



# Liffey Cycle Route Transportation SPC Briefing

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February 2015



## Overriding Objective of Project:

“to prepare a feasibility study of the Liffey Cycle Route from Heuston Station and Phoenix Park to the Point Depot (3 Arena).”

# Study Area



# Changing the Perception of the City Quays:



Source: Cian Ginty

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# Top 10 Visitor Attractions in Ireland (2013):

- 1) **Guinness Storehouse Dublin (1,157,090)**
- 2) **Dublin Zoo Dublin (1,026,611)**
- 3) Cliffs of Moher Visitor Experience Clare (960,134)
- 4) National Aquatic Centre Dublin (858,031)
- 5) **Book of Kells Dublin (588,723)**
- 6) Tayto Park Meath (435,000)
- 7) **St Patrick's Cathedral Dublin (410,000)**
- 8) Fota Wildlife Park Cork (365,396)
- 9) Blarney Castle Cork (365,000)
- 10) **Kilmainham Gaol Dublin (326,207)**

Source: Fáilte Ireland



**>5 million annual visits in the corridor.**

# Tourism Corridor

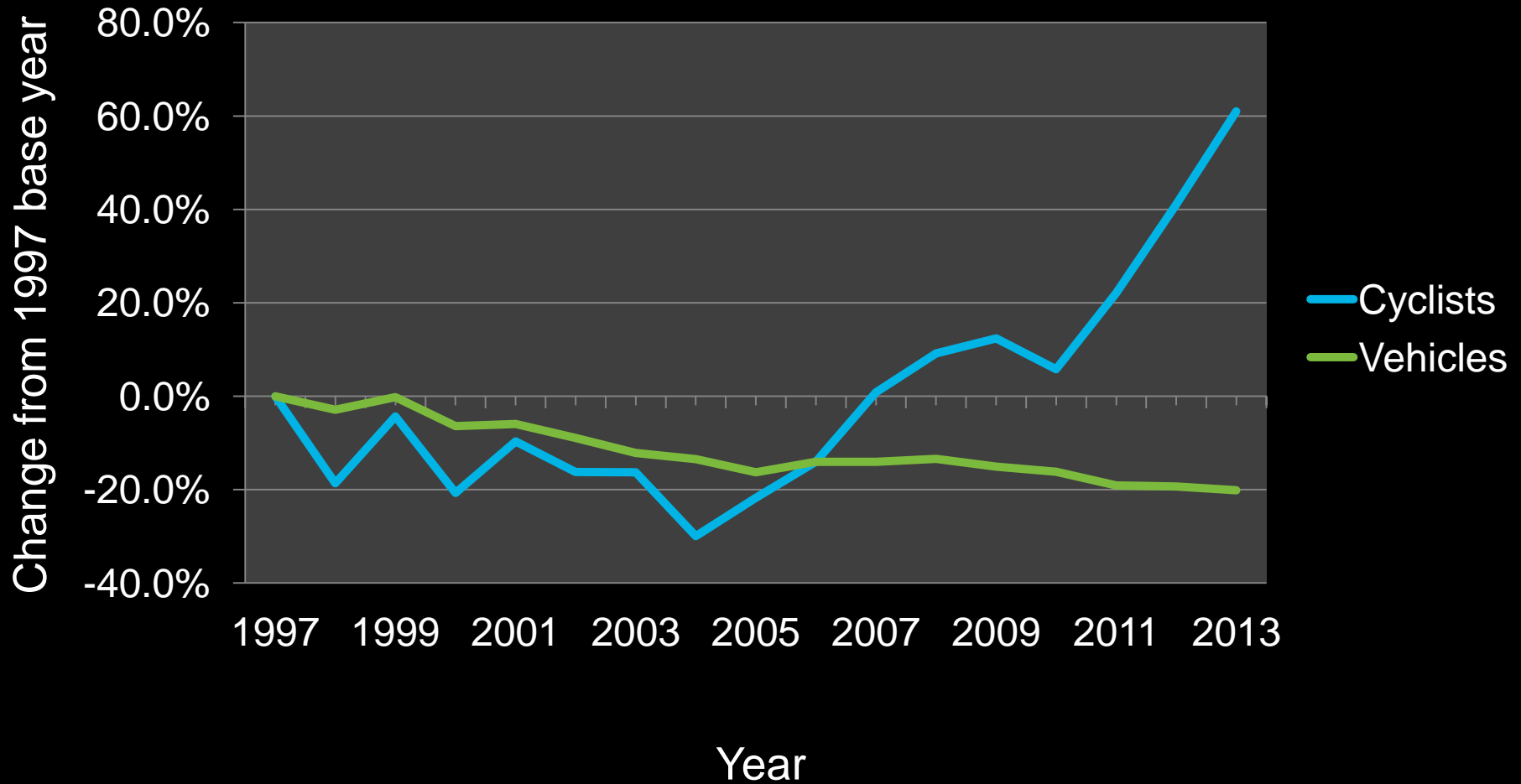


# Scheme Justification



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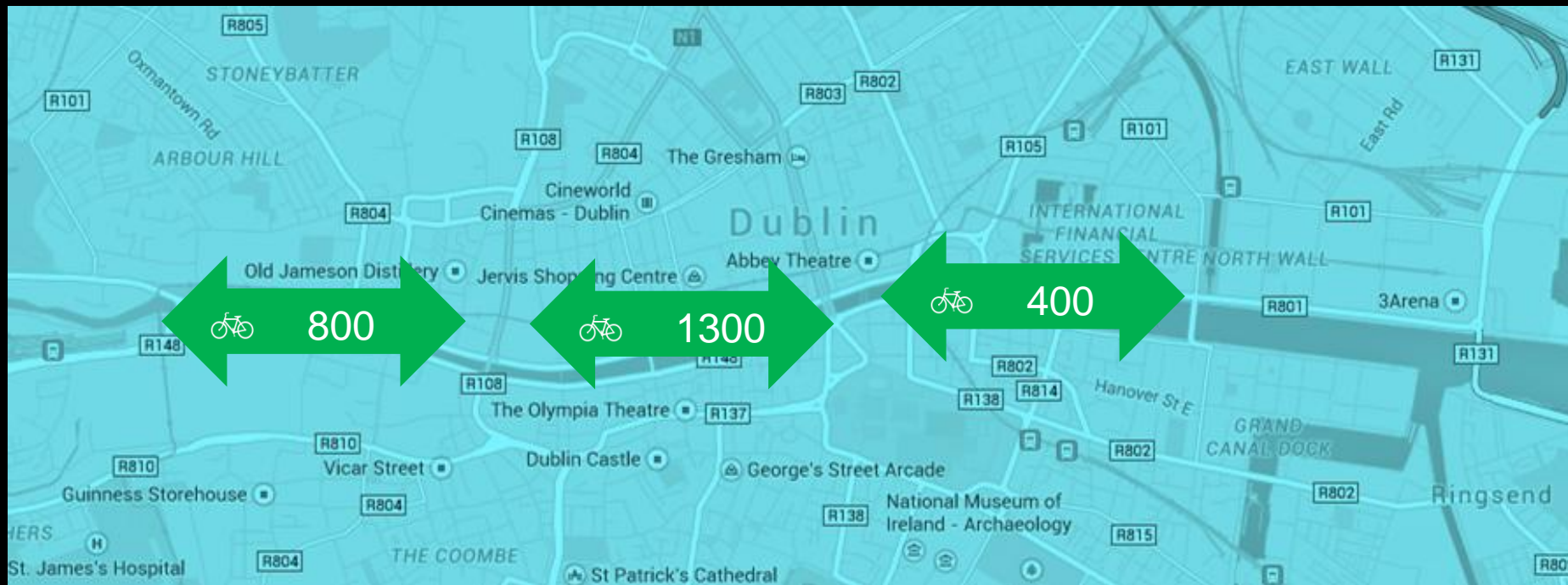
# Changes in Cycle Flow in Dublin City Centre (1997 to 2013)





# Cycle Flows on the Quays

(May 2013 – approx. 3 hour peak)



# Who is using it already?



# Safety



# Scheme Justification



Project: CYCLE NETWORK PLAN FOR THE GREATER DUBLIN AREA

Title: PROPOSED CYCLE NETWORK DUBLIN CITY CENTRE SHEET N1a

Udarás Náisiúnta Iompair National Transport Authority

AECOM Roughan & O'Donovan

Grand Canal House, Upper Grand Canal Street, Dublin 4  
Tel: +353 (0)1 238 3100 Fax: +353 (0)1 238 3199 www.aecom.com

Date: July 2013  
Drg No: N1a Rev A  
Created: LA Approved: JS  
Checked: SMG

# Current Conditions



# Design



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# Who are we designing for?



Source: Dutch in Dublin Web Site

# Segregation at junctions?





# Challenges

## Trees



# Challenges

## Heritage



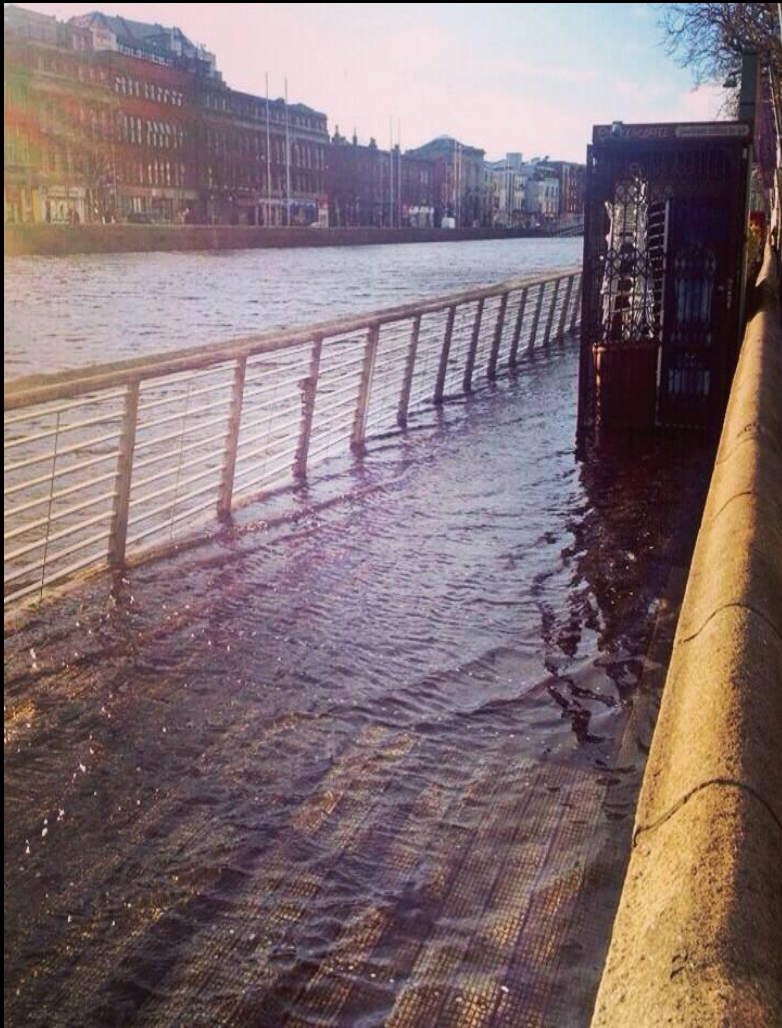
# Challenges

## Flood Defences



# Challenges

## Flood Defences



Various (Journal, Irish Independent)

# Challenges

## Pedestrian Conflict





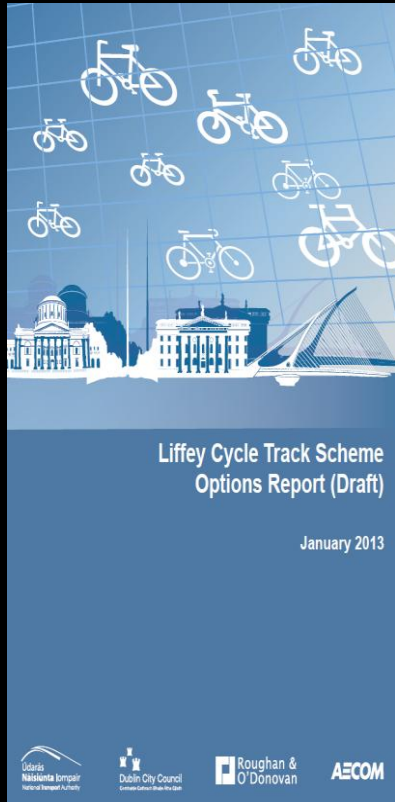
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# Workshop



# Many Options Assessed

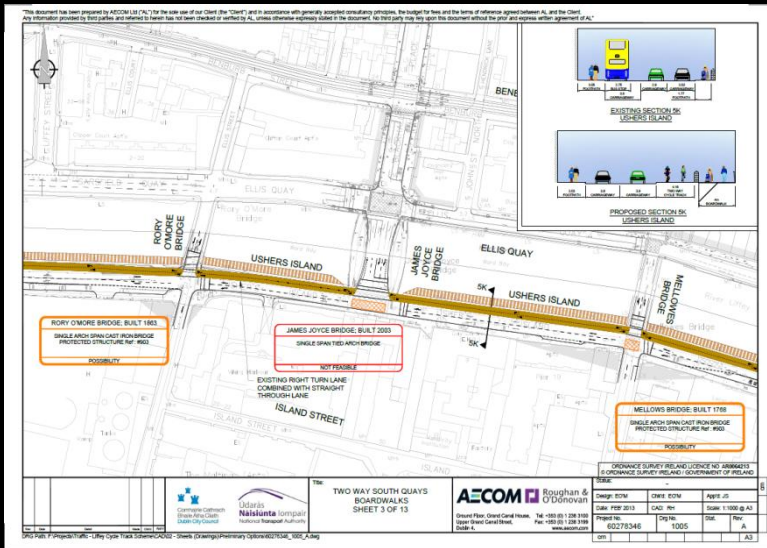


- 🚲 **1** Do nothing (DN)
- 🚲 **2** Two way North Quays (2-NQ)
- 🚲 **2A** Two Way North Quays with Bus Re-routing (2–NQ–RB)
- 🚲 **3** Two Way South Quays (2 –SQ)
- 🚲 **4** One Way Both Quays (1 -NQ+SQ)
- 🚲 **5** Two Way North Quays Boardwalks (2 -NQ-BW)
- 🚲 **6** Two Way South Quays Boardwalks (2 -SQ-BW)
- 🚲 **7** Two Way North Quays Parallel Route (2 - NQ-PR)
- 🚲 **8** Two Way South Quays Parallel Route (2 - SQ-PR)
- 🚲 **9** Two way South Quays from Heuston Station to Father Mathew Bridge, Two Way North Quays from Fr Matthew Bridge to the Campshires (2 – NQ-SQ)
- 🚲 **10** Two way North Quays with limited boardwalk (Arran Quay & Ellis Quay) (2 – NQ-LBW)
- 🚲 **11** Two way South Quays with limited boardwalk (Essex Quay & Wellington Quay) (2 -SQ-LBW)
- 🚲 **12** One way North and South Quays with limited boardwalk (Arran Quay, Ellis Quay, Essex Quay & Wellington Quay). (1 -NQ+SQ-LBW)
- 🚲 **13** One way Both Quays on Building Side of Quays (1 – NQ + SQ – BS)



# Assessment of Options

Each Option was developed to a conceptual design stage with full set of drawings for each options from the Phoenix Park to the Point. A Sketch Appraisal of each route option was subsequently undertaken using the following multi-criteria assessment:



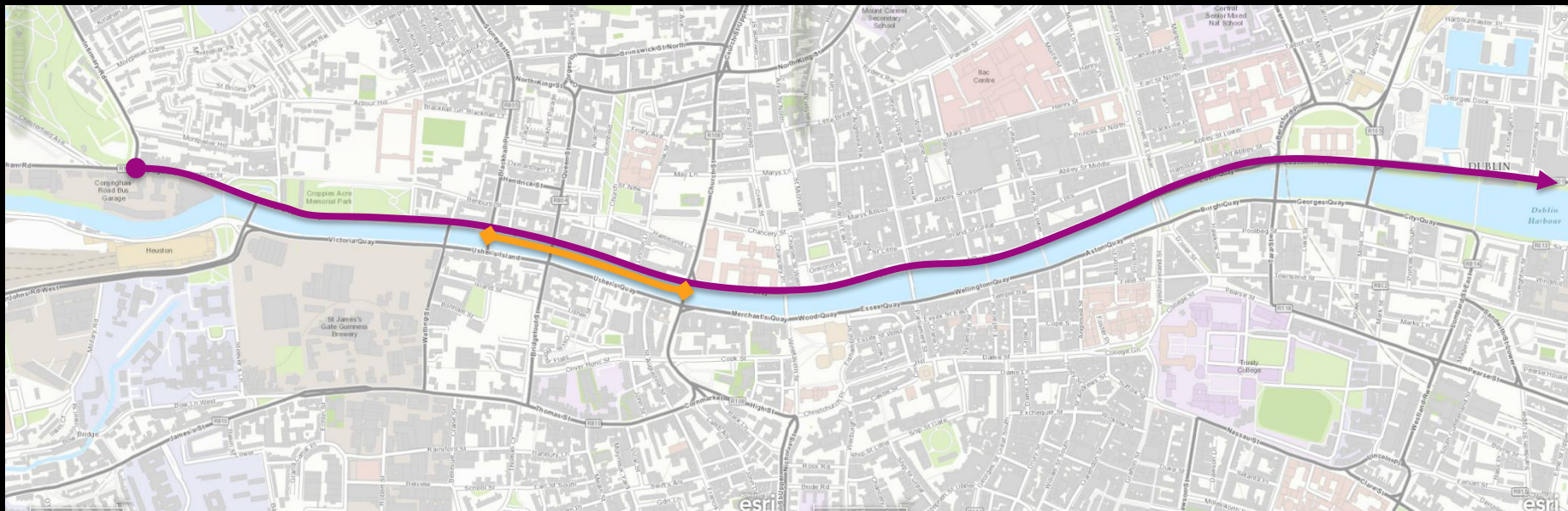
- 🚲 Quality of Service for Cyclists;
- 🚲 Network Efficiency;
- 🚲 Environmental Quality;
- 🚲 Costs;
- 🚲 Technical Risk; and
- 🚲 Operation and Maintenance Issues.

# Which Option?

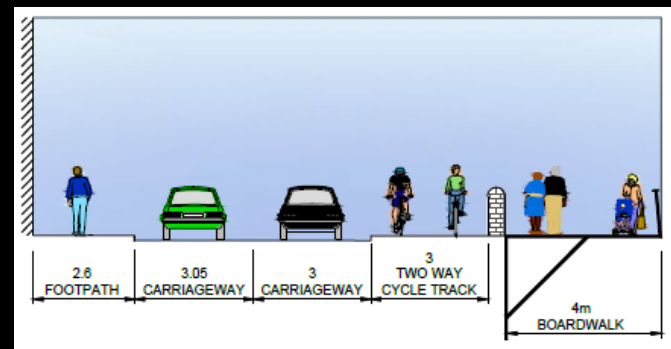


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# Option 1 – Two Way North Quays with Limited Boardwalk



- 🚲 2 way cycle track North Quays with limited boardwalks
- 🚲 Cycle track on river side, at least 1 bus and 1 traffic lane throughout
- 🚲 Construct Boardwalks to get past pinch points at Arran Quay and Ellis Quay



# Option 1

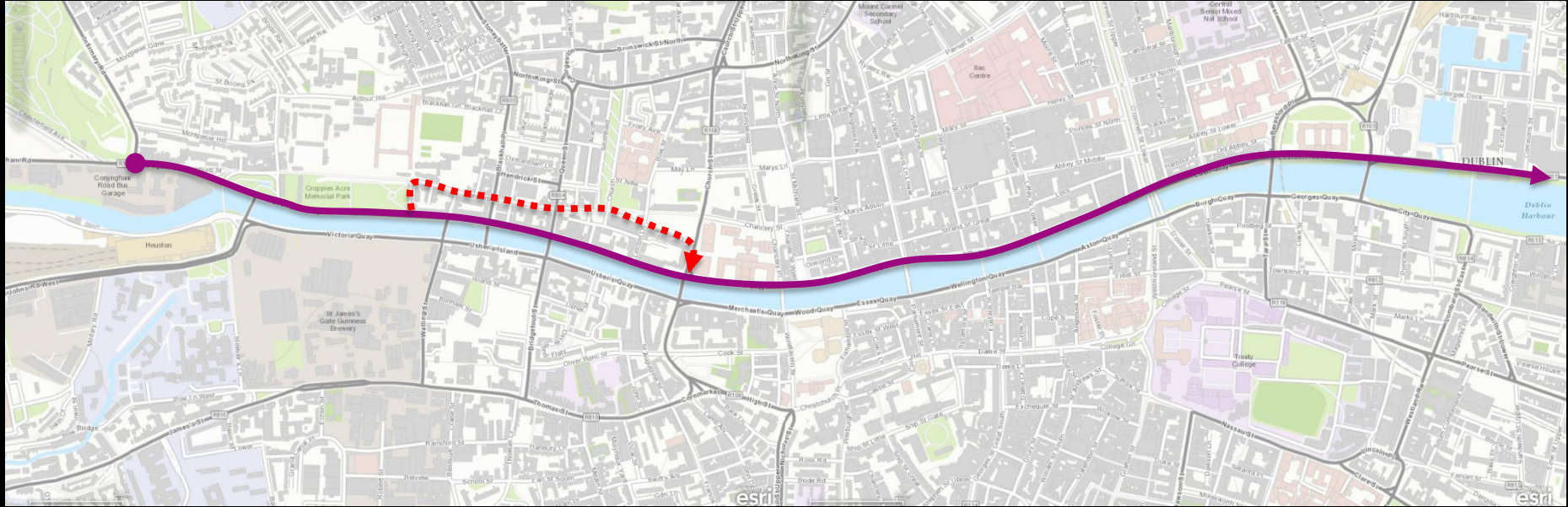
Two Way North Quays with Limited Boardwalk



# Key features of the selected options?



# Option 2 – Two way north quays, Bus rerouted to Benburb Street

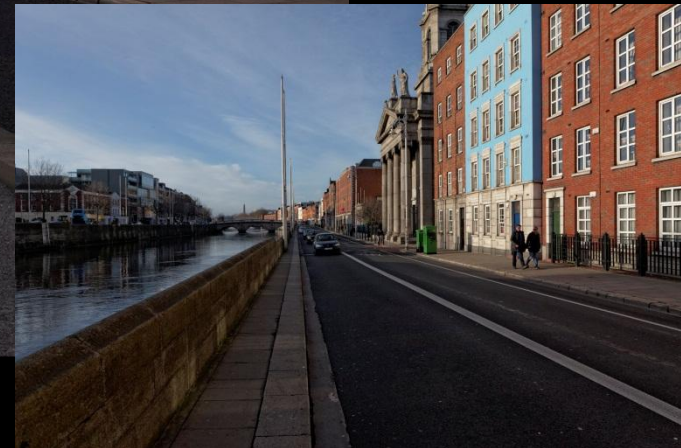
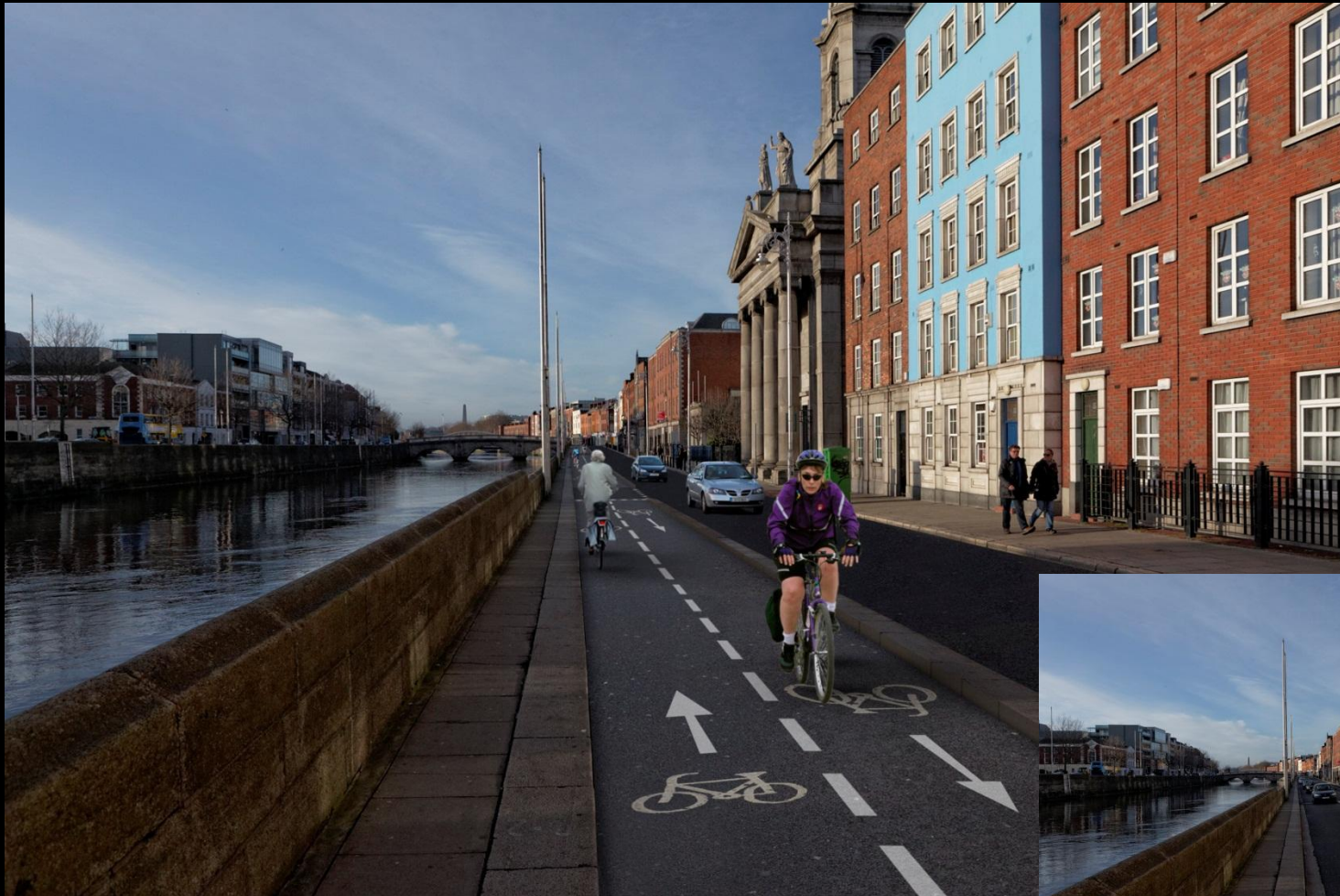


- 🚲 2 way cycle track on North Quays with bus rerouting around Arran Quay.
- 🚲 Cycle track on river side, with traffic lane between Blackhall and Church Street.
- 🚲 Traffic divert at Croppy Acre via Benburb St, Hammond Lane, Church St.

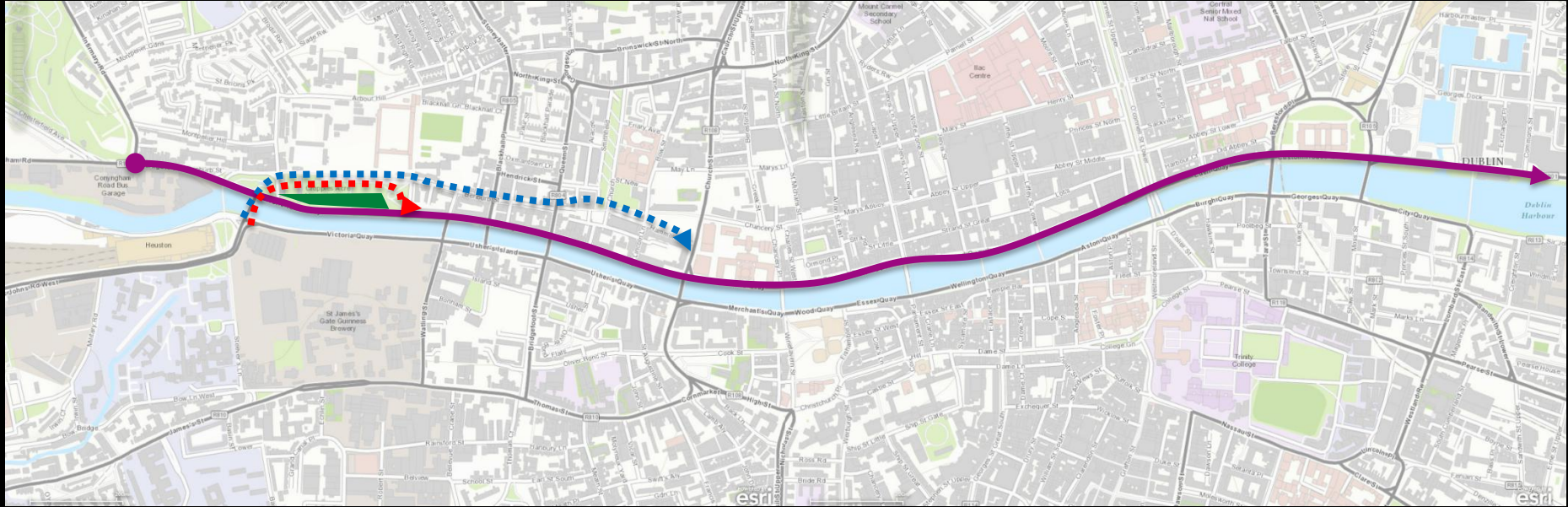


# Option 2

Two Way North Quays with Bus Re-routing



# Option 3 – Two way north quays, Bus rerouted to Benburb Street, with Croppy Acre relocated to River edge



🚲 2 way cycle track on North Quays with bus or traffic rerouting around Arran Quay.

🚲 Cycle track on river side, with 1 traffic lane between Blackhall and Church Street.

🚲 Buses divert at Croppy Acre via Benburb St, Hammond Lane, Church St.

🚲 Croppy Acre relocated to river edge.





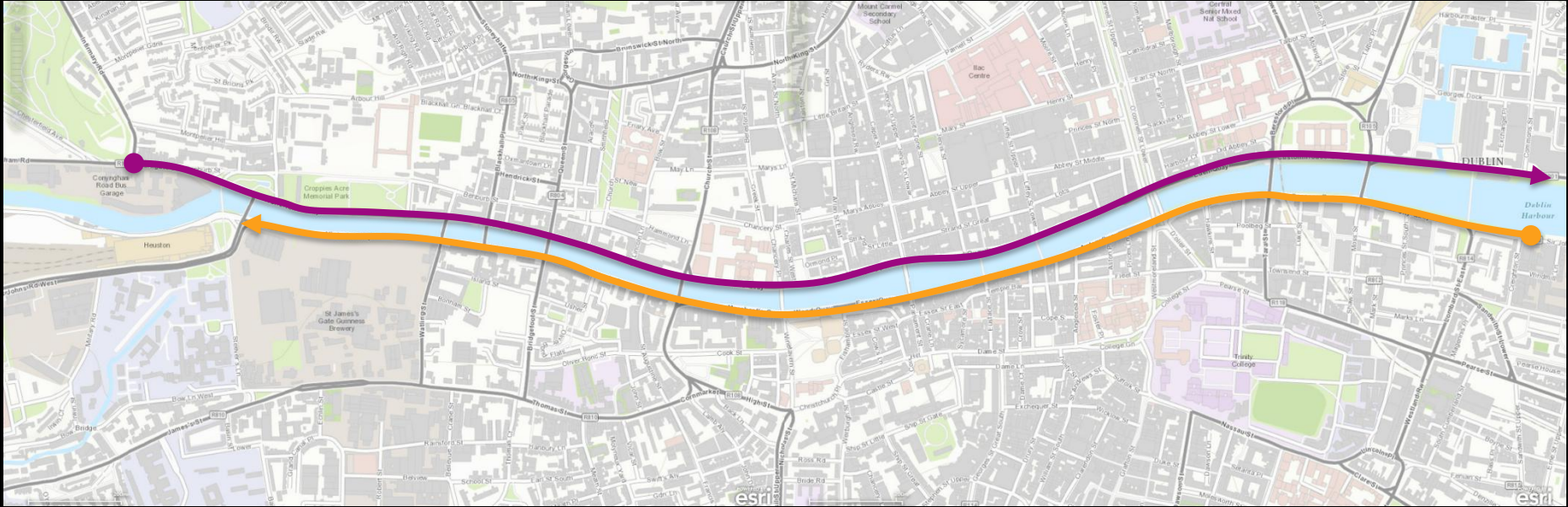
# Option 3

Croppy Acre relocated to rivers edge.

- Bus
- Traffic
- Cyclists



# Option 4 – One way Building Side, Both Quays



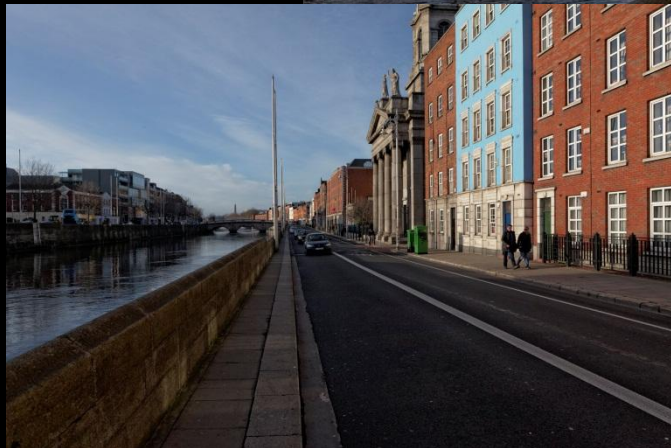
🚲 1 way cycle tracks North and South Quays

🚲 Traditional style cycle tracks on building side which is easily understood by cyclists and motorists.



# Option 4

One-way Building Side, North Quays



# Option 4

One-way Building Side, South Quays



# Some of the key features of the option 4:



# Public Consultation



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# Public Consultation



- 🚲 Non-statutory public consultation to get the peoples views on the 4 options that are currently being considered.
- 🚲 Drawings to be put on display for 1 month:
  - 🚲 To be available on [www.cycledublin.ie](http://www.cycledublin.ie)
  - 🚲 Civic Office and a number of Libraries.
- 🚲 Information gathered during the consultation process will be used in the selection of the emerging preferred option.



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