Benches are strategically dotted around, in both sun and shade to provide a comfortable rest, but also to encourage traffic calming.

This precedent offers an example of how the pedestrianisation of small spaces can improve pedestrian and visitor experience, while allowing commercial activity to re-engage with the street.

Oslo Tree, Oslo



"Trettenparken med Oslo Treet og Kongeskipet Norge og Tjuvholmen i bakgrunnen", by Helge Høifødt, licensed under [CC BY-SA 4.0 DEED](#)

The Oslo Tree is a statement art project for the redevelopment of Filipstad. A luminescent tree that towers about 14m above the ground, it consists of 150,000 LED organised into 15,000 leaves created by Symmetry Labs. The play of light in the tree is controlled according to the seasons.

It is the centrepiece of Trettenparken, a popular urban park.

The green feature at the intersection of Lincoln Place and Claire St could be illuminated to create a statement landmark and improve safety by lighting up the surrounding area at night.

St Paul's Churchyard, London



As part of the route between Millennium Bridge and St Paul's Cathedral, St Pauls Churchyard, facilitates accessible, wide and safe pedestrian crossings, distinguished through surface treatment and controlled traffic lights. The design improves pedestrian connections and traffic management through a 'shared space' strategy to achieve a balance between pedestrian and vehicle movement.

Traffic calming measures like a raised-table crossing between the National Gallery and Lincoln Place can make the public realm more pedestrian friendly and accessible.

Poynton Shared Space Scheme, Cheshire, England



"Poynton Village (A523)", by Rovernut, licensed under [CC BY 2.0 DEED](#)

The shared space scheme overtakes an intersection, designed to reduce congestion and hostile driving. All traffic lights were removed, and average speeds significantly reduced to create a more responsive and civilised interaction amongst users. Shared space principles including unique curves and use of materiality created visually narrowed carriageways along with crossings and widened footways helped in establishing a 18 mph design speed.

This precedent shows how Lincoln Place providing access to Trinity College can create a safe environment for pedestrians and cyclists while facilitating access to vehicles.

“ The city’s public realm matters because it reflects **our identity**; it becomes part of what the city means. ”

Leslie Moore, Head of Parks Service, Dublin City Council

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