

To the Lord Mayor and  
Members of Dublin City Council

Report No. 278/2020

Report of the Assistant Chief Executive  
and City Engineer



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## Updated on the Implementation of Proposed Cycling Projects

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### Executive Summary

In the last report, I advised that the Environment and Transportation Department was in the process of reviewing the delivery mechanisms and governance structures for cycling projects. This stemmed from the obvious need to speed up the delivery of the infrastructure in line with the anticipated significant increases in funding envisaged in the Programme for Government. I also provided an update on four projects that have achieved statutory planning consent, as well as cycle parking.

This report provides an update on the high-level programme steering structure that has been set up in order to ensure delivery. In addition, it gives an outline of how the delivery of projects can be achieved more promptly through a fast-tracking mechanism, depending on the cost, complexity and statutory planning requirements for the individual projects.

Discussions with the NTA regarding the funding profile for cycling over the next five years and how this increased range of projects could be delivered in the five year time frame is still ongoing. An internal restructuring will be finalised following this process. In addition to the five projects reported on in October 2020, I will be providing an update on an additional two projects.

### 1. Introduction

The Programme for Government envisages funding for cycling and walking projects of €360 million a year for the next five years. The NTA will be making a submission to the Department of Transport on how the programme could be implemented covering the network plan, delivery approach, as well as the resource plan.

Dublin City Council will be responsible for implementing the programme within its administrative boundary. Under this programme, it is proposed to deliver between 150km and 200km of cycle network expansion and upgrades in Dublin City between 2021 and 2025 in line with the Programme for Government. Safe Routes to School will form part of the programme. In addition, the programme includes walking infrastructure. To put this

programme in context; the City Council's existing cycle network delivery programme plans to deliver 54km over the next five years.

The project team has drawn from lessons learned on how cycle projects have been delivered up to now; what has worked and what has not; and how delivery can be speeded up. Through this process, it has been concluded that restructuring of the project team is necessary in order to achieve the implementation of the planned programme. As part of this process, the City Council has been working with the NTA in order to draft a framework for delivering the programme. This covers a network plan, an implementation approach, and a resource plan.

## **2. Framework for Delivering Cycling Projects**

We have set up a high-level steering board to manage the delivery of the Cycle Network Expansion Programme in order to ensure close cooperation across City Council departments. In addition, the entire network will be delivered using a four-tier delivery model in order to ensure an agile approach to delivery is taken depending on the circumstances within each area. This is necessary in order to achieve a progressive balance between delivering a network while recognising that some projects may be slower to progress due to their nature.

Tier 1: Interim measures, including trials to be implemented under the Road Traffic Acts. These projects may be characterised by rapid deployment, facilitating trials, and simple to make alterations to. These measures would most likely need to be upgraded within a two year period.

Tier 2: Low cost protected cycle lanes to be implemented under the Road Traffic Acts. These projects may be characterised by a relatively short design process, and low administrative requirements. The use of concrete kerbs, coloured surfacing and minor junction alterations will be considered. They would most likely have a design life of ten years. Minor public realm interventions may be contemplated at key locations. Schemes such as Griffith Avenue fall into this category.

Tier 3: These will be major engineering projects implemented under the Road Traffic Acts. These projects will require wider stakeholder consultation, with possibilities for utility diversions. They will require a comprehensive detailed design, procurement process, site supervision and contract administration; and will therefore, take longer to implement. Schemes such as Fitzwilliam Street fall into this category.

Tier 4: These will be major civil engineering projects requiring statutory planning approval. Similar to Tier 3 projects, these will require wider stakeholder consultation and may incorporate multi-sectoral requirements. They will require a preliminary business case, a comprehensive detailed design, procurement process, site supervision and contract administration. Projects such as the Liffey Cycle Route fall into this category.

## **3. Schemes with Statutory Planning Approval**

There are four projects with Statutory Planning consent. These are:

1. Royal Canal Greenway
2. Dodder Greenway
3. Clontarf to City Centre
4. The Point Junction Improvement Scheme

### 3.1. Royal Canal Greenway

The Royal Canal Greenway is being delivered in four phases.

3.1.1. **Phase 2:** is substantially complete. The scheme was officially opened on 31<sup>st</sup> July 2020. Landscaping at Guild Street junction was carried out during October. The area office will be arranging a community event. Tree planting will be carried out in November 2020.

3.1.2. **Phase 3:** During the month, there was ongoing engagement with *Waterways Ireland* in order to obtain licenses for a Tree Specialist who has been appointed to conduct air spading, in order to investigate the root systems and the root depths. Dublin City Council is currently investigating the possibility of diverting some services from the cycle track alignment in order to minimise impact on trees. The target to issue the construction tender is December 2020.

3.1.3. **Phase 4:** The construction of contraflow bus lane at Broombridge and the upgrade of public lighting from Bannow Road to Ballybogan Road has been completed ahead of schedule. This enabled Dublin City Council to hand back the railway bridge to Irish Rail on the 23<sup>rd</sup> October. However, commissioning the scheme requires ESB connections to be completed. The target to issue the construction tender for mainline works has been revised from December 2020 to January 2021. This revision is necessary in order to prioritise the Clontarf to City Centre Scheme, given the same project team is working on both schemes.

### 3.2. Dodder Greenway (Herbert Park to Donnybrook)

Tenders for the construction stage were issued on the 8<sup>th</sup> September 2020. The date for receipt of tenders has been extended by two weeks to 11<sup>th</sup> November 2020. It is anticipated that the construction contract will be awarded in December 2020 with construction starting in January 2021.

### 3.3. Clontarf to City Centre

Discussion on funding arrangement with both the NTA and Irish Water have been concluded. Dublin City Council has been working with the NTA on a number of adjustments to the scheme. Dublin City Council will be making a revised submission to the NTA for approval by the end of November 2020. The extent of utility works has been reduced, resulting in a reduction in the extent of full road reconstruction, and this will result in a shorter construction period. Implementation of the temporary diversion of buses through Ballybough will no longer occur due to the likely major impact on bus users within the diverted section. An alternative approach has been developed to include for inbound and outbound bus lanes continue to be provided along the scheme length throughout its construction period, and cyclists will continue to use those bus lanes as they currently do. Implementing these various changes will delay the tender issue by three weeks. In order to ensure that tenders can still be issued in December 2020 while effecting the agreed revisions, resources have been prioritised towards this scheme.

### 3.4. The Point Junction Improvement Scheme

The Point Junction Improvement scheme achieved Part A Part VIII in 2015 for the section of approximately 390m, extending from Tom Clarke Bridge along the East Wall Road to its junction with Sheriff Street Upper. This design proposed one-way cycle tracks on both sides of East Wall Road. In order to provide continuity to the existing S2S Cycle Route, a review was commissioned of the previously granted Part VIII scheme, and its integration with the proposed Point Pedestrian and Cycle Bridge and the overall East Coast Trail(S2S). The review recommended that the scheme be amended, to provide a two-way cycle track on the west side of East Wall Road. The project is currently on hold due to staff being temporarily redeployed to deal with high priority measures on COVID-19 interim mobility measures.

## 4. Interim Schemes

The implementation of two interim schemes to facilitate immediate safety improvements for cyclists is ongoing. This is to compensate for delays in the delivery of the main schemes. These are:

1. Liffey Cycle Route
2. Fitzwilliam Cycle Route

### 4.1. Liffey Cycle Route

The design of the interim scheme on the section of the South Quays from Grattan (Capel Street) Bridge to Frank Sherwin Bridge (Heuston Station) is now complete. Tenders for construction will be issued in November 2020. Installation of the interim scheme on Ormond Quay and Inns Quay will also be carried out in November 2020. The detailed design on the North Quays from O'Connell Bridge to Matt Talbot Memorial Bridge is underway. This will be followed by the design for the South Quays from Matt Talbot Memorial Bridge to O'Connell Bridge in December. It is anticipated that the scheme will be fully implemented by March 2021.

Dublin City Council has appointed services providers for the baseline archaeology and architectural heritage and conservation reports. Work is underway and the reports will be finalised in January 2021. This will be followed by the finalisation of the public realm and opportunities study. It is anticipated that this report will be concluded in the first quarter of 2021.

### 4.2. Fitzwilliam Street Cycle Route

Implementation of an interim Fitzwilliam Cycle Scheme was carried out during the last month. The scheme follows the alignment of the permanent scheme. Temporary materials have been used to aid legibility for car drivers particularly in transition areas, and to protect cyclists from left turning vehicles at junctions. Consideration will be given to introducing some planters in consultation with landscape and conservation architects.

A contract for cellar surveys was awarded during the last month and surveys will commence in November 2020. Tenders have been received for further ground investigations at junctions and to facilitate the replacement of a section of water-mains.

## 5. On street Cycle Parking

One hundred and forty one (141) stands were installed during October 2020, an increase of 29 from September 2020.

The 2020 Capital programme envisages the installation of 1,000 Sheffield stands (2,000 on street cycle parking spaces) per year. Under the 2020 programme, contracts for the installation of 691 stands at 138 locations have been awarded. A preferred tender has been identified for the next batch of installations bringing the anticipated installations to approximately 800 stands. The programme for 2020 has been divided into four batches as follows:

- Batch 13: 290 stands at 47 locations – This is complete.
- Batch 14: 216 stands will now be installed at 48 locations. This is a revision from 211 stands at 48 locations – This is ongoing with 15 locations complete.
- Batch 15: 191 stands will now be installed at 43 locations. This is a revision from 198 stands at 45 locations previously planned. Construction commenced in October 2020 and 84 stands have been installed at 23 locations. This includes 3 Cargo Bike Parking stands at St Stephens Green South.
- Batch 16: A preferred tenderer has been identified for the installation of 112 stands at 25 locations. This is a revision from the previously planned 119 stands at 24 locations.
- Batch 17: Consisting of approximately 200 stands. Site surveys commenced during mid October 2020. It is intended to tender for installations in December 2020.

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**Date: 6<sup>th</sup> November 2020.**