



Clifton Scannell Emerson
Associates



BRADY SHIPMAN MARTIN

Clonskeagh to City Centre Cycle Route



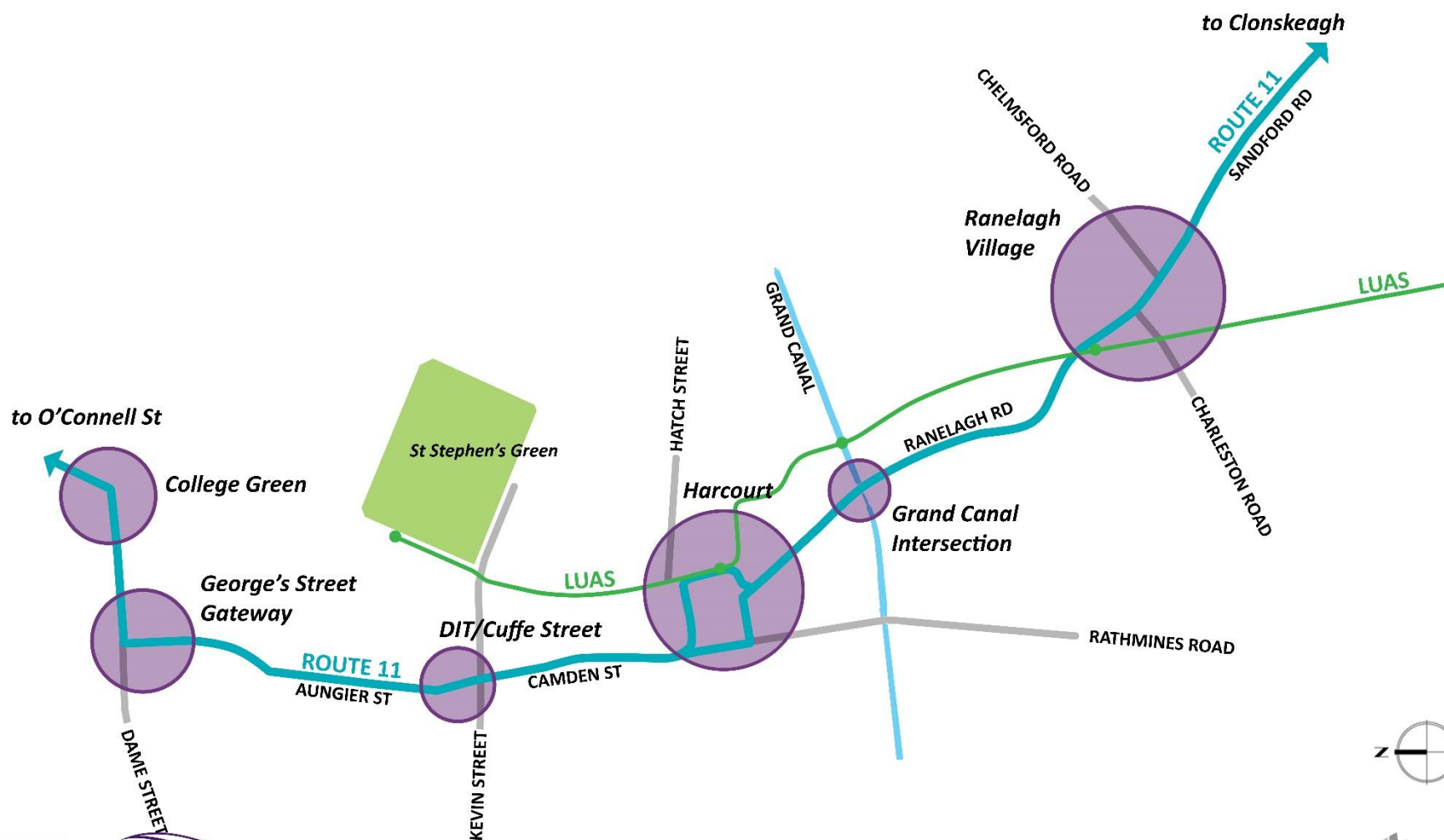
Brief & Objectives

- 6km cycle route from Clonskeagh (DCC boundary) to the City Centre (O'Connell Bridge)
- Route No. 11 in the Greater Dublin Area Cycle Network Plan

Integrated Approach

- **Multi-disciplinary approach reflecting the vision of the Design Manual for Urban Roads and Streets (DMURS) for an integrated design process and providing opportunities for improvement of the public realm for all.** Design and development inputs from engineers, planners, landscape architects, urban designers, traffic modellers, and a number of departments within DCC.
- **Integrated approach by taking into consideration other travel modes, particularly walking and public transport facilities,** as well as other ongoing / implemented schemes in the wider area.

Key Focal Areas



Tasks Completed

- Route Audit
- Constraints Study
- Traffic Surveys and Traffic Modelling at Junctions
- Parking and Loading Surveys in Ranelagh
- Environmental Assessment and AA Screening
- Options Assessment
- Preferred Option which can be developed in a Preliminary Design

Existing Facilities

- The existing cycling route is mainly **on-street** cycle lanes and **shared bus** and cycle lanes, which are **not fully connected** at some sections of the route.
- In some places the cycle lanes are **time plated**. Parking is permitted on road outside of these times in some areas despite the fact that the number of cyclists using the infrastructure remains high.
- As the route passes through the City Centre and Ranelagh Village, there is considerable competition for street space and provisions for the bus and on street parking.



Current Route Challenges



Current Route Challenges



Inadequate cycling facilities

Current Route Challenges



Current Route Challenges



Insufficient bicycle parking

Current Route Challenges



Insufficient cycle lane width

Current Route Challenges



Poor surface conditions

Current Route Challenges

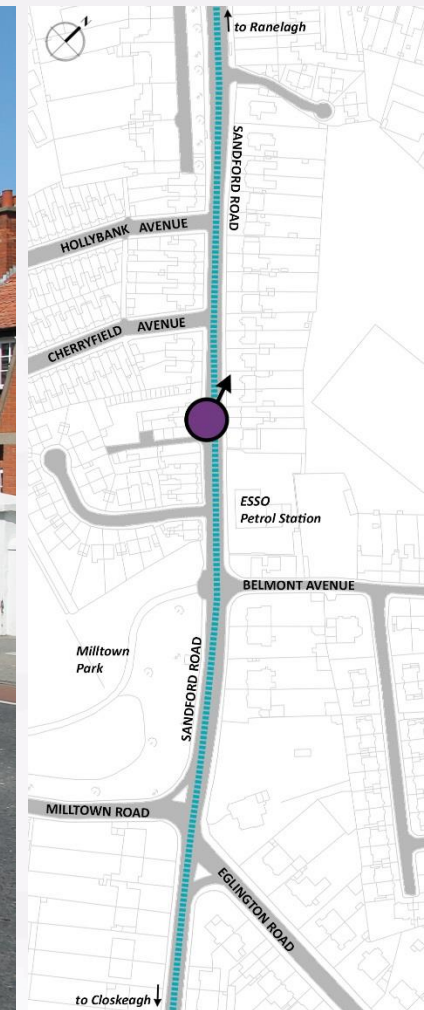


No cycle facilities (Harcourt Gyratory northbound)

Current Route Challenges



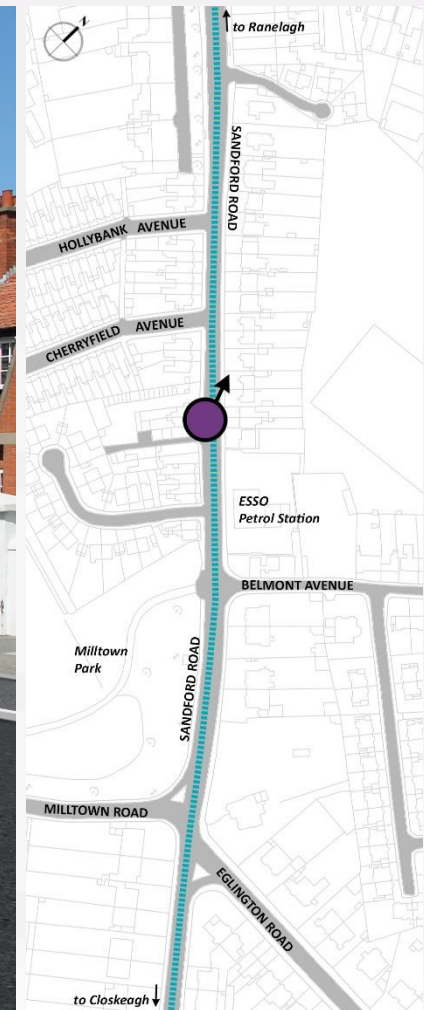
Existing Streetscape



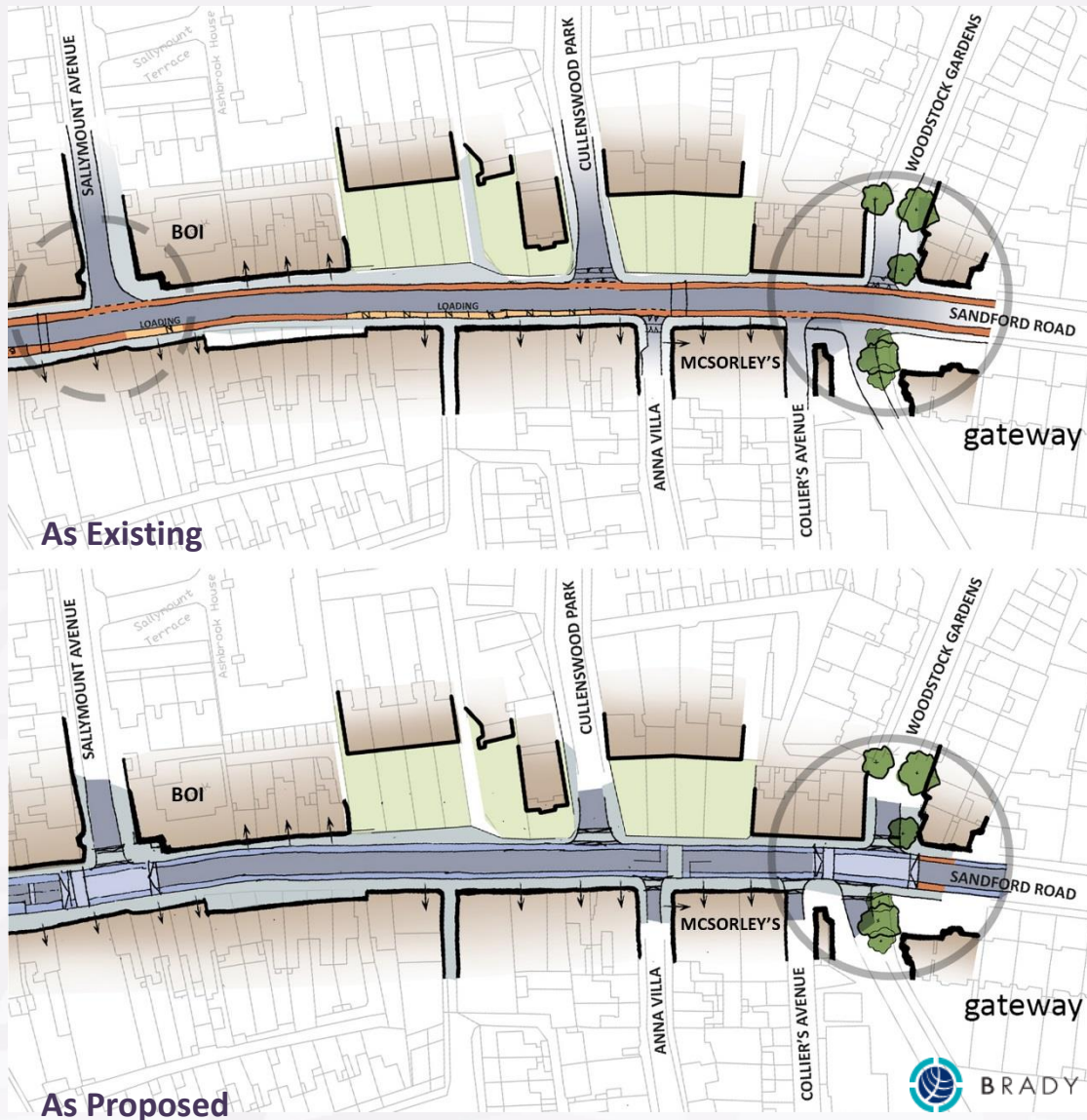
Emerging Preferred Option



Sandford Road



Ranelagh South Proposals



- Continuous raised cycle track
- Removed on-street parking
- 3.0m traffic lanes
- Decluttered footpaths
- Raised pedestrian crossings
- Time plated loading



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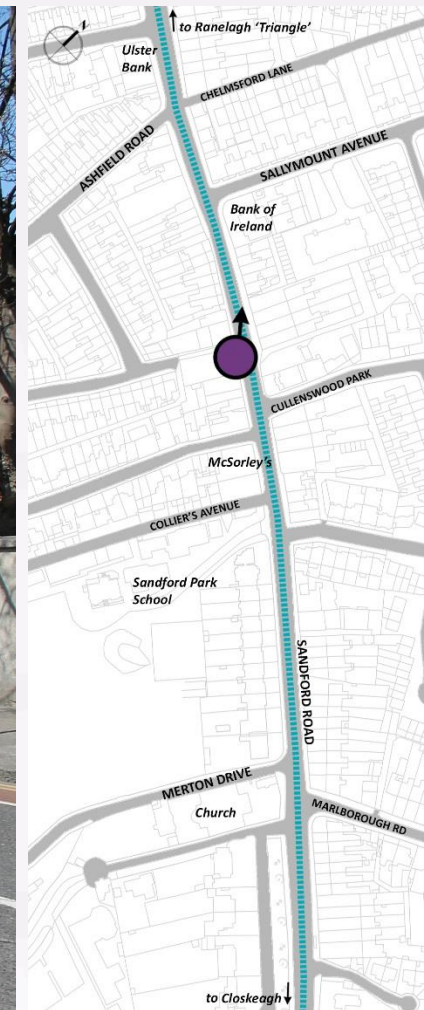


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Existing Streetscape



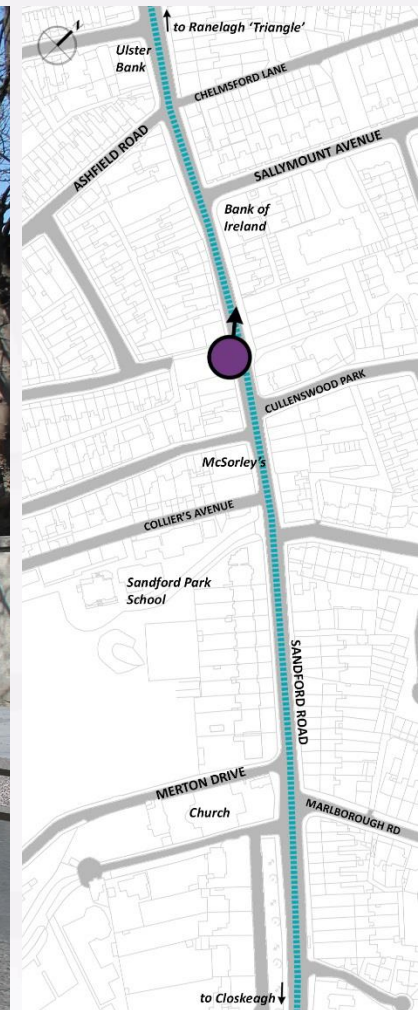
Ranelagh South



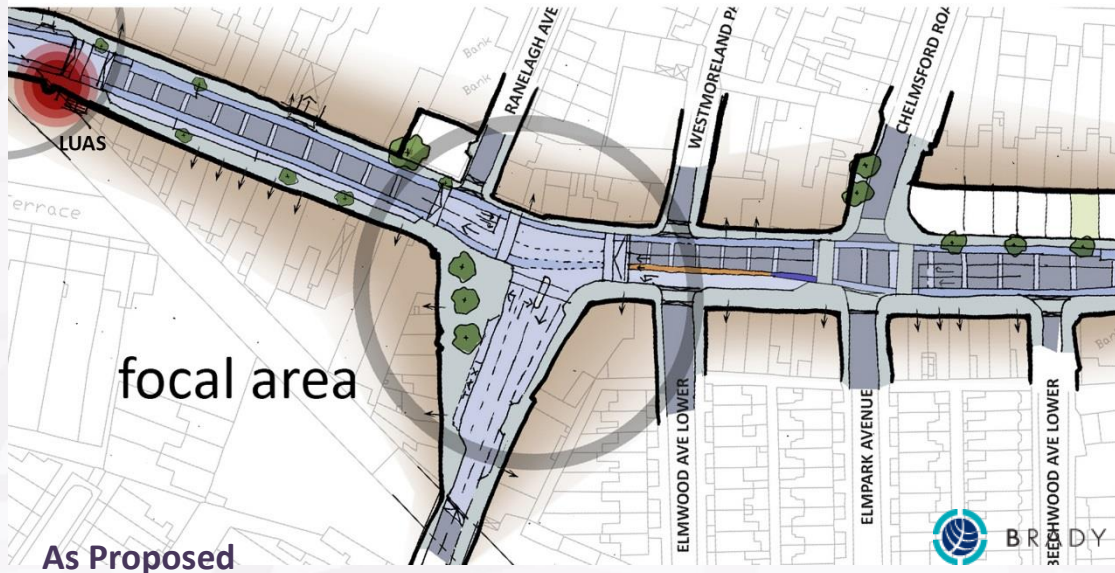
Emerging Preferred Option



Ranelagh South



Ranelagh Central Proposals



- Continuous cycling facilities
- Reduced no. of traffic lanes between 'Triangle' and Chelmsford Rd
- 3.0m traffic lanes
- Wider footpaths
- Raised treatment for 'The Triangle' area
- Time plated loading
- Upgraded materials to reinforce village character

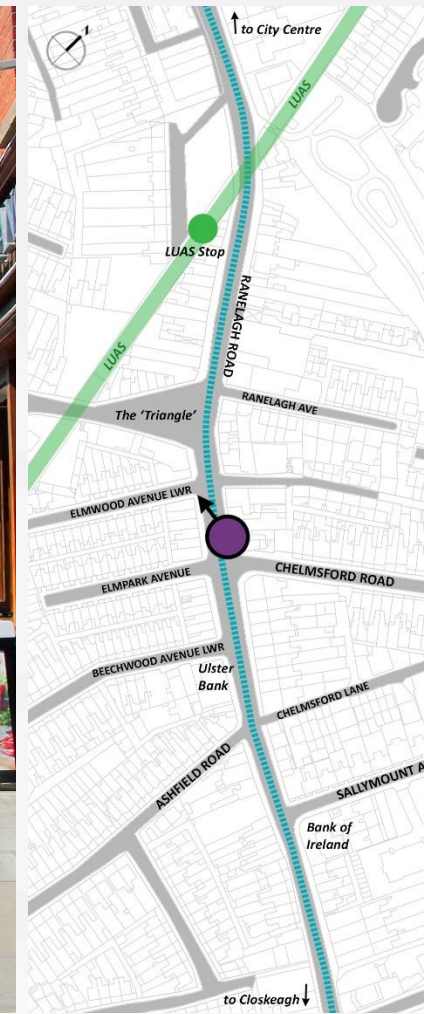


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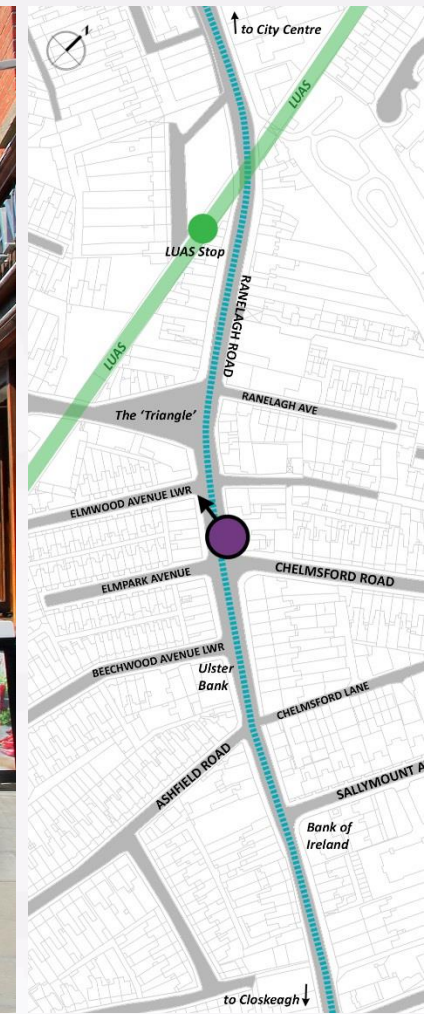
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Existing Streetscape



Ranelagh Central

Emerging Preferred Option



Ranelagh Central

What this scheme will provide:

- A continuous and consistent two lane cycle route from the City boundary to the canal (brought on to the Liffey via other schemes such as Bus Connects), which will be a safe and attractive premium walking and cycle route that caters for commuter, leisure, tourist and family cycling.
- Facilities to serve existing and latent demand.



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