

Dublin City Cycle Scheme Phase 1: Potential Sites




Dublin City
Transportation

Dublin City Cycle Scheme

Phase 1: Potential Sites

- Proposed Cycle Scheme
- This Power Point is an example of the work in progress. 40 locations have emerged as offering the best potential for bicycle station sites since this power point was first prepared. There are on going studies and site specific design assessments underway before publication of the updated sites and their envisaged design details.

• Proposed Cycle Scheme

- The bicycle scheme is a system whereby bicycles are available for rent (automated) and taken from one location and returned to any other station within the network. The network is designed to enhance cycling and movement throughout a city centre. In working case studies, the bicycle system is mostly used by city centre residents and employees making city centre journeys and moving from city centre public transport nodes

• Proposed Cycle Scheme

- ❑ JCDecaux have successfully designed, implemented and are currently operators of bicycle systems throughout Europe including Vienna, Lyon, Brussels, Seville and Paris.
- ❑ The model proposed will be similar to the Cyclocity model in place in Lyon. The principles of that system are to provide a simple and easy to use service, a system that is accessible to the widest amount of users, a system which has a low cost of use and a system which is robust and easy to maintain
- ❑ Bicycle Scheme proposed for Dublin consists of c50 stations with 450 bicycles allocated across the network. Typically the design would have more bicycle stands (burnettes) than bicycles to facilitate returns. 15 burnettes with 9 bicycles allocated per station is a typical layout if providing 50 stations. Larger stations may be advocated as studies on locations advance.

Proposed Cycle Scheme

- ❑ Work to date on the project indicates better potential for a larger amount of bicycles at key locations (average of 20 bicycles per station).
- ❑ The stations are arranged with a regular spacing so that at no time a cyclist is far removed from an option to dismount or similarly move to the next available station to rent or return. 300mts separation intervals are recommended.



Dublin City Cycle Scheme

Phase 1: Potential Sites



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Dublin City Cycle Scheme

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Dublin City Cycle Scheme

Phase 1: Potential Sites



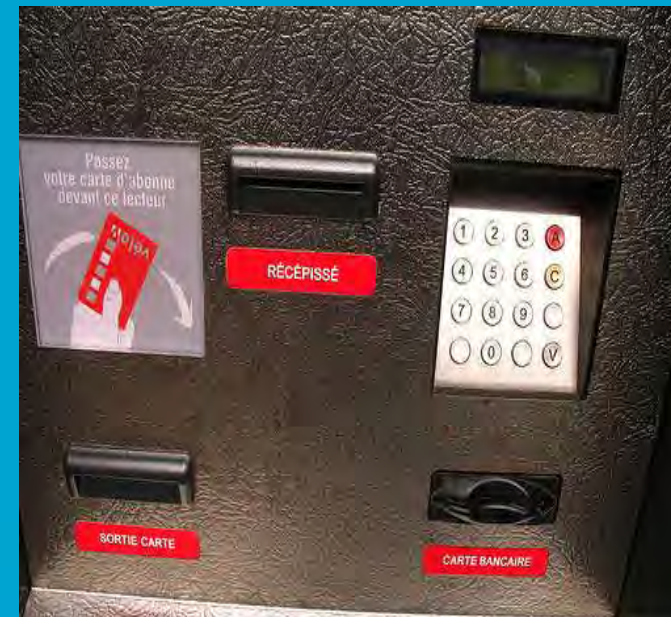
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Phase 1: Potential Sites



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Phase 1: Potential Sites

- ☐ The stations include one kiosk terminal. The kiosk is automated but not touch screen.
- ☐ A keyboard and side buttons allow options to be selected on the screen. A bicycle can be hired by entering membership details or using a credit card option.
- ☐ The information from the kiosk is transferred to the burnette from where a bicycle can be released once membership card/credit card details are accepted.
- ☐ The burnette has a lock mechanism which is robust. A coupling mechanism allows the bicycle to be locked into the burnette which is magnetically released once details are accepted at the kiosk.

Dublin City Cycle Scheme

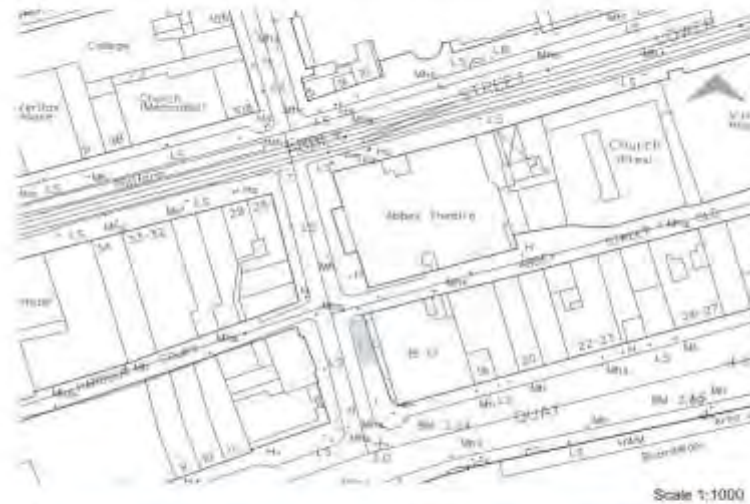


- ❑ The stations require foundations and electrical connections.
- ❑ The stations and bicycles are serviced daily by maintenance crews who redistribute bicycles during heavy demand periods, who repair damaged bicycles, clean bicycles and equipment.
- ❑ Access to stations by service vehicles is an important consideration in the positioning of equipment.
- ❑ Typically stations are located on the road surface occupying former on street car parking bays. Between 3-5 car parking spaces could be used per station. A typical layout requires a 2m wide by 20 m long zone. The layout options are flexible however with two parallel rows, smaller sections interspaced with trees, diagonal layouts etc.

Dublin City Cycle Scheme

Phase 1 : Potential Sites

**DRAFT
BICYCLE SCHEME LOCATION
MARLBOROUGH STREET**



Dublin City Cycle Scheme

Phase 1 : Potential Sites

DRAFT BICYCLE SCHEME LOCATION MARLBOROUGH STREET

Location: Marlborough Street, Dublin 1	
Justification: The site is located in the heart of the city, near the city centre, and is a major transport hub. It is also a major employment hub, with many large companies located nearby.	
Current Use: The site is currently used as a car park, with some shops and offices nearby.	
Proposed Use: The site is proposed to be used as a cycle parking area, with a new cycle lane and a new cycle bridge over the street.	
Comments: The site is a good location for a cycle parking area, as it is near the city centre and has good access to public transport. The proposed cycle lane and bridge would provide a safe and convenient way for cyclists to travel through the city.	

Justification for Site Selection

The location provides an opportunity to provide a new facility to the city, which will be a major transport hub. It is also a major employment hub, with many large companies located nearby.

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Comments

Comments

☐ Zoning of Area

☐ DED 2006
Population

☐ Proximity to Top City
Centre Employment
Locations

☐ Framework Plans/
Local Plans etc.

☐ Transport 21
proposals.

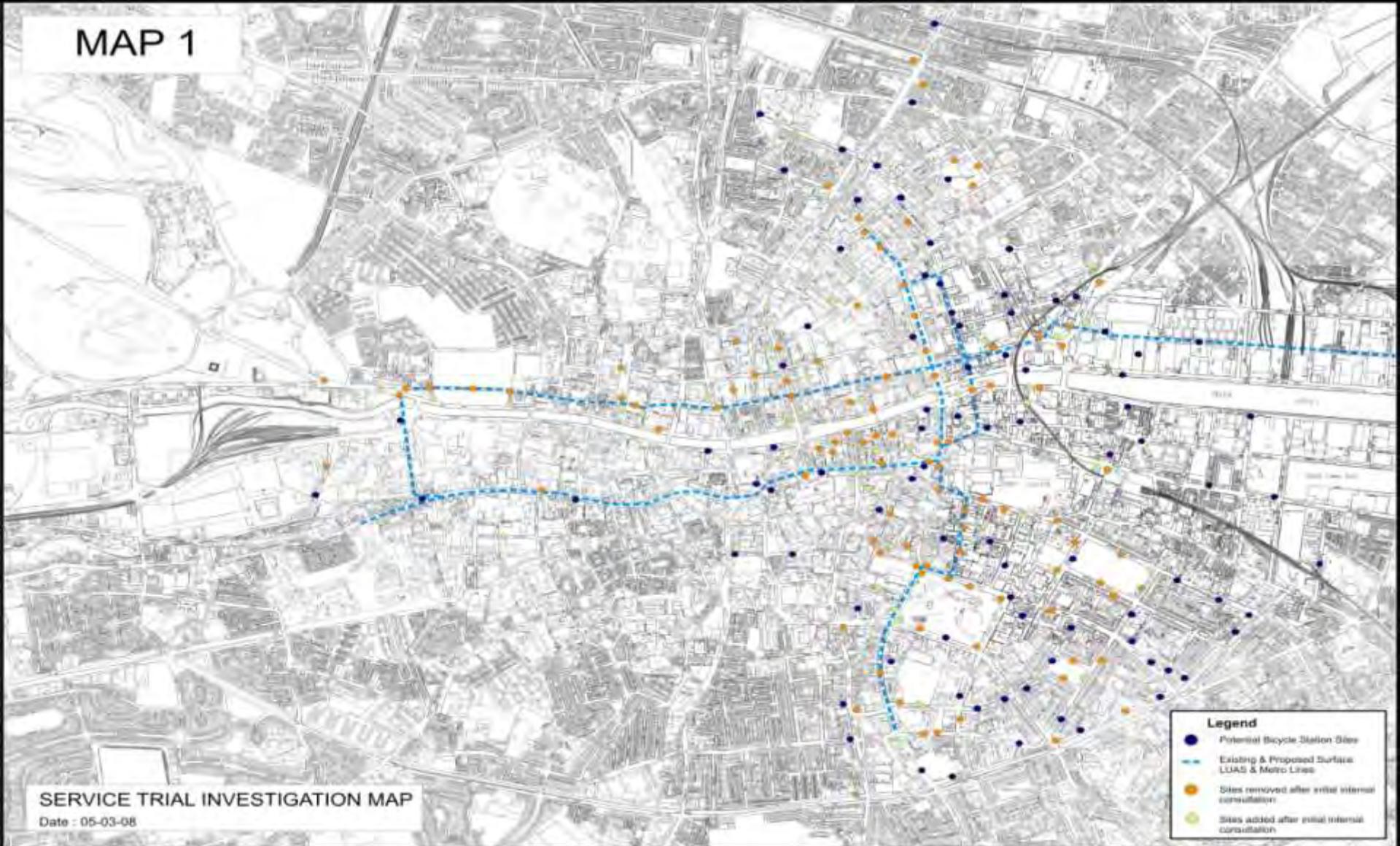
☐ Strategic Cycle
Network location.

☐ Existing Road
Designations and Traffic
Flows.

☐ Significant
Developments
Proposed Close to Site.

Dublin City Cycle Scheme Phase 1: Potential Sites

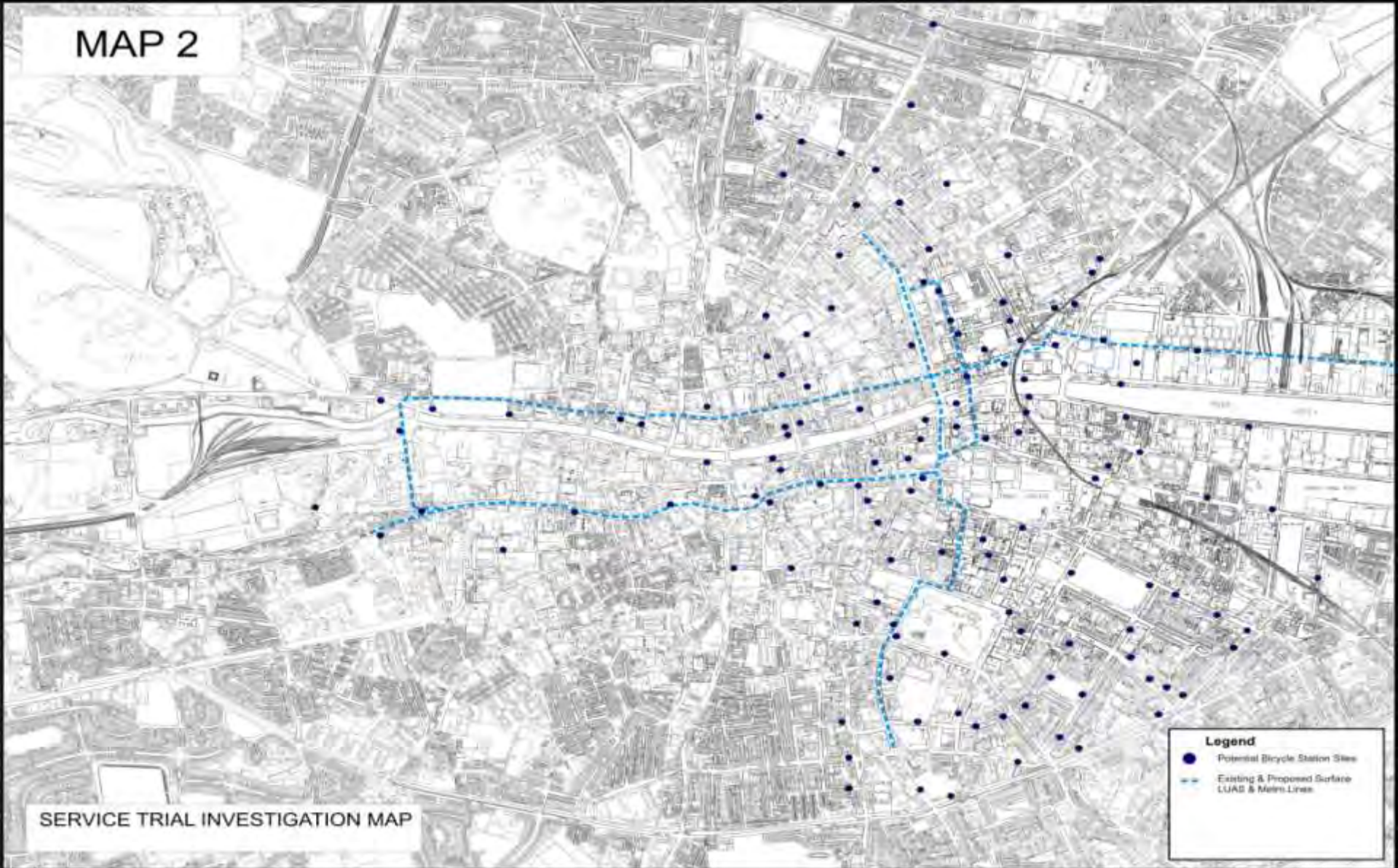
MAP 1



Dublin City Cycle Scheme

Phase 1: Potential Sites

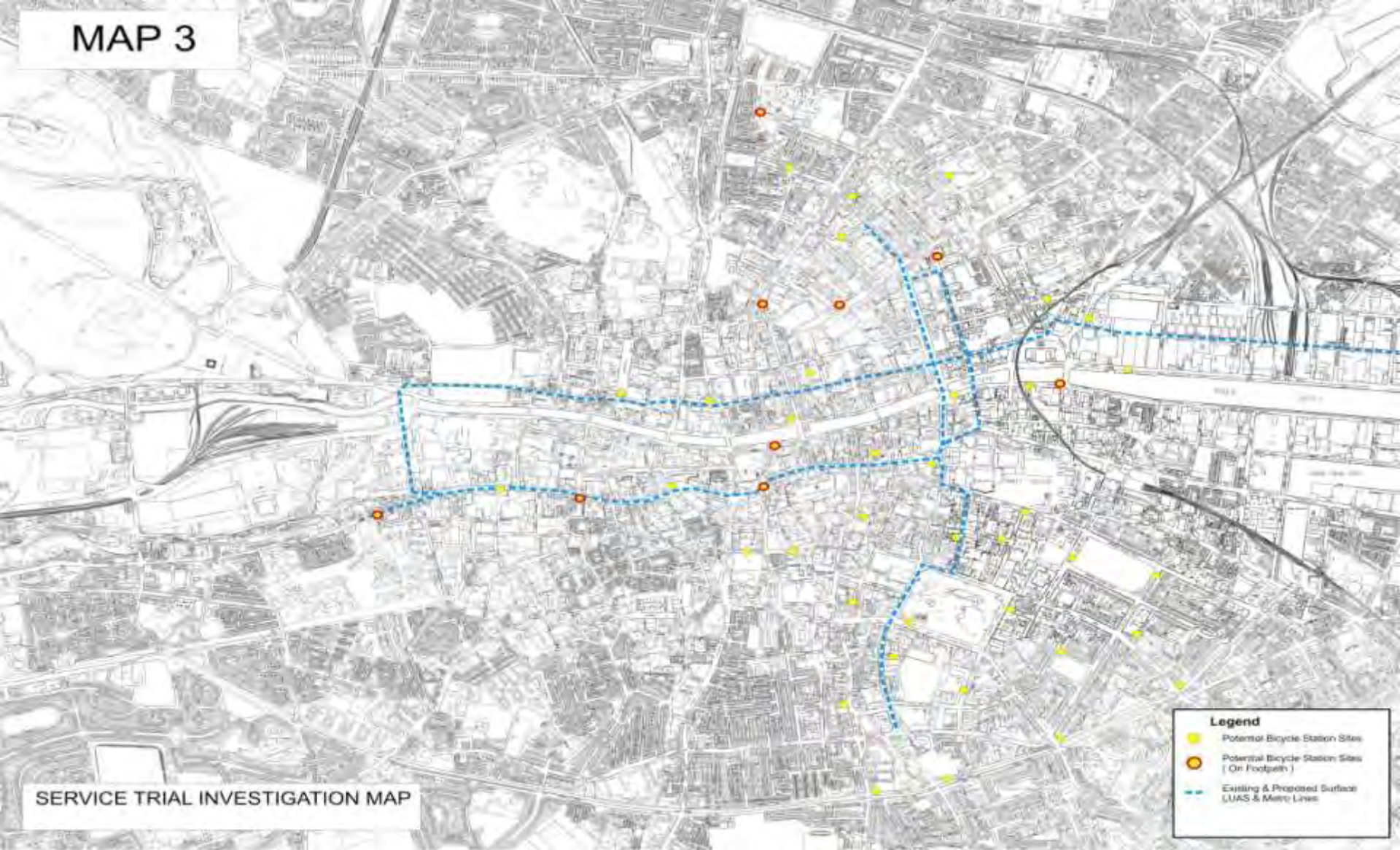
MAP 2



Dublin City Cycle Scheme

Phase 1: Potential Sites

MAP 3



SERVICE TRIAL INVESTIGATION MAP

Dublin City Cycle Scheme

Phase 1: Potential Sites

Northside Locations

81. BICYCLE SCHEME LOCATION BLESSINGTON STREET WEST



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Phase 1: Potential Sites

**83. BICYCLE SCHEME LOCATION
BOLTON STREET /
CAPEL STREET JUNCTION
FOOTPATH LOCATION**



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86. BICYCLE SCHEME LOCATION CHANCERY STREET & GREEK STREET



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**88. BICYCLE SCHEME LOCATION
CUSTOM HOUSE QUAY /
SEAN O'CASEY BRIDGE**



DDDA Area
Consultations
Needed



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**92. BICYCLE SCHEME LOCATION
DOMINICK STREET LOWER
FOOTPATH LOCATION**



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94. BICYCLE SCHEME LOCATION ECCLES STREET WEST FOOTPATH LOCATION



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96. BICYCLE SCHEME LOCATION FREDERICK STREET NORTH



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100. BICYCLE SCHEME LOCATION IFSC / HARBOUR MASTER



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**124. BICYCLE SCHEME LOCATION
MARLBOROUGH STREET
FOOTPATH LOCATION**



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Phase 1: Potential Sites

126. BICYCLE SCHEME LOCATION MOUNTJOY SQUARE



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110. BICYCLE SCHEME LOCATION ORMOND QUAY UPPER



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112. BICYCLE SCHEME LOCATION PARNELL SQUARE NORTH



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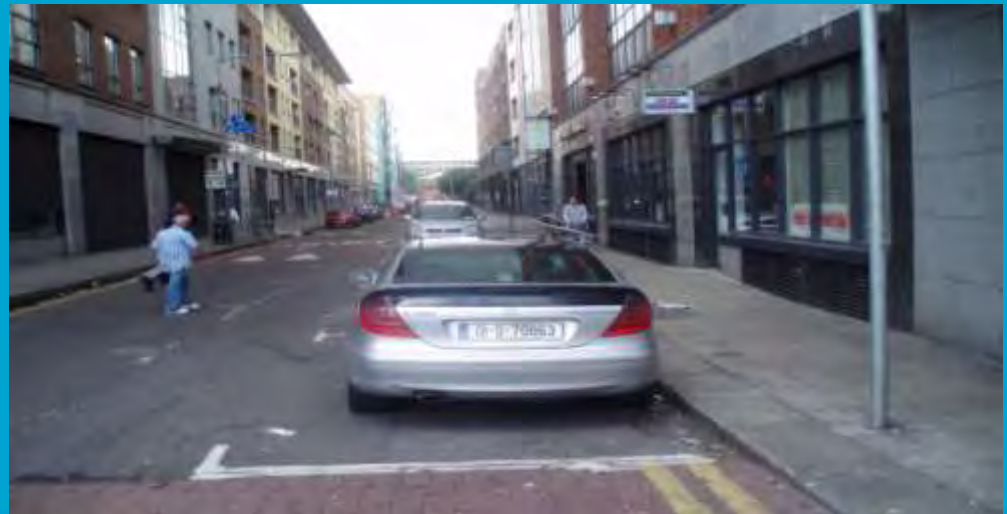
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Phase 1: Potential Sites

115. BICYCLE SCHEME LOCATION SMITHFIELD MEDIAN



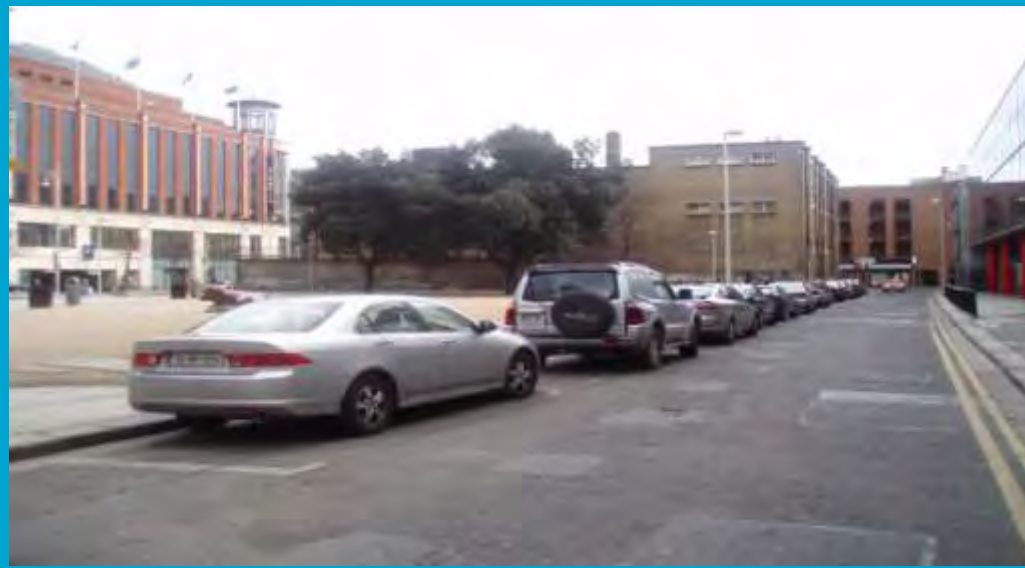
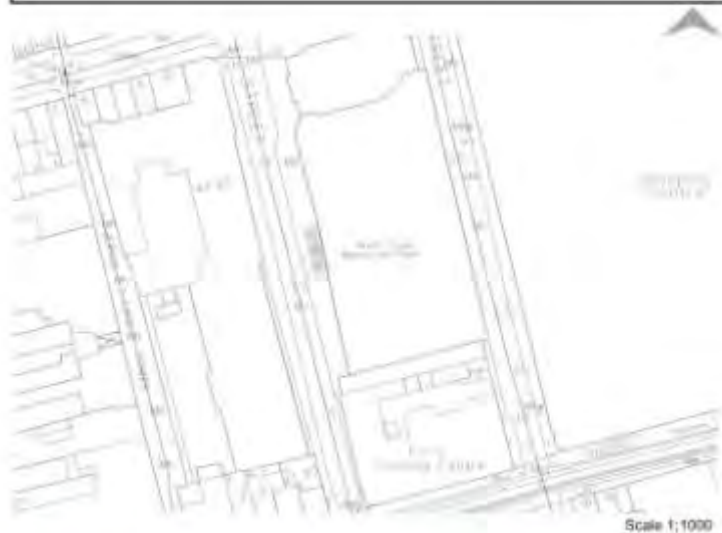
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**121. BICYCLE SCHEME LOCATION
TALBOT STREET WEST
/ JAMES JOYCE STREET**



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Phase 1: Potential Sites

122. BICYCLE SCHEME LOCATION WOLFE TONE STREET



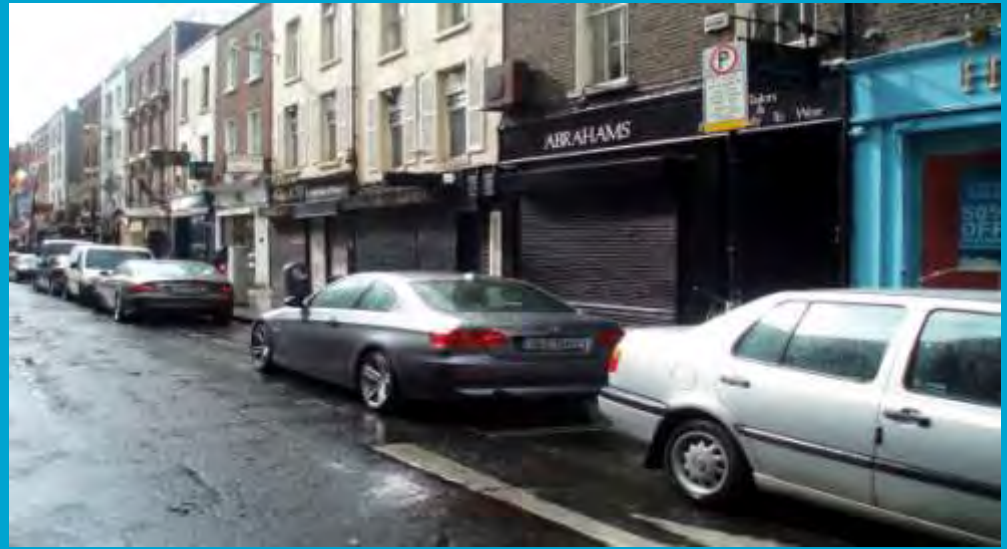
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Phase 1: Potential Sites

Southside Locations

2. BICYCLE SCHEME LOCATION ANNE STREET



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Phase 1: Potential Sites

7. BICYCLE SCHEME LOCATION BURGH QUAY



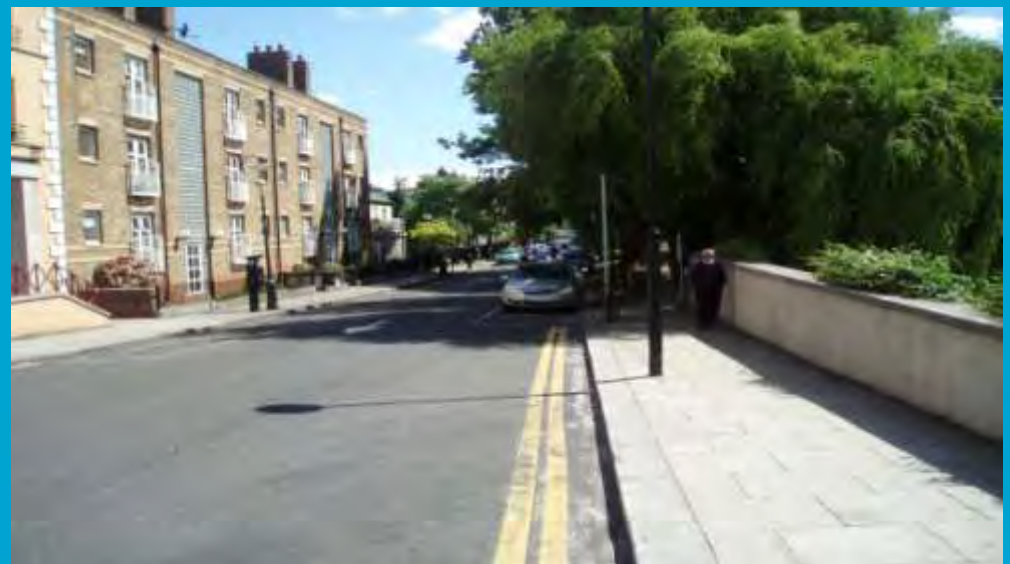
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9A. BICYCLE SCHEME LOCATION FADE STREET



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123. BICYCLE SCHEME LOCATION CHARLEMONT MALL



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10. BICYCLE SCHEME LOCATION CHARLEMONT PLACE



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12. BICYCLE SCHEME LOCATION CASTLE STREET FOOTPATH LOCATION



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16. BICYCLE SCHEME LOCATION CLONMEL STREET



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17. BICYCLE SCHEME LOCATION COLLEGE GREEN / GRAFTON STREET JUNCTION



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19. BICYCLE SCHEME LOCATION CORNMARKET / BRIDGE STREET UPPER JUNCTION



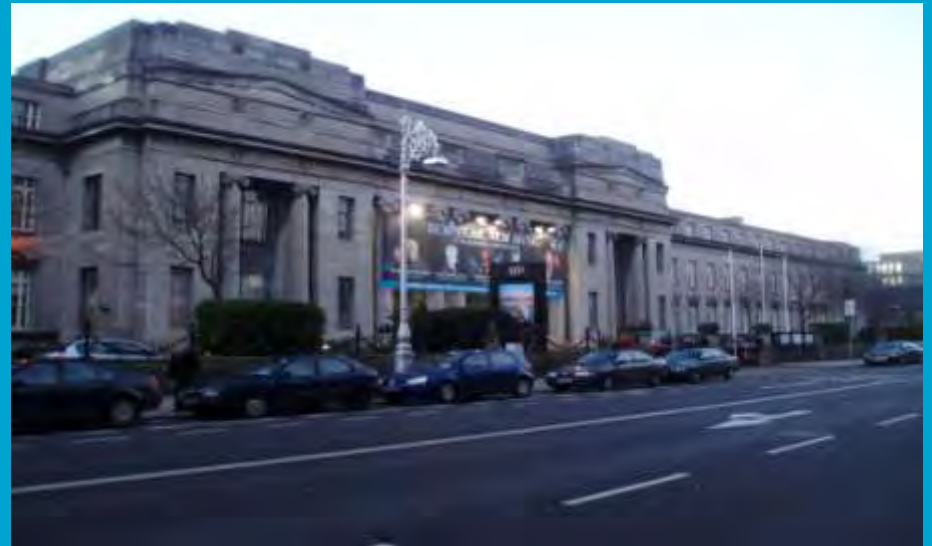
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22. BICYCLE SCHEME LOCATION DIGGS STREET UPPER / MERCER STREET UPPER JUNCTION



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24. BICYCLE SCHEME LOCATION EARLSFORT TERRACE



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Phase 1: Potential Sites

25. BICYCLE SCHEME LOCATION ESSEX QUAY EXCHANGE FOOTPATH LOCATION



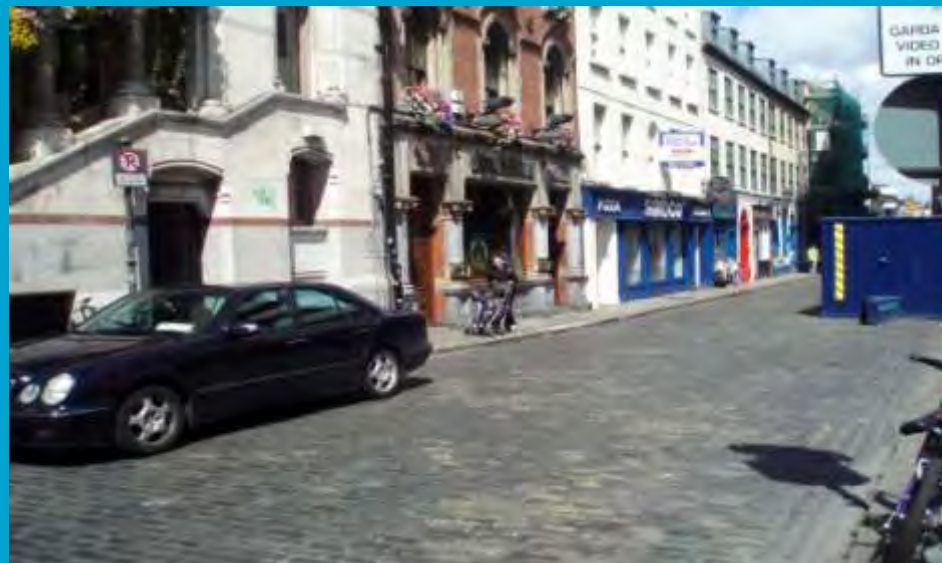
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Phase 1: Potential Sites

27. BICYCLE SCHEME LOCATION FITZWILLIAM SQUARE WEST / NORTH JUNCTION



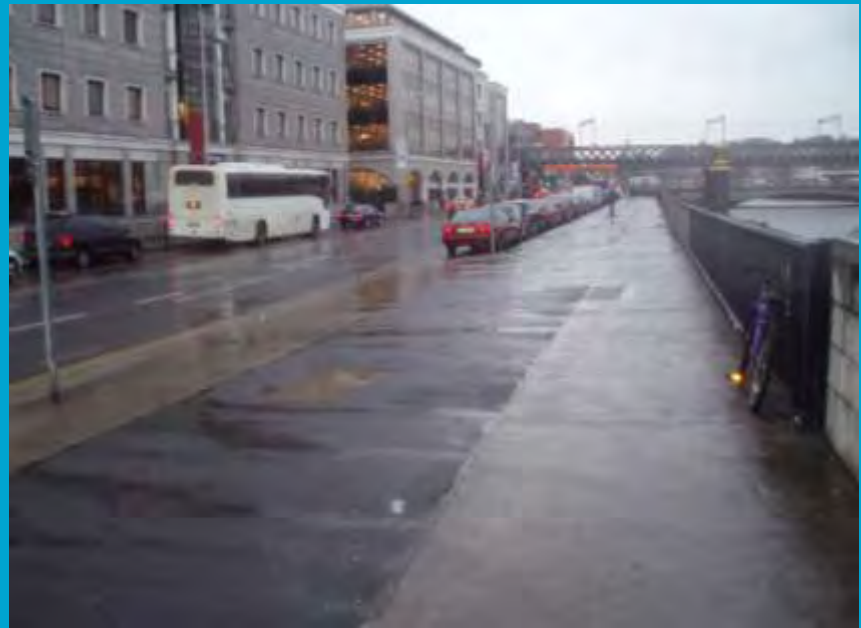
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Phase 1: Potential Sites

32. BICYCLE SCHEME LOCATION FOWNES STREET UPPER / COPE STREET JUNCTION



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**125. BICYCLE SCHEME LOCATION
GEORGES QUAY /
MATT TALBOT BRIDGE**



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34. BICYCLE SCHEME LOCATION GEORGES QUAY



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35. BICYCLE SCHEME LOCATION GOLDEN LANE



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**36. BICYCLE SCHEME LOCATION
CANDEM MARKET / GRANTHAM STREET
CANDEM STREET LOWER JUNCTION**



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41. BICYCLE SCHEME LOCATION HERBERT PLACE



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44. BICYCLE SCHEME LOCATION HUME STREET



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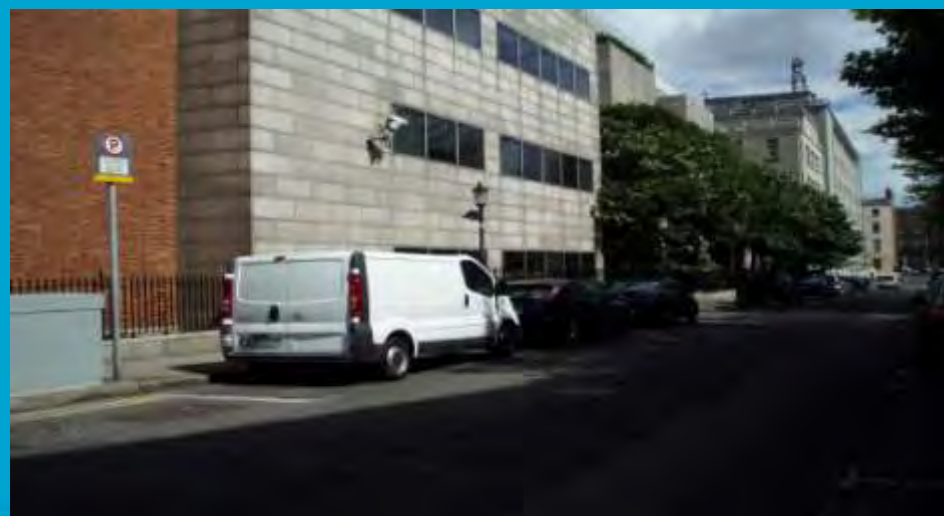


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45. BICYCLE SCHEME LOCATION JAMES STREET EAST

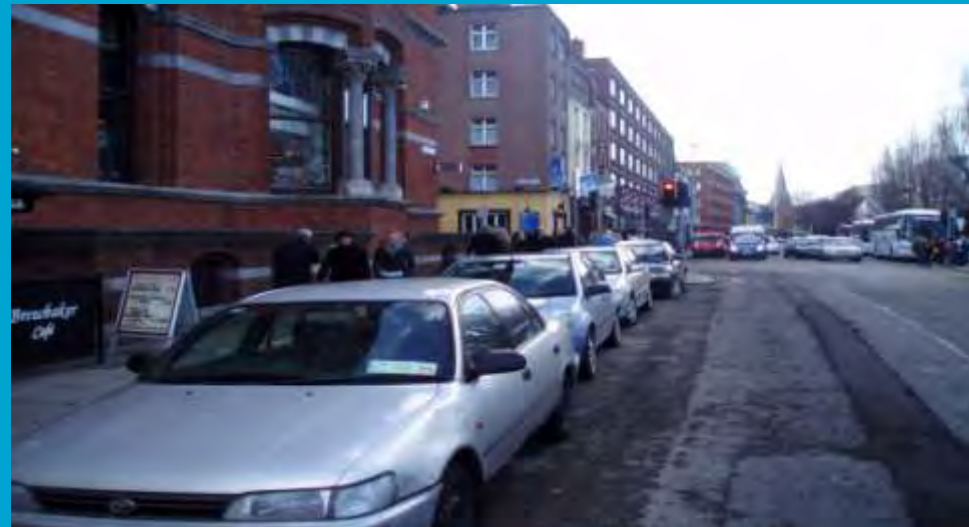


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47. BICYCLE SCHEME LOCATION LEINSTER STREET SOUTH



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51. BICYCLE SCHEME LOCATION MERRION SQUARE WEST



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Dublin City Cycle Scheme

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52. BICYCLE SCHEME LOCATION MOLESWORTH STREET



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**64. BICYCLE SCHEME LOCATION
CATHERINE'S CHURCH /
THOMAS STREET
FOOTPATH LOCATION**

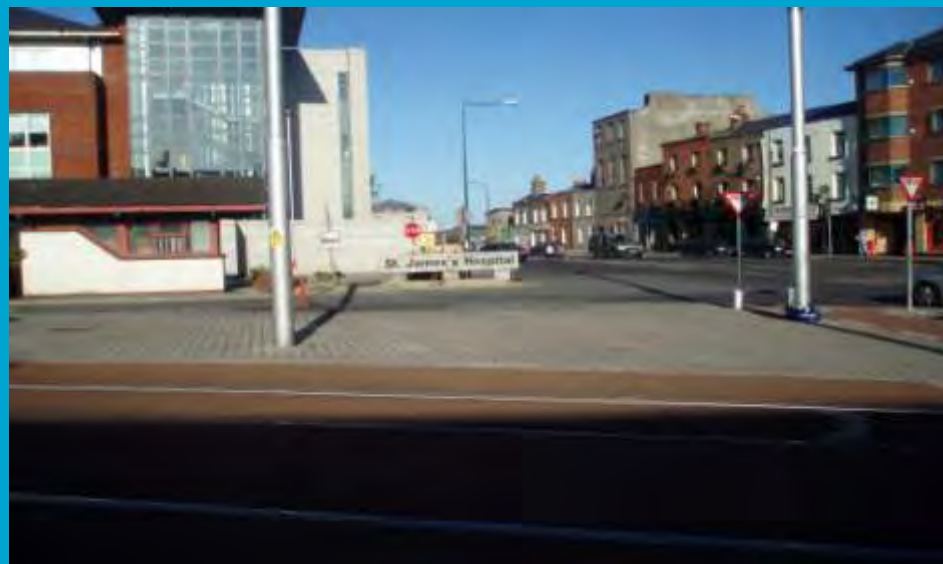


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Phase 1: Potential Sites**

**65. BICYCLE SCHEME LOCATION
JAMES HOSPITAL / JAMES STREET /
EWINGTON STREET LANE JUNCTION
FOOTPATH LOCATION**



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66. BICYCLE SCHEME LOCATION ST. PATRICK'S / BULL ALLEY



Dublin City Cycle Scheme
Phase 1: Potential Sites

67. BICYCLE SCHEME LOCATION ST STEPHENS GREEN SOUTH



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Phase 1: Potential Sites

75. BICYCLE SCHEME LOCATION WILTON TERRACE

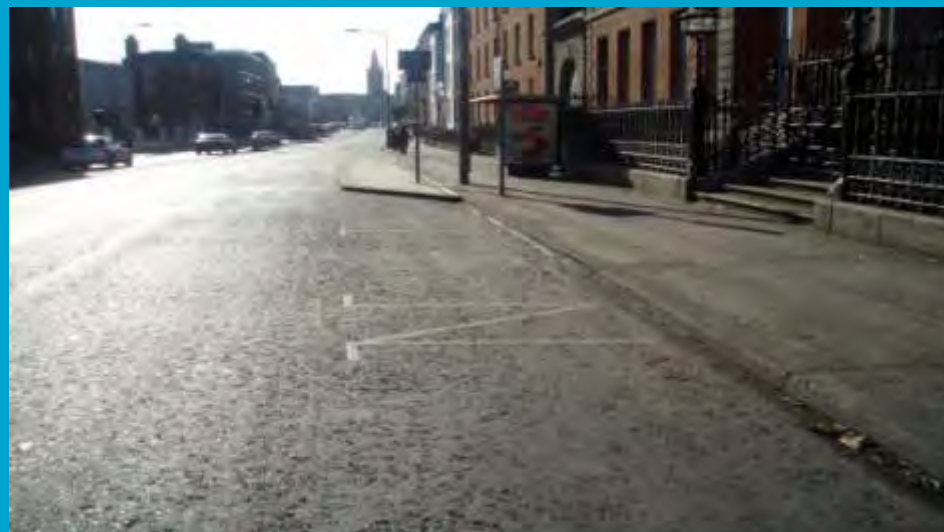


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**127. BICYCLE SCHEME LOCATION
THOMAS STREET / DIGITAL HUB
AND GUINNESS STOREHOUSE**



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Time Frames

- Internal Consultations April- September
- Agreement on optimal locations and broad shape of network design by September
- Draft site layout designs , technical issues and safety audits Oct-Nov
- Early 09 commencement of construction programme.
- Summer 2009 a fully integrated bicycle network and maintenance systems fully operational.
- Scope to investigate expansion of the scheme with a Phase 2 list of potential sites if Phase 1 proves a success.

Dublin City Cycle Scheme

Phase 1 : Potential Sites