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## Update on the Implementation of Proposed Cycling Projects

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### Executive Summary

This report describes progress on cycleway projects that have statutory planning approval; two interim schemes and cycle parking. There are other cycling infrastructure improvements reported on weekly in the Chief Executive's Covid Mobility Report, and the progress of these schemes are not reported on here.

During the month of November 2020 a significant milestone was achieved on the Clontarf to City Centre Scheme paving the way for the scheme to progress. In addition, significant measures were also implemented for the Interim Liffey Cycle Route.

Planning for 2021 works on cycleway projects is continuing in line with the Programme for Government, and the Environment and Transport Department's proposals under the Capital Programme 2021 to 2023. The framework proposals for the delivery of cycleway projects in the City are currently under consideration by the NTA and the Department of Transport, and until such time as approval is obtained for additional resources, works will continue with the current resources.

### 1. Introduction

Planning for the cycle network expansion programme is continuing, with the preparation of the cycle network map nearing completion. However, this plan cannot be finalised until the overall framework has been approved by both the Department of Transport and the NTA. Significant milestones have been achieved on the Royal Canal Phase 4 and the Clontarf to City Centre schemes. Bespoke measures have been implemented to enhance the protection of cyclists and an improved ambience on the Interim Liffey Cycle Route. The on-street cycle parking installations have continued at a steady pace during November 2020.

### 2. Cycle Network Expansion Programme

Dublin City Council is awaiting approval on the framework for delivering cycle projects in response to the Programme for Government. The cycle network map that is being prepared, on the basis that a favourable response will be received from the NTA and the Department of Transport, is nearing completion. Dublin City Council expects to receive feedback on the final network map from the NTA by the end of December 2020. In the interim, Dublin City Council is preparing a plan for 2021 in-line with proposals for the Capital Programme. This assumes that:

- a) The current Sustainable Transport Measures Grants' projects will continue. This includes resuming projects that are currently on hold.
- b) Additional projects that can be fast-tracked as protected cycle lanes. These fall under Tier 2 as presented in last month's report (Report No. 278/2020).
- c) Additional 'Full Build' Projects to be started in 2021 given current resources;
- d) Additional 'Full Build' Projects to be started when additional staffing resources are made available.

### **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 the 31<sup>st</sup> July 2020. Landscaping at Guild Street junction was carried out during October. Additional trees will be planted in January 2021. Tree planting along the linear park has been rescheduled to January 2021 and 100 trees will be planted in the linear park. Some thorn bush planting around utility cabinets has been carried out during the month of November 2020.

3.1.2. **Phase 3:** During the month of November 2020, 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. Work is ongoing and is scheduled for completion at the end of November 2020. Dublin City Council is currently investigating the possibility of diverting some services from the cycle track alignment in order to minimise the impact on trees. This diversion will require Third Party consent because the diversion route is not in the charge of Dublin City Council. The project team will be making a recommendation on this in December 2020. The Central Area Committee will be informed of the final proposals on the 9<sup>th</sup> December 2020. The Third Party approval process has the potential to cause slippage on the programme.

3.1.3. **Phase 4:** The construction of a contraflow bus lane at Broombridge and the upgrade of public lighting from Bannow Road to Ballybogan Road has been completed ahead of schedule. The contraflow bus lane will be commissioned on the 30<sup>th</sup> November 2020. The target to issue the construction tender for mainline works is January 2020, as reported in last month's report. This programme is necessary in order to prioritise the Clontarf to City Centre Scheme, given that the same project team is working on both schemes. The option selection for the upgrade of the underpass at Liffey Junction is being finalised in consultation with *Irish Rail*. It is anticipated that the emerging preferred option will be selected by the end of December 2020.

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

Tenders for the construction stage were received on the 11<sup>th</sup> November 2020. The project team is currently reviewing the tenders. A tender assessment board will meet in December 2020 to recommend the preferred tenderer. As a result, the construction contract award will be made in January 2021, with construction now starting in February 2021. The original plan was to have the contractor on site by the end of January 2021. It is anticipated that the Dodder Greenway consultative committee will meet in the New Year.

### **3.3. Clontarf to City Centre**

A revised submission was made to the NTA during the month in order to show that Dublin City Council has satisfied the NTA's requirements under the Public Spending Code. At the NTA board meeting in November 2020 the revised submission was accepted and permission to go to tender was agreed.

It is proposed to tender for a contractor for the Clontarf to City Centre Project in December of this year, subject to approval by the DCC Corporate Projects Governance Board. It is estimated that the tender process will take 3 months to complete with a preferred tenderer identified in April of 2021. Construction is planned to commence in July 2021, with an expected construction duration of between 18 to 21 months. Traffic diversions will be required to facilitate the construction works, which include significant public realm upgrades.

It is likely that inbound general traffic will be diverted away from the works, and that three traffic lanes will be maintained through the route, prioritising public transport movement during the construction phase.

Consultation with stakeholders, including residents and businesses, along the route will commence in January 2021. In particular, emphasis will be placed on the needs of residents and businesses in the development of pedestrian management and temporary traffic management during the works.

### **3.4. The Point Junction Improvement Scheme**

This is as reported last month, and at present there is no change in its status.

#### **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**

Upgrade of the interim scheme on Ormond Quay and Inns Quay was carried out in November 2020. This involved removing the temporary barriers that had been put in place in May 2020, the reconfiguration of the traffic lanes, installation of planters on Inns Quay, and slip form kerbs on Ormond Quay Upper. Planters on Ormond Quay Upper will be installed in February 2021.

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 were issued on the 12<sup>th</sup> November 2020 with a closing date of the 4<sup>th</sup> December 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 during December 2020. The interim scheme remains on schedule to be fully implemented by March 2021, as reported in October 2020.

For the full permanent scheme, Dublin City Council has appointed services providers to provide the baseline archaeology, 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 quarter- one of 2021.

##### **4.2. Fitzwilliam Street Cycle Route**

Implementation of an interim Fitzwilliam Cycle Scheme was carried out during the November 2020. 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. Most of the road markings are in place. It is anticipated that the remaining markings, comprising advance stop lines for cyclists, and a few additional bollards will be completed in December 2020.

In order to progress this scheme to the more permanent one cellar surveys were started in November 2020.

Tenders have been received for further ground investigations at junctions and to facilitate the replacement of a section of water-mains. The preferred tender has been identified and will be appointed in December 2020.

## **5. On street Cycle Parking**

During November 2020, 144 cycle stands were installed at 22 locations. This is an increase of 3 stands compared to October 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. The contract award process for the next batch of installations is in progress, bringing the anticipated installations to 817 stands, at 168 locations. The programme for 2020 has been divided into four batches as follows;

- Batch 13: 298 stands planned at 52 locations – 293 installed at 51 locations. Frederick Street (5 stands) can't be done till January 2021 due *Open Flow*. There was resurfacing on the street.
- Batch 14: 216 stands planned at 48 locations – 208 stands installed at 47 locations.
- Batch 15: 185 stands at 42 locations – 175 Stands have been installed at 40 locations. (3 cargo bike stands were installed in St Stephens Green South and 1 in Manor Place).
- Batch 16: 117 stands at 26 locations. Contractor appointment in progress.
- Batch 17: Desk surveys commenced at the start of October 2020. It is intended to tender for installations in January 2021. (150 – 200 stands)

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&

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**Date: 30<sup>th</sup> November 2020.**