

Report on Connolly Station Bus Stop Expansion Proposal

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1 Project Overview

Since September 2020, NTA has been in contact with DCC in relation to the project concerning expansion of bus stop bay on Amiens Street directly outside Connolly Station. The initial aim of the project was to achieve a space for 5 bus stops in the existing bus stop bay by removing/relocating all 4 taxi ranks from their current location in that bay. There were no plans to interfere with road layout, however some revision to bus cages locations would be required.

At the moment, the 4 taxi ranks allocated outside Connolly Station within a bus bay take up 20m of the length. The bay is approximately 94m long including 80m of full width, 7m of entry taper and 7m of exit taper.

There were a few options considered during the talks between DCC and NTA representatives to increase the space for bus stops and the most feasible included:

- a) Relocation of all taxi ranks to the existing Dublin Bus (DB) bus stop and making all the space in the existing bus bay available for 5 bus stops (presented in Figure 1).

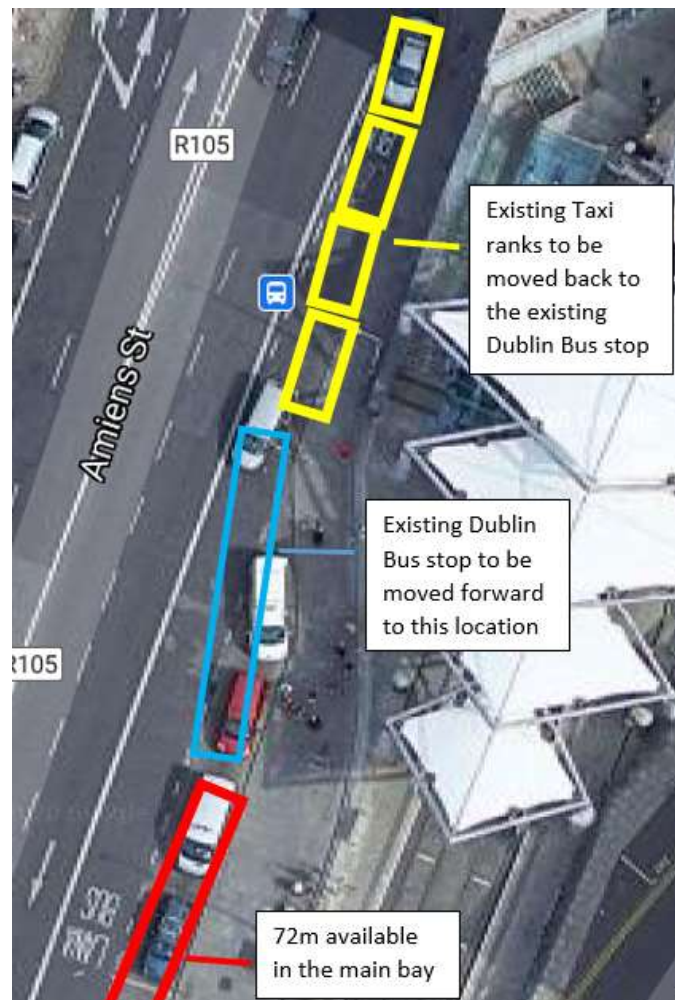


Figure 1. Proposed option a) including relocating of taxi ranks to the existing Dublin Bus stop.

- b) Moving all Taxi ranks 10 metres back and therefore claiming 10m space from the existing DB bus stop area as presented in Figure 2.

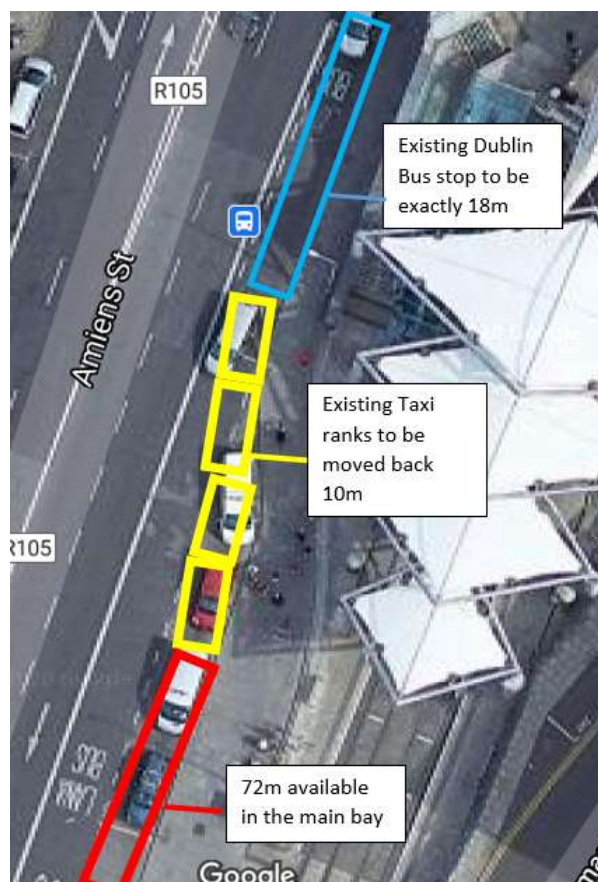


Figure 2. Proposed option b) including moving back taxi ranks towards the existing Dublin Bus stop.

- c) Relocating first taxi space from the existing bay and extending bay bus stop to this area (details in Paragraph 2).

During the process of planning, it transpired that despite potentially removing/relocating all 4 taxi ranks from the existing bay, the space will not be large enough to accommodate 5 full size bus stops. Therefore, considering difficulties with other options including a) and b) above, it was sufficient and the most adequate to aim for option c). This option would give enough space for busses to easily manoeuvre in and out from the bay and cause minimal disruption to taxi operations. Also, with option c) there would be no need for modifications to the existing bus lane and related road markings. This option may require relocation of taxi rank sign outside Connolly Station along with adequate taxi rank road markings modifications.

The details of this proposal c) are included in Paragraph 2.

2 Proposed Option Details

The most feasible option for providing extra bus space in the bus bay includes relocation of first taxi rank from the existing bay to a different location.

As per Figure 3, currently there are 4 taxi spaces (20m) allocated on Amiens Street directly outside Connolly station and 4 more taxi ranks (20m) further north on Amiens Street. The north taxi ranks are acting as a feeder to the main taxi ranks outside Connolly Station. Both of these locations are facing south. Table 1. Extract from DCC Bye-laws describing current location of taxi ranks on Amiens Street near Connolly station. Table 1 contains the extract from DCC Bye-laws, describing the taxi ranks locations.

Table 1. Extract from DCC Bye-laws describing current location of taxi ranks on Amiens Street near Connolly station.

Amiens Street	On the east side of the roadway, in an indented bay, on the opposite side of the road to No. 15 and from a point 24 metres north of the northern building line of No. 15, extending northwards 20 metres	4	In single line by the kerb and parallel thereto facing south
Amiens Street	On the east side of the roadway from a point 3 metres north of the common property boundary of No. 50 Talbot Street and The North Star Hotel opposite, extending northwards 20 metres	4	In single line by the kerb and parallel thereto facing south



Figure 3. Location on taxi ranks near Connolly Station

There are also multiple taxi ranks on Sheriff Street, facing west and these are primarily feeding the feeder ranks on Amiens Street (see Figure 4).

During site visit to Connolly Station area on 4th November it was established that a suitable place for the relocated taxi rank could be found only on Sheriff Street and that one taxi rank can be added in there behind the existing taxi ranks as shown in Figure 4.



Figure 4. The existing taxi ranks on Sheriff Street with marked location for the proposed new taxi rank.

Description of the proposed relocation space is provided below.

It is expected that one taxi rank could be relocated from outside Connolly station. Currently, this taxi rank located in bus bay starts 4.3 metres south of lamp post "8" and ends 0.7 metres north of this lamp post (see Figure 5 and Figure 6).



Figure 5. Location of main taxi ranks outside Connolly Station

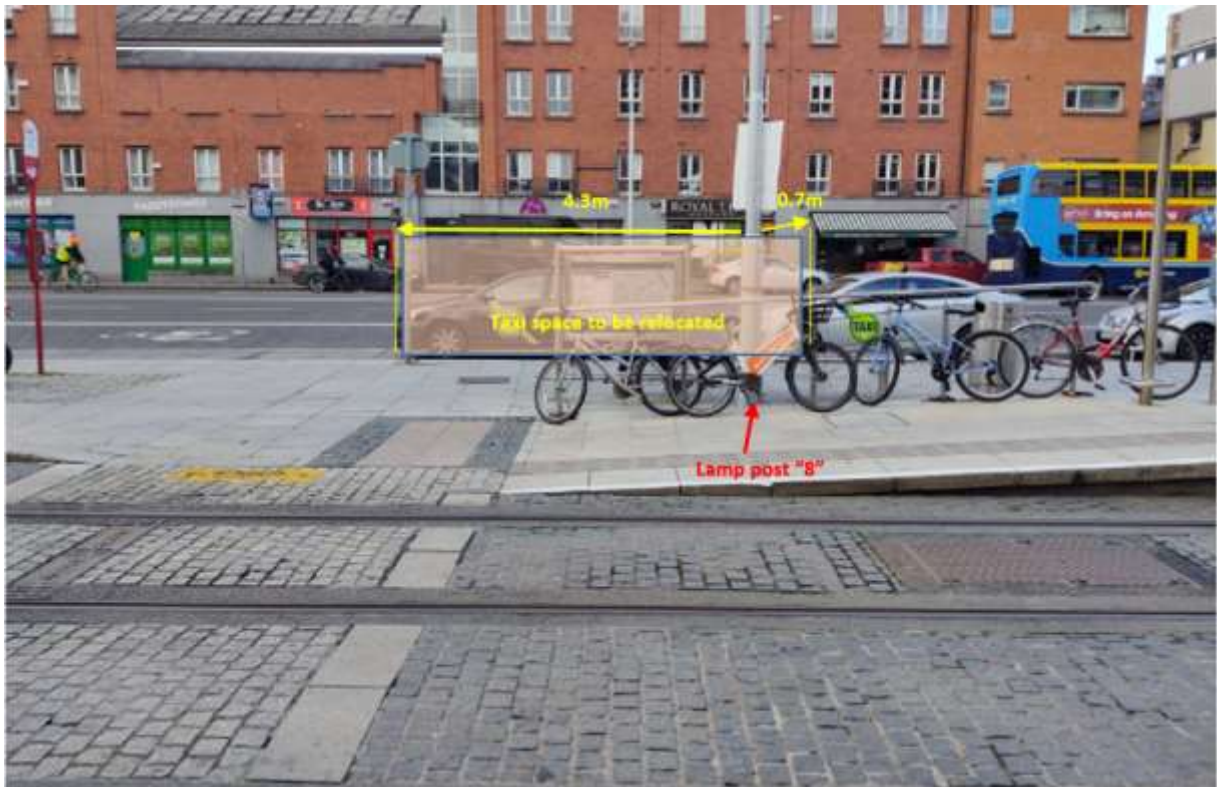


Figure 6. Current location of first taxi rank outside Connolly station in relation to lamp post 8.

The above rank could be relocated directly behind first row of taxi ranks on Sheriff Street facing west as per Figure 7. This new taxi rank would be 5m long and 1.8m wide in line with the existing ranks dimensions. The new rank is proposed to start 33 metres from the edge of Amiens Street and Sheriff Street junction and end at 38 metres from that junction (see Figure 8). The total road width at the start point of the new rank is 6.4m and at the end of it 6.1m. This leaves unobstructed road width for other traffic of 4.6m and 4.3m accordingly. The start of the new rank is to be located 4 meters from the lamp post “2” towards Amiens Street and the end is to be located 1m back from that lamp post as shown on Figure 9.

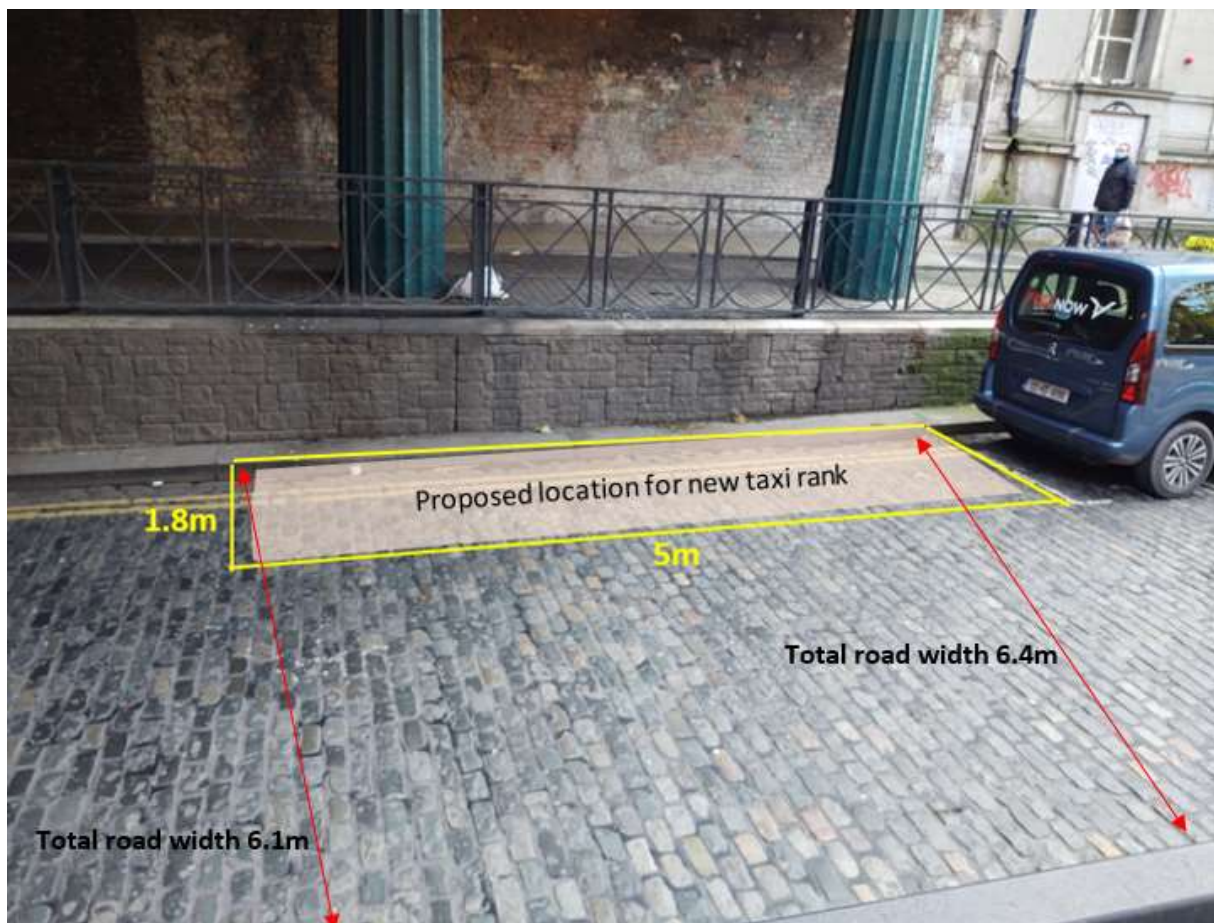


Figure 7. Proposed location of new taxi rank on Sheriff Street.



Figure 8. Location of the proposed new taxi rank on Sheriff Street measured from the edge of Amiens Street Junction as per picture.



Figure 9. Proposed location of new taxi rank on Sheriff Street in relation to lamp post 2.

3 Summary

In the new location, taxi rank would not obstruct traffic on Sheriff Street and would fit into feeder chain of taxis from Sheriff Street to Connolly station. At the same time, relocating one taxi rank directly from outside Connolly Station should not have notable impact on taxi operations in that area as the main taxi ranks are constantly replenished from feeder ranks located on Amiens Street and Sheriff Street.

It should also be noted that the total number of taxi ranks in the area would not change following implementation of the proposal.

Considering all information provided in this report it is a recommendation of DCC Road Safety Engineer that the new proposed location for taxi rank is suitable.