

# Clontarf to City Centre Cycle Route Part 8 Update

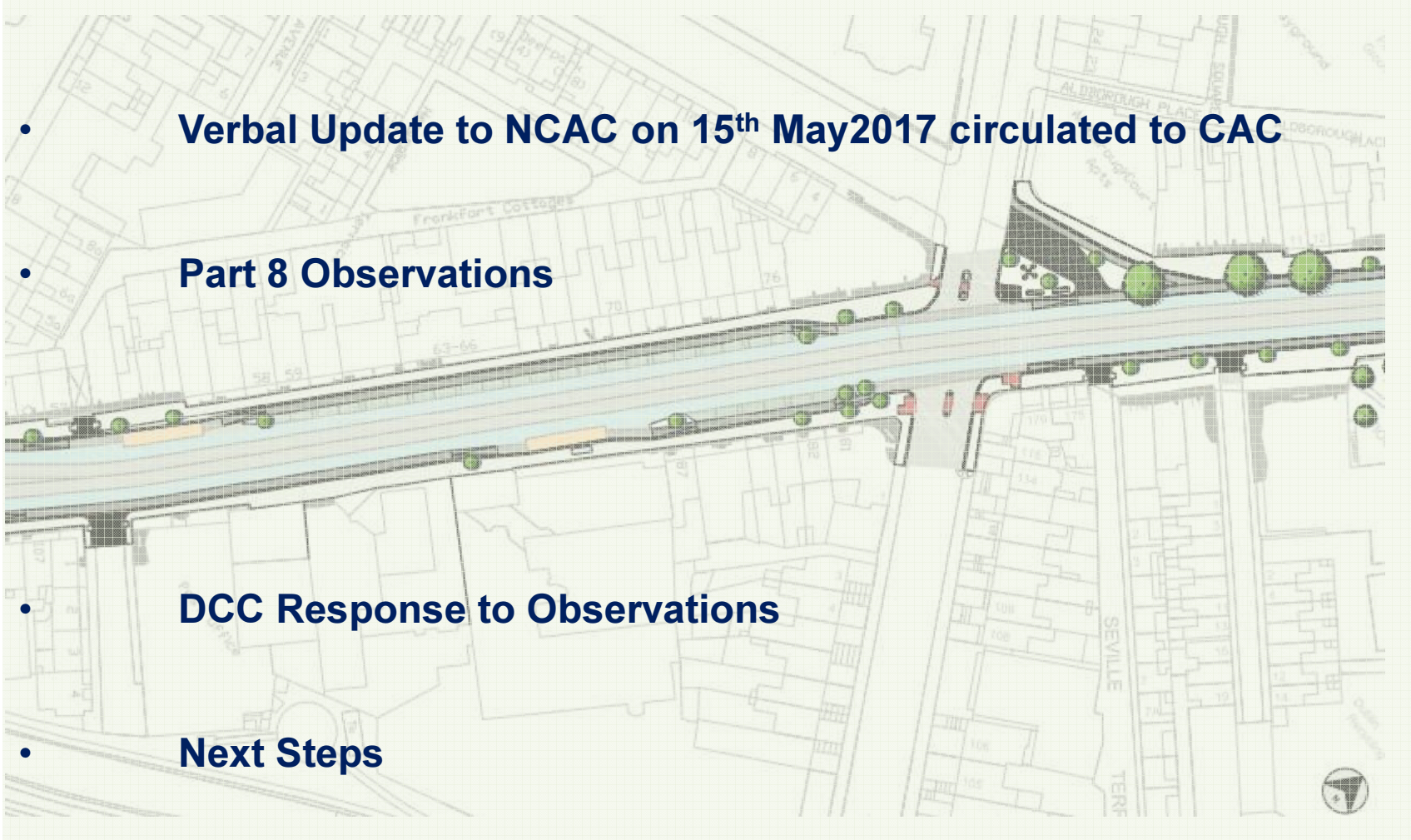
Christopher K Manzira  
A/Senior Engineer

Central Area Committee  
Meeting  
11<sup>th</sup> July 2017

North Central Area  
Committee Meeting  
17<sup>th</sup> July 2017

# Progress Update

- **Verbal Update to NCAC on 15<sup>th</sup> May 2017 circulated to CAC**
- **Part 8 Observations**
- **DCC Response to Observations**
- **Next Steps**



# Summary of Submissions

<b>Total Submissions</b>	<b>192</b>
• General Public	140
• Business Petition	24
• Other Businesses	8
• Elected Representatives	7
• Other stakeholders	4
• Residents Groups	2
• Cycling Groups	7



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**Planning & Development Act 2000  
(as amended)**

**Planning and Development Regulations  
2001 (as amended) - Part 8**

Proposed Clontarf to City Centre Cycle Route. Clontarf Road/  
Alfie Byrne Road, Dublin 3 to Amiens Street/Talbot Street, Dublin 1.



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# Summary of Part 8 Observations

## Principles

- **Loss of car parking**
- **Loss of trees**
- **Segregation options (2-way vs. 1-way)**
- Traffic congestion
- Traffic calming and 30km/h speed limit expansion

## Details

- Bus stop layouts
- Junction layouts
- Shared space and safety pedestrian safety at toucans
- Improvement of public lighting and CCTV



# Further Consultations

Following from the North Central Meeting in May DCC has:

- Sent out invitations and met with a number of Elected Representatives from Central & North Central Areas
- Carried out further Stakeholder Engagement with Dublin Bus, Dublin Cycling Campaign, DCC Parks & DCC Planning
- Held further non-statutory consultations with submission respondents
  - Evening time Consultation on 19<sup>th</sup> June from 18:00 – 20:00
  - Daytime consultation on the 20<sup>th</sup> June from 10:00 – 11:00am and from 14:00 – 16:00.



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# Consultations - Feedback

The three Consultation events were well attended & many positive contributions with suggestions for improvements were made.

- Positive feedback from business's on reinstatement of car parking at Fairview
- Positivity with regard to proposed Fairview Park Esplanade
- Concerns regarding movement of cyclists through junctions
- Concerns over suitability of one-way segregated tracks
  - Perceived benefits of two-way segregated track
  - Potential conflicts at bus stops



# Car Parking

- Reinstatement of 9 car parking spaces at Fairview since Part 8 submitted
- Net Result is that Scheme provides 7 more spaces on business side at Fairview than currently



# Car Parking Summary

	Talbot St.- Annesley Bridge (Pay & Display)			Annesley Bridge – Alfie Byrne Road (Pay & Display)			Total - Scheme
	Inbound	Outbound	Phase Total	Inbound	Outbound	Phase Total	
Existing Parking Spaces	39	47	86	36	37	73	159
Proposed Parking Spaces	11	31	42	25	33	58	100
Alternative Parking Spaces	-	-	-	-	11	11	11
Total difference	-28	-16	-44	-11	7	-4	-48





# Segregated Two-way



Context



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# Segregated One-way



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## Advantages of Segregated One-Way Tracks



- A one-way cycle track allows better access for cyclists to shops and business on both sides of the street.
- Cyclists can continue through uncontrolled junctions if the way is safe to proceed without the need to introduce further signalised junctions.
- Delays at traffic signals are reduced as cyclists can proceed with general traffic on a green light without the need for a separate light sequence.
- Cyclists are travelling in the same direction as other traffic/road users with less risk of conflict.
- Sufficient space exists for cyclists to overtake slower cyclists without the risk of colliding with other oncoming cyclists.



## Disadvantages of a Two-Way Track for this scheme



DCC has concluded that a two-way cycling facility on one side of the roadway is not the appropriate choice for this scheme for a number of reasons. They include:

- Conflict with traffic is higher at junctions motorists are not expecting cyclists coming from the “wrong way”.
- Cycle aspect traffic signals are required at busy junctions, slowing cyclists and public transport down.
- Cyclists can be on the “wrong” side of the road at their destination, e.g. for cyclists wishing to access Malahide and Howth roads.
- The more side roads or private entrances along the route, the less suitable this option becomes.
- Island bus stops are required to avoid conflict with cyclists. There is insufficient available space to accommodate these and maintain all other necessary lanes.



# Movements at Junctions



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# Further Information on Segregated One-Way Tracks

The ~~Context~~ to Amiens Street Cycle Route is predominantly a commuter cycle route, and is part of the proposed Radial Route 1, as identified in the Greater Dublin Area Cycle Network Plan.

A one-way cycle track works more efficiently in built-up areas such as this as it avoids the need to signalize existing uncontrolled junctions. This is to the benefit of both cyclists and the general traffic.

While DCC firmly believe in the merits of two-way cycle track facilities; it is critical that they should be provided in locations that are appropriate to their form and function.

A two-way cycle track is ideally suited to greenway areas, along scenic ways such as rivers, canals and along coastal routes. On these routes conflicts with junctions, entrances, buses and general traffic are either limited or eliminated altogether.

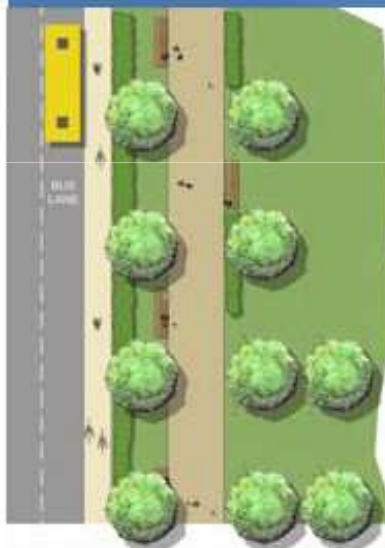


Dublin City Council has concluded that in opting for one-way segregated tracks, the right choice has been made for this scheme and in this environment. When completed DCC considers that it will provide a high quality cycling route for the community and generations to come.

## What happens next?

It is envisaged that the scheme will be approved by Dublin City Council's Planning Department in July 2017. Following from this DCC hope to receive final Part 8 approval to proceed from the Elected Councilors in September 2017.

Detailed design of the scheme can then commence in earnest and DCC hope to be in a position to commence Phase 1 of construction in spring/early summer 2018.



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Náisiúnta Iompair  
National Transport Authority

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## Clontarf to Amiens Street Cycle Route

### Project Update Brochure

June 2017

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National Transport Authority

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# Fairview Park & Tree Planting

- Over the entire scheme, 62 trees are proposed for removal and 160 new trees will be planted
- The net result will be 98 additional trees along the route
- Forty-nine trees are to be removed along the roadside boundary of the park
- Tree planting will occur at least 1 planting season prior to removal of the roadside trees at Fairview
- Additional softening of hard landscaping (at parking locations) has been agreed with DCC Parks & Landscape Services.



# Visual Impact of Removal of Trees (1<sup>st</sup> Year)

## Fairview Park and Village – Cycle Route Proposals

Photomontages – Existing view looking south east away from footbridge



## Fairview Park and Village – Cycle Route Proposals

Photomontages – Proposed view looking south east away from footbridge – Year 1



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# Visual Impact of Removal of Trees (20 Years)

## Fairview Park and Village – Cycle Route Proposals

Photomontages – Existing view opposite Park Depot looking towards footbridge



## Fairview Park and Village – Cycle Route Proposals

Photomontages – Proposed view opposite Park Depot looking towards footbridge – Year 20



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# Summary

- Four presentations to area committees prior to Part 8
- One Public Information Session during Part 8 Process
- 192 Observations received during the Part 8 Process
- Three further meetings with people who made observations during the Part 8 Process
- Leaflet to explain benefits of chosen one-way segregation
- Matters raised have been considered in the preparation of a recommendation. (These include matters of detail)



# Next Steps

I commend scheme to Central & North Central Area Committees

Report to September Council meeting

Option for Joint Meeting for CAC and NCAC

Improved bus priority, segregated cycle facilities and improvements to public realm



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**Thank You**

**Q & A**