

**Clontarf to City Centre Cycle Route
Report to North Central Area Committee
Proposed Part VIII Application**



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Introduction

The Environment & Transportation Department intends to submit a Part VIII Application for the proposed Clontarf Road to Amiens Street Cycle Route. The scheme will comprise approximately 2.5km of high quality, continuous and consistent cycle facilities and improvements to public realm in Fairview.

The proposal is an important strategic piece of cycling infrastructure for the city which will provide a proper, high quality link from the junction of Talbot Street to the junction of Alfie Byrne Road and Clontarf Road, providing a good facility both for commuting and recreational cyclists. In developing the proposal, several options were considered before determining the final route design. As part of this option development, consideration was given to achieving a high Quality of Service, level A and improving connectivity along the scheme particularly to areas such as Fairview Park. This route will form part of the S2S cycle route. The proposals will also provide for improved bus priority.

The proposal conforms to the cycling objectives of the Dublin City Development Plan 2011 – 2017 in addition to relevant national policy such as the National Cycle Policy Framework 2009 - 2020 and 'Smarter Travel – A Sustainable Future 2009 - 2020'. It is also consistent with the Fairview Marino Local Environment Improvement Plan 2014-2017.

Background/Planning Context

Dublin City Council began installing cycling lanes in the mid 1990's and now has a network of over 200km of cycling lanes.

The provision for cycling in the City Centre primarily is either on-street cycle lanes, both advisory and mandatory, or bus lanes. The facilities are generally low in quality for cyclists, mainly due to the lack of space for cyclists, inadequate widths for buses to safely pass cyclists in bus lanes, conflicts at bus stops and left turns and discomfort caused by large volumes of traffic sharing the road space. While some existing routes are well connected, there are significant gaps in facilities and generally, road space has been prioritised for traffic and buses. There has been difficulty in providing for cycle lanes in the city centre, where there is considerable competition for street space, between traffic and bus lanes, on street parking and so forth.

National Policy

National Cycling Policy Framework 2009 - 2020

In recognising cycling as one of the most important forms of sustainable transport the Department of Transport published a *National Cycling Policy Framework* in April 2009. The policy framework emanates from the Government's new transport policy for Ireland – *2009-2020 Smarter Travel – A Sustainable Transport Future*.

The framework sets out many policies and objectives in relation to cycling, with the ultimate aim of increasing cycling's share of the total travel market from 2% to 10% by 2020. The key objectives of the policy framework are as follows:

- Move 160,000 people a day to work by bike; an increase of 125,000 people;
- Invest in better, safer cycle routes around the country for commuters, leisure cyclists and visitors. (Improve existing cycle routes and introduce new routes to best international standards);
- Increase cycling's share of the total travel market, from 2% to 10%;
- Introduce a new approach to the design of urban roads to better recognise the needs of cyclists and pedestrians; and
- Retrofit major road junctions and roadways in key cities and towns to make them cycle-friendly.

The National Cycle Policy Framework 2009 – 2020 aims to create a strong culture of cycling in Ireland with an aim that 10% of all trips will be by bike by 2020. Reaching this national target will require that major urban centres achieve significantly higher cycling modal share. Currently around 5% of trips in Dublin are taken by bike.

As outlined in the National Cycle Policy Framework, no single action will prompt more people to cycle but the development of high quality cycling infrastructure will play an important part in helping to achieve a new culture where cycling is seen as an attractive mode of transport, particularly for short trips in urban areas.

Dublin City Development Plan 2011 - 2017

Dublin City Council is committed to a policy of developing and improving infrastructure for cyclists throughout the city.

Chapter 5 - Connecting and Sustaining the City's Infrastructure of the Dublin City Development Plan sets out the Council's policies and objectives for promoting modal change.

Policy SI2 states:

"It is the policy of Dublin City Council to continue to promote the modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport and to implement the initiatives

contained in the government's, 'Smarter Travel, A Sustainable Transport Future 2009-2020".

Policy SI014 states:

"It is an objective of Dublin City Council to develop a direct cycle linkage system away from the primary traffic network including on and off-road cycle lanes designed and constructed to minimise conflict with other road users".

Policy SI015 states:

"It is an objective of Dublin City Council to improve existing cycleways and bicycle priority measures throughout the city".

Policy SI018 states:

"It is an objective of Dublin City Council to provide additional cycle and pedestrian bridges across the city's canals and rivers to form part of strategic cycling and walking routes".

Policy SI020 states:

"It is an objective of Dublin City Council to provide increased priority for cyclists at key road junctions where possible, by using road marking, priority light signals and other measures as appropriate".

Policy GC6 states:

"It is the policy of Dublin City Council to protect and improve the natural character of watercourses and to promote access, walkways and other compatible recreational uses along them."

This project will provide a high quality facility specifically designed for pedestrians and cyclists. It will assist in encouraging a modal change away from cars.

Greater Dublin Area Cycle Network Plan

Primary Radial Route 1, identified in the Greater Dublin Area Cycle Network Plan, from Fairview – North Strand – Amiens Street – Beresford Place – Matt Talbot Bridge, is one of the thirteen radial routes to the city, linking Dublin North Central and North East. It is also indicated to be the busiest cycle route in the City.

Detailed Proposal

The scheme consists of on road and raised cycle lanes in both directions, along with bus lanes and traffic lanes from the junction of Amiens Street and Talbot Street to the junction of Clontarf Road and Alfie Byrne Road. A 'green-way' is proposed along the edge of Fairview Park. A link is also included between Annesley Bridge and Alfie Byrne Road via Fairview Park.

The location of the scheme is shown in **Figure 1** below.

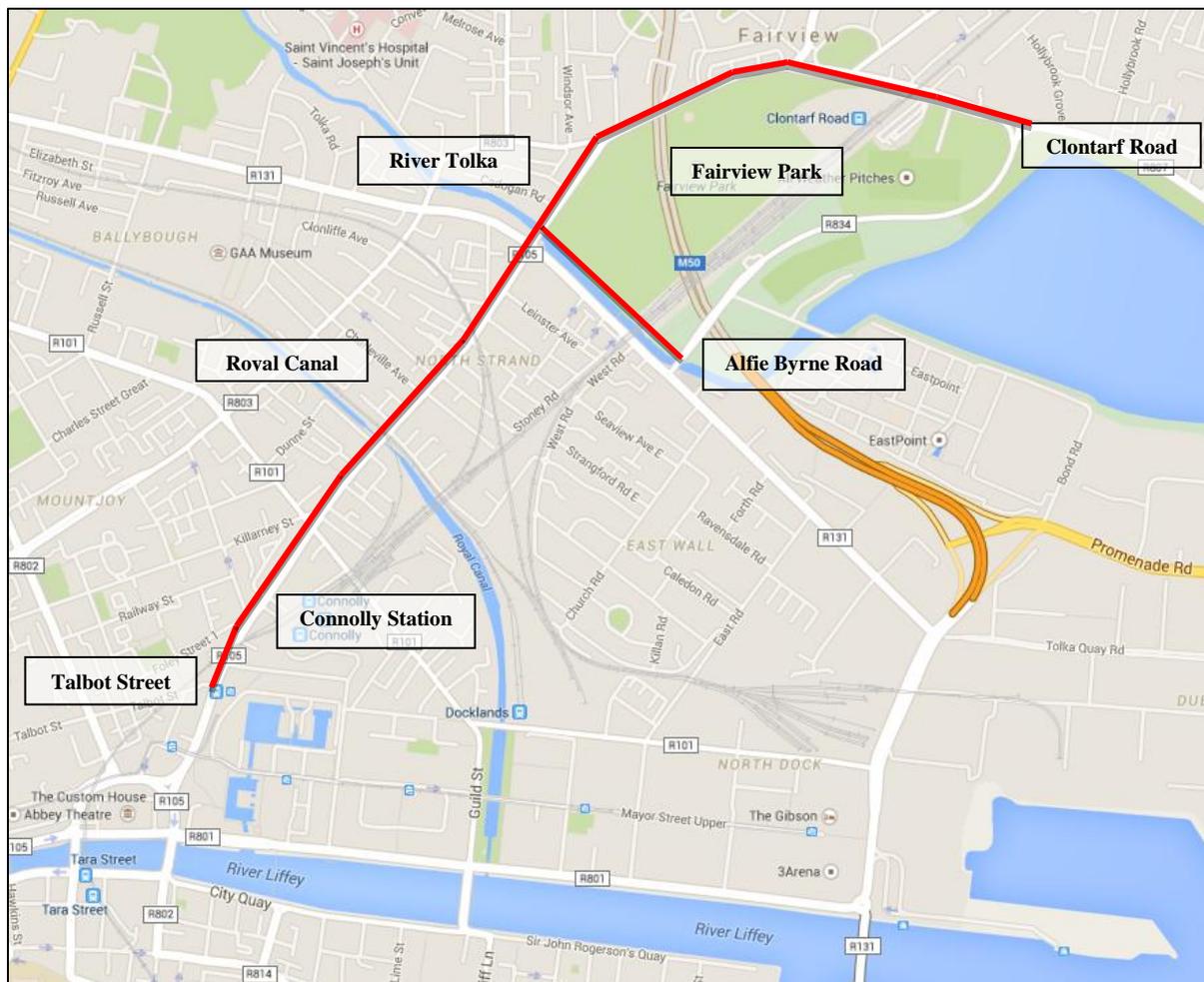


Figure 1 – Scheme Location

The scheme's primary objectives are to provide 2.5km of high quality, continuous and consistent cycle facilities along the route to cater for commuter and recreational cycling. The scheme will improve safety for all road users; enhance connectivity for cyclists and other commuters while improving permeability through the area. The scheme will largely be confined to the existing road and essentially will involve relocating kerb lines or widening of the existing road.

Commencing at the junction of Talbot Street and Amiens Street there are dedicated on road cycle lanes on both sides of the carriageway for the entire length of the scheme. The scheme will also address conflicts between pedestrians and cyclists at Clontarf seafront, at the crossing points either side of the Alfie Byrne Memorial. A link is to be provided from Annesley Bridge to the Alfie Byrne Road through Fairview Park. This link, for cyclists and pedestrians, is adjacent to the Tolka River and continues under the existing railway bridge, an area currently closed off to the Public. The project is to include a greenway or esplanade, a pedestrian and cycle-friendly way, at the edge of Fairview Park, please refer to Figure 2.

Following workshops and consultations with various stakeholders, a Public Realm Strategy document was prepared for the area. This document, while taking into consideration other local area plans and studies, is to identify the key public realm areas along the route and presents possible proposals for consideration to enhance the area. A landscape proposal is to be prepared as part of the scheme to retain the character of the area and the overall public realm. As the route is a future designated BRT route, the scheme will be assessed in terms of BRT compatibility.

The scheme has been broken into six sections below in order to give a brief summary.

Talbot Street and Buckingham Street Lower

- Dedicated on-road cycle lanes, where none exist currently,
- Parking, loading and taxi rank retained,
- Junction improvement at Buckingham Street Lower,
- Existing footways retained,
- Minor reductions in footways in some areas
- Traffic lanes reduced to one lane north and south.
- Proposed bus-gate at Amiens Street railway bridge

Buckingham Street Lower and the Five Lamps

- Dedicated on-road cycle lanes,
- Parking and loading retained outbound,
- Loss of some parking inbound,
- Existing footways retained or widened,
- Bus stops retained.

Five Lamps to Newcomen Bridge

- Dedicated on-road cycle lanes,
- Footways reduced locally,
- Loss of trees inbound,
- Improved shared space to be provided at Five Lamps,
- Royal Canal Cycle Route connection to be provided,
- New pedestrian crossing point south of Newcomen Bridge,
- Bus stops retained.

Newcomen Bridge to Fairview

- Dedicated on-road cycle lanes,
- Footways reduced locally,
- Retaining wall relocated between Bessborough Avenue and Ossory Road,
- Improved shared space to be provided at Annesley Place junction,
- Parking and loading retained outbound,
- Loss of some parking inbound,
- Bus stops retained.

Fairview

- Dedicated on-road cycle lanes,
- Existing footway outbound retained,
- New pedestrian crossing locations at Annesley Bridge Road, Cadogan Road and Marino Mart,
- Parking and loading retained outbound,
- Loss of some parking inbound,
- Greenway in Fairview Park,
- Annesley Bridge to Alfie Byrne Road link though Fairview Park,
- Loss of trees at Fairview,
- Bus stops retained.

Removal of Fairview Footbridge

- Existing bridge does not provide universal access
- New pedestrian crossing at Merville Avenue to replace footbridge
- Improved road alignment
- Enhanced public realm with removal of barriers, additional landscaping, cycle parking
- Possible relocation of steel bridge structure to an area of need
- Reduced risk of potential anti-social behaviour

Fairview to Clontarf Road

- Dedicated on-road cycle lanes,
- Existing footway outbound retained,
- Additional signalised pedestrian crossings at Malahide Road and Alfie Byrne Road
- Parking retained outbound,
- Loss of some parking inbound,
- Greenway in Fairview Park,
- Loss of trees at Fairview,
- Improved landscaping of the park boundary
- Bus stops retained.

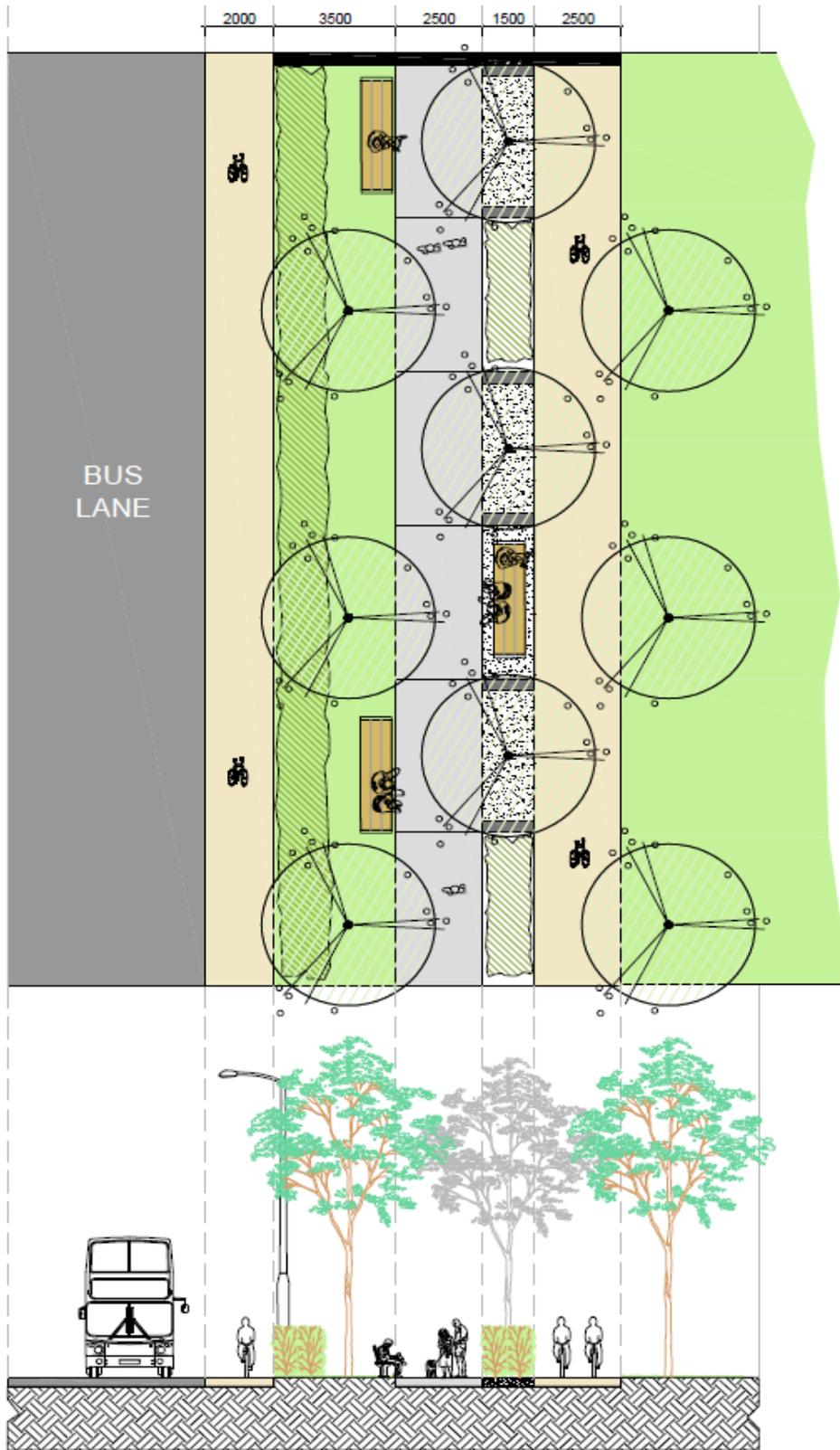


Figure 2 – Fairview Park greenway or esplanade