

Clonskeagh to Charlemont SE Area Committee Meeting

Pedestrian and Cyclist Improvement Scheme

July 11th 2022

Contents

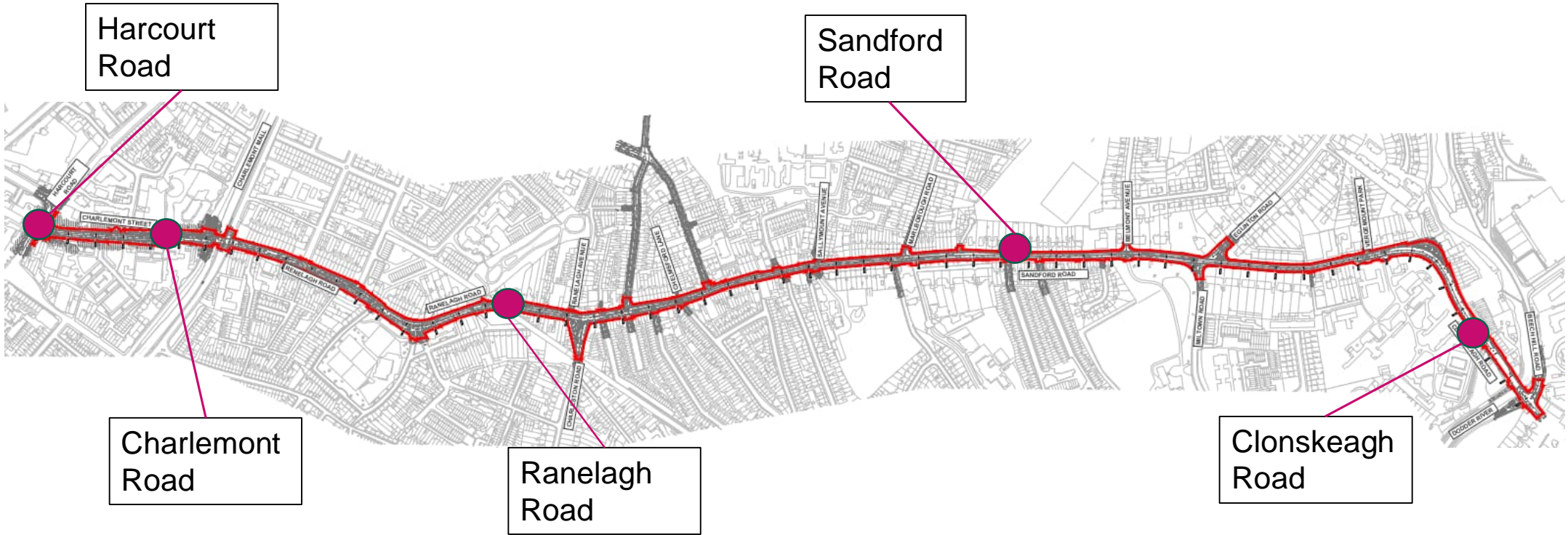
- **Scheme Objectives**
- **Study Area**
- **Existing Conditions**
- **Options Assessment Process**
- **Emerging Preferred Option**
- **Indicative Programme**

Scheme Objectives

The objectives of the scheme :

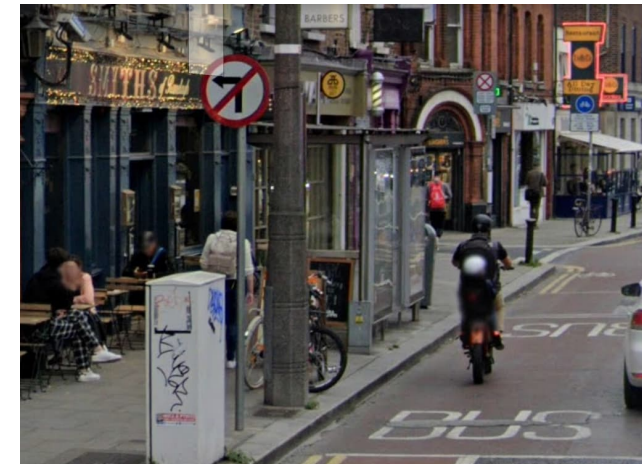
- To contribute to an increase in walking and cycling along the corridor by improving access to key education, employment, retail and transport destinations.
- To reduce the risk of pedestrian and cyclist collisions through segregation from traffic, improved crossing locations and minimising conflicts.
- To encourage increased levels of physical activity and leisure use along the corridor through provision of a safe, high-quality and attractive route for both cyclists and pedestrians.
- To facilitate the delivery of the Greater Dublin Area (GDA) Cycle Network Plan by providing continuous, segregated cycling facilities from Clonskeagh Bridge to Charlemont Street.

Study Area



Existing Conditions

1. Non segregated discontinuous cycle route (parking, loading (legal and illegal))
2. Bus stops (21 No.).
3. Street Furniture, Heritage Columns
4. Trees
5. Interim light segregation cyclist facilities in place in some areas



Options Assessment Process

Stage 1 – Feasibility Screening

An exercise to eliminate options that have fundamental and irreconcilable issues with the objectives of the project.

Stage 2 – High Level Impact Assessment

A more comprehensive and in-depth assessment on a section-by-section basis along the proposed cycle route, that will scrutinise each option in greater detail, including assessment of:

- The geometric viability of each remaining option, with a view to achieving the optimal facility;
- The nature and scale of the potential associated negative scheme impacts; and
- The degree to which the scheme objectives are met by each option.

Stage 3 – Multi Criteria Analysis

A more detailed qualitative assessment of potential options identified along each section of the route, based on the *Common Appraisal Framework for Transport Projects and Programmes*.

Network Option	Description	Advance to Stage 2
1	Do Nothing	No
2	Resurface and re-mark cycle lanes	No
3	Reduce traffic volumes and speeds to allow integrated	No
4	Cycling in bus lanes	No
5	Shared space (pedestrians and cyclists)	No
6	One-way raised cycle tracks on both sides of the	Yes
7	One-way protected cycle lanes on both sides of the	Yes
8	Two-way cycle track on one side of the carriageway	Yes
9	Alternative routing through quiet streets	No



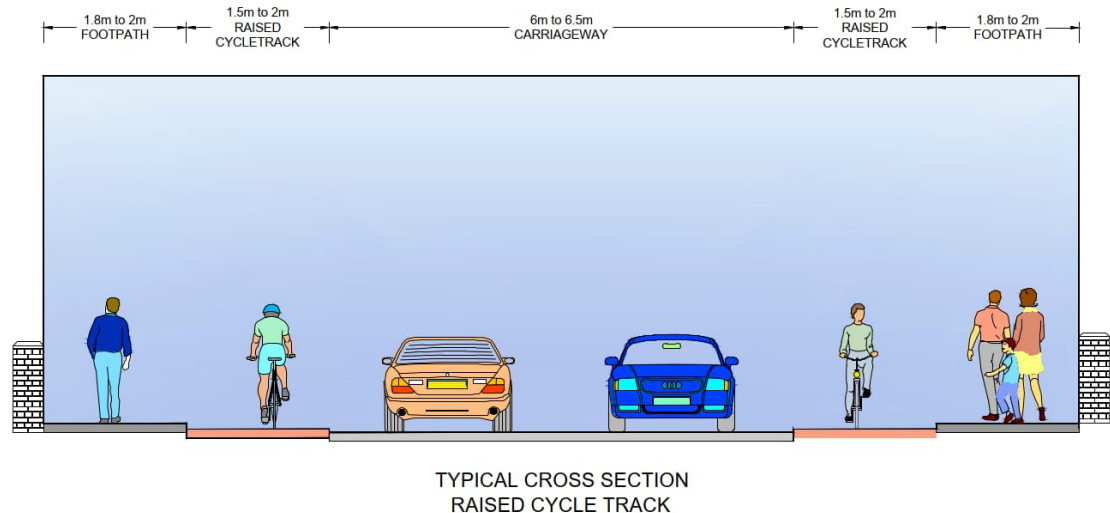
Emerging Preferred Option

Scheme Description :

- *One-way raised cycle track on both sides of the carriageway to be constructed along the route.*
- *New footpath surfacing and kerbs along the route.*
- *Additional signalised pedestrian crossings to be provided at junctions.*
- *No shared surfaces are proposed to minimise pedestrian / cyclist conflict.*
- *Bus stop upgrades.*
- *Public Realm enhancements throughout.*

Key Facts:

- *3.1km scheme.*
- *11 No. Junction upgrades.*
- *17 No. New pedestrian crossings (additional).*
- *13 No. New Bus Stop upgrades (to Island Bus Stop layouts).*



Indicative Programme

Phase 2: Concept Development and Option Selection

- Q3 2022 – Complete options selection process

Phase 3: Preliminary Design

- Q3 2022 – Preliminary Design

Phase 4: Statutory Processes

- Q3/Q4 2022 – Section 38 (including non-statutory consultation)

Phase 5: Detailed Design and Procurement

- Q4 2022 / Q3 2023 – Detailed Design (3 phases)
- Q4 2023 – Tender

Phase 6: Construction and Implementation

- Q3 2024 – Construction start (scheme to be implemented over several Phases)



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