



TRANSPORTATION

INCLUDING ROADS LAYOUT, PROVISION OF
PARKING SPACES AND TRAFFIC MANAGEMENT

7

7.1 MOVEMENT STRATEGY

The underlying strategy aims to ensure that:

- the development of the Area will be consistent with the DTI Strategy or any other Strategy approved by the Government amending or replacing the Strategy;
- land use and transportation are integrated in the Area in a manner which forms part of DTI Strategy;
- public transport accessibility is maximised and that pedestrian and cycle movement is encouraged to keep car traffic to a minimum;
- streets are designed to encourage pedestrian activity to make going outside a safe, pleasant experience; and,
- no through car movement (rat-running) is facilitated by new roads infrastructure.

7.2 PEDESTRIAN AND CYCLE MOVEMENT

The strategy aims to make movement by foot or cycle as easy, direct and safe as possible. As the majority of such movement is likely to occur on streets shared with varying levels of traffic, a key element should be the provision of controlled crossings wherever significant volumes of pedestrians and cyclists cross major traffic flows. Such controlled crossings shall be direct, at grade and signalised.

The presence of large water bodies offers considerable opportunities for the provision of safe and attractive pedestrian/cycle routes away from traffic. However, in order to maximise use of these routes, new pedestrian/cycle-only bridges are also proposed at key locations to connect across the water bodies.

In addition, further routes are proposed to improve the pedestrian catchment of Grand Canal Dock Station, particularly the provision of new links across the southern side and along the western side of Grand Canal Basin and directly south to Grand Canal Street.

The proposals already advanced by the Master Plan will significantly improve conditions for pedestrians and cyclists. However, the Planning Scheme further enhances these by including the following links within the network:

- Bridge Street;
- Sir John Rogerson's Quay;
- Britain Quay;
- Grand Canal Street/Forbes Street, to provide a quieter alternative route to use of Cardiff Lane/Macken Street;
- a bridge over the River Liffey, in line with Forbes Street;
- Bridge Street between the River Dodder and South Docks Road;
- a bridge across the mouth of the River Liffey between Britain Quay and York Road; and
- a bridge across the River Dodder from the graving docks towards Thorncastle Street, subject to agreement of property owners on landing positions and rights of way.

The proposed new bridges will be designed in a manner which will facilitate boating, including sea going vessels and other water recreation traffic but in particular canal craft, preferably by means of suitable air draft or opening spans where appropriate.

As the majority of pedestrian movement is likely to occur on footpaths adjacent to highways, the Planning Scheme also pays attention to the quality of pedestrian footpaths and the provision of safe and convenient road crossings, particularly where major pedestrian axes meet major access routes.



Existing quayside link to be extended



Controlled pedestrian crossing



Pleasant pedestrian environment



Illustrative contemporary pedestrian bridge



Diagram 27

Key

-  5 min Barrow Street access only
-  10 min Barrow Street access only
-  5 min with additional routes
-  10 min with additional routes
-  5 min Pearse Station
-  10 min Pearse Station
-  5 min potential LUAS Station
-  10 min potential LUAS Station with Macken Street Bridge
-  10 min potential LUAS Station with Macken Street and pedestrian bridge

7.3 PUBLIC TRANSPORT

Grand Canal Dock Station at Barrow Street dramatically transforms public transport access to the Area, bringing much of it within a 10 minutes walk of a DART station, as illustrated in Diagram 27. Provision of additional pedestrian links to Grand Canal Quay, Grand Canal Street and the eastern side of the GCD area would further improve its catchment.

In addition to the DART services at Grand Canal Dock Station and the longer-term possibilities of an extension of LUAS, it is vital that new bus routes be introduced to the GCD area. The road network will be designed so that the entire Area can be placed within 5 minutes (400 metres) walk of a bus service.

Whilst existing infrastructure would permit bus routes to be established from the west and south, the presence of unbridged water bodies effectively prevents provision of services (particularly to the peninsula) from the north and east. The Planning Scheme therefore makes provision for a new bus-only bridge across the River Dodder between Britain Quay and York Road. The Dublin Corporation proposals for the Macken Street Bridge across the River Liffey, would provide opportunities to improve public transport connections to the Poolbeg peninsula and areas north of the Liffey. Bus Atha Cliath have already indicated their desire to establish a north-south bus route through the GCD area making use of the proposed Macken Street Bridge and serving the planned bus/rail interchange at Connolly Station.

It is also important to protect bus/LUAS services from any traffic congestion which may occur. It is intended to achieve this by:

- the provision of Quality Bus Corridors on the Pearse Street/Ringsend Road and the proposed Macken Street Bridge/Cardiff Lane/Macken Street corridors;
- restricting access to Sir John Rogerson's Quay to public transport, pedestrians, cyclists and local access traffic only; and
- restricting access to the potential new bridge across the River Dodder between Sir John Rogerson's Quay and York Road to public transport, pedestrians and cyclists only.

7.4 ROAD HIERARCHY

Existing highways access to the GCD area is generally acceptable from the east, south and west, although minor improvements are required at key junctions to improve facilities for pedestrians and cyclists.

Access from the north is currently poor, due the lack of a direct crossing of the River Liffey. The Dublin City Development Plan (1999) and the DTI make provision for the Macken Street Bridge, and this facility will transform access from the north. As the proposed bridge is also likely to draw through traffic away from the city centre and the tolled East Link Bridge, its construction should be accompanied by measures which limit the impact of through traffic upon the Area, particularly in local residential areas.

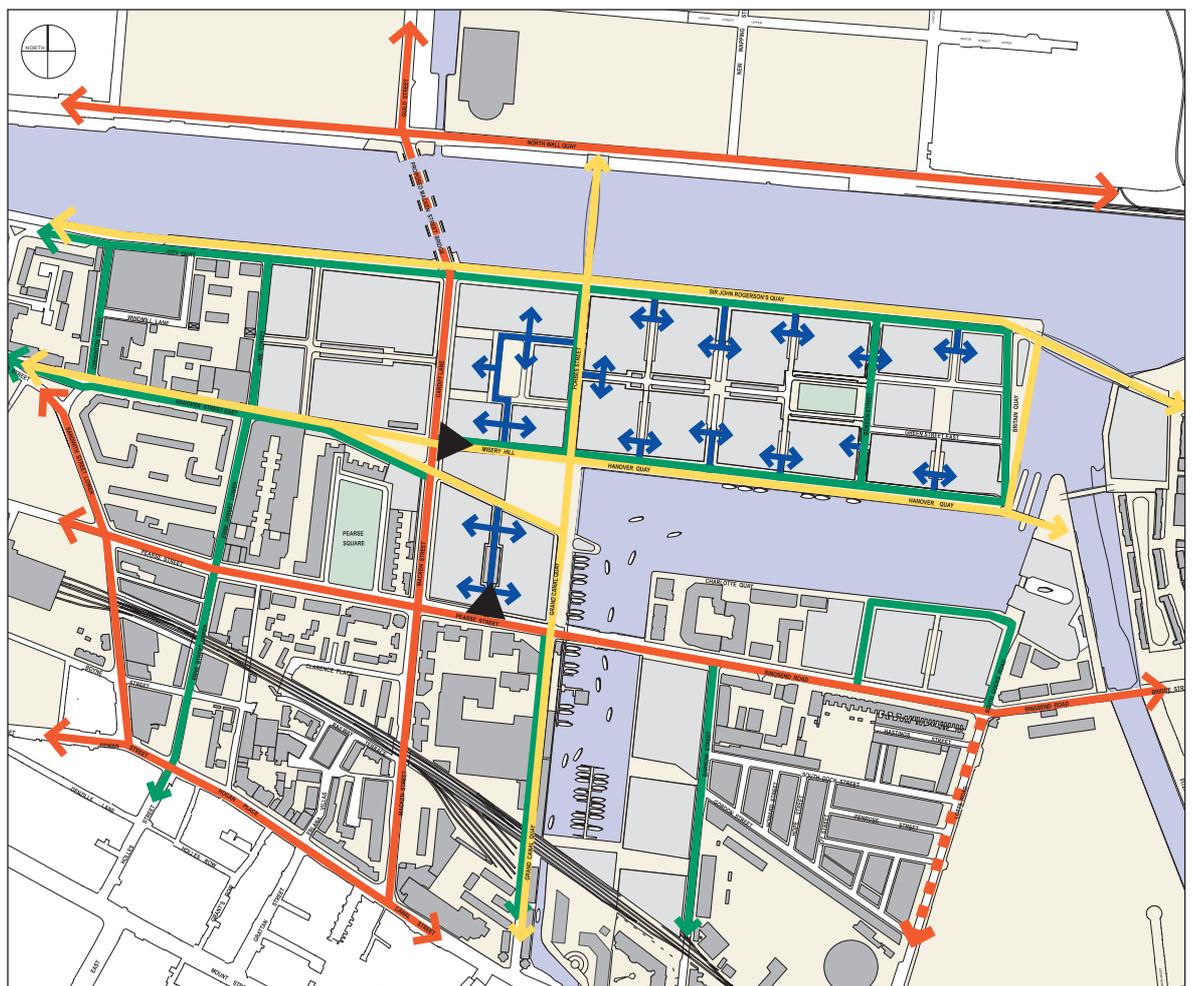


Diagram 28

This strategy would be reinforced by adopting the following road hierarchy for the area:

- designation of the Pearse Street/Ringsend Road and proposed Macken Street Bridge/Cardiff Lane/Macken Street corridors as major access routes. Extensive provision would be made for public transport and cycle lanes and for controlled pedestrian crossings wherever major pedestrian axes meet major access routes;
- designating Sir John Rogerson's Quay east of Cardiff Lane for public transport, walking, cycling and local access traffic only;
- designating other roads as major pedestrian axes or local service routes. Extensive environmental management measures would be introduced on these routes, to ensure that pedestrian activity dominates and vehicle speeds are kept to an acceptably low level; and,
- the development of a strategy for the wider Dublin area which would minimise the use of the proposed Macken Street Bridge/Cardiff Lane/Macken Street corridors by heavy through traffic, particularly H.G.Vs.

7.5 OFF-STREET CAR PARKING STANDARDS

The overall level of parking provision should be set at a level which encourages use of public transport whilst at the same making adequate allowance for essential users. Although the majority of parking will be provided within off-street garages, on-street parking should be allowed at safe locations on major pedestrian axes and local service routes.

Access points to underground parking shall be located and designed to minimise both the visual impact and the impact on pedestrian/cycle movement.

Current analysis suggests that the parking standards permissible under the Dublin City Development Plan (1999) are excessive relative to the nature and quantum of development envisaged. The Authority is therefore setting revised standards. These standards will be reviewed within a two year period of the adoption of the Planning Scheme.

The standards are both qualified and conditional on the development of mobility plans for all developments on sites over 0.2 hectares (0.5 acres) in Area.

7.5.1 Residential

One parking space maximum per residential unit of two or more bedrooms.

One parking space maximum per two residential units of one bedrooms.

7.5.2 Commercial Office Development within 400 metres of Grand Canal Dock Station

One parking space maximum per 400 square metres of gross floor area.

7.5.3 Commercial Offices further than 400 metres from Grand Canal Dock Station

One parking space maximum per 200 square metres of gross floor area.

7.5.4 Public Car Park

The Authority will develop a public car park having a maximum capacity of 400 spaces at underground level at Grand Canal Square to cater for the short-term parking requirement of visitors to the retail, cultural and other visitor destination facilities. Short-term means parking periods of two hours or less between 0700 hours and 1900 hours. A time and pricing control regime will be used to effect this.

7.5.5 Other Uses

The Authority shall be guided by the standards set out for other land uses as specified for Area 1 in the Dublin City Development Plan (see Appendix 2) subject, however, to a measurement of any impacts on the overall figures for parking for the Area and its objective of achieving a shift in the modal split in favour of public transport in the area.

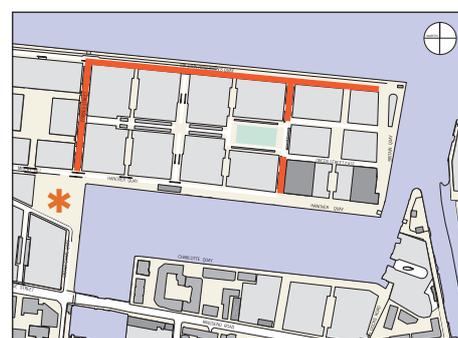
7.6 ON-STREET CAR PARKING

The Authority recognises that on-street car parking can contribute to the enlivening of the Area and the evening economy by allowing destination access by the public for amenity, shopping or recreational purposes. The Authority is therefore encouraging the provision of controlled on-street parking in the locations shown on Diagram 29. It is not making provision for car parking on the campshire.

7.7 BICYCLE PARKING STANDARDS

Bicycle parking shall be provided at major public transport nodes (in particular the Grand Canal Dock DART Station), the shopping area at Hanover Quay and at key meeting places.

Bicycle parking shall be provided to the same standards set out set out for Area 1 in the Dublin City Development Plan (see Appendix 3).



Key

— Possible locations for controlled on-street parking

★ Underground public car park

Diagram 29

7.8 POLICIES

The Authority will:

- 1 Seek the creation of an efficient, functional and safe system for vehicles, cyclists and pedestrians.
- 2 Ensure that the development of the Area will be consistent with the DTI Strategy approved by Government.
- 3 Ensure that land use and transportation are integrated in the Area.
- 4 Promote the provision of an integrated public transport structure for the Area and cater for and encourage the provision of suitably dimensioned wayleaves to accommodate public transport.
- 5 Require all parking for vehicles to be underground, save for drop-off spaces for public transport vehicles, tour vehicles, taxis and service vehicles, or in specific areas highlighted which would encourage a lively use of that area as indicated on diagrams 13, 15, 17 and 29.
- 6 Apply parking standard in accordance with the figures set out in paragraph 7.5 for an initial period of two years. A review of these figures will be carried out after the expiration of the two years in conjunction with the DTO and Dublin Corporation.
- 7 Promote the provision of safe parking and storage of bicycles and mopeds throughout the Area and require new developments to meet the bicycle parking standard set out in Dublin City Development Plan 1999.
- 8 Apply the cycle lane network as envisaged for the Area by Dublin Corporation, including the provision of a cycle lane along the Liffey Campshire.
- 9 Provide an underground car park containing a maximum of 400 spaces, at Grand Canal Square, to provide for the short-term requirements of visitors to the Area.
- 10 Cooperate with Dublin Corporation in the creation of a traffic cell which would reduce the penetration of through traffic into the Area and promote measures to ensure that persons with handicaps can safely and fully participate in the transportation network of the Docklands.
- 11 Promote the interlinking of existing transportation modes by pedestrian connections and facilitate efficient inter-change between modes, particularly between the DART and buses.
- 12 Promote the development of road and pedestrian lighting specification in conjunction with Dublin Corporation and the ESB to achieve high standards and enhance the Area in urban design and architectural terms.
- 13 Require new roads and pavements to be built to Dublin Corporation "Taking in Charge" standards.
- 14 Encourage the provision of new pedestrian and public transport bridges as indicated in paragraph 7.2.