



Report to the Transportation Strategic Policy Committee

For the meeting held on Wednesday 3rd February 2021

On-Street Cycle Parking Policy

1. Introduction

A key to achieving the modal split target is the provision of safe, secure parking facilities at convenient locations throughout Dublin City. The absence of appropriate parking cycle facilities may discourage people from cycling in the first place. The city is faced with a challenge to identify suitable locations while balancing other competing requirements for road space. Dublin City Council, through its various policies, is committed to implementing the movement hierarchy that puts pedestrians at the top of the movement hierarchy. In that context it is proposed that any future installation of cycle parking should seek to minimise and where possible, loss of existing pedestrian places.

This policy document sets out how Dublin City Council will seek to implement sustainable cycle parking provision, while balancing with other competing requirements for road space.

2. Policy Context

It is DCC policy to promote Sustainable Transport (i.e. walking, cycling). The **Dublin City Development Plan 2016 - 2022** has a number of objectives relating to cycling. These are;

- *MT2: To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport.*
- *MTO8: To promote and facilitate, in co-operation with key agencies and stakeholders, the provision of high density cycle parking facilities at appropriate locations, taking into consideration (inter alia) the NTAs Cycle Network Plan, Dublin City Centre Cycle Parking Strategy, and Dublin City Council's Public Realm Strategy.*
- *MTO14: To review availability of bicycle parking facilities at neighbourhood centres with a view to addressing any shortfall through provision of Sheffield-type bicycle parking in the immediate vicinity as required.*
- *MTO15: To provide Sheffield Stand type parking near the entrance to all publicly accessible buildings such as schools, hotels, libraries, theatres, churches etc.*

Dublin City's Local Community and Economic Plan 2016 – 2021 has a high level goal;

Goal 10: To support the continued development of a quality, affordable and accessible movement system within the City prioritising walking, cycling and quality public transport which serves both the needs of local neighbourhoods and the economy of the City and the health and wellbeing of all.

Objective 10.2: Promote walking and cycling facilities and initiatives to create healthy neighbourhoods

Action 126: Encourage cycling and develop the cycling infrastructure and facilities across the city.

One of the measurements is the number of bicycle parking spaces provided.

3. Hierarchy of sites

3.1. A five level hierarchy will be used in the selection of sites for cycle parking on any given street.

3.1.1. The existing carriageway will be considered first, starting with non-parking areas such as areas with double yellow lines.

3.1.2. Free parking zones will be considered second.

3.1.3. Pay and Display areas will be considered third.

3.1.4. Combined Pay and Display and Permit Parking areas will be considered fourth.

3.1.5. Footpath areas will be considered fifth.

4. Criteria for Cycle Parking Installations on Footpaths

4.1. On busy pedestrian routes, the installation of cycle parking parallel to the kerb on footpaths shall only be considered where the footpath has a minimum width of 4.2m. This ensures that a pedestrian footpath width of 3.2m is maintained. This criteria applies to footpaths that have a high pedestrian flow, particularly the city centre. The minimum width of footpath will increase to 5.1m where the cycle parking is installed perpendicular to kerbs.

4.2. On footpaths with low pedestrian volumes, the installation of cycle parking parallel to the kerb shall only be considered where the footpath has a minimum width of 3.2m. This ensures that a pedestrian footpath width of 2.2m is maintained. This criteria applies to footpaths that have a low pedestrian flow such as residential areas. The minimum width will increase to 4.1m where the cycle parking is installed perpendicular to kerbs.

4.3. An additional allowance will be made on arterial traffic routes to provide for additional clearance from vehicular traffic.



5. Criteria for Cycle Parking Installations on Footpaths

- 5.1. A minimum of 3 stands shall be provided when installing on the footpath except in cases where there is an overwhelming need for cycle parking and there is no space on the road. In this circumstance installing a minimum of 2 stands will be considered.
- 5.2. A minimum of 5 stands shall be provide when installing on the carriageways except in cases where there is an overwhelming need for cycle parking and there is are no car parking spaces on the road. In this circumstance installing a minimum of 3 stands will be considered.

6. Other Cycle Parking Installations

- 6.1. Dublin City Council will roll out the installation of cargo bike parking to facilitate sustainable deliveries. However, no cargo bike stands will be installed on footpaths.
- 6.2. Dublin City Council will roll out the installation of disabled cycle parking. The criteria for selecting the appropriate sites shall be developed in consultation with users.

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