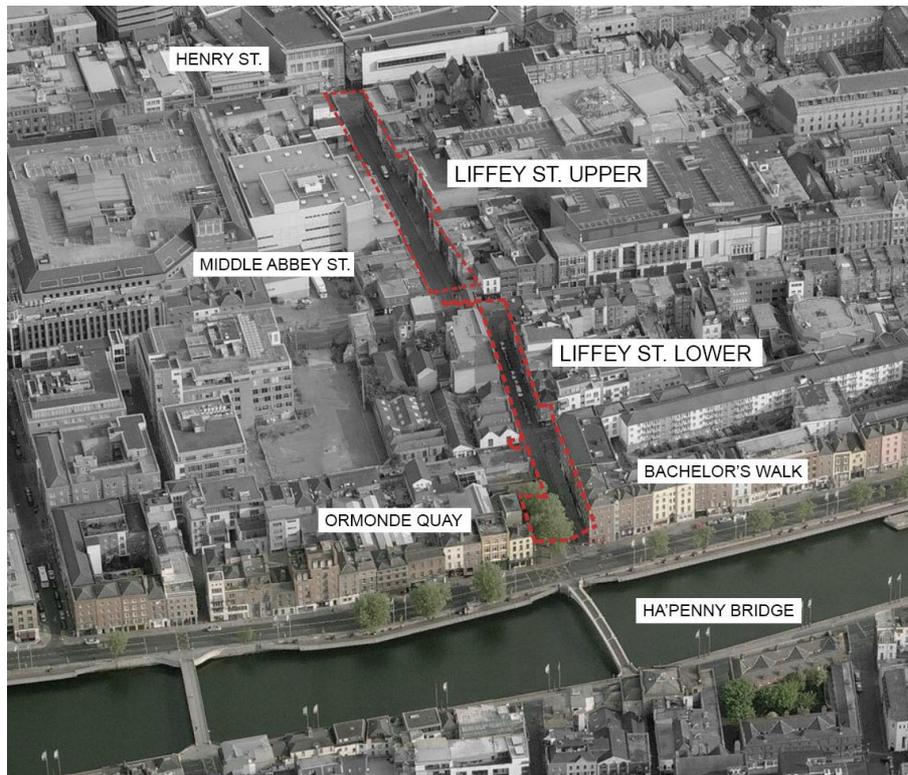


## Liffey Street Upper & Lower Public Realm Improvement Works

Update March 2019

### Site Location

The project comprises the entire lengths of Liffey Street Lower, between Bachelors Walk and Middle Abbey Street, and Liffey Street Upper, between Middle Abbey Street and Henry Street.



*Site Location Aerial Photograph*

### Project Overview

Dublin City Council has established a public realm coordination group to bring forward projects and drive improvements in the public realm. Guided by the Public Realm Strategy, the City Centre Masterplan and the Reimagining Dublin One Study, Liffey Street Upper & Lower is one of these projects.

The objective is to bring forward and implement a proposal that improves the quality and experience of the public realm for the local community, business and visitors to the area while effectively dealing with all the challenges that are associated with a complex public realm refurbishment project.

A multi-disciplinary design team led by dhbArchitects was appointed by DCC in May 2018 to deliver on the project objectives. The design team has worked closely with the Steering Group, the Public Realm Working Group and stakeholders to develop and gain consensus on the proposals.

The project involves street improvement works to *Liffey Street Upper & Lower*. The proposals aim to declutter the streetscape while creating a pedestrian-friendly environment through a series of safe and enjoyable public spaces linking the Hal'penny Bridge to Henry Street. The importance of the axis as a connector between the north and south commercial and cultural quarters of the city is combined with the place's importance as a destination in its own right, in terms of its own history and character as well as its

own commercial offering. Prioritising the needs of the pedestrian over the vehicle is central to the concept, and pedestrian numbers can be expected to increase once the proposals have been implemented.

The project will consist of the following elements:

1. Refurbishment and upgrade of existing pavements and road surfaces
2. Pedestrianisation of area of Liffey Street Lower (outside Woollen Mills) to form new plaza area.
3. Facilitating deliveries to pedestrian streets during delivery hours up to 11am.
4. Provision of additional trees & planting.
5. Provision of new water feature to Liffey St Lower Plaza.
6. Upgrade and provision of pedestrian crossings throughout scheme.



*ii View of proposed Liffey Street Lower Plaza looking north.*

## **Public Consultation**

The design team have consulted widely with the internal departments of DCC, local stakeholders and national public bodies.

Internal consultations have consisted of regular design team meetings. These were generally held on a monthly basis and attended by relevant departments within DCC. Additional meetings were held with DCC departments as required. Open communications were established within our team with DCC and have facilitated a collaborative approach to date, particularly with respect to the development of the design proposals.

External consultations have consisted of meetings with local stakeholders and relevant public bodies. These meetings allowed the design team to formulate the brief and gain an understanding of the local stakeholder requirements and concerns.

Three non-statutory public workshops have been arranged to facilitate public involvement in the development of the design proposals to date. The first workshop followed a prescribed format and was focused on understanding the aspirations and concerns of local stakeholders. Attendees were assigned to groups and completed tasks which focused the discussion on the public realm and maximised the output from the meeting. Two subsequent workshops consisted of presentation of the proposals followed by a Q&A session. These workshops were completed in order to inform the public of the proposals, gather feedback and to update interested parties of the status of the project. Invitations to the first two workshops were issued to elected representatives, local residents, local businesses, national & local interest groups, including Fáilte Ireland, the Dublin Civic Trust, representatives from the PPN etc.

Invitations to the third workshop were issued to all members of the PPN which was undertaken in January 2019.

The next stage shall include the formal public consultation period following lodgement of the Part 8 application in the coming weeks.



iii Photograph from Workshop 1 held on 6th September 2018

## **Description of Design Proposals**

*Pedestrianisation* (except during delivery times until 11am daily) is being proposed for the plaza area between Ormond Quay and the Lotts/Strand Street, and to the whole of Liffey Street Upper.

A traffic study was conducted and showed an average of 1,000 vehicle movements a day along Liffey Street Lower and 32,000 pedestrian movements along the same axis in both directions. Liffey Street has become the preferred pedestrian connection between Temple Bar and the Henry/Mary St commercial area, including the links to Parnell Street and the north inner city. Pedestrian movements heavily outweigh vehicular movements and this is not reflected in the current layout of the streets. The proposals include for widening of existing pavements to cater for existing and anticipate pedestrian demand.

*Permanent vehicular access*, for all but the larger delivery vehicles will be maintained between Middle Abbey Street and The Lotts/Strand Street junction with an exit to Capel Street along this route.

*Bicycle parking* will be provided for at street entry/exit points via bicycle stands located within the 'service bands' that are a feature of the proposed layout.

### *Loading, deliveries and rubbish collection*

On Liffey Street Lower designated loading bays are proposed to be relocated to Strand street to facilitate the upper section of Liffey Street Lower (between The Lotts and Middle Abbey Street). The remaining premises between Strand St. and the Quays will be serviced by an existing loading bay on the quays and within a designated bay within pedestrian area before 11am daily.

On Liffey Street Upper delivery traffic shall enter the street from Middle Abbey Street during delivery times until 11am daily. This traffic shall exit via Henry St. and coincide with delivery times to this street. Designated loading bays will be provided on Liffey Street Upper. Access for deliveries to Hotel Yard is provided during delivery times. Delivery times to pedestrian areas shall be enforced through the use of automated bollards within the carriageway.

The requirements for delivery and rubbish collection etc have been discussed with the local traders, including the future hotel management, and our proposals have been designed with due regard to turning circles and swept path lines etc for its delivery and access purposes.

*Materials selection* will comply with DCC's recommended palette of materials, with an emphasis on the use of Leinster granite, and a contrasting colour in either granite or limestone to differentiate the vehicular routes within the pedestrian areas. Carriageways will be delineated from footpaths with granite kerbing and finished in either asphalt or reclaimed Dolerite setts.

*Designing for disability* will include the use of continuous guidance strips for the visually impaired as well as kerbs to demarcate vehicular surfaces from pedestrian ones. Pavements will be kept clear of obstructions using suitably placed bollards and street furniture. Wheelchair access will be facilitated by dishing at crossing points and through the maximising of shared surface within pedestrian areas. Footpaths will be a minimum of 2m in width. There are no noticeable changes in level over the length of the streets and non-slip paving will be used throughout.

*Public lighting* will be as discreet as possible, with catenary lighting being used to declutter street areas and bespoke lampstands to create an effect in keeping with the design theme of the arch. All lighting will be in compliance with DCC Public Lighting specifications.

*Street furniture* consists of bollards (both fixed and retractable), benches, bicycle stands, service points (including mini-pillars) and advertising screens (of which there are two to be retained). In general, these elements are to be confined to the 'service bands' shown on the drawings. Retractable anti-hostile bollards will be used where protection of public space (PPS) is required and fixed bollards everywhere else. Bollards will be of robust timber and/or granite construction to withstand displacement by vehicle contact.

*Trees and planting* consist of the preservation of the existing 4 no. London Plane trees at the Woollen Mills plaza and the planting of groups of new trees within kerb-height planted beds as per the layout shown on the drawings. The species of tree proposed are Cherry (either *Prunus Serrulata* or *Prunus Kanzan*) and Ginkgo.

A *water feature* consisting of a line of water jets is being considered for the Woollen Mills plaza.

*Drainage and surface water* are being dealt with according to the SUDS specifications in compliance with DCC's own requirements in this regard.

*Arts and culture* are specifically addressed through the proposed relocation of the Jackie McKenna sculpture (consisting of the bronze ladies and their handbags along with their granite bench) and references to the River Liffey in the paving design. Permission to move the sculpture will be sought from the Arts and Culture Advisory Group of DCC using its standard procedure, as part of the Part 8 process.

*Archaeology and conservation* have been addressed at survey stage and no particular issues have been flagged as a result of the desktop studies. Where cellars under footpaths (if any) are encountered the contractor shall notify design team and DCC. There is only one protected structure on both streets – The Lotts Pub: The Woollen Mills which is also protected is listed under Ormond Quay, Liffey Bridge (Hal'penny Bridge) is a protected structure. Ormond Quay is within an ACA.



*iv* Material precedent for Leinster Granite at the pedestrian entrance to Dublin Castle.

## Programme

The current programme envisages a 6 to 8 month construction period to commence next September / October with a completion date due in Spring 2020.

The detail design stage will be completed in the coming months and a comprehensive tender package is expected to be complete by June 2019. The tender procurement period will run from June-August 2019.

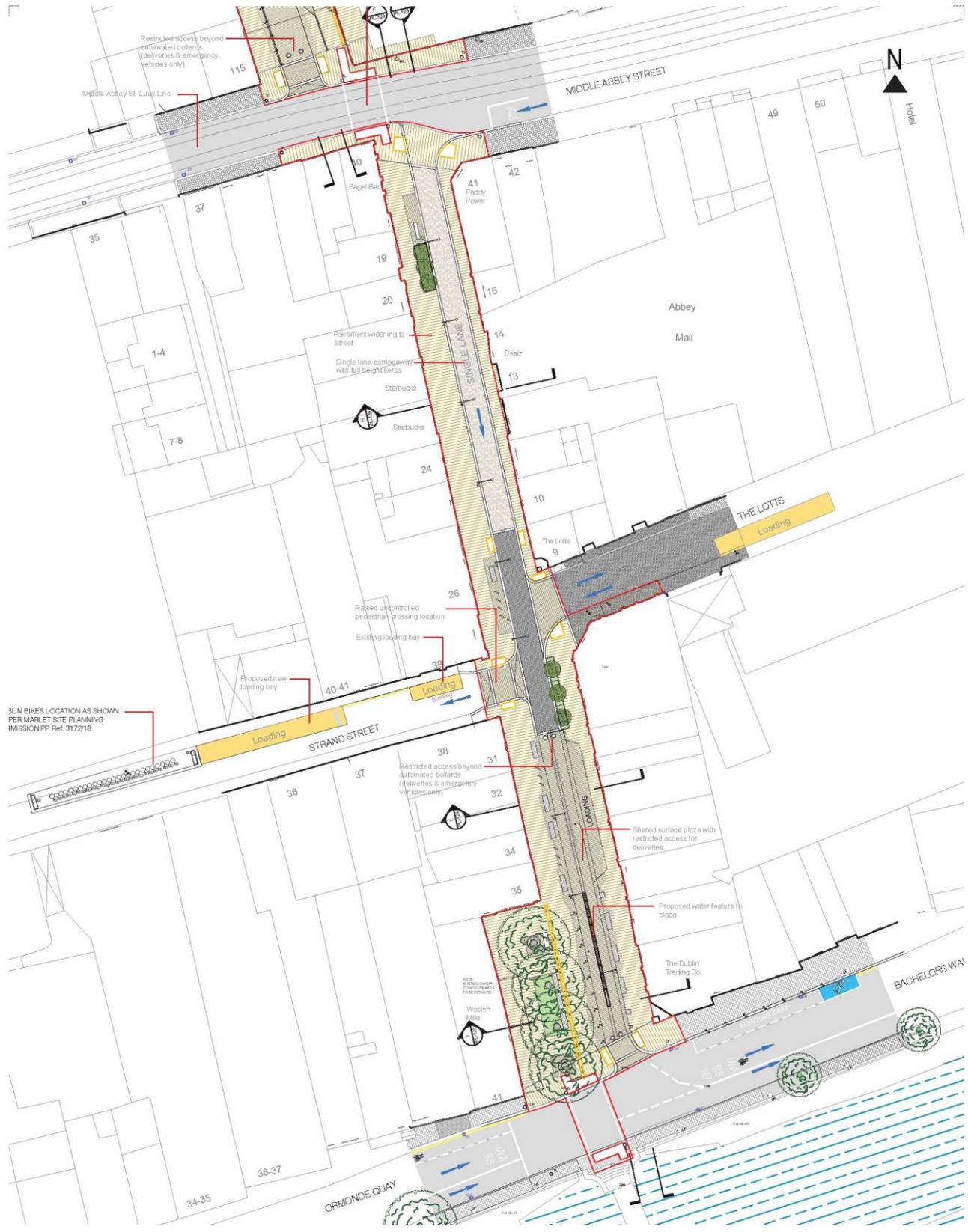
The next steps involve;

- Finalising the design with input from DCC internal departments and Central Area committee comments.
- Lodgement of the Part 8 planning application in March, with publication of newspaper notice, and public display of the proposal in DCC Civic Offices and Docklands Office for 4 weeks.
- A report on submissions from the public received will be prepared by the Planning and Property Development Department.
- A report on the consultation and recommendations will be given to the Central Area Committee
- The Chief Executive's report will be prepared and presented to the Council for decision.

## Appendix Drawings



V Liffey Street Upper Proposed Site Plan. See draft planning drawing dPL-108.



Vi Liffey Street Lower Proposed Site Plan. See draft planning drawing dPL-109.



*vii Sketch perspective of Liffey Street Lower Plaza looking north.*



*viii Sketch perspective of Liffey Street Upper looking north.*



*ix Sketch perspective of Liffey Street Upper from Henry Street looking south.*