

LIFFEY CYCLE ROUTE PROJECT

Join us on our journey along the Liffey

RECOMMENDED OPTION



Overall Objective:

To develop a Liffey Cycle Route which provide a safe, continuous & segregated cycle facility in both directions between Phoenix Park / Heuston Station & the Tom Clarke East Link Bridge.

Contents

1. Introduction	2	5. Recommended Option	14
1.1 Background	3	5.1 Section 1 - Phoenix Park to Father Mathews Bridge (Church/Bridge St)	16
1.2 Overview	3	5.2 Section 2 - Father Mathews Bridge to O'Connell Street	16
1.3 Previous Study	4	5.3 Section 3 - O'Connell St to Matt Talbot Memorial Bridge	16
1.4 Project Objectives	5	5.4 Section 4 - Dublin Docklands	16
1.5 Study Area	5	6. Next Stage	18
2. Design Principles and Assumptions	7	6.1 Public Engagement	19
2.1 National Cycle Manual	8	6.2 Cost	19
2.2 Current Traffic System	8	7. Recommended Option - Scheme Drawings	20
2.3 Environmental Issues	8	7.1 Index Map	21
3. Options Considered	10	7.2 Route Maps	22
3.1 Cycling Options	11		
4. Methodology and Appraisal	12		
4.1 Sections	13		
4.2 Appraisals	13		

01 INTRODUCTION



1.1 Background

The Liffey Cycle Route has been an important objective of Dublin City Council [DCC] and the National Transport Authority [NTA] since 2013. Previous studies have been undertaken to determine how best to advance this primary route on the Cycle Network Plan for the Greater Dublin Area. In 2017, DCC and the NTA agreed that an a review of all options previously considered as well as any new options that hadn't been identified to date should be undertaken.

1.2 Overview

This document provides an overview of the work undertaken as part of the Liffey Cycle Route – Options Assessment Report.

The information in this document sets out, in summary form:



Wellington Quay at Grattan Bridge - Proposed

- ▶ The objectives of the scheme;
- ▶ The design principles and assumptions;
- ▶ The constraints;
- ▶ The assessment process; and
- ▶ The Recommended Option.

Furthermore, this document outlines that the Liffey Cycle Route is feasible and describes the Recommended Option arising from the assessment process.

The full Options Assessment Report is available on the National Transport Authority's website at www.nationaltransport.ie

1.3 Previous Study

The previous study for the Liffey Cycle Route proposed a number of options which were presented to the public for consideration. These options included the following:

- ▶ Two-way cycle tracks, both along and parallel to the River Liffey Corridor;
- ▶ One-way cycle tracks, North and South of the River Liffey; and



Ellis Quay - Proposed:

- ▶ Various combinations of the above.

Each proposed option faced specific alignment and environmental concerns, including:

- ▶ Key pinch-points, for example, at Ellis Quay and Ushers Island;
- ▶ Bus capacity and operational requirements, particularly at the busy central section of the

corridor along Bachelors Walk and Aston Quay; and

- ▶ Heritage constraints, including the need to respect and avoid historic bridge parapets.

On foot of the concerns raised through the consultation process, no recommended option emerged from the earlier study.

1.4 Project Objectives:

The need for the Liffey Cycle Route was identified in the Greater Dublin Area [GDA] Cycle Network Plan (2013), and is incorporated into the approved National Transport Authority Greater Dublin Area Transport Strategy (2016 – 2035) and the Dublin City development Plan 2016 - 2022.

The objectives of the Liffey Cycle Route are:

- ▶ **To provide a safe, continuous cycle facility in both directions through the study area;**

- ▶ **To be consistent with the National Cycle Policy Framework and the NTA's Transport Strategy for the Greater Dublin Area (2016 – 2035); and**
- ▶ **To comply with the NTA's National Cycle Manual and the principles within.**

1.5 Study Area:

The study area includes the area along the Liffey Corridor between the Phoenix Park and the Tom Clarke East Link Bridge in the east-west direction and between North Kings Street / Parnell St and Dame Street / Thomas Street in

the north-south direction. The study area is wide enough to allow for the consideration of on-line options and parallel routes.





Figure 1.1 Study Area

02 DESIGN PRINCIPLES AND ASSUMPTIONS



2.1 National Cycle Manual

The design of the Recommended Option is compliant with the principles set out in the National Cycle Manual.

2.2 Current Traffic System:

The Liffey Quays form an integral part of the city's traffic network, serving the core city centre with various bridges connecting the north and south city. It is a primary access and servicing corridor for businesses in Dublin City Centre. Traffic movement along this corridor is generally tidal in nature, that is, the predominant movement is towards the city centre in the morning and away from the city centre in the evening.

In addition, the North and South Quays provide an essential public transport function, catering for numerous bus routes into and out of the city centre. At present, Bachelors Walk accommodates in excess of 370 buses (c.30,000 passengers) in the AM peak (7am to 10am).

Cycling numbers now exceed 1,000 users during the AM peak (even in the absence of formal cycling facilities), and now constitute a greater percentage of road users than car drivers.

The Recommended Option seeks to improve the public realm and pedestrian environment along the route, where practicable. New boardwalks will be provided to enhance the space available to pedestrians at various locations along the Recommended Option.

The Recommended Option for the Liffey Cycle Route recognises the need to maintain private car access to the core city centre, but existing provision for car parking will be reassigned in

favour of pedestrian, cycle, bus, and public realm improvements in compliance with current transport planning policy.

2.3 Environmental Issues:

The River Liffey Corridor has a number of significant landmarks, mature trees and environmental designations along its length. These include various historic buildings, bridges and street furniture that will necessitate further assessment during the development of this Recommended Option. The Recommended Option for the proposed Liffey Cycle Route seeks, insofar as possible, to enhance the urban environment to the benefit of the city and its occupants.



Ormond Quay Lower -Proposed

03 OPTIONS CONSIDERED



3.1 Cycling Options:

The Liffey Cycle Route - Options Assessment Study considered the feasibility of all possible options through the study area. This included on-line options along both River Quays and parallel routes to the North and South. It also includes options that on first inspection may not readily lend themselves to the receiving environment but might form a viable solution if combined with others.

This included options that involve sharing with the Luas, options for the diversion of some modes from the river corridor, and options for changes to the existing traffic circulation arrangement along the River Liffey. The Options Assessment Report describes all feasible options in detail.



Inns Quay / Four Courts - Proposed

04 METHODOLOGY AND APPRAISAL



4.1 Sections

The Liffey Cycle Route encompasses an area from the Phoenix Park in the West to the Tom Clarke East Link Bridge in the East, a distance of almost 5km and travels through one of the most congested and densely populated areas of the city. The character and function of the river corridor varies along its length, from the peri-urban western section, through the historic and core city centre, to the recent city expansion through the docklands. The route has therefore been considered in four sections.

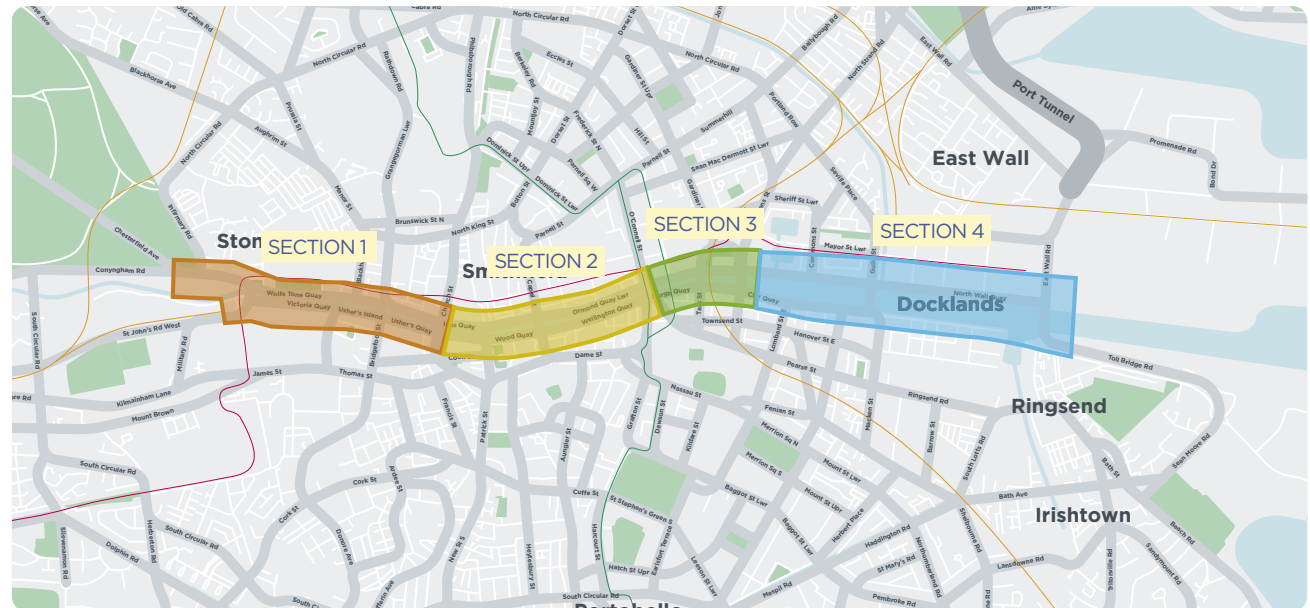
4.2 Appraisal:

Each section was appraised in line with the requirements of the Common Appraisal Framework (CAF). This standardised process is used in transport assessment projects in Ireland, which considers relevant factors under five categories, which are:

- Economy;
- Safety;
- Environment;
- Accessibility and Social Inclusion; and
- Integration.

The application of the above process identified the Recommended Option.

- **Section 1:**
Phoenix Park to Father Mathews Bridge.
- **Section 2:**
Father Mathews Bridge to O'Connell Bridge.
- **Section 3:**
O'Connell Bridge to Matt Talbot Memorial Bridge.
- **Section 4:**
Dublin's Docklands.



05 RECOMMENDED OPTION





Aston Quay - Proposed:

The Recommended Option for the Liffey Cycle Route from the Phoenix Park to the Tom Clarke East Link:

- In the western section of the route, over a length of 2.0km the cycle tracks will be located on the buildings side of the traffic lanes.
- In the busiest central section over a length of 1.2km, the cycle tracks will be located on the river side of the traffic lanes so as to avoid very busy

bus stops on the buildings side of the road.

- The final eastern section over a distance of 1.8km through the Docklands will consist of two-way cycle tracks alongside the river on both sides.

The scheme will provide full segregation of cyclists from other traffic along its length.

Section 1 – Phoenix Park to Father Mathews Bridge (Church / Bridge St):

The Recommended Option for Section 1 includes a with-flow segregated cycle track on the buildings side on both the North and South sides of the Liffey. This option includes connections to the Phoenix Park along Parkgate St, accommodating the current heavy demand towards the western suburbs. General traffic and buses will remain on the Quays for this entire section with pedestrians being accommodated on new boardwalks where necessary.

Section 2 – Father Mathews Bridge to O’Connell Street:

This city centre section accommodates a large numbers of pedestrians, cyclists, buses and other vehicles and thus requires the cyclist facilities to be on the river side to avoid interactions at the busy bus stops along Bachelors Walk and Aston Quay.

Section 3 – O’Connell St to Matt Talbot Memorial Bridge:

The Recommended Option for Section 3 continues river side as far as the Matt Talbot Memorial Bridge.

Section 4 – Dublin Docklands:

The Recommended Option for the Docklands section is for a two-way cycle facility along the Campshires on each side of the river.



06 NEXT STAGE



6.1 Public Engagement

It is proposed to undertake a non-statutory public consultation for the project to seek the Public's views relating to this proposal. These views will be considered in any proposals that are advanced to a formal statutory approval process.

6.2 Cost

As the scheme cost estimate exceeds the €20m Public Spending Code (Department of Public Expenditure and Reform) threshold, a detailed business case is required and will be prepared for the scheme at a later stage.



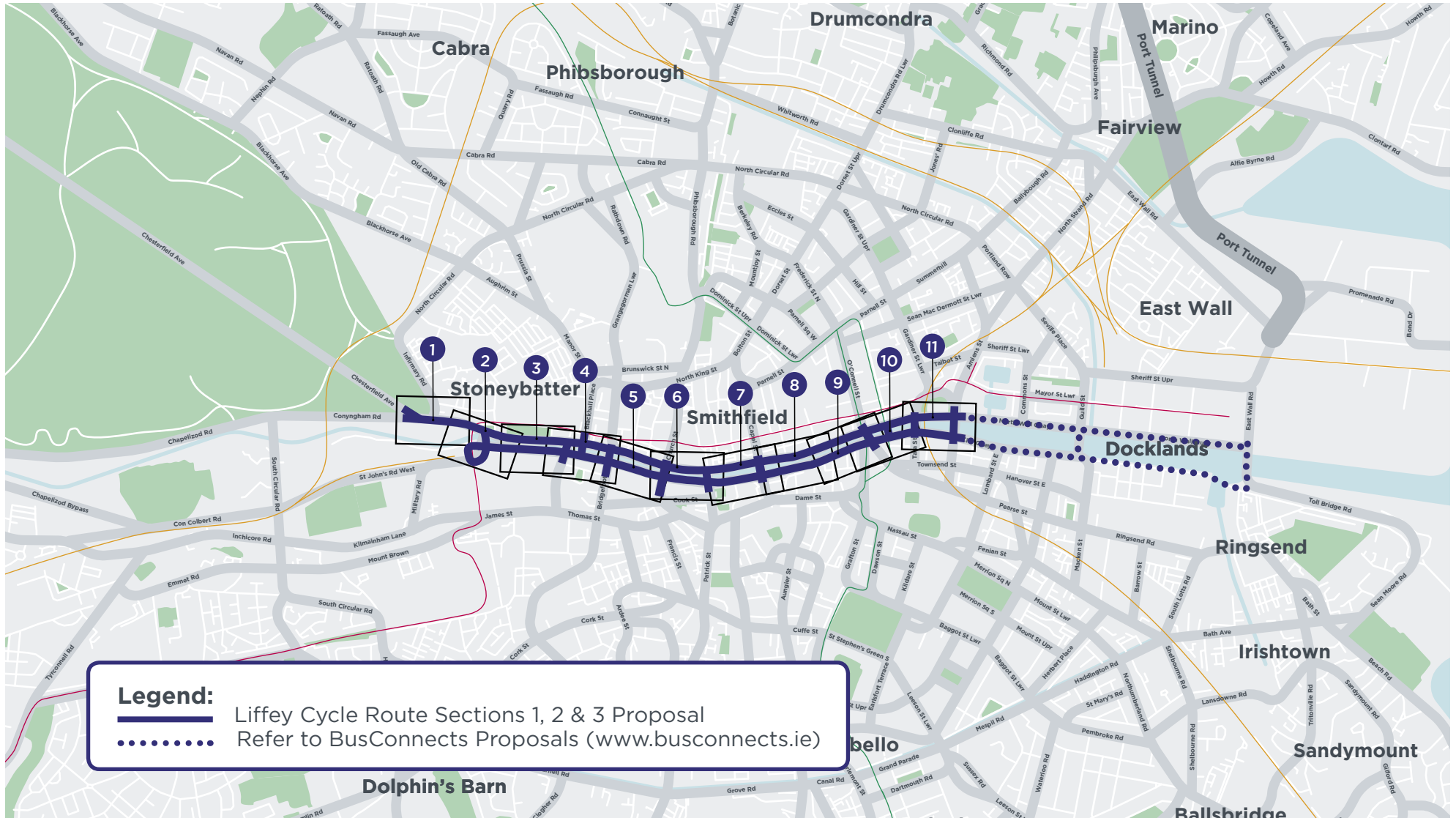
Bachelor's Walk - Proposed:

07 RECOMMENDED OPTION - SCHEME DRAWINGS

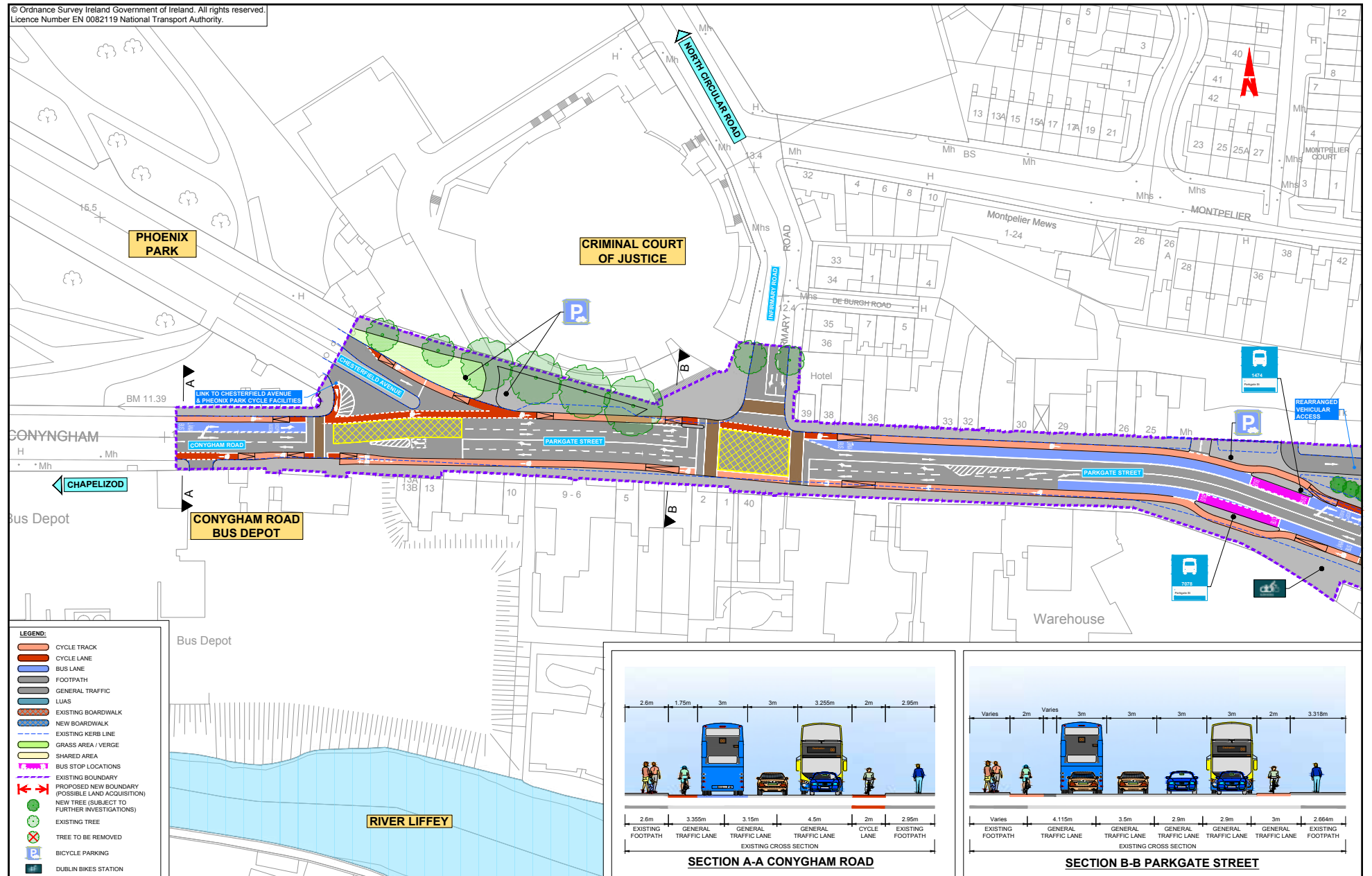


Liffey Cycle Route

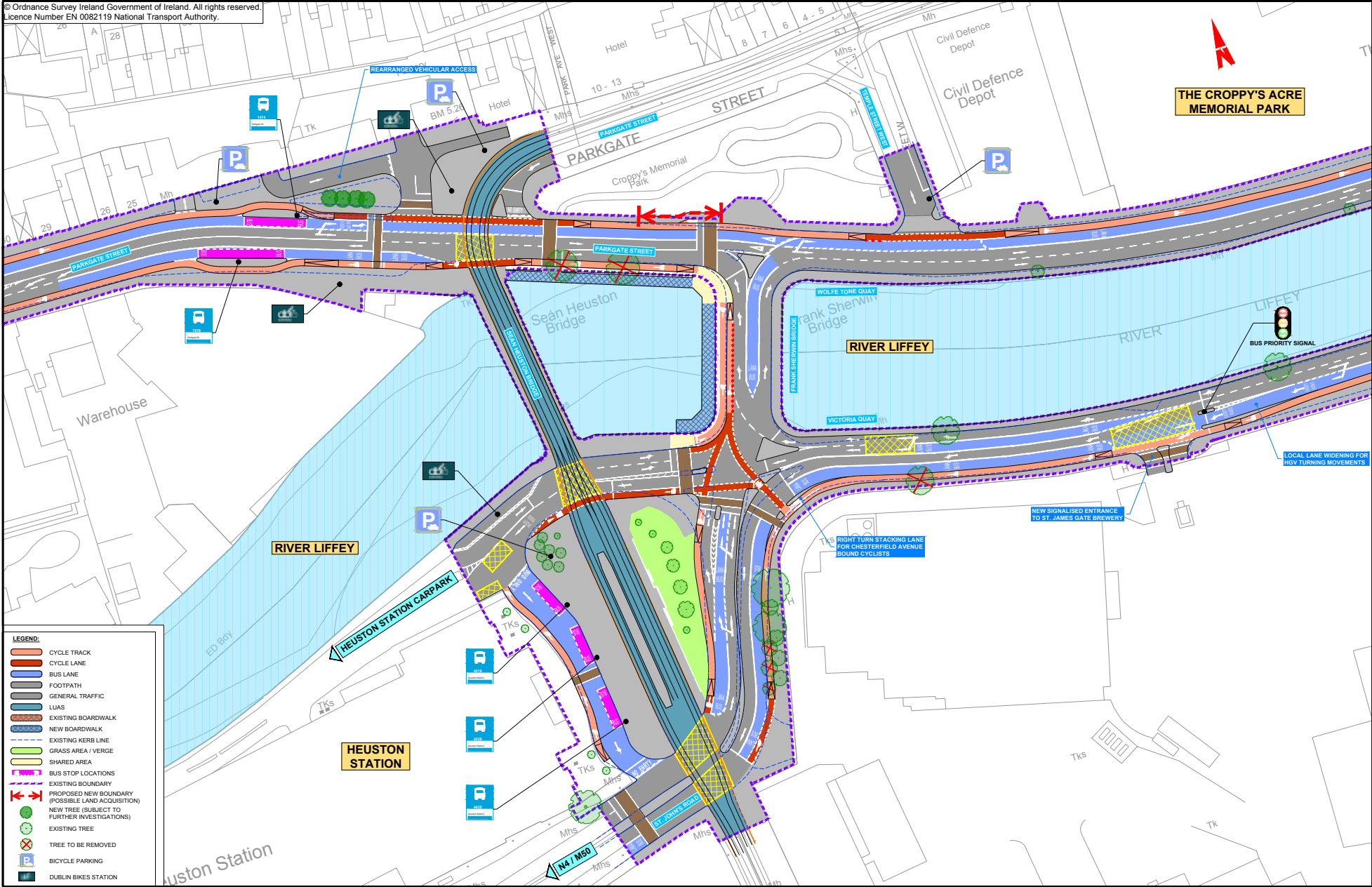
7.1 Index Map



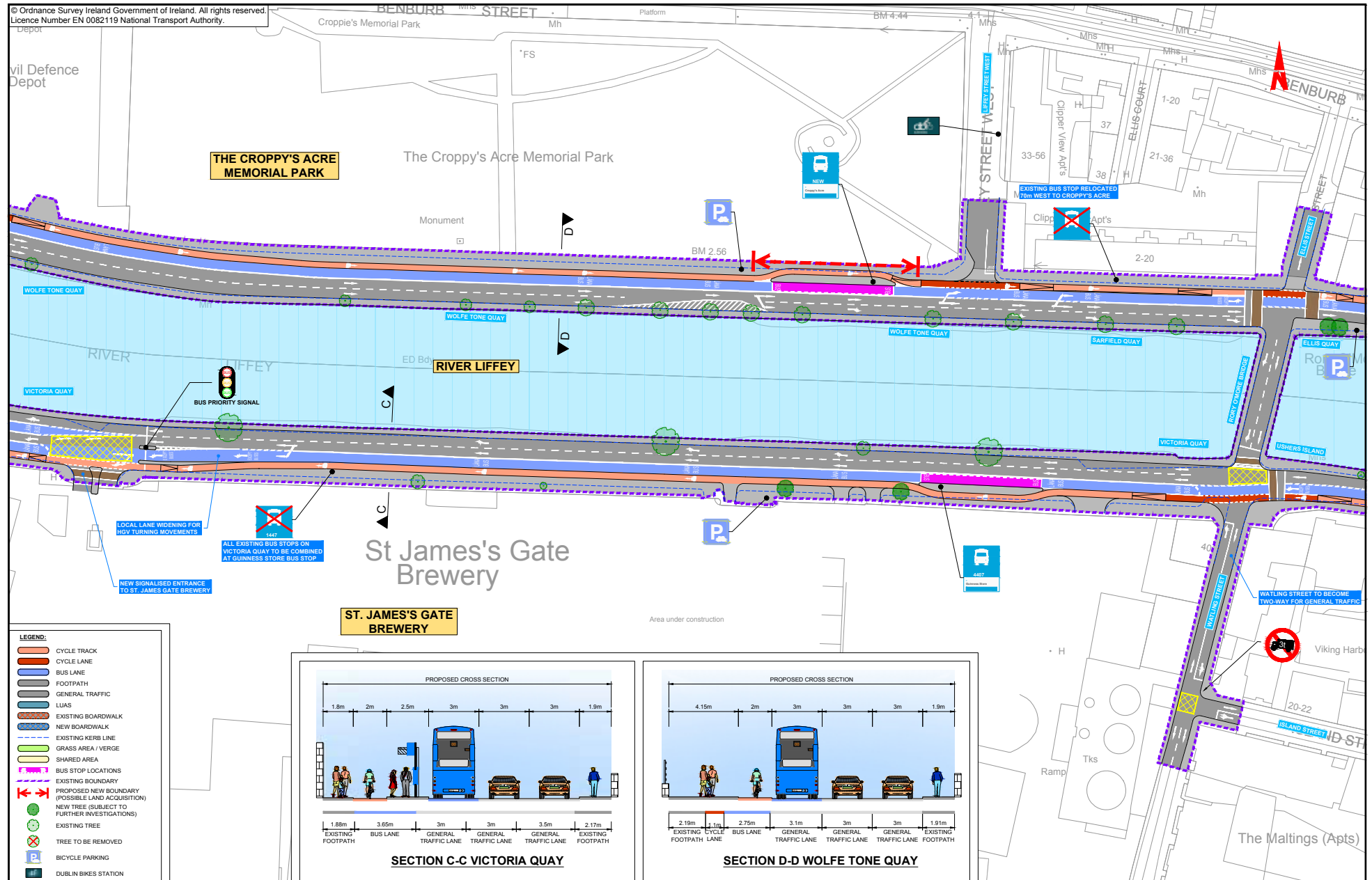
Map 1: Scheme Drawings



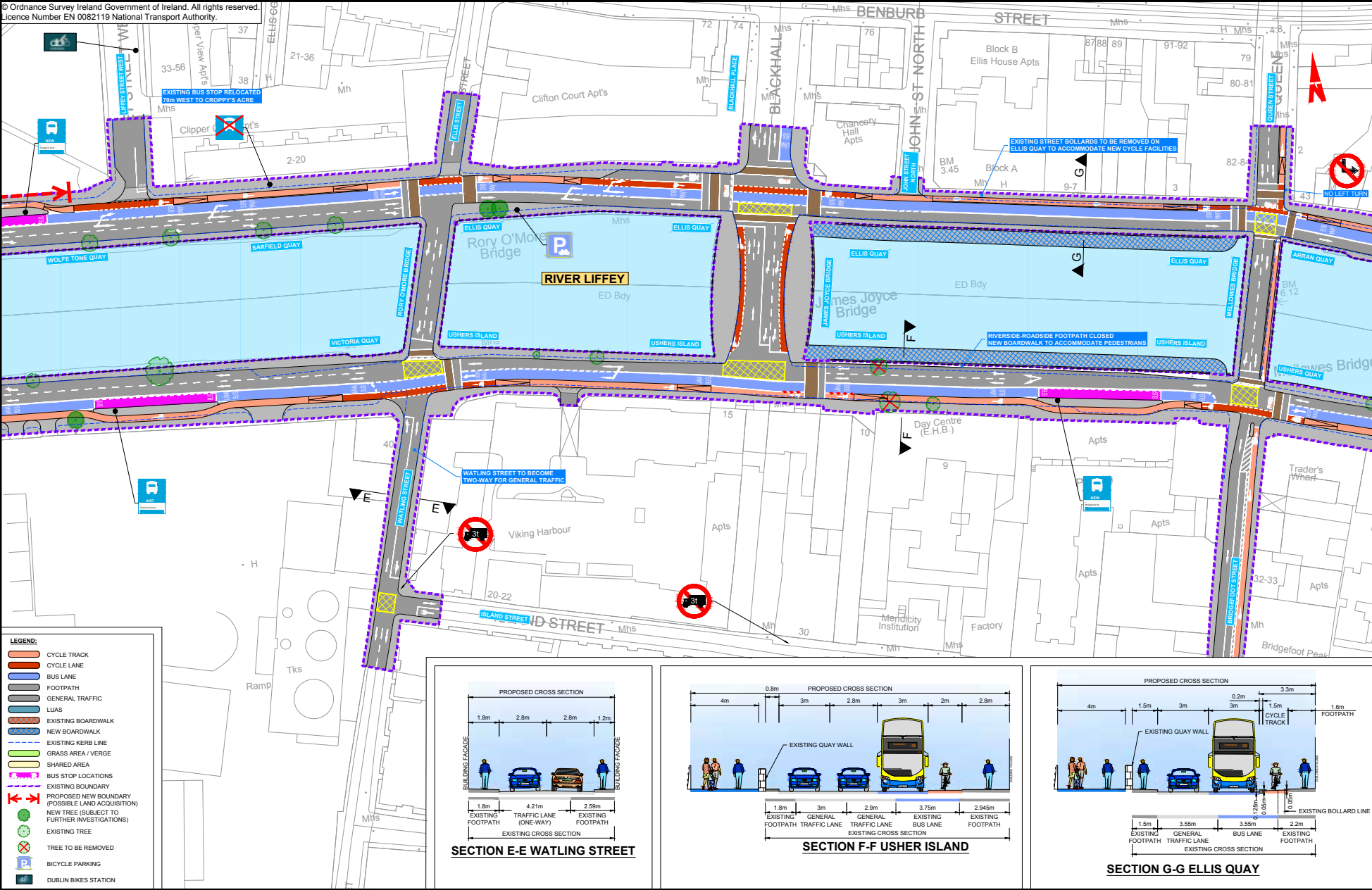
Map 2: Scheme Drawings



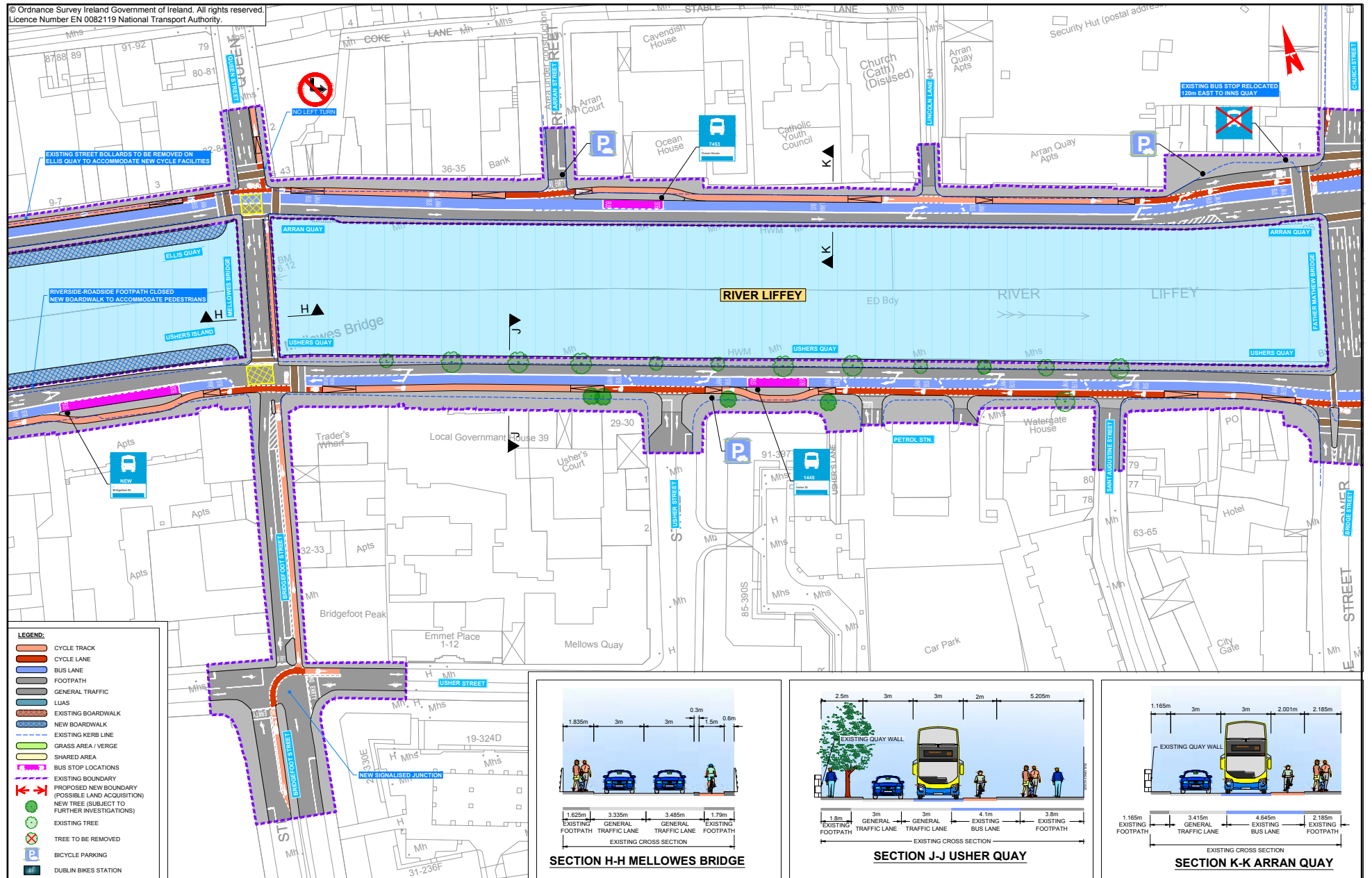
Map 3: Scheme Drawings



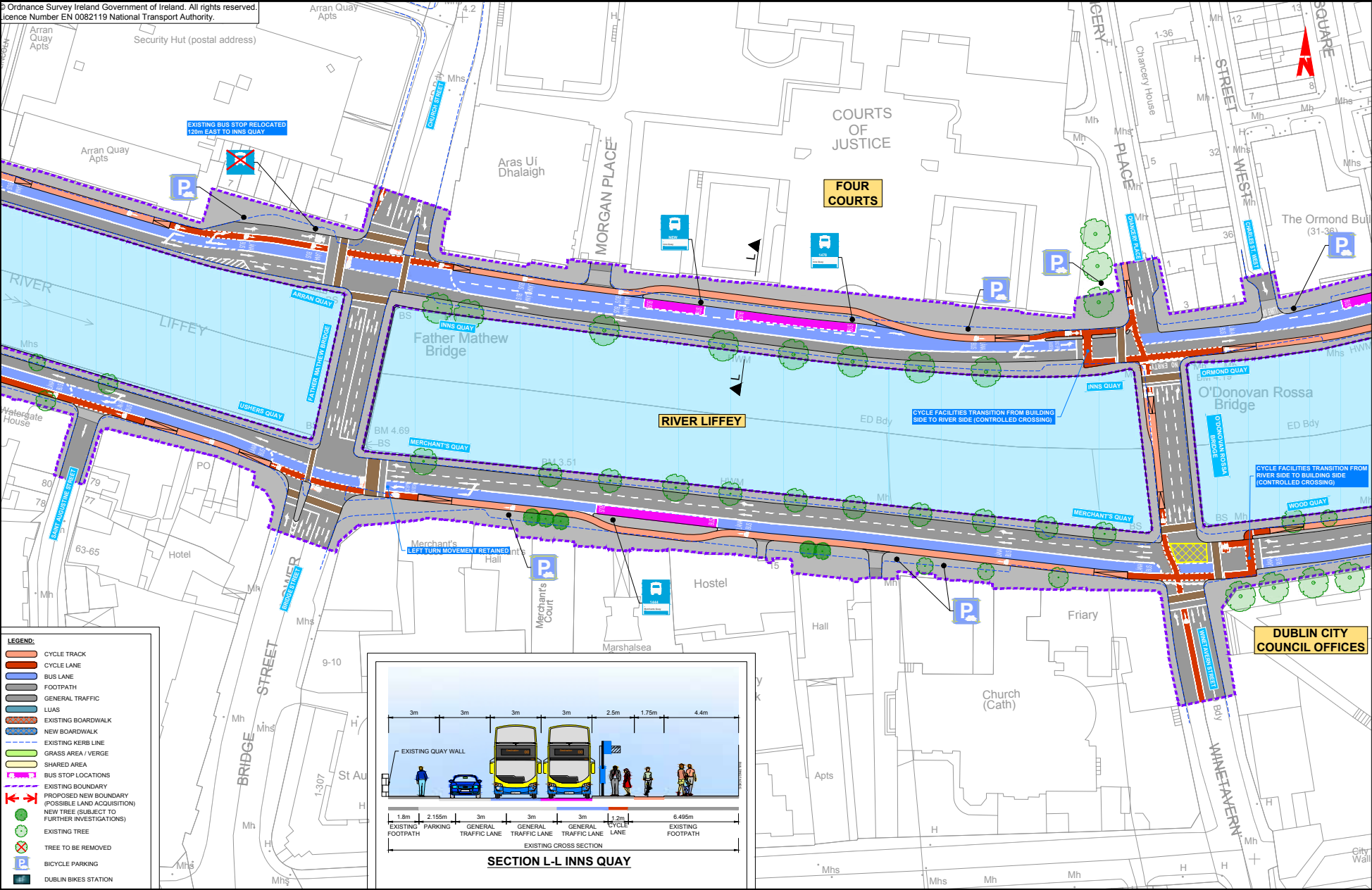
Map 4: Scheme Drawings



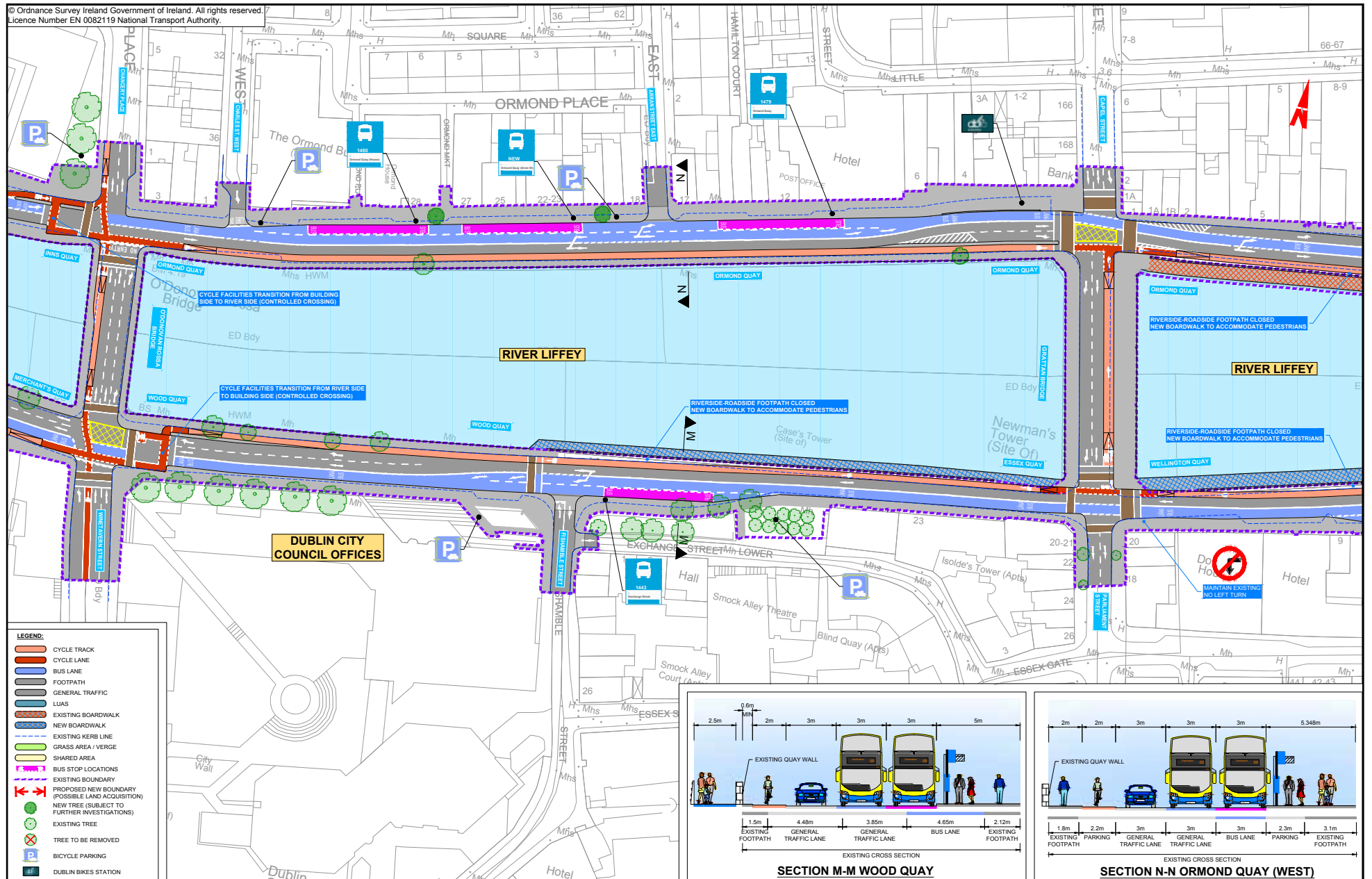
Map 5: Scheme Drawings



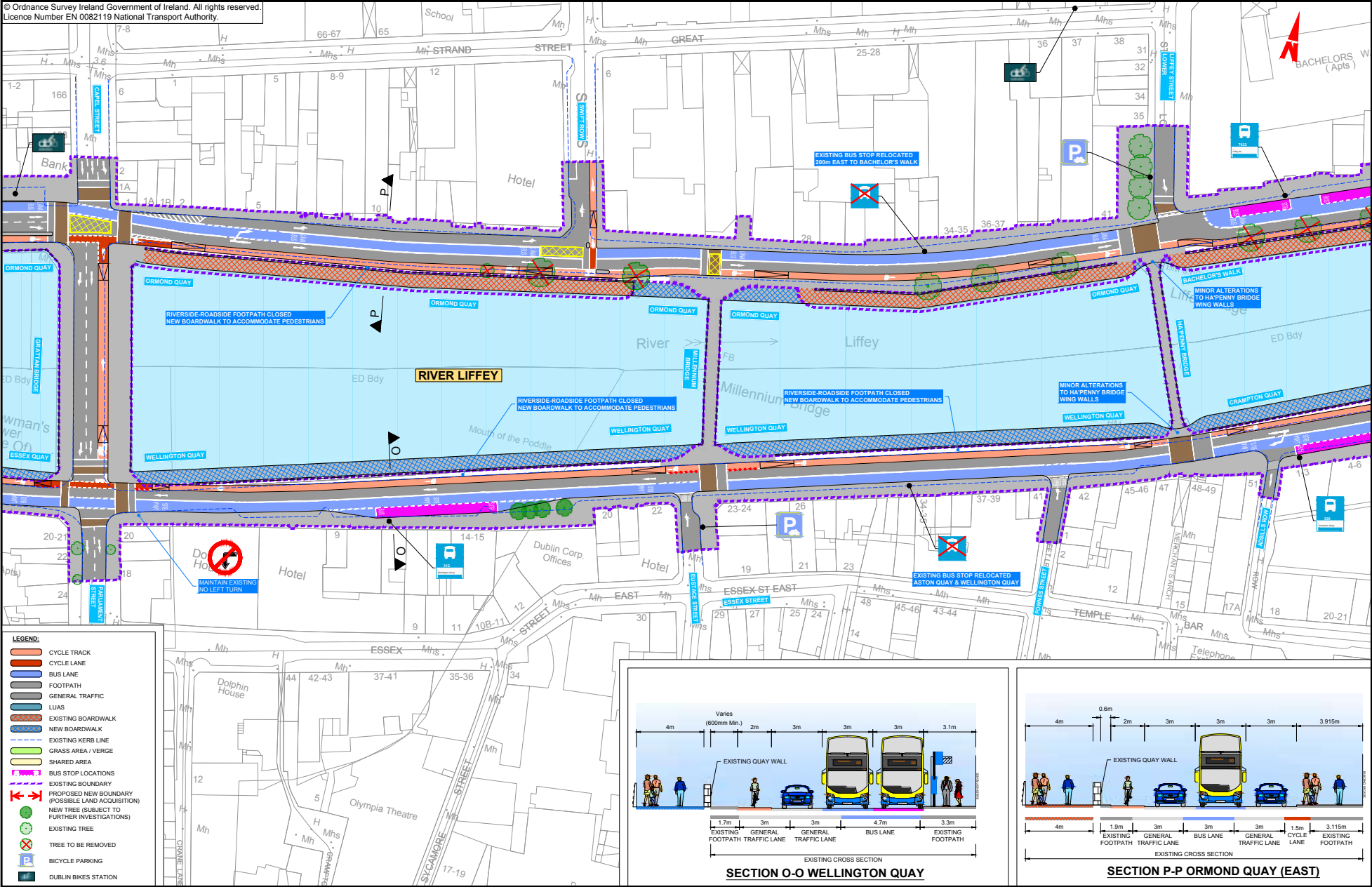
Map 6: Scheme Drawings



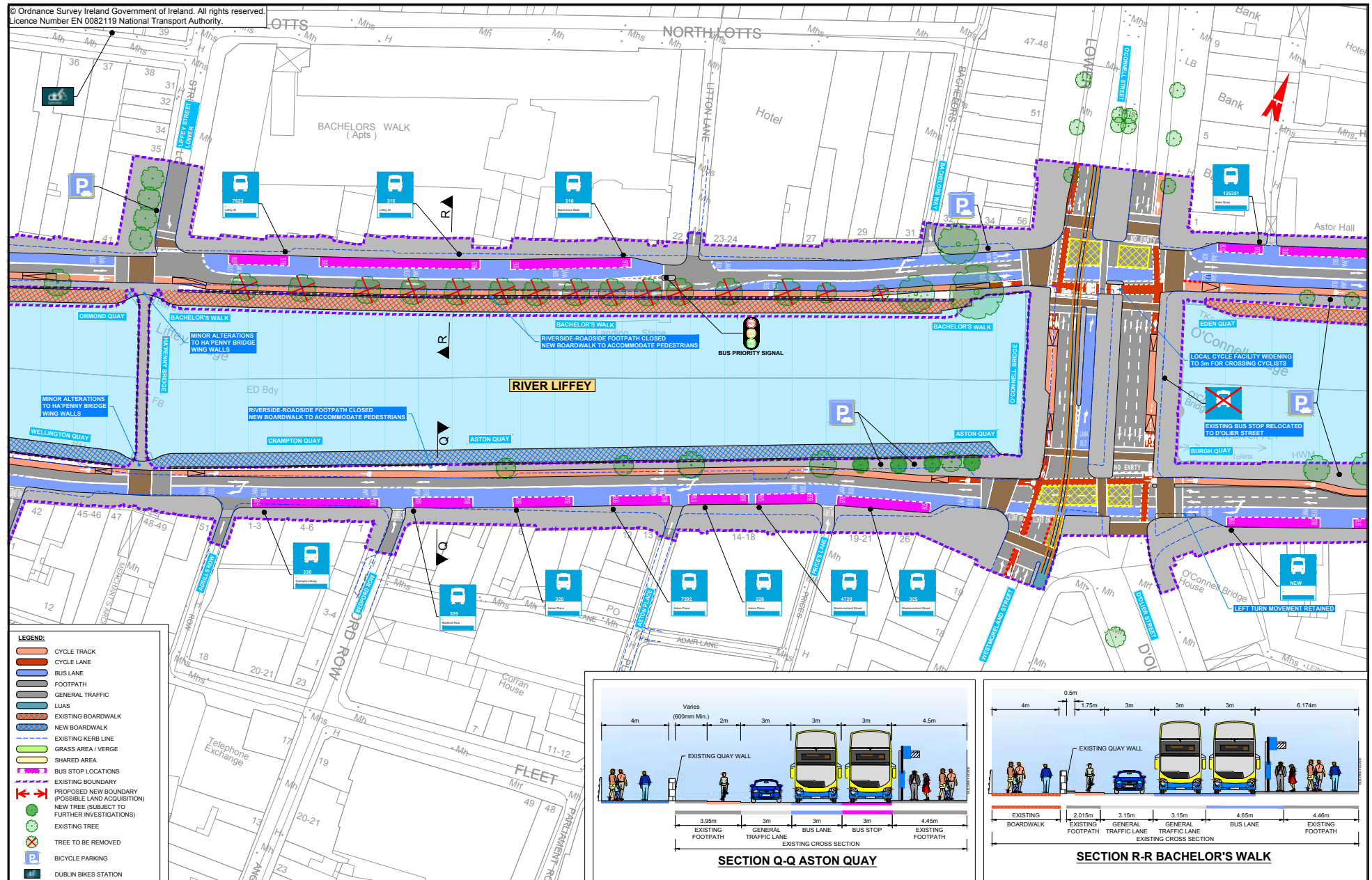
Map 7: Scheme Drawings

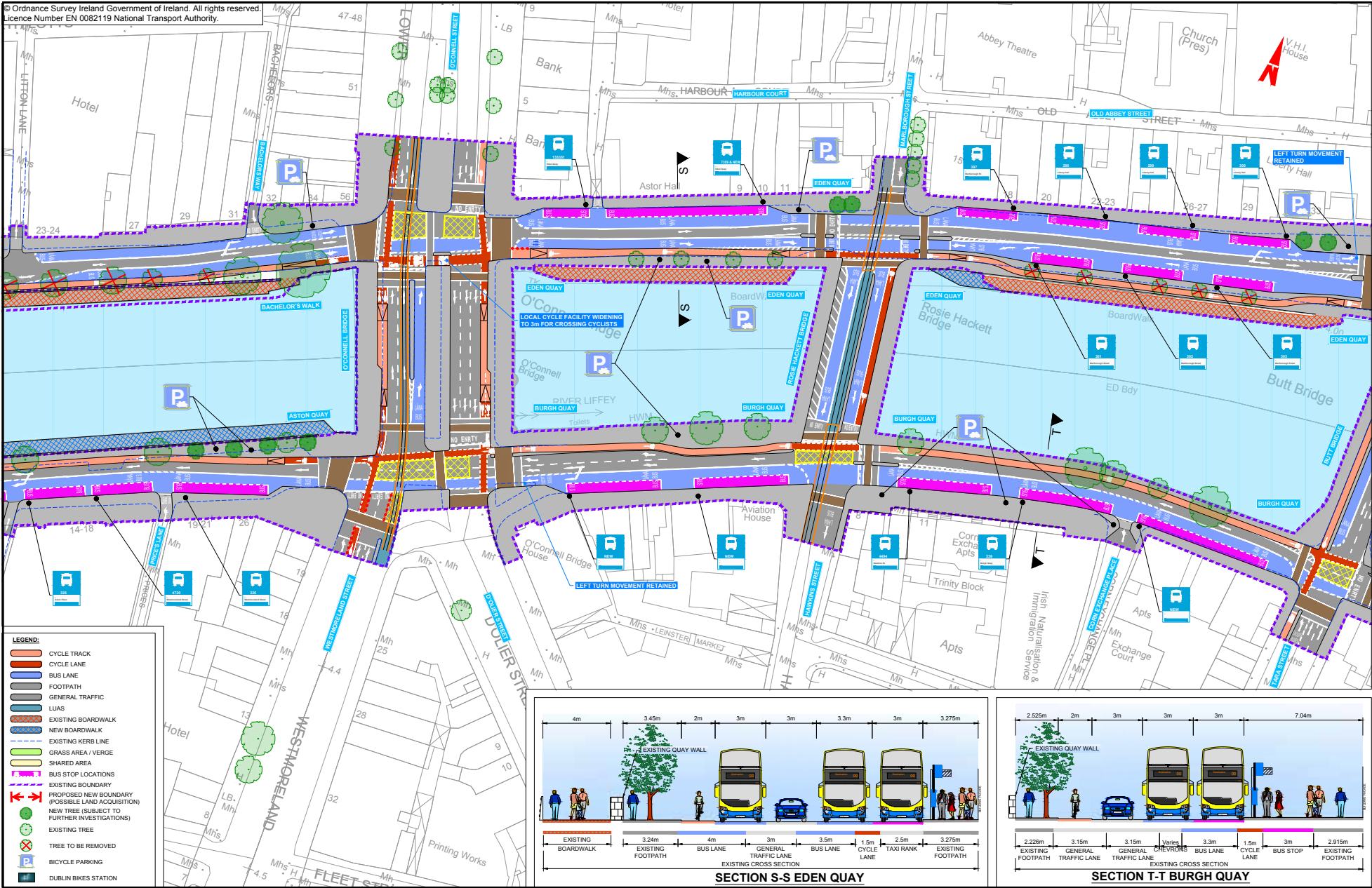


Map 8: Scheme Drawings

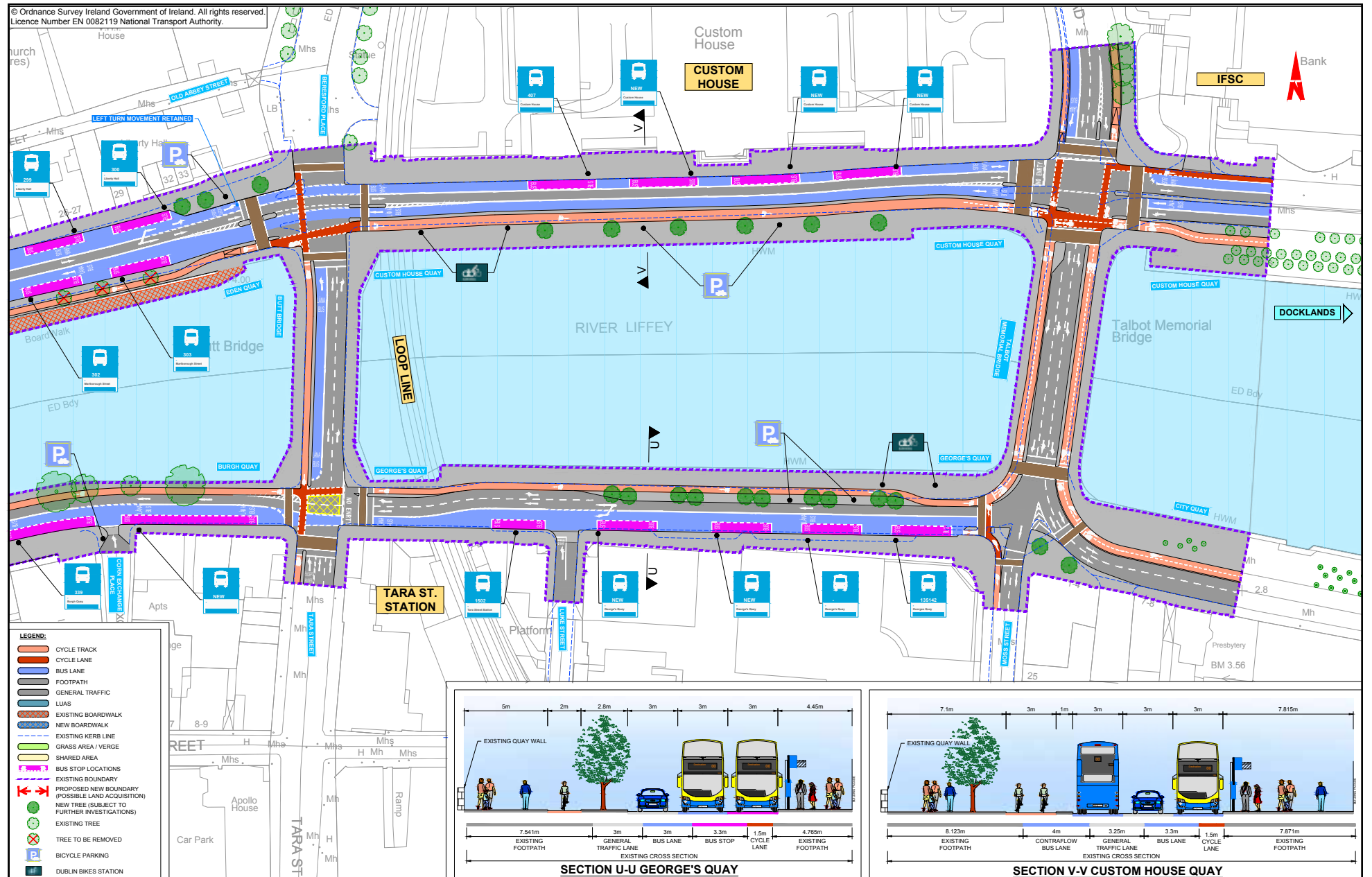


Map 9: Scheme Drawings





Map 11: Scheme Drawings







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