



Policy for Implementing the Core Cycle Network

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1. Introduction

This policy document presents a connected core cycle network for the city. It then sets out the approach to be taken to ensure that the network is developed with urgency in order to effectively contribute to our targets for reducing the carbon footprint and to achieving the safety targets set in the Road Safety Strategy to 2030. At a national level this policy embraces the six objectives of the National Planning Framework; Compact Growth, Enhanced Regional Accessibility, Sustainable Mobility, Transition to a Low Carbon and Climate Resilient Society and Enhanced Amenity and Heritage.

Within the Environment and Transportation Department an Active Travel Programme Office will be in place from the 14th of February 2022 to implement an ambitious programme for active travel projects in line with the Programme for Government. It is important therefore that both the decision making and implementation of projects is achieved in a timely, cost effective and efficient manner. In order to achieve this, the policy focuses on, and emphasizes the delivery of the entire network within the life of the City Development Plan to 2028. In that context, it envisages that works will be commenced as soon as possible, on any road and street segments of the network where there is enough existing road space and, where there is no requirement for statutory planning processes. It also provides a framework for implementing measures on the ground as well as the engagement and consultation processes to be followed.

2. Policy Context

The City Development Plan 2016 – 2022 has the following relevant cycling objectives;

- to develop the Strategic Cycle Network for Dublin city, connecting key city centre destinations to the wider city and the national cycle network,
- to implement the NTA's Greater Dublin Area Cycle Network Plan to bring forward planning and design of the Santry River Greenway, incorporating strongly integrative social and community development initiatives; to improve existing cycleways and bicycle priority measures throughout the city and,
- to create guarded cycle lanes, where appropriate and feasible.

The updated Greater Dublin Area (GDA) Cycle Network Plan (CNP) (2021), which accompanies the Greater Dublin Area Transport Strategy to 2042 establishes a vision for cycling across the Greater Dublin Area and provides a framework for delivering a cycle network within Dublin City. The Strategy itself aims to change the cycling mode share across the region, to grow it from 3.6% to 11.9% by 2042. This means that the mode share of cycling within Dublin City's administrative area will be much higher than this by 2042.

The GDA CNP 2021 identifies circa. 470km of roads and streets as part of the overall cycle network. Within this, Dublin City Council has identified circa. 270km for development as the core cycle network.

The draft City Development Plan 2022 – 2028 sets an ambitious mode share target of 13% for cycling and micro mobility by 2028. This is more than double the 2019 cycling mode share of 6%. This target will require substantial interventions to ensure that cycling is a safe, pleasant and convenient mode. It requires the delivery of a connected and permeable network linking schools, leisure and places of work across the entire city. The provision of a connected network of roads and streets that are 100% cyclable will therefore underpin this targeted growth in cycling mode share.

3. Existing Network

The existing network comprises disconnected segments of cycling facilities with varying quality in terms of level of service for cyclists. There are 77km of cycling facilities ranging from temporary measures implemented as part of Covid – 19 measures to high quality measures such as the Grand Canal Scheme. Only 22km are considered to be of high quality, meaning that 55km will require upgrade either in the short-term as would be the case with most Covid -19 measures or schemes already earmarked for upgrade such as Royal Canal, - Phibsborough to Ashtown, or in the long term, as in the case of the Clontarf promenade. Figure 1 below shows how these facilities are scattered around the city.



Figure 1. Existing cycling facilities

A key element of this policy is therefore, to present a strategy for transforming the individual segments of the cycling facilities into a connected and coherent high quality cycle network in a timely and cost efficient manner.

4. Core Network

The Environment and Transportation Department has identified 270km of a connected core cycle network that is essential for the city to function efficiently and effectively as a sustainable cycling city. The delivery of this network is supported by an objective of the draft City Development Plan, 2022 to 2028; to improve existing cycleways and bicycle priority measures and cycle parking infrastructure throughout the city and villages, and to create protected cycle lanes, where feasible. The improvements to the 270km of roads and streets to make them 100% cyclable is essential for the city to function as a cycling city.

The core network comprises of roads and streets with varying characteristics and existing functional requirements. The needs for each street will be assessed on a project by project basis. The context conditions will therefore inform the design approach adopted for that street.

Figure 2 below shows the core network. It is made up of circa. 22km of existing high quality network, 160km to be delivered under the Active Travel Programme and 88km to be delivered under Busconnects.

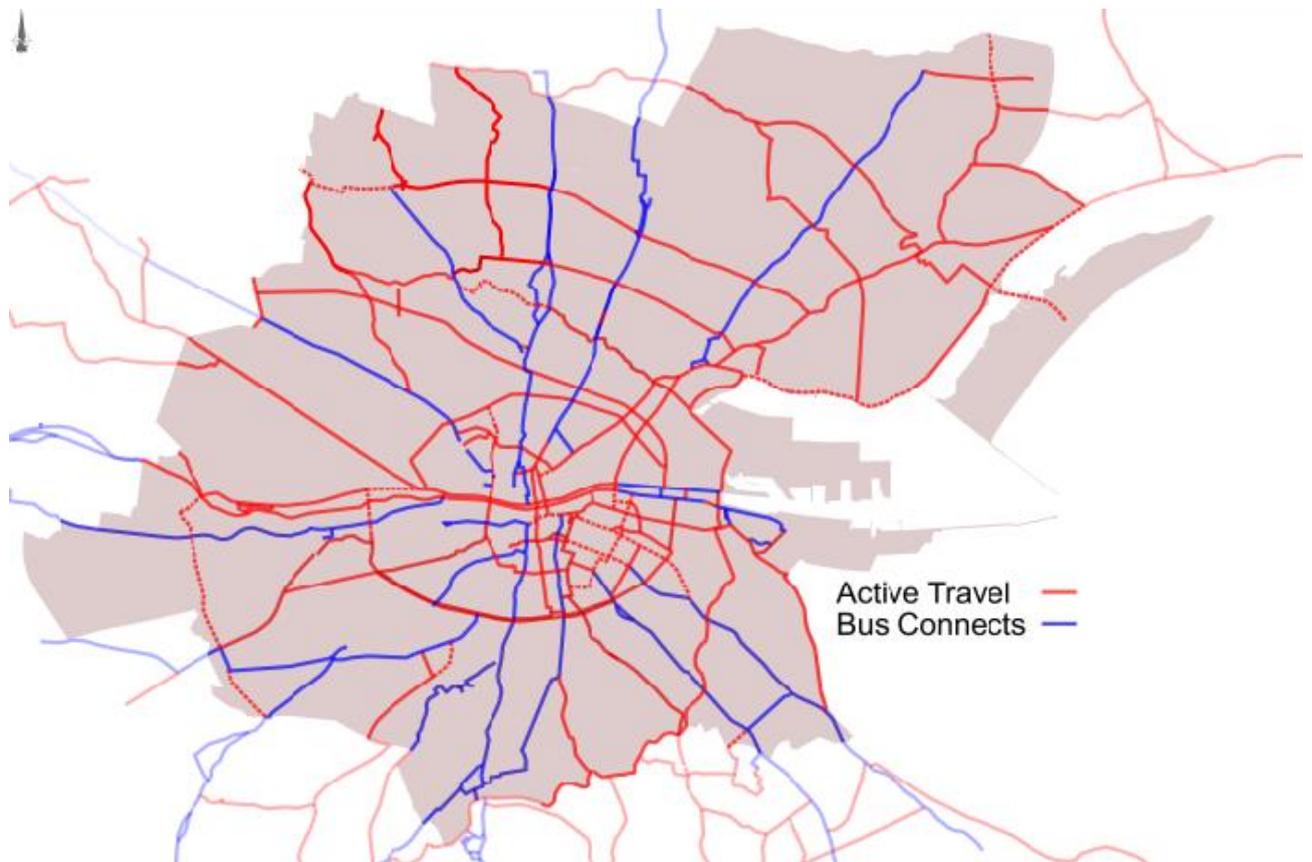


Figure 2. Core Network

5. Delivery Approach

The Environment and Transportation Department via the active Travel Programme Office and the existing Roads and Traffic divisions, will be focused on the delivery of the 160km of the network for the next five years, in line with both the current and the draft City Development Plan to 2028. This will be done through a number of methods;

- Rapid Deployment Interim Measures
- Low Cost Permanent Measures
- Major projects to be implemented under the Section 38, Road Traffic Act, 1994
- Major projects to be implemented following a Statutory Planning Process, either Part 8 or Part 10 of Planning and Development Regulations.

This approach is necessary to ensure the timely delivery of the projects in line with the Programme for Government and in order to meet the City's Climate Action targets. It will ensure that the city has a connected core cycle network that is 100% cyclable by 2030, allowing for implementation of the Busconnects element of the network. This approach will be driven by the following sustainable movement and transport objectives from the draft City Development Plan to 2028;

SMT1 Modal Shift and Compact Growth. To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.

SMT01 Transition to More Sustainable Travel Modes To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/LUAS); and 17% private (car/van/HGV/motorcycle).

SMT07 Review of Temporary Pedestrian and Cycling Improvement Interventions. To review the temporary pedestrian and cycling improvement interventions undertaken as part of Covid-19 mobility measures in 2020/2021, with a view to implementing permanently the successful routes through the Roads Act, Part 8 or other appropriate mechanisms.

SMT08 Cycling Infrastructure and Routes. To improve existing cycleways and bicycle priority measures and cycle parking infrastructure throughout the city and villages, and to create protected cycle lanes, where feasible. Routes within the network will be planned in conjunction with green infrastructure objectives and the NTA's Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual, having regard to policies GI2, GI6 and GI8 and objectives GIO2 and GIO16.

6. Engagement and Consultation

The majority of the network will be delivered under Section 38 of the Road Traffic Act, 1994. A key element of the delivery process will be ensuring that Elected Representatives and the public are fully engaged and informed on the plans and progress in the implementation of the network.

All Area Committees will get quarterly updates on progress in their area.

7. Next Steps

The Programme office will be formally initiated from the 14th of February 2022, with new staff joining and some existing staff being reassigned from that date. This will allow for more resources and more focus on delivering projects across the city. Survey work has already commenced on the majority of roads that are covered by the recent Active Travel announcement made by the Minister for Transport.

The existing projects which are at or near construction stage will be resourced appropriately to provide as speedy delivery as possible. The attached monthly report gives more details on individual projects.

The rapid deployment program has also being allocated continued funding and will proceed under the city mobility projects team to ensure that momentum is maintained.

Work is also progressing on school zones, safe routes to school and on the preparation of the Dublin City Council Walking & Cycling Action Plan. In addition, there are numerous upgrades and provision of pedestrian facilities being progressed across the city.

Updates will be provided to the Local Area Committees on a Quarterly basis. The full Council will continue to receive a monthly report on the Active Travel programme.

Brendan O'Brien

2nd February 2022

Appendix A update on current and future Projects

New routes

A contract for the survey of ten routes has been awarded under Lot 1. The survey work is in progress and is scheduled for completion in April 2022. A tenders have been received for a further 12 routes has been issued under Lot 2. The contract will be awarded early February.

Lot 1

- Prospect Way
- Chapelizod Rd to Chapelizod Bypass
- Naas Rd to Inchicore
- Stoneybatter to the Liffey via Queen St
- Rathmines to Milltown
- Camac Greenway (Inchicore to Kilmainham)
- Harolds Cross to Ballymount
- Cabra to Blanchardstown
- Chesterfield Avenue to Farmleigh
- Chesterfield Avenue (Phoenix Park)

Lot 2

- Parnell St to Prussia St via Grangegorman
- Bolton St to Parliment St
- The Coombe to College Green
- Harcourt to S. William St
- Grand Canal to the Liffey (Grand Canal Greenway upgrade)
- Grand Canal to Lincoln Place
- Ringsend to College Green
- Stephens Green to Thomas Street
- North Circular
- Drumcondra to Parnell St
- Wicklow St to College Green
- Tolka Greenway (Fairview to Mobhi Rd)

Initial assessments were commenced as outlined below on the following corridors.

- **Rathmines to Milltown:** The overall route is approximately 1.6km long. Initial assessment of the corridor has commenced. It is anticipated that a list of potential interventions along the corridor will be completed by end Q1 2022.
- **Finglas to Killester Corridor:** The overall corridor is approximately 7.3km long. The assessment is seeking to identify projects along this corridor that can be delivered over the course of five years. It is now anticipated that proposals will be brought to the North Central and North West Area Committees in Q 1 2022.
- **Santry Greenway:** The project will include a river restoration and biodiversity element. It is being led by the Water Framework Directive Office. Request for tenders were sent out on 4th November 2021 to shortlisted candidates. It is anticipated that the contract for the design team will be awarded in Q 2 2022. The option selection process will take 24 months.

- **Kilmainham to Thomas Street:** The overall corridor is approximately 2.6km long. During the month, further work was done to develop cross sections for Suir Road and South Circular Road. It is anticipated that a list of proposed interventions along the corridor will be presented to the South Central Area Committee in March 2022.
- **Cabra to Blanchardstown:** The corridor assessment commenced in August 2021. The assessment is seeking to identify projects along this corridor that can be delivered over the course of five years. It is anticipated that a list of interventions along this corridor will be presented to the North West Area Committee in Q2 2022.
- **Naas Road to Inchicore:** The corridor assessment commenced in August 2021. The assessment is seeking to identify projects along this corridor that can be delivered over the course of five years. It is anticipated that a list of interventions along this corridor will be presented to the North West Area Committee in Q2 2022.
- **Bayside to Donaghmede:** The corridor assessment commenced in August 2021. The assessment is seeking to identify projects along this corridor that can be delivered over the course of five years. It is anticipated that a list of interventions along this corridor will be presented to the North Central Area Committee in Q2 2022.
- **Harold's Cross to Ballymount:** The corridor assessment commenced in August 2021. The assessment is seeking to identify projects along this corridor that can be delivered over the course of five years. It is anticipated that a list of interventions along this corridor will be presented to the South East Area Committee in Q2 2022.

A number of infrastructure projects that had been paused have resumed. The following projects have resumed;

- **Dodder Greenway:** The NTA Cycling Design Office (CDO) commenced work on Habitat and Environmental Screening Reports, with final reports to be issued by end of Q4. The CDO progressed design development of options for Milltown Road and Beaver Row. An updated options assessment for these two zones is in progress. The CDO has undertaken traffic modelling for route options on Beaver Row; the assessment has been incorporated into the options assessment process. Structural visual assessments of the existing bridges along the route have been completed. The emerging preferred option will be identified by end March 2022. It is planned to brief DCC and DLRCC nominated Elected Representatives in Q2 followed by a briefing to the Steering Committee.
- **Clonskeagh to City Centre:** The CDO commenced work on the project in late October 2021. A project inception meeting was held between DCC, NTA and CDO to agree the scheme extents, key personnel, project schedule. Arising from this, it is anticipated that the design will be progressed to allow non-statutory public consultation to commence in Q4 2022. To date, all relevant background documentation and previous studies have been issued to the CDO. The CDO has commenced a review of this documentation.

- **Grand Canal Greenway (Blackhorse to Portobello):** A review of current proposals in the context of new projects that have come on stream, such as Busconnects has been prepared. A review of the architectural and industrial heritage and ecology for the route was commenced in January 2022 and is in progress. Dublin City Council will be reviewing this report over the next month. The tenders for the safety improvements to the on road cycling facilities along the Grand Canal were received during the month .A contract for additional site investigations has been awarded.

Schemes with Statutory Planning Approval

There are four projects with statutory planning consent. These are;

- Royal Canal Greenway
- Dodder Greenway
- Clontarf to City Centre
- The Point Junction Improvement Scheme

Royal Canal Greenway

The Royal Canal Greenway is being delivered in four phases.

Phase 1: Implemented.

Phase 2: The additional planting is complete.

Phase 3: The contractor selection process is being finalized, in conjunction with seeking the necessary approvals to proceed to construction. Work has been undertaken to facilitate approval of the scheme to proceed to construction.

Phase 4: The amending Part 8 for the scheme was lodged during September. The scheme will be put back on public display in February 2022. This is in order to provide the necessary clarifications to the general public on the items raised during the public consultation process. The clarifications relate to the preservation of ecology and the habitat and the conservation of industrial heritage.

Dodder Greenway (Herbert Park to Donnybrook)

A preferred tender has been selected and it is hoped that the final Legal agreements will be shortly finalised, allowing the project to proceed.

Clontarf to City Centre

The construction contract has now been awarded and the project has now formally commenced, the funding allocation for the project is 62 million including a contribution from Irish Water and the rest being funded by the NTA. An information leaflet was distributed to 22,000 homes and business in January. The project team will be holding a series of meetings and briefings on the project over the next period of time as the contractor mobilises to move on to site. The project is scheduled for completion in Q1 2024.

Information on the project is now accessible on the DCC webpages. The address is www.dublincity.ie/c2cc. The following information is now available;

- Project Overview and Progress Update
- Drawings and Visualisations
- Bus Stop Design
- Temporary Traffic Management

The Point Junction Improvement Scheme

A Project Team has been set up to resume the project. They are currently reviewing how the project interfaces with other proposed transport infrastructure projects in the area, such as the Point Pedestrian and Cycle Bridge.

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:

- Liffey Cycle Route
- Fitzwilliam Cycle Route

Liffey Cycle Route

The designs from O'Connell Bridge to Matt Talbot Memorial Bridge, for both the North Quays and South Quays have been finalised. Tenders leading to the appointment of Contractors will be issued in February 2022. Further design work was carried out to develop proposals for additional bus stops along Burgh Quay. The works will be tendered in March 2022.

For the full permanent scheme, work was ongoing for the development of a strategic assessment report. This work will be ongoing for a further month.

Fitzwilliam Street Cycle Route

The interim scheme is now complete.

For the permanent scheme, the tenders for the appointment of a construction contractor will be issued in March 2022.