

# Liffey Cycle Route

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## Stakeholder Engagement Summary Report

May 2015

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## 1.0 Introduction

The Liffey Cycle Route project has been running since 2012 during which time ROD-AECOM have been providing consultancy services to Dublin City Council (DCC) and the National Transport Authority (NTA) in relation to the scheme.

Due to the high profile, and potentially divisive, nature of what the scheme is aiming to achieve, stakeholder engagement has been a key aspect of the study. To date, internal consultation with DCC, two large stakeholder workshops and a round of non-statutory public consultation have all taken place.

This note has been prepared to summarise these various rounds of consultation and the outcomes of same.

## 2.0 Study Objectives

The project is intended to improve the network of cycling infrastructure in the city, bridging a long recognised gap in accessibility through the city centre. The quays are heavily trafficked routes that are, for the most part, unsuitable for cyclists presently. Although significant improvements in safety have resulted from the Dublin City HGV Restriction, this corridor provides a relatively low quality of service that is not consistent with facilitating a continued growth in cycling.

The expected benefits of the project, and hence the objectives against which it must align itself and be assessed against, are:

- **Environmental:** To contribute to a reduction in emissions through reductions in motorised transport demand, and to improve air quality through populated areas
- **Economy:** To improve the efficiency of the transport network by improving the accessibility of the City Centre by sustainable travel modes
- **Safety:** To improve conditions for cycling along an east-west corridor through the city centre, leading to a reduction in cyclist and pedestrian injuries
- **Accessibility & Social Inclusion:** To improve access to the city centre, to provide greater opportunities for leisure activity in the city centre, and to ensure the ongoing health and well-being of the population
- **Integration:** To maximise opportunities for multi-modal transport including the use of bicycles, and to support the objectives of the NTA 2030 Strategy, and Smarter Travel.

## 3.0 Stakeholder Engagement

Three distinct rounds of stakeholder engagement have taken place on the project to date. These have taken the form of:

- Preliminary DCC Consultation (November 2012)
- Stakeholder Workshops (December 2012, January 2014)
- Non-Statutory Public Consultation (March/April 2015)

### 3.1 Preliminary DCC Consultation

One of the first actions undertaken by the design team after being appointed to undertake the study was to hold a round of consultation internally within DCC. Representatives from the following departments attended:

- Road Maintenance / Design;
- Conservation & Architecture;
- Roads & Traffic;
- Planning;
- Drainage Division;
- Waterworks;
- Public Realm; and
- Parks.

As this consultation was preliminary and very early on in the life of the study, no options had been developed at the time and therefore all aspects and potential issues and opportunities relating to the scheme and their practicalities were open for discussion.

The North Quay boardwalks were a topic that was raised on more than one occasion and it was clear there was some reluctance to increasing the existing boardwalk provision. This reluctance was based on the amount of maintenance they currently require and also the work that is involved in erecting the Dutch dams which are required to close the boardwalks during periods of flood risk.

Another topic to which several references were made was the eastern Campshires and the potential that exists to relocate the cruise ship docking location closer to the East Link Bridge in order to increase connectivity between Dublin Port and the City Centre.

### 3.2 Stakeholder Workshops

Two stakeholder workshops were held in relation to the scheme in December 2012 and again in January 2014 both of which were hosted in the Wood Quay venue in DCC Civic Offices.



The workshop held in 2012 was attended by approximately 60 people which consisted of both internal (within DCC) and external stakeholders. This was the first time input from outside of the

client (DCC) and the funding authority (NTA) was invited. A full list of attendees and the organisation they represented can be found in Appendix A.

For simplicity and ease of digestion by the attendees, the route between Heuston Station and the Point was divided into three sections which were:

*Section 1:* Heuston Station to Church Street;  
*Section 2:* Church Street to Butt Bridge; and  
*Section 3:* Butt Bridge to the Point.

Detailed comments made by the attendees on each of these three sections are included in Appendix B.

The workshop identified a number of “key success factors” which the attendees considered essential if the objectives of the scheme were to be met. These were:

- **Identifying and meeting the needs of different stakeholders**  
Pedestrians, Dublin Bus, car drivers, city centre businesses, shoppers, cycling commuters, recreational cyclists, and tourists
- **Getting the aesthetics right**  
Linear Park concept, using the Liffey as the backdrop, taking a holistic approach to planning, greening the route
- **Designing for Safety**  
Women and children, conflicts with vehicles, anti-social behaviour
- **Enhancing Connections**  
Legibility, directness, intersections, relationship to the feeder routes

General conclusions from the workshop can be summarised in the following seven headlines:

- ***The emerging Preferred Route – two way cycle track on North Quays***  
The workshop achieved near unanimity that, for numerous reasons, the route should be a 2-way cycle track on the North Quays and that it should be complimented with a two-way facility on each side of the Liffey on the eastern campshires.

- ***Safety is a key factor for all stakeholders***  
There are many safety-related issues that need to be addressed:

- Conflict with left – turners, buses, pedestrians, Luas
- Speed limits are too high on the route
- Requirement for a segregated cycle route
- Alternative parallel routes not safe after dark
- Risk of cycle wheels in rails on Luas alignment
- Anti social behaviour a problem on the Boardwalk
- Width of cycle lanes needs to be appropriate
- Issue of “enforcement” of rules of the road

- ***Design is critical to the use and success of the route***  
Consistently the participants brought up the requirement to get the design right from the start including – recreational spaces at different points with ideas for gardens and playgrounds, integration with existing heritage, making the space a destination rather than a route. There were some concerns expressed at the potential impact on valuable heritage assets on the riverfront such as the quays at the Four Courts. It was noted that there will be a wider planning initiative as part of a Liffey Corridor Local Area Plan that will consider the many issues raised here – some queried whether the LAP should have preceded this scheme.

- ***Manage Traffic flows to minimise disruption***

Traffic flows were a key point of discussion – in particular the need to maintain enough capacity on the roads to keep the city alive. An understanding that there will need to be reduced car use sparked conversations on how to achieve that modal shift. Participants recognized that it isn't possible to queue traffic on the South Quays but is easier on the North Quays (with potential tailing back past Heuston). Furthermore the parallel streets are quiet – can traffic or buses be diverted away into the side streets? Buses using the route as a “parking-up” facility was discussed at length and a solution to that is a priority. Removing car parking from the route was seen as a key opportunity although with impacts on City Council income generation.

- ***Legibility of the route for users is paramount***

A recurring word for the day was legibility. How will this project integrate with key developments, with the way that people “read” the city and wish to move through it? This includes accommodating those North - South movements – to Grangegorman, to the Docklands, to the South Georgian Core. Other key factors are the Sutton to Sandycove route and the western Liffey Corridor to Celbridge.

- ***Managing the impact on local businesses***

There were several issues regarding the impact on business – for better or worse. Ensuring on-going access to car parking seemed important as did the need to make the case as to why this project might help them – for example to achieve a higher footfall as a result. An idea was proposed to enhance delivery yards for local businesses – in particular along narrow sections.

- ***Communication to the public about the project and its aims***

Many stakeholders referred to the critical need to have excellent communications around the project – including bringing businesses, the media, and the public on board over time. A phased approach (a managed transition) is essential to prevent the risk of sudden unexplained changes that cause frustration and protests and risks losing the project.

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A follow up workshop was subsequently held in January 2014, also in the Wood Quay Venue, which was also attended by approximately 60 delegates (a full list can be found in Appendix A).

Following the first workshop an options report was produced by the design team which reduced the initial thirteen options down to three. These options were:

- Two way North Quays with rerouting of buses via Benburb St;
- Two way South Quays from Heuston Station to Father Mathew Bridge, Two Way North Quays from Fr Matthew Bridge to the Campshires; and
- Two way north Quays with limited boardwalk

As the design process evolved following the completion of the options report and through continued liaison with DCC and the NTA, these three options eventually became five and it was these five options which were presented at the second workshop. These options were:

- A1:** Two-way North Quays with bus rerouting via Benburb Street;
- A2:** Two-way North Quays with traffic rerouting via Benburb Street;
- B:** Two-way Both Quays (Partial) – avoiding North Quay and South Quay pinch points
- C:** Two-way North Quays with Limited Boardwalk; and
- D:** One-way Building Side Both Quays.

Whilst the previous workshop focused on detailed round table discussions of the numerous corridors which were being considered, this workshop was more of an open forum where individuals were free to comment on the five options being presented. Presentations were made by the design team on the work that had been carried out in the intervening thirteen months between the two workshops.

Comments made with specific reference to each of the five of the five options are presented in Table 3.1 below.

Table 3.1: Delegates Comments on Five Options

Option	Comment
<b>Option A1</b>	Critical that bus stops are provided on Eden Quay with contra flow bus scheme
	Bus stop design at Smithfield Luas Stop can be improved
	Bus stop design at North Wall Quay can be improved
	Benburb St probably better for buses to avoid turning conflicts
	Proposals for bus route significantly impact recently completed plaza area in Smithfield.
<b>Option A2</b>	Ban car turn from Burgh Quay to D'Olier St and from Westmoreland St to Aston Quay
	Not enough attention to public realm, tress an essential element to this option
<b>Option B</b>	Two contra flow bus lanes on Eden Quay, too difficult for pedestrians
	Swapping Quays harms legibility
<b>Option C</b>	Good option but worried there is no space for trees in proposal, this is essential
	Ellis Quay and Arran Quay looks tight
	This option needs to be explored the opportunity to provide open space which directly addresses the river for the first time is a chance not to be missed.
	Boardwalks below adjacent roads closed when risk of flooding, routes need to be kept open for cyclists and pedestrians
	What is proposed for the south quays as part of this option?
<b>Option D</b>	What is the legal situation with cycling on the right?
	Problem with segregation and bus stops at Arran Quay
	Design of bus stops with cyclists inside bus lane?
	30kph, opportunities for introduction should be explored

These comments were collated by the design team and were used to further inform the design process.

Following an introductory presentation made earlier in the day, a second presentation outlined how the five options (A1 – D) had been assessed.

The presentation set out that the emerging preferred option for the project was a combination of Options C and D with a two way facility and limited boardwalk on the North Quays complimented by a one way facility on the South Quays.

General comments recorded during the question and answer session following the second presentation are outlined in Table 3.2 overleaf.

Table 3.2: General Comments from Q&amp;A Session

<p><b>James Leahy – An Taisce</b></p>
<p>Concerned about the effects of the project on the heritage of the area, particularly the bridges, and that it was not considered sufficiently in the option assessment matrix. He also stated that this is an opportunity to remove clutter from the quays in terms of street signage and traffic signals. He used O’Connell St as an example where such an approach had a positive effect on the overall environment. The design team responded by outlining that the balustrade along Inns Quay and at Father Mathew Bridge would not be affected although they did concede that heritage impacts, if any, should be fully documented.</p>
<p>There is a need to provide pedestrian crossings across bridges on the riverside of the road so people can get closer to the river. The design team responded by stating that with the two way option, crossings will be provided on the bridges on the North Quays. The provision of pedestrian crossings on the junctions on the South Quays will be reviewed during the design of the preferred option.</p>
<p><b>David Brennan – Dublin City Business Association</b></p>
<p>Concerned that the traffic impacts of the proposals may be significant which would in turn have a detrimental effect on city centre businesses. He queried whether funding will be made available from central government for the project? He also expressed some concern over the volume of bikes entering the city as part of these proposals and will they be accommodated through additional cycle parking? The design pointed to the modelling which has been carried out to date which has shown that approximately 800 vehicles will have to re-route from the quays however, these are vehicles using the quays as a through route to the southeastern quadrant of the city or IFSC and not commercial shoppers bound for the city centre. Eoghan Madden of DCC responded by saying there was a study underway to establish the potential of providing cycle parking facilities on quiet side streets (cul de sacs). He also identified that the objective of the project is not to reduce the ability of car traffic to access city centre and outlined the transport challenge for the city in terms of continued population growth and the capacity of the transport network.</p>
<p><b>Eoin Gillard - RPA</b></p>
<p>What would be the impacts for Luas and loading and servicing along Benburb St as a result of proposed bus or traffic rerouting options? The response to this pointed out that firstly no options propose to run buses on LRT line (they are proposed to run adjacent). Surveys were carried out to establish the level of loading activity along Benburb St which showed that activity was low and could be accommodated elsewhere if necessary.</p>
<p><b>Colm Ryder - Dublin Cycling Campaign</b></p>
<p>Wanted to know whether the impact of proposals such as the ‘green wave’ have been quantified? The design team responded by saying it is likely to improve QoS but this has not been quantified at this stage.</p>

<b>Derry O’Leary - Dublin Bus</b>
Stated that DCC previously made a commitment to have people enter the city centre via public transport and therefore more roadspace should be reassigned to public transport.
<b>Dick Gleeson - DCC Planning</b>
How does this project interact with DCC’s urban realm strategy? He queried that, given the Liffey’s role as the spine of the city, has it been considered how this route will connect with the main tourist destinations in the city? In response it was outlined that the GDA Cycle Network Plan provides for the strategic connections from the Liffey Cycle route to other parts of the city.
<b>Andrew Montague – Lord Mayor</b>
Felt that first and foremost an attractive city centre is what is required to get people into the city centre. Businesses on the river front do not currently thrive as they should, like they do in other cities and something needs to be done to address this. He went on to say that the 30 kph speed limit is not working as well as it was hoped because the roads in the 30 kph zone feel like roads that were designed for a 50 kph speed limit. The character of these routes need to change to reduce speeds and for people to obey this regulation.
<b>Graham Hickey - Dublin Civic Trust</b>
Complimented the quality of presentation. He stated that the public realm should be an integral aspect to this project and improving pedestrian provision is critical. The design team responded to these concerns by saying that riverside footpaths are currently substandard and have an inconsistent use of materials. This is mainly due to the damage being caused by existing trees, an issue which needs to be addressed through this project.

The workshop concluded that this emerging preferred option was the optimal design and reflected the sentiment drawn from the first workshop that the route should be a two way facility on the North Quays.

In addition to the comments outlined in the above tables, numerous general comments were made on comment cards which were placed on posters at various locations around the venue, these comments have been collated and can be viewed in Appendix B.

### 3.3 *Non-Statutory Public Consultation*

In March and April 2015, Dublin City Council (DCC) held a round of non-statutory public consultation on the Liffey Cycle Route. The consultation period ran for six weeks from the 6th of March until the 17th of April with scheme drawings being on display in DCC libraries in the Ilac Centre and Pearse Street as well as the DCC Civic Offices.

The aim of the consultation process was to offer members of the public meaningful involvement in the process for the first in order to present to them progress to date and, more importantly, to invite feedback on the emerging preferred scheme options which have been developed.

Similar to the first stakeholder workshop, the route from Heuston Station to the Point Depot (3 Arena) was divided into three sections: A, B and C. Section A extends from Heuston Station to Church Street, Section B is from Church Street to Custom House Quay while Section C takes in Custom House Quay as far east as 3 Arena.

Sections A and B were the only two for which feedback was invited, the layout for Section C is an upgrade of the existing facilities.



A description of the options presented for Sections A and B are presented in Table 3.3 below.

Table 3.3: Options for Sections A and B

	Section A	Section B
Options	<b>Option 1:</b> Two-way cycle track on North Quays with limited boardwalk	<b>Option 1:</b> Two-way cycle track on North Quays
	<b>Option 2:</b> Two-way cycle track on North Quays with buses re-routed to Benburb Street	
	<b>Option 3:</b> As per Option 2 with Croppy Acre relocated to Rivers Edge	<b>Option 2:</b> One-way cycle track on both quays
	<b>Option 4:</b> One-way cycle track on building side on both Quays	

During the consultation process, members of the public were able to provide feedback on these proposals by submitting feedback forms which were available in the various locations where the consultation material was on display. Alternatively, an electronic version of the feedback form was also available on the DCC website. In addition, comments and queries were also invited to the [traffic@dublincity.ie](mailto:traffic@dublincity.ie) website address.

In the survey and feedback forms the following three questions were asked:

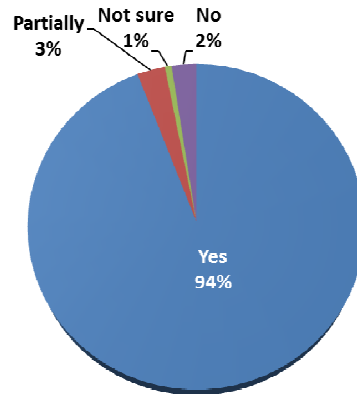
1. *Do you support the overall concept of a cycle track on the Quays?*
2. *In Section A, between Heuston Station and Church Street which option do you think is preferable?*
3. *In Section B, between Church Street and Custom House Quay which option do you think is preferable?*

Altogether there were approximately 1,200 responses received over 1,100 of which were electronic. The remainder were hard copy feedback forms at the consultation venues or detailed submissions from concerned stakeholders.

The responses received to these questions are illustrated overleaf.

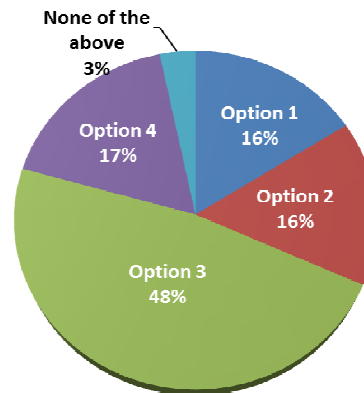
Do you support the overall concept of a cycle track on the Quays?

- Yes
- Partially
- Not Sure
- No



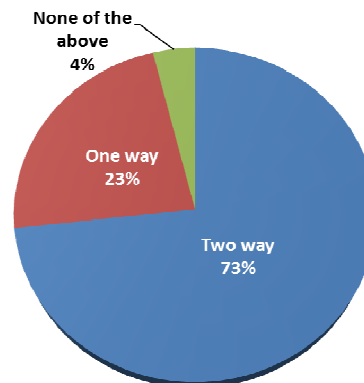
In Section A between Heuston Station and Church Street which option do you think preferable?

- Option 1: Two-way North Quays with limited boardwalk
- Option 2: Two-way North Quays with buses re-routed to Benburb Street
- Option 3: As per Option 2 with Croppy Acre relocated to Rivers Edge
- Option 4: One-way building side, both Quays
- None of the above



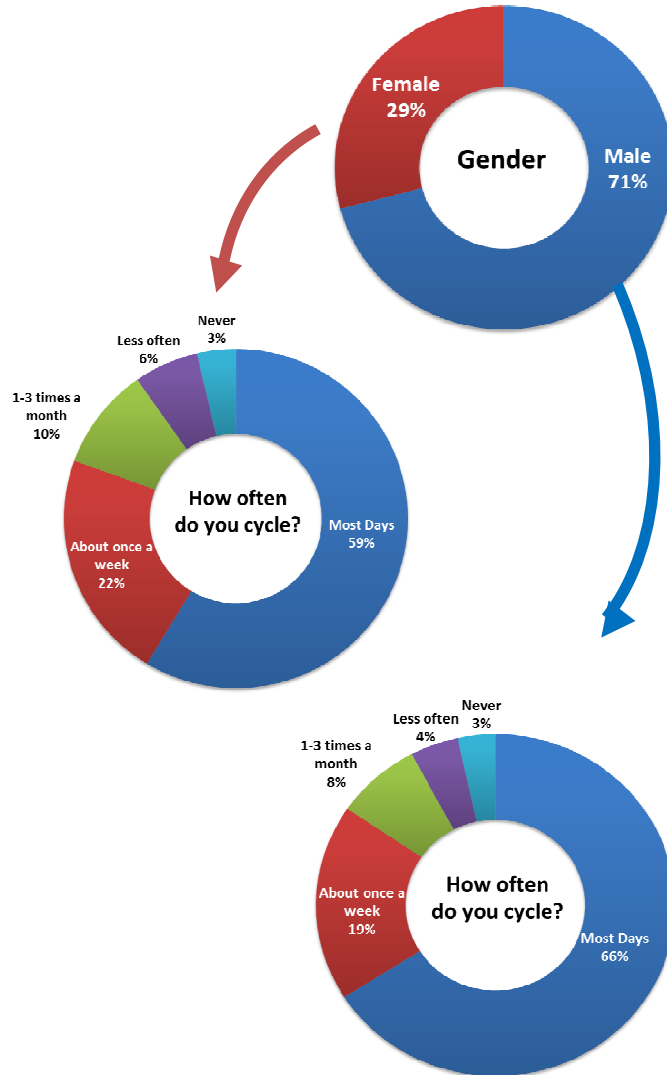
In Section B between Church Street and Custom House Quay which option do you think preferable?

- Two-way North Quays
- One-way both quays
- None of the above



The gender breakdown of those taking the survey as well as each genders propensity for cycling is shown below as well as the postal areas of those who took the surveys

Postal Area	Percentage of Respondents
Dublin 1	3%
Dublin 2	5%
Dublin 3	6%
Dublin 4	6%
Dublin 5	3%
Dublin 6	8%
Dublin 7	16%
Dublin 8	13%
Dublin 9	4%
Dublin 10	1%
Dublin 11	1%
Dublin 12	4%
Dublin 13	1%
Dublin 14	4%
Dublin 15	5%
Dublin 16	2%
Dublin 17	0%
Dublin 18	2%
Dublin 20	1%
Dublin 22	1%
Co Dublin	9%
Outside Dublin	5%



Additional information gleaned from the electronic surveys is outlined in Table 3.4 overleaf.

Table 3.4: Responses to other questions on electronic survey

Question	Possible Responses	Percentage of Respondents
<b>On average how often do you travel by bicycle?</b>	Most days	64%
	About once a week	20%
	1-3 times a month	8%
	Less often	5%
	Never	3%
<b>*Are you a...?</b>	Commuter	43%
	Local Resident	35%
	Employed Locally	13%
	Other	4%
	Visitor	3%
	Business owner	2%

*\*There appeared to be an issue with this question in the survey as only one option could be ticked. Many respondents left comments stating this. There appeared to be an overlap between the top three responses with many respondents being two of these and some being all three.*

Other, more detailed submissions, were received from a number of stakeholders including Bus Éireann, Dublin Bus, the RPA as well as some local businesses and property owners who may be directly affected by the scheme. These submissions are summarised below.

#### **Dublin Bus Submission**

In their submission, Dublin Bus highlight the important role that buses play in the operation of Dublin's public transport network and acknowledges the role cycling has to play in modal shift having grown into a popular, mainstream mode of transport in recent years. It states that scheme designs should seek to encourage modal shift away from private cars and not just to cycling but to public transport also.

The submission goes on to state that it does not support Option 4 in Section A or Option 2 in Section B as they offer little improvement over what is in place at present nor does it support Option 2 in Section A as it offers a disincentive to bus passengers.

The submission states that Options 1 and 3 of Section A can be made to work. Option 1 is relatively easy to implement while with some revisions Option 3 would offer a significant public realm improvement. It further states that there are issues in Section B at Eden Quay where there are a significant number of bus stops but that again, it can be made to work.

#### **Bus Éireann Submission**

Bus Éireann's submission states a clear preference for Option 1 of Section A as it has the least impact on Bus Éireann services on the North Quays and will offer the least potential for collisions between buses and cyclists.

The submission states that further detail is required on the "public transport corridor" that is proposed for Options 2 and 3 of Section A. These include clarifications on junction priority and traffic signal priority and whether there will be any additional running times associated with these options.

#### **Railway Procurement Agency (RPA) Submission**

In its submission, the RPA highlights the continuing issue with cyclists using the Luas tramlines between Parkgate Street and O'Connell Street in particular and welcomes the development of a safe, segregated cycle route on the quays away from the existing tramline.

The RPA considers the best option moving forward to be a two-way segregated facility on the North Quays as the one way building side option *“will not result in cyclists transferring from the existing Luas line... and is therefore not preferable”*

There are concerns over Options 2 and 3 however, which propose bus re-routing onto Benburb Street. The submission states that the *“RPA would have significant concerns about the safety implications of this proposal”* and that in relation to Option 3 specifically *“the impact of the provision of a three lane road to the rear of the museum Luas stop is a significant concern to the RPA”*.

### **Collins Square Management Company (CSMC) Submission**

This submission is made on behalf of the residents of the Collins Square apartment building, next to the National Museum on Benburb Street. Whilst supportive of the scheme in principle, the CSMC consider all four options to be flawed. A major concern of the CSMC is the amount of illegal cycling on Benburb St at present. They argue that none of the four options for Section A mitigate this issue and argue that contra flow cycle facilities should be established on Benburb Street in the more immediate term.

The submission considers there to be have been a minimalist approach taken to cycle facility design and that the primary consideration in the design has been not to reduce vehicular capacity on the North Quays. The submission goes on to say that it considers the design to be contrary to strategic objectives set out in the Dublin City Development Plan and no cognisance has been taken of the Design Manual for Urban Roads and Streets (DMURS).

Strong objections to Option 2 and Option 3 are put forward with particular issues with the rerouting of buses along Benburb Street being raised. These options are objected to on the following grounds:

- It will increase noise and pollution on Benburb Street;
- It will result in a loss of urban fabric;
- Almost all on-street parking and loading space on Benburb Street will be lost;
- It will create an additional hazard for pedestrians and cyclists;
- It will create access issues for residents and businesses; and
- The bus only aspect of the street will be unenforceable as the residents will still need the street for access and will therefore become a rat run for all drivers.

Issues are also raised with these options with regard to extending the Croppies Acre down the quay wall.

The submission expresses a preference (with reservations) for Option 1 as it represents *“a somewhat more considered and comprehensive approach”*.

### **Cycling Ireland Submission**

Cycling Ireland is the National Governing Body for cycling in Ireland and has in excess of 23,000 members.

Their submission believes that the Liffey cycle route has the potential to further facilitate the increase in cycling uptake in Dublin which has been helped, they believe, in no small way by the Dublin Bikes scheme.

The submission outlines their belief that Option 1 would prove problematic with pedestrian conflicts likely and Option 4 would continue to leave cyclists vulnerable to traffic. Options 2 and 3 are preferred with Option 3 providing the extra benefit of the park along Wolfe Tone Quay.

The submission commends Dublin City Council for its *“progressive vision towards making Dublin a healthy, living city”*.

### **Ashling Hotel Submission**

The Ashling Hotel objects to all options for Section A of the scheme and outlines their issues with each of the four options in turn.

**Option 1** – This would increase traffic congestion approaching the quays and on Cunningham Road (sic.) making access to the hotel more difficult.

**Option 2** – Same as Option 1

**Option 3** – This would affect accessibility to the hotel and car park, further impact already restricted traffic movements in front of the hotel, additional noise from passing traffic, loss of the park as a visual amenity and loss of bus parking and loading at front of hotel.

**Option 4** – This would have the least impact on the hotel and would maintain the existing levels of accessibility.

**Submission from Owner / Occupier of No. 8 Parkgate Street**

This submission relates specifically to Option 3 of Section A. The residents outline a range of concerns in relation to the proposals, which include:

- The loss of a traffic lane in the new proposals which they will feel will lead to bad traffic congestion directly opposite their home;
  - The destruction of the park immediately opposite their home which *“enhances the area for both locals and tourists”* and acts as a buffer to the traffic on the quays;
  - Greatly increased levels of noise and air pollution from the road which *“will be virtually on our doorstep”*;
  - Further loss of already very restricted parking in the area; and
  - Impact on the daily lives of the residents during the construction phase.
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#### **4 Summary**

To date, four rounds of stakeholder consultation have been held on the Liffey Cycle Route project (including preliminary consultation with DCC).

The first stakeholder workshop in December 2012 consisted of several intensive round table workshop sessions at the end of which thirteen initial outline options was reduced to five with a general consensus that the route needed to be a two way facility and on the North Quays.

The second stakeholder workshop in January 2014 looked at five options, four of which were variations on the two way North Quays approach which was recommended at the first workshop. This workshop backed up the findings of the first workshop and that the optimal option contained a two way facility on the North Quays.

The vast majority of responses received during the consultation process were seen to be supportive of the Liffey Cycle Route in principle (94%).

For Section A of the scheme between Heuston Station and Church Street there was a clear preference for Option 3 with 48% of respondents choosing this option. Option 3 would see a two way facility established on the North Quays with buses rerouted via Benburb St and the Croppys Acre park relocated to the river's edge.

For Section B between Church Street and Custom House Quay there was a strong preference for the two-way North Quays option which polled 73% of the vote with the one way option being the preference of only 23% of respondents. 4% favoured neither of the options.

In addition to the electronic and comment cards which were submitted, a handful of more detailed submissions were made by concerned stakeholders, the content of which is summarised in Section 2 above.

It can be seen above that presently there is a clear preference amongst members of the public for Option 3 in Section A of the scheme (Heuston to Church St) with a large majority of respondents also showing a preference for a two way option in Section B (Church St to Custom House Quay).

## **5 Next Steps**

Following this round of non-statutory public consultation, a clear preference has emerged as to the preferred option amongst members of the public (Option 3).

Issues or constraints raised during the public consultation process which relate to this option will be investigated. It will be established whether these issues or constraints can be overcome and if they can suitable mitigation measures will be drawn up.

Following this problem identification process, a preliminary cost estimate will be drawn up for the scheme which will further inform whether the scheme is ready to go to preliminary design or not.

In September, the Special Policies Committee will be briefed on the status of the scheme at that time and whether the scheme is ready to proceed to preliminary design stage.

# Appendix A



## List of attendees, Liffey Cycle Route workshop December 2012

<b>Individual</b>	<b>Organisation</b>
Peter Woods	An Garda Síochána
Will Andrews	An Taisce
James Leahy	An Taisce
Andrew Montague	Cycle Forum
Orla Corrigan	Department of Transport
Ciaran Cuffe	DIT
Derry O'Leary	Dublin Bus
Richard Guiney	Dublin City BID
Gerard Farrell	Dublin City BID
Tom Coffey	Dublin City Business Association
?	Dublin City Council
Fergus Browne	Dublin City Council
Noel Corcoran	Dublin City Council
Alec Dundon	Dublin City Council
Fidelma Fahey	Dublin City Council
Cyril Fox	Dublin City Council
Jason Frehill	Dublin City Council
Dick Gleeson	Dublin City Council
Paul Heffernan	Dublin City Council
Adrienne Houghton	Dublin City Council
Mary Hussey	Dublin City Council
Ruth Johnson	Dublin City Council
David Jordan	Dublin City Council
Edel Kelly	Dublin City Council
Oiseen Kelly	Dublin City Council
Sean Kelly	Dublin City Council
Peter Leonard	Dublin City Council
Eoghan Madden	Dublin City Council
Siobhain Maher	Dublin City Council
Chris Manzira	Dublin City Council
Fergal McCarthy	Dublin City Council
Aideen McCole	Dublin City Council
Seamus McSweeney	Dublin City Council
Conor O'Leary	Dublin City Council
Michael Phillips	Dublin City Council
Deirdre Scully	Dublin City Council
Karen Kennedy	Dublin City Council
Ronan O Dea	Dublin City Council
Maria Gormely	Dublin City Council
Maria Devaney	Dublin City Council

Individual	Organisation
Madeline Lyes	Dublin City Intersections Group
Geraldine Walsh	Dublin Civic Trust
Graham Hickey	Dublin Civic Trust
?	Dublin Civic Trust
Com Moore	Dublin Cycling Campaign
Colm Ryder	Dublin Cycling Campaign
Charlie Murphy	Dublin Port Company
Tim Richards	Irish Rail
Mick McDonagh	Mitchell & Associates
Michael Aherne	National Transport Authority
Eoin Farrell	National Transport Authority
Eoghan Forristal	National Transport Authority
Con Kehely	National Transport Authority
Peter Muller	National Transport Authority
Alexander Fennell	Office of Public Works
Margeret Gormely	Office of Public Works
Eoin Gillard	Railway Procurement Agency
Gerry Higgins	Railway Procurement Agency

List of attendees, Liffey Cycle Route workshop January 2014

Dublin City Council	
Niall Bolger	Edel Kelly
Perry Chitombo	Oiseen Kelly
Mary Conway	Eoghan Madden
Noel Corcoran	Siobhain Maher
Gerry Doherty	Christopher Manzira
Alec Dundon	Seamus McSweeney
Padraic Fallon	Les Moore
Jason Frehill	Brendan O'Brien
Dick Gleeson	Paul O'Keeffe
Niall Gormley	Conor O'Leary
Ali Grehan	Eileen Quinlavin
Mary Hennessy	Michael Rossiter
Karen Hosie	Gordon Rowland
Adrienne Houghton	Donal Russell
Mary Hurley	Brian Swan
Mary Hussey	Kieran Sweeney

Individual	Organisation
Michael Aherne	National Transport Authority
John Keyes	National Transport Authority
Finola O'Driscoll	National Transport Authority
Alexander Fennell	Office of Public Works
Margaret Gormley	Office of Public Works
Eoin Gillard	Railway Procurement Agency
Gerry Higgins	Railway Procurement Agency
Mairead Forsythe	Dublin Cycling Campaign

Individual	Organisation
Colm Moore	Dublin Cycling Campaign
Colm Ryder	Dublin Cycling Campaign
Madeline Lyes	City Intersections Group
Gerry Farrell	Dublin City Business Improvement District
Richard Guiney	Dublin City Business Improvement District
Graham Hickey	Dublin Civic Trust
Geraldine Walsh	Dublin Civic Trust
David Brennan	Dublin City Business Association
James Leahy	An Taisce
Andrew Montague	Cycle Forum
Derry O'Leary	Dublin Bus
Damian O'Tuama	An Taisce
Peter Woods	An Garda Síochána

# Appendix B

**Section 1: Heuston Station to Church St**

Attendants were requested to enter issues on blue cards and opportunities on green cards.

Section One - Heuston to Church St			
Joe	Eoin	Paul	Dan
Bike Lane needs to be by the river – North Quays best option	Phoenix Park via Benburb St to Church St – more space, potential	Narrow stretch in front of 4 courts perhaps use boardwalk and footpath	Luas – Quieter (less competition), Less exposure to the weather  Generally v. unpopular option
Heuston Station – improve cycle parking	Access to Phoenix Park – legibility for cyclists, Connection to Chapelizod Route – No alternative transport in Park	Cycle lanes on either side of Liffey will give nicer ambience – tourism etc.	Luas line – getting wheels caught in tracks is dangerous
Consider a large floating bicycle park in the Liffey at Heuston Stn	Conflict movement – safety issues	Move parking off Liffey to North route	Liffey Rte is a statement for the city – cycling is No 1  City Centre will change with Bxd – this is the opportunity
Meter traffic on North Quay (before Arran Quay)	Important not to view linear route in isolation. Potential for circuits around the bridges, embracing scope on the opposing quay for an additional route, such as victoria quay complimenting Wolf Tone Quay. Must be holistic.		Pinch points – Ellis Quay- possible Bus Gate single traffic lane and hold traffic until buses clear section
Opportunities to introduce recreational spaces along the route – e.g. playground space	Victoria Quay – Whatever route chosen, some provision should be provided for cyclists wishing to turn right over Liffey from Victoria Quay		Feature made of cycle route – not pushed to the side sts
Liffey corridor for pedestrians, cyclists, private vehicles (in that order), no public transport	Directness, speed, Quays poorly utilized, potential pedestrian connection through croppy acre, Grangegorman development through Church St, Cycletrack next to river Liffey, Arran Quay / Ellis Quay - Narrow		Called the Liffey Cycle Route – should be on the Liffey
Use LUAS alignment for buses. Give priority to this	Potential for pedestrian routing through croppies		Orange or Blue Route – 100m

Section One - Heuston to Church St			
Joe	Eoin	Paul	Dan
alignment	Acre		stretch with limited space could cause a bottleneck if it's reduced by one traffic lane
Temple Bar to Bridgefoot St – Quiet and safe Ellis quay – option to use boardwalk	North Quays better response to Grangegorman Development		S1 - Option 4 Alternative route via Bridgefoot St – very unattractive to cycle
Opportunity to link croppies acre to Liffey with cycle lane / greenway (cycle, pedestrian, social benefits) Move traffic to Luas line corridor	LUAS Route – some good honeypots along it		Putting the cycle lane on side St. will leave the bike in 2 <sup>nd</sup> place to the car
Quayside cycleway the preferred option	Quays route – riverside route – re-imagine pedestrian/cycle space		North Quays – riverside cycle route would lose car lane or bus lane on Ellis Quay
Use the Liffey Space itself as part of the cycleway, underpasses etc.	Route on Benburb to Church St - Benburb, this is the only stretch in dereliction Collins and Smithfied examples can be used as a means to regenerate		North Quays Riverside Cycling Route – very attractive to cyclist
Bikes on quays – traffic along Luas tracks	North Quays – traffic options off quays on Benburb St spine – narrow quays area		
1. Tram Line – junctions, platoons of cyclists at junction and interaction with trams 2. Can a bus pass a tram using automated guidance? 3. Bridgefoot St. area – legibility and security 4. If Ellis Quay were to be two general traffic lanes would bus priority traffic lights work?	Major potential for public realm improvement to paving, planting and furniture along the Northern Quays to be undertaken as part of this scheme. This is currently the poorest section of the quays in landscape terms. Major potential for a unified lantern lighting scheme along the quays as part of this scheme as in most cities with a central focal river. Transform the image of the city.		
HGV's on Victoria Quay	If the options is for a two		

Section One - Heuston to Church St			
Joe	Eoin	Paul	Dan
(Guinness) are a major consideration	way North Quays route could consider diversions onto South Quays of traffic for short sections to overcome pinch points		
Cycle on Luas Line – conflict between Luas and cyclists Maybe OK for commuter cyclists – not for all other cyclists (recreational and tourism)	Historic issues with quay walls on both sides of four courts – Customs House, South Quays more critical for pm peak traffic Conflict with bus-stops and taxis pulling up – provide route on river side		
North Quays – need to explore options at pinch points	Traffic can't queue on South Quays – everything comes to a standstill including North Quays		
ON quays – needs to work from day one if knock-on problems are not to result in protests and U-turns	Huge cost in resurfacing LUAS lines, not attractive for pedestrians, no idea of future plans for LUAS – an increase in trams may cause problems		
Transition to be managed	South pink route – indirectness, pedestrian conflict through temple bar, level of services – cobbles, isolation at western area		
Pinch points vital – Ellis Quay	Ensure protection of historical external environment around 4 Courts		
Sharing Tram Lines – Large volume of cyclists would negatively impact on speed of trams	North Quays – attractiveness potential – linking cyclists and pedestrians		
Temple Bar route – social / safety Directness / Legibility / Route finding	Church St – provides direct route to Grangegorman Campus (2017) Northside directness, speed, better integration with signalling, sunshine, room to remove car parking		
Oliver Bond St – Not Direct, Anti-social	North Quay most direct, faster, less cross traffic		
RPA opposed to buses sharing on Tram alignment	LUAS Route – some very poor streetscapes, unattractive		

Section One - Heuston to Church St			
Joe	Eoin	Paul	Dan
Segregation very important – buses and taxis are anti-cycling – deterrents to families, tourists and occasional cyclists – make public transport corridors away from the quays			

**Section 2: Church St to Butt Bridge**

Section Two - Church St to Butt Bridge			
Joe	Eoin	Paul	Dan
Bike Lane on North Quays	Volume of existing car parking on route provides great potential to re-use for cycling routes		Orange or Blue route – North Quays are sunnier and so more attractive North Quays offers great views of the City
North Quays – Cheap car parking encouraging car use and for marginal users	Consider taking out footpaths on Quay wall side for short sections to accommodate two way diversions on South side over short sections		Cycle Lane along river (right hand side)
This is the most important section	Potential major impact on balustrade sections of quays – Inns Quay etc. No scope for boardwalks along this section – highly significant setting for the four courts.		Green Route Cyclists sharing space with trams is unsafe Cyclists v's tracks – unsafe Limited space in certain sections to create a separate cycle path Would a separate cycle path interfere with pedestrian routes access to buildings on the routes, Luas Stops?
Possibility of improving delivery yards for shops	Riverside to avoid clash with taxis and coaches serving Courts and Hotels which often breach set-down and parking rules – a problem that won't go away		Should there be two bikeways on North Quays? – Or 1 lane on each side of quays – needs to be teased out
Availability of	Heuston to Church St		Keep cycle lane on



Section Two - Church St to Butt Bridge			
Joe	Eoin	Paul	Dan
cheap car parking is generating additional car journeys along the quays	Potential lost from LUAS resurfacing Charges for loss of revenue imposed during construction		river side so less conflict with left turning traffic to car parks
Taking out access for private vehicles on quays would impact negatively on business in the city	Route parallel South – Pink route (south parallel) to be discarded Duplicate cycle tracks on opposing Quay where possible		Marlborough St bridge – potential cross point for double cycle lane from South side
Temple bar route – safety issues, directness	Route not to be viewed in isolation from other proposed cycle routes – Custom House Grangegorman Development via Church St.		
Most problems in centre section Availability of cheap parking drawing in traffic Fleet St / Tara St pinch point	DIT Grangegorman – huge No of cyclists to connect into and could directly benefit from Northside Liffey Route Also important as to how Church St and bridge connect to handle no's of students coming down		
Luas Route – extra use – public transport	Use short sections e.g. Victoria Quay as short cycle lanes that connect into destinations and routes to the South e.g. Kilmainham, James Hospital More use of South Quays as feeders to bridges onto Liffey Cycle Corridor		
Reverse traffic flow on Liffey street to abbey St. to Arnotts car park	Pink Route (T Bar) Indirect Also pedestrian / tourist connection already being provided with Dame St / Thomas St upgrade which is significant investment in pedestrian environment.		
Preference – bikes in Temple Bar	LUAS and all routes need to be future proofed esp. Luas line – in ten years time Luas could be expanded and have increased numbers of Luas on the route – wasted investment and undermine ability to maximize existing Luas infrastructure		
Cycle tracks behind parking	Pedestrian routes need better connections along quays so people can walk in straight lines rather than being directed by lights all around a junction Shouldn't weight too highly – current pedestrian routes at micro level as they are impacted by current traffic light and		

Section Two - Church St to Butt Bridge			
Joe	Eoin	Paul	Dan
	footpath conditions		
	Linking to other infrastructure projects to get multiple benefits from investment – e.g. flood protection works at City Quay		
	Liffey North Side route – allows the more limited space on South Quays to upgrade the pedestrian environment at all locations possible AND Still facilitate public transport in evening to get out of the city along South Quays – public, DB, B Eireann and all private coach commuter services		
	A direct route should be provided on one side of the quays but cycling facilities should be provided where possible on the opposite quay – for instance if NQ route is chosen, facilities should also be provided on Wood Quay, Victoria Quay etc.		
	Quays route – easy legibility, straight connection to west		
	North Quays – direct, quicker (traffic signalling), sunnier side, attractive, road space (parking), surface.		
	Look at Bus movement from O Connell Bridge onto Dame St. Logistics on Ellis Quay not manageable with cycle lane		
	Temple Bar not an option		
	Cycle cross points / controls needed / enforcement Joint pedestrian and cycle time?		
	Bottlenecks can't accommodate 2 way cycle track		
	TB Route – very indirect, pedestrian congestion means it is impractical		
	Southern Route – indirect, cobbles, conflict with intense pedestrian use.		
	Opportunities to move vehicular traffic off quays at narrow points to parallel roads?		
	Sunlight on North Quays Directness Attractiveness		
	Riverside route avoids conflict between bus-stops / taxi-stops and cyclists It also improves the visual environment of the river		
	Take buses off Aston Quay and divert along Dame St and from D'Olier St to Winetavern St		
	Current traffic problems along North Quays will be reduced on completion of Luas		

**Section 3: Butt Bridge to the Point**

<b>Section Three - Butt Bridge to The Point</b>			
<b>Joe</b>	<b>Eoin</b>	<b>Paul</b>	<b>Dan</b>
Contra Flow safety concerns for cyclists – substantial barrier required	Landscape and Greening plan should get equal attention at design concept and planning stage	Custom House – opportunity to improve environment	Connect Liffey route to Grand Canal Route
Separation of cycle lanes in contra flow	Linear route along North quay should also embrace south quay – same treatment desirable as both only require minimal tweaking to integrate into the wider initiative. Both also have major “honey pots” Grand Canal Theatre, Docks, Point	Faster moving cars – wider traffic lanes	Possible new bridge crossing required for cycling
Turn from Townsend St to Sandwith St isn't nice for cyclists Need to connect into Ringsend	Bridges N/S, Movement, Pedestrians	North south cycle movements on eastern side of city centre	The Townsend St route could be used to compliment route on quays – But not as a replacement
Cycle two ways Pearse St Townsend St	DO BOTH SIDES	Space and availability of space – proposed south campshires cycle track, Central Bank moving to North Quays	Townsend St / Major St – As parallel complimentary route to main Liffey E-W route
Consider contra flows for cyclists on Hanover St and Pearse St	Docklands – problem of connection from North to South Need for Amiens St to Quay side to be made safer	More space available in the docklands for amenity and mixed use	Matt Talbot Bridge is very hostile for cyclists
Temple Bar route – Section 3 an option	Can't do route without Provision of infrastructure cycle parking	Available space for both cycling and landscaping (like Bilbao) east of Customs House Quay	Is there enough room for 2 way cycling on both sides of the river?
Add northbound contraflow on Lombard St	Port – Opening of route is significant Roundabout at the Point Amiens St Customs House Very exposed for	SDZ in Development – proposal for cycling facilities for North Campshires – can tie in and integrate	

Section Three - Butt Bridge to The Point			
Joe	Eoin	Paul	Dan
	cyclists		
2 way cycle track both sides of river	Bicycle parking and Dublin Bikes	North Campshire – perfect area for 2 way cycle lane – could integrate with new shops etc. Existing cycle lane on south side to be linked maybe to North side	
Samuel Beckett bridge – important connection north south	Should be on both sides of Docklands	Exposed North Campshires – cold and hard landscaping North south movements are challenging  Northside quays sterile and lack of animation	
Other temporary uses	“Liffey Side” existing facilities would tie in to new Liffey side route further west	Harsh landscaping of North Campshires not very appealing, current cycle facilities zig zag around parking, bridge access	
Bridge over canal	River so wide and bridges so infrequent that both sides need 2 way as serving two distinct areas; unlike further west where either side serves both sides of the river	Flood defence works on Southside – more space to do more – less compromise, potential here for more landscaping	
Loop route			