

South City Centre Potential Locations

1. Adelaide Road
2. Anne Street South
3. Aston Quay
4. Baggot Street Lower-Merrion Row Junction
5. Baggot St Lower
6. Barrow Street
7. Burgh Quay
8. Cardiff Lane-Sir John Rogersons Quay Junction
9. Castle Market/ Drury Street
10. Charlemont Place
11. Charlemont Street
12. Christchurch Place-Castle Street
13. City Hall/Dame Street
14. City Quay-Lombard Street East Junction
15. Clarendon Row
16. Clonmel Street/ Iveagh Gardens
17. College Green / Grafton Street Junction.
18. College Green-Pearse Street Junction
19. Cornmarket / Bridge Street Upper Junction
20. Cows Lane
21. Dame Court-Exchequer Street Junction
22. Diggs Street Upper
23. D'Olier Street
24. Earlsfort Terrace (National Concert Hall)
25. Essex Quay/ Exchange Street Lower.
26. Fitzwilliam Place
27. Fitzwilliam Sq
28. Fitzwilliam Street Lower
29. Fitzwilliam Street Upper
30. Fleet Street
31. Foster Place South
32. Fownes Street Upper-Central Bank
33. Frederick Street South
34. Georges Quay
35. Golden Lane
36. Grantham Street/Candem Street Lower Junction
37. Guinness Hop Store
38. Harrington Street/Candem St Upper Junction
39. Hatch Street Upper
40. Hatch Street Lower
41. Herbert Place
42. Herbert Street
43. Heuston Station
44. Hume Street-Ely Place
45. James Street East

46. Kildare Place
47. Leinster Street South
48. Lennox Street/Richmond Street South
49. Luke Street
50. Merchants Quay
51. Merrion Square East
52. Molesworth Street
53. Merrion Street Upper
54. Mount Street Lower East/West
55. Pearse Street-Grand Canal Quay Junction
56. Pearse Street-Pearse Square Junction
57. Pearse Street-Lombard Street East Junction
58. Pearse Street-Westland Row Junction
59. Pembroke Street Upper
60. Pembroke Street Lower
61. Royal Hospital Kilmainham
62. South Georges Street/Dame Street Junction
63. St Andrew Street-Dublin Tourist Office
64. St Catherine's Church Thomas Street
65. St. James's Hospital
66. St Patrick's Cathedral Bull Alley Street
67. St Stephens Green South
68. St Stephens Green West
69. St Stephen's Green North/ Merrion Row Junction
70. Sun Dial Monument/ Junction of James Street and Steevens Lane
71. Townsend Street
72. Townsend Street / Sandwith Street Junction
73. Warrington Place
74. Wilton Terrace –East
75. Wilton Terrace
76. Wilton Terrace-Middle
77. York Street

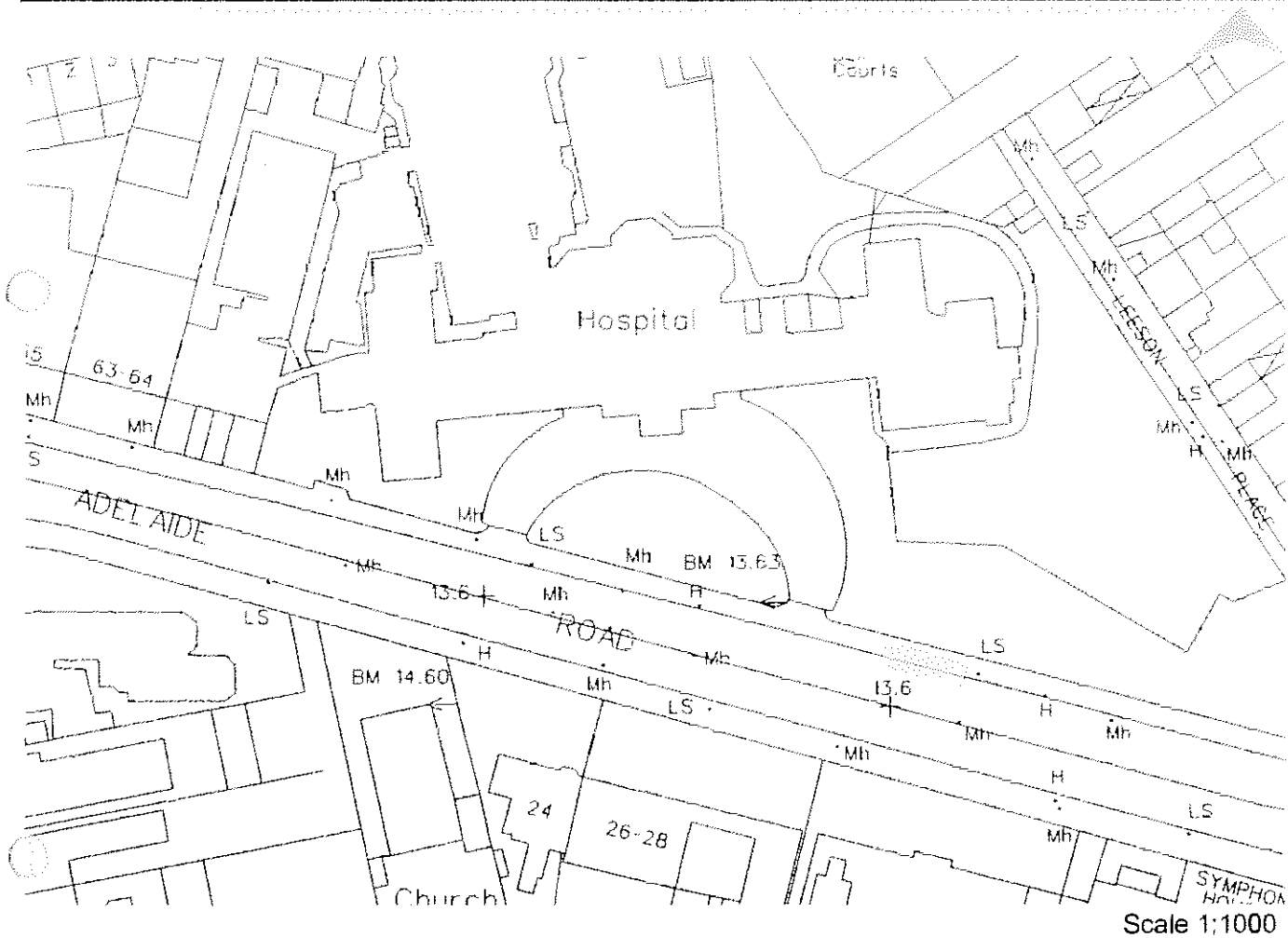
North City Centre Potential Locations

78. Amiens Street/Harbour Place Junction
79. Beresford Lane/ Gardiner Street Lower Junction.
80. Beresford Place – Liberty Hall
81. Blessington Street West
82. Blessington Street East
83. Bolton Street / Capel Street Junction
84. Cathal Brugha Street

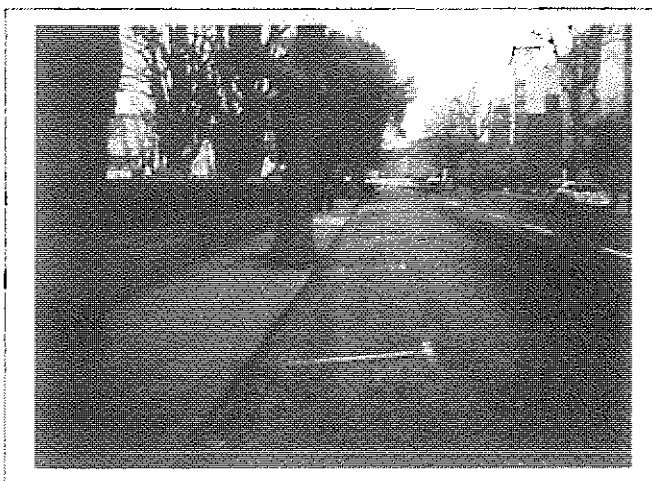
85. Cathedral Street
86. Chancery Street/Greek Street
87. Croppies Park-Temple Street West
88. Custom House Quay Sean O Casey Bridge
89. Custom House
90. Denmark Street/Great Hill Street Junction
91. Dervell Place- Gardiner Street
92. Dominick Street Lower
93. Eccles Street East
94. Eccles Street West
95. Foley Street
96. Frederick Street North
97. Gardiner Street Lower-Sean Mc Dermot Street
98. Georges Dock
99. Hardwicke Place –Temple Street
100. IFSC -Harbour Master
101. Liffey Street/Ormond Quay Lower junction.
102. Liffey Street –Ha'Penny Bridge
103. Little Britain Street
104. Marlborough St/Eden Quay Junction
105. Marlborough Street (Pro Cathedral)
106. Mayor Street -Docklands
107. Nelson Street
108. North Circular Road/Dorset Street Lower
109. North Great Georges St/Parnell St
110. Ormond Quay Upper
111. Parnell Street-Cinema
112. Parnell Square West
113. Phoenix Street North/Bow Street Junction.
114. Sean Heuston Bridge and Parkgate Street Junction
115. Smithfield.
116. St Anne's Road North/ Drumcondra Arrow Station
117. Strand Street Great-Capel Street Junction
118. Strand Street Great-Q'aire Bloom- Liffey Street Junction
119. Strand Street Little- Capel Street Junction
120. Talbot Street West
121. Talbot St East
122. Wolfe Tone Street

South City Centre Potential Sites

1. BICYCLE SCHEME LOCATION ADELAIDE ROAD



Scale 1:1000



BICYCLE SCHEME LOCATION

ADELAIDE ROAD

Station Location: Adelaide Road	
2005-2011 Development Plan Zoning Objective	Adelaide Road has a number of zonings. At the location close to the hospital the zoning designation is Z8 to protect the existing architectural and civic design character of the area. This area is also part of a conservation zone. There are also Z6 light industrial zones along Adelaide Road reflecting the business nature of the location. Locations a short distance south, for example Harcourt Terrace, are part of residential conservation zones with protected structures.
DED and 2006 Population Level	Saint Kevins: 5,206 persons which is 13.1% increase from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans in place for this location.
Transport 21 Proposals for the Area	The location is close to Harcourt Street which is serviced by the Luas Green line. The public transport proposals at St Stephens Green (Dart Underground, Luas Line BX etc) are a further distance north. Bicycle station facilities would however benefit commuting patterns to areas of public transport north of the location.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Access to the SCN is a short distance east at Leeson Street Lower or west at either Charlemont Street (linking with Ranelagh) or Richmond Street South (moving towards Rathmines).
Existing Road Designation and Existing Flow of Traffic	Adelaide Road is a Regional Road connecting with Leeson Street Lower (a National Primary Road) to the east and Harcourt Street (also a Regional Road) to the west. Movement options to and from the station could connect with a number of important office and business streets in the local area including the streets east of Leeson Street Lower (Wilton Terrace, Fitzwilliam Place and Pembroke Street all of which are proposed for stations) and streets to the north including Hatch Street Upper and Hatch Street Lower. A location on Adelaide Road would compliment movement between these locations.
Significant Developments Proposed close to site.	There are no specific significant redevelopment areas close to this location. The Z8 zoning objective and conservation designations locally will retain present character. The pockets of Z6 light industrial zoning do indicate however the potential for infill business developments.

BICYCLE SCHEME LOCATION

ADELAIDE ROAD

Justification for Site Selection:

The location is considered suitable to compliment the distribution of other station sites through the area to the South East of St Stephens Green. As noted for other stations in the vicinity, the local area is an important office location and in addition has streetscapes of Georgian and Victorian character which have interest for tourist visits. Adelaide Road links with Leeson Street Lower to the east and Harcourt Street to the west, both of which are important corridors for access to the city centre. Providing a station along Adelaide Road facilitates an east to west connection at the southern end of this city quarter and facilitates a range of movement options at key junctions such as Leeson Street Lower, Earlsfort Terrace, Harcourt Street and Harcourt Road/ Camden Street for linkages to other proposed station sites.

As noted for station proposals along Wilton Terrace, Adelaide Road is close to the Grand Canal. Whilst the initial phase of the bicycle network may not extend spatially beyond the canal, it is considered beneficial to place stations close to the canal to benefit employees and residents further south of the canal zone.

Adelaide Road, in particular the section to the east of the junction with Earlsfort Terrace, has opportunity for bicycle stations with on street car parking along the north side of the street. A station option may consider the location of the Royal Victoria Hospital at the eastern end of Adelaide Road to be of benefit to visitors and staff movements to and from the hospital location. The street has a pleasant traffic calmed character which also makes it suitable for consideration.

To the west, the existing Luas Green line has a station on Harcourt Street. The bicycle station could compliment commuter patterns moving between this station and the local area. In addition, a number of important bus routes service the area which a bicycle station facility could again compliment by providing a modal change option from bus to cycle movements for local journeys.

Comments

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2. BICYCLE SCHEME LOCATION ANNE STREET



Scale 1:1000



BICYCLE SCHEME LOCATION

ANNE STREET

Station Location: Anne Street South	
2005-2011 Development Plan Zoning Objective	Z5 to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design, character and dignity. The area is designated as a conservation zone. There are a number of protected structures adjoining the street.
DED and 2006 Population Level	Mansion House B: 869 persons in 2006 which is a decline of 12.2% from 2002 Census
Framework Plans/ Local Area Plans or similar initiatives for the area.	The street is included within the Dublin City Centre: Developing the Retail Core Framework Plan. It is a Category 1 retail street with an identified potential for removal of on street parking and extended pedestrian zones to the junction with Dawson Street. Anne Street South is part of the extended ACA area to the east of Grafton Street (Variation No 15 of the Development Plan). The majority of the street (the exception being the junction with Grafton Street) is outside the Scheme of Special Planning Control for Grafton Street.
Transport 21 Proposals for the Area	Luas Line BX has a proposed route along Dawson Street. Anne Street South is immediately adjacent to this route.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Anne Street South is not on the SCN but Dawson Street is part of that network. Connections from Anne Street South to SCN are therefore immediate.
Existing Road Designation and Existing Flow of Traffic	Anne Street south is a local road with its west half designated a pedestrian zone adjoining Grafton Street. Surface car parking is designated on the street at its east end adjoining Dawson Street. Movement to a bicycle station on this street is likely from the south moving from St Stephen's Green up Dawson Street (moving north). There are potential options for local movement through side lanes in this area including Duke Lane Upper and Duke Street.
Significant Developments Proposed close to site.	Anne Street South possesses several protected structures. The character of the area is unlikely to change. Planning histories indicate regular applications sought for shop fronts, signage and other refurbishment works to retail units. Planning permission was granted for redevelopment of the properties No 21-26 Anne Street South including refurbishment of protected structures on the street facades and the accommodation of mixed uses including retail, office, restaurants and residential use.

Justification for Site Selection:

Anne Street South provides an option for a bicycle station to serve the Grafton Street Area. Located to the immediate east of Grafton Street and half designated a pedestrian zone itself, the street is a prime retail location and provides immediate access to a significant retail and mixed use zone in the city centre.

The location is convenient for access from Dawson Street and provides a side street option to serve Dawson Street to complement other locations in this vicinity.

Anne Street South contains on street parking which has, under the Dublin City Centre: Developing the Retail Core Framework, is suggested for removal with possibilities to extend the pedestrian zone to Dawson Street. A bicycle station option could be incorporated into re-design proposals for the street.

The station would benefit visitors to the city centre accessing the retail, cultural and architectural attractions of this area. As stated on other sites in this locality, stations located frequently amongst the grid pattern of streets between St Stephens Green and Nassau Street encourages permeable movement through the area.

The station would benefit employees within the local area which has a vibrant mix of retail and office activity.

Comments

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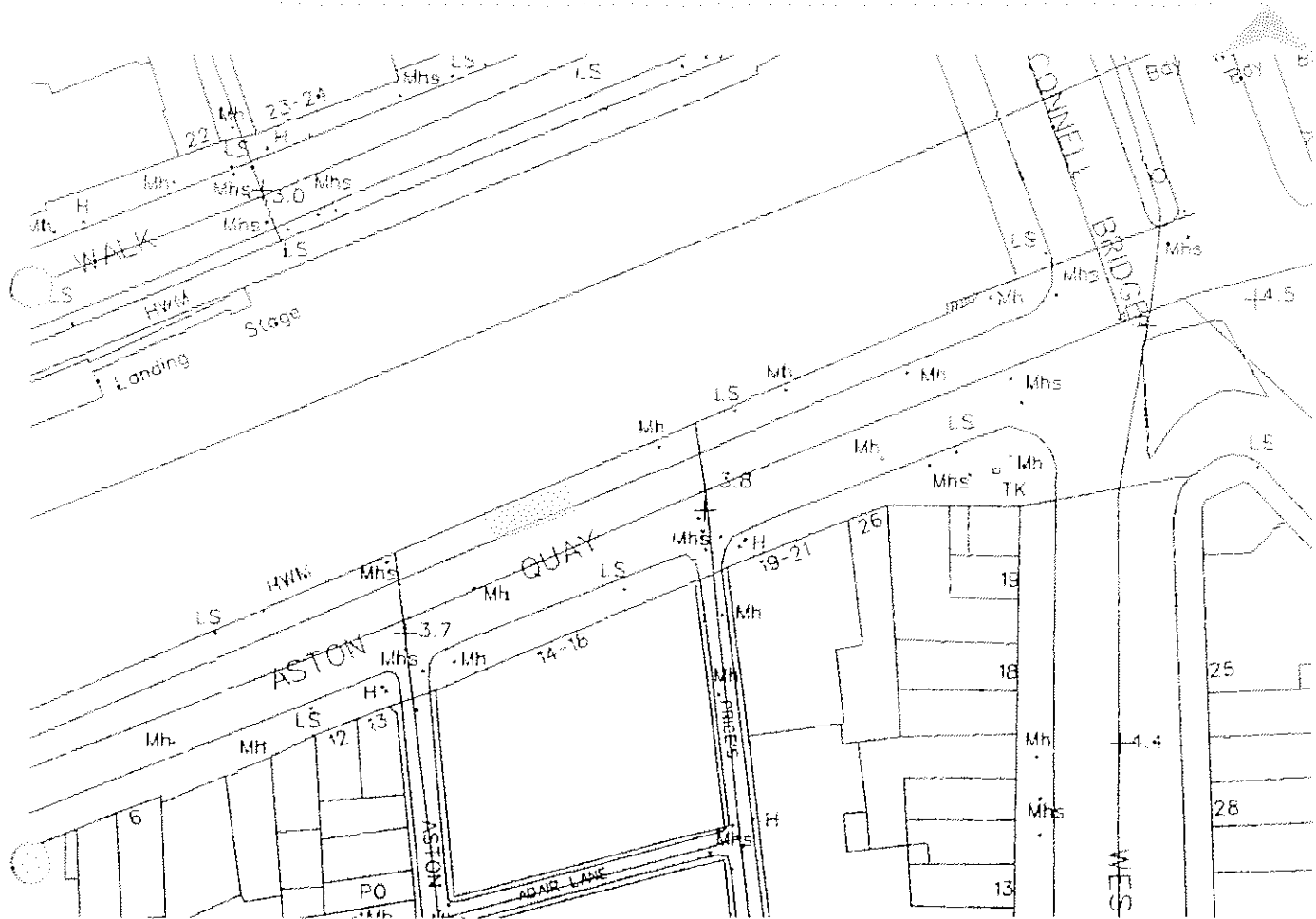
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3. BICYCLE SCHEME LOCATION ASTON QUAY



Scale 1:1000



BICYCLE SCHEME LOCATION

ASTON QUAY

Station Location: Aston Quay	
2005-2011 Development Plan Zoning Objective	Z5 to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design, character and dignity. The street is part of a conservation zone with several protected structures adjoining.
DED and 2006 Population Level	Royal Exchange A: 3,602 persons. 0.9% increase in population since 2002
Framework Plans/ Local Area Plans or similar initiatives for the area.	<p>The location is close to the zones studied within the Dublin City Centre: Developing the Retail Core strategy. This study seeks to strengthen the retail experience of the north and south city centres through promotion of opportunity site infill developments, public realm enhancements, stronger side street connections for movement flows through the prime retail areas and stronger north to south connections between the north and south retail core areas.</p> <p>Aston Quay has a number of side street connections with Temple Bar for movement through the south retail centre and is close to key crossing points over the Liffey for connections to the north retail core area.</p> <p>The River Liffey Corridor Study is a project which examines the enhancement of the city quays and river corridor to develop the public space potential of the river and to re-imagine the potential of the river corridor as a central spine in the identity of the city. Aston Quay is an important section of the quays located between the important river crossing points at O Connell Bridge moving east and the Ha' Penny Bridge moving west. This section of the quays is just off the main civic spine between Parnell Square and Christchurch. Side street connections are achieved through the Temple Bar area from Aston Quay. The location is important therefore as a central location connecting the river corridor with other significant streets and character areas close by. Inclusion of the quays as part of the cycle station network promotes the river corridor as an integral part of movement patterns in the city centre.</p>
Transport 21 Proposals for the Area	The street is not directly on a proposed rail corridor but it is a short distance south of the proposed Luas Line F Option 1 route which has an alignment along Dame Street and College Green and is just west of the Luas Line BX Route connecting Parnell Square and St Stephens Green. In addition, Westmorland Street is an important corridor for city centre bus routes with many station stops. The location would benefit commuters changing between public transport to cycling facilities for local based journeys.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Aston Quay is not on the SCN but it connects with the network to the east (Burgh Quay). Via D'Olier Street and Westmorland Street, access to the SCN through the south city centre (Dame Street for example) is achieved. Crossing north across O Connell Bridge, the SCN along O Connell Street and the north quays are reached.
Existing Road Designation and Existing Flow of Traffic	Aston Quay is a National Primary Road with a west bound traffic flow. Traffic connects with Aston Quay primarily from Burgh Quay and Westmorland Street, important routes linking the east docklands and south city centre with the quays to move westwards towards Heuston Station. Arrival at the station point is most likely from east moving from Burgh Quay or from the College Green area moving along Westmorland Street. Moving from the station would connect with the quays and provide options to move south through Temple Bar, move south at key bridge points such as Grattan Bridge onto Dame Street or cross north to the north quays or move towards the north retail centre and side streets off the north quays.
Significant Developments Proposed close to site.	The quays are designated a conservation area and on Aston Quay, the quays are fronted by significant protected structures. The character of the immediate area is unlikely to alter significantly in this regard.

BICYCLE SCHEME LOCATION

ASTON QUAY

Justification for Site Selection:

The site is considered as it provides one of the few options on the quays where sufficient space might exist to position a bicycle station and allow servicing of it. At this location, the south side of the quay, similar to other sections further west, are pull in areas for city centre bus stops. Where space exists to consider a station option, loading bays are located. On the north side of Aston Quay there is a taxi rank and to the west of it a row of pay and display parking bays adjacent to the footpath. This is the location considered.

Aston Quay provides a station close to the important north to south city centre crossing point over O Connell Bridge. The station would be accessible from O Connell Bridge and positioned adjacent to an important pedestrian flows moving between College Green and O Connell Street. The location is central in this regard providing a benefit to a wide variety of potential users including tourists exploring the quays on route between Temple Bar, the south city centre and north city centre. The location would be in a prime position to benefit commuters and city centre employees who could use it as a means of connection with Heuston travelling west with the flow of traffic along the quays.

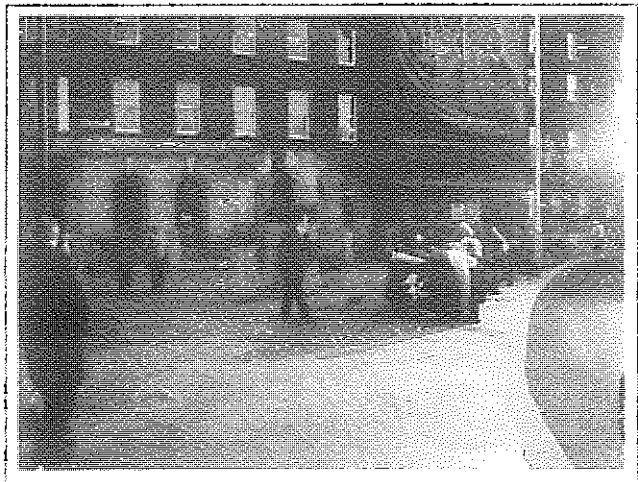
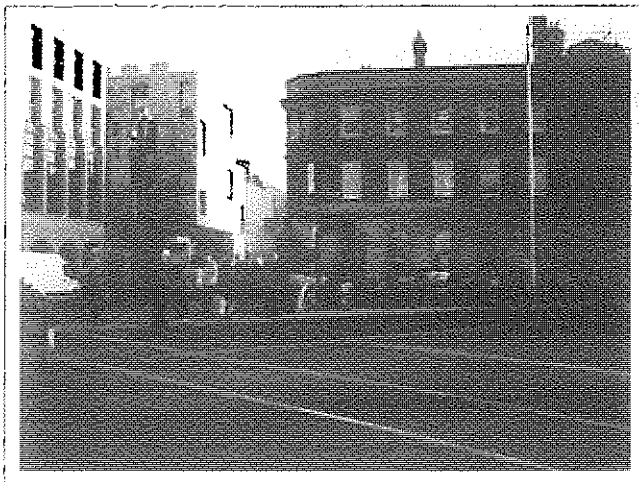
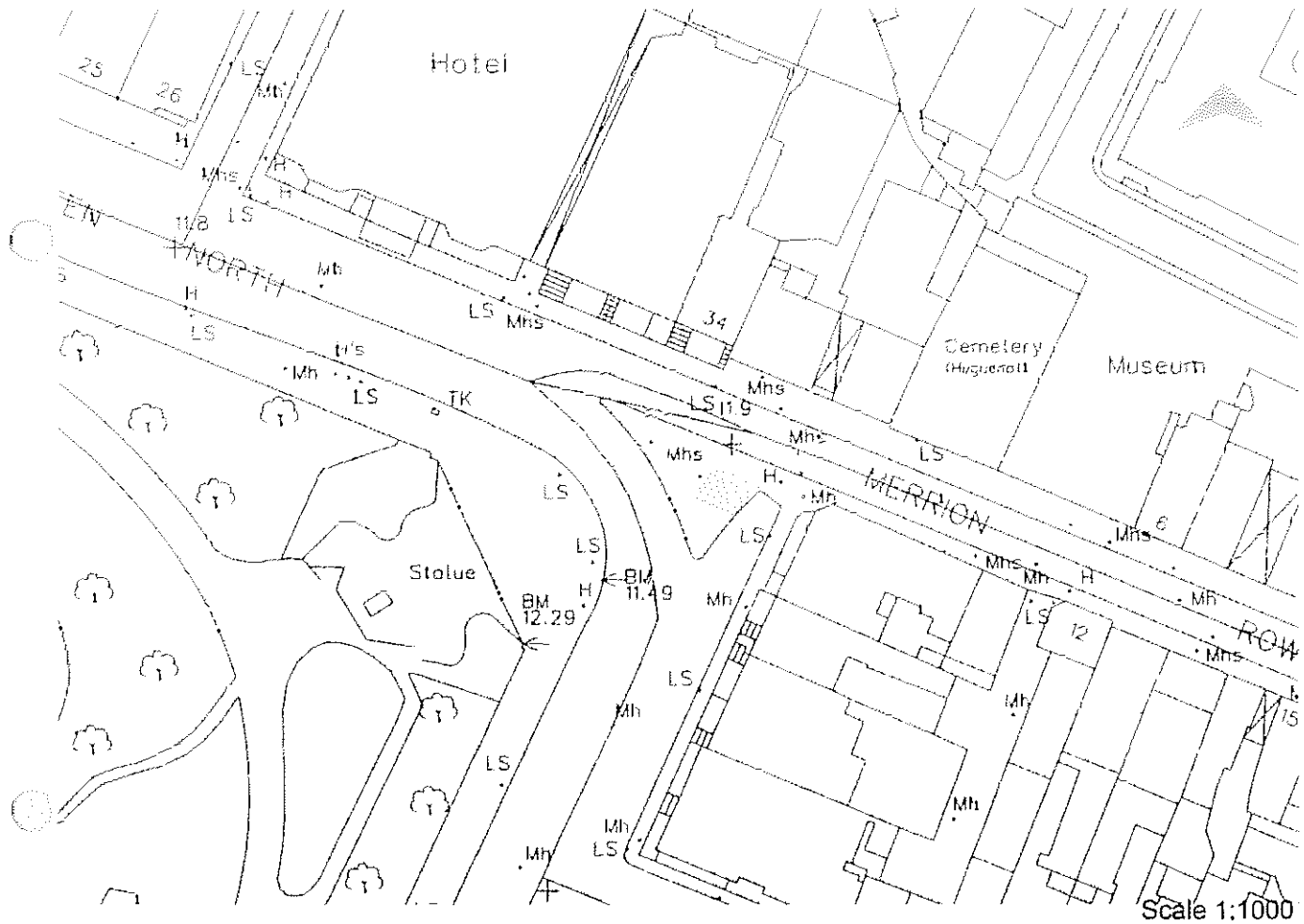
Apart from movement west in the direction of Heuston Station, the location would encourage and promote a grid pattern of movement along the quays. It would compliment the position of stations at Burgh Quay further east and Ormond Quay further west. Crossing the quays from south to north via such bridge connects as Grattan Bridge allows opportunity to loop back towards O Connell Street. Movement off the quays, particularly to the south along side streets such as Prices Lane, Aston Place, and further west Parliament Street links with a grid pattern of streets in Temple Bar and connects with important business locations, city centre residential areas, culture and amenity areas, historic sites etc. Promoting a location on the quays which interacts with activity areas in the immediate area promotes the quays and their interaction with streets adjoining. In more traffic calmed conditions, when Transport 21 proposals advance, the quays will become more attractive for cyclist movement. The station will promote the quays for the present with opportunities for a greater spread of quay side stations as part of a Phase II cycle station expansion.

The location would provide benefit to commuters moving from city centre bus stations which include stations on the quays and future Transport 21 routes, in particular Luas Line BX which will cross from Westmorland Street to O Connell Street a short distance east of the location.

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4. BICYCLE SCHEME LOCATION BAGGOT STREET LOWER / MERRION ROW JUNCTION



BICYCLE SCHEME LOCATION

ST. STEPHEN'S GREEN/ MERRION ROW

Station Location: St Stephen's Green North/ Merrion Row Junction	
2005-2011 Development Plan Zoning Objective	Un zoned but located in the context of a Z5 "to consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity" context surrounding. St Stephen's Green is zoned Z9 "to preserve, provide and improve recreational amenity and open space". The area around St Stephen's Green is a designated conservation zone and zoned Z8 to protect the architectural character of the area.
DED and 2006 Population Level	Mansion House B: 869 persons reduced 12.2% from 2002 Census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	This location is further east of the Grafton St junction and therefore lies outside the ACA designations within the south retail core. There are no current plans involving this side of the Green.
Transport 21 Proposals for the Area	The significant interventions of the Dublin Dart Interconnector and Luas Line BX between the Grafton St and Dawson St junctions were noted above with respect to their impacts on Stephen's Green North. This location is further east and not directly impacted by the station locations. The route of the interconnector underground passes this area with the next station at Pearse.
Location with respect to Strategic Cycle Network or future cycle route proposals.	At this location, St Stephen's Green East, Merrion Row and Merrion Street Upper West possess sections of cycle lanes as part of the SCN. The station location would coincide therefore with part of the SCN route.
Existing Road Designation and Existing Flow of Traffic	At this location traffic flows counter clockwise whilst a lane allows movement east down Merrion Row. Cycle movement would have to negotiate the different channels of movement to move in the same direction of traffic. Just east of the location the flow of traffic and direction of movement is easier to negotiate.
Roads and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	N/A.

Justification for Site Selection:

The site location is at an important junction within the Green. It provides an additional location extending from the Grafton St junction eastwards. As stated for location options along St Stephen's Green North, this location is immediately accessible to the south retail core, significant historical attractions, museums, government buildings, restaurants and pubs, hotels, offices etc. The area character is defined by its Georgian streetscapes and is a popular tourist location. Facilitating a step by step sequence of stations to negotiate the urban grid formed by Nassau Street to the north, St Stephen's Green North to the south and fragmented by the north to south parallel alignments of Grafton St, Dawson St, Kildare Street and Merrion St Upper aids legibility and encourages movement through the area. The location would also benefit from its prominent visual exposure at this key junction.

Comments

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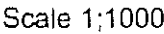
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**5. BICYCLE SCHEME LOCATION
BAGGOT STREET LOWER**



BICYCLE SCHEME LOCATION

BAGGOT STREET LOWER

Station Location: Baggot St Lower 2005-2011 Development Plan Zoning Objective	The street is mostly designated Z8 to protect the existing architectural and civic design character, to allow for limited expansion consistent with the conservation objective. To allow primarily residential and compatible office and institutional uses. The street is a conservation zone with protected Georgian properties adjoining both side of the street a Z4 commercial zone is designated at the west end of the street.
DED and 2006 Population Level	Boundary with South Dock and Mansion House B. Mansion House B 869 persons decline of 12% from the 2002 census. South Dock 5, 123 persons which is an increase of 36.1% from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans or area based plans currently proposed for this area.
Transport 21 Proposals for the Area	There are no specific Transport 21 proposals for this area. The closest public transport access (apart from Bus) is the Dart line to the north east and east where stations at Grand Canal Dock and Lansdowne Road are located respectively. The Luas Green line is located to the west and St Stephens Green (where major public transport interchanges with Metro/ Dart and Luas are proposed) are located to the north west. The Dart Underground Inter-Connector has a proposed station at Pearse Station which is a short distance north of Merrion Square. All these existing and future proposed public transport nodes are close to the general area although long walking time journeys would be required. It can be assumed that considering the high office employment generated by activities in this area, a bicycle station would support connections from this general zone to the nearest point of public transport.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Baggot Street Lower is not part of the SCN. The network does run parallel with this street however further east along Mount Street Lower. There are a number of side street options to interconnect with the SCN moving east from Baggot Street. Equally, the street alignments facilitate good connections moving west towards Leeson Street Lower and other sections of the SCN.
Existing Road Designation and Existing Flow of Traffic	Baggot Street Lower is partly a National Primary Road at its west end but is mostly a Regional Road at its east end. The street is an important corridor moving between the city centre and the suburban area to the south east of the city centre. It is an important spine road with a number of connecting side streets which create permeable movement going east and west from the road alignment. The street is thus accessible and serves as an important access for employment areas, residential areas and connections from these areas to the city centre.
Significant Developments Proposed close to site.	Considering the Z8 zoning, conservation status and amount of Protected Structures on the street, the area is unlikely to accommodate significant sites of redevelopment. Planning histories indicate a regular pattern of extensions, change of uses, refurbishments etc. The street is well established office zone with mixed uses including residential, retail etc. There are Z6 zoned land banks (including the Bol HQ) which signal where future redevelopment is most likely to take place outside the protected terraces.

BICYCLE SCHEME LOCATION BAGGOT STREET LOWER

Justification for Site Selection:

The location is considered favourable as it is located at the north east end of a grid network of streets that spatially connects the south east Georgian core of the city centre with the Grand Canal. The street network in this area connects lands to the south and south east of the Grafton Street/St Stephens Green West and Harcourt Street corridor with the Grand Canal and is intersected with the key corridors of Leeson Street Lower, Baggot Street Lower and Mount Street Lower. There are good connections north to south across this area and equally east to west creating a distinct grid pattern to the street layout. This area has a high concentration of office uses, mostly contained within historic protected buildings although there are areas of modern office throughout, especially along Baggot Street Lower, Mount Street Lower and Wilton Terrace. The high employment concentration and permeable layout of streets provides this area for bicycle station options. The justifications for this location are therefore equally applicable to a large number of proposed locations to the south east of St Stephens Green and are repeated as such.

With regard to Baggot Street Lower in particular, the street is a key business street with a number of companies and offices located on both sides of the street, many within historic protected structures. This corridor connects the canal with the north east corner of St Stephen's Green. It provides a direct link between this business zone and the retail centre adjacent to St Stephen's Green. The street is also the central north to south corridor in the sequence of streets laid out in this area. Geographically therefore, the street is central with a wide range of movement options from it.

Uses along Baggot Street Lower are perhaps more diverse than other streets in this area. Bicycle station facilities would complement a wider range of uses in addition to office in this regard including retail and café uses that support local businesses.

There are rows of on street parking on both sides of Baggot Street Lower to provide options for locations. In addition, there are a number of side streets which could either replace (but still serve) the corridor or complement the street with supporting stations close by. Many of these side streets are suggested as possible locations within this report.

The following points are stated for a number of locations in this area which share common attributes:

Considering the high concentration of office activity within this overall district, the facility of a bicycle network through the area would benefit commuters and visitors to offices in the area. Whilst generally close to public transport (St Stephens Green, Pearse Street Station, Grand Canal Station etc), most locations are a good working distance from the nearest significant public transport hub (bus stops excluded). Bicycle stations would service this employment zone by shortening journey times between key transport nodes and this employment district. It would also be beneficial for visits between offices and companies within the locality.

The Georgian Street pattern found throughout the area creates many side streets connecting in turn with important north to south and east to west corridors. The advantage of the locations in this overall district are therefore that traffic calmed side streets connect with busier main corridors to encourage cycle movement.

The Georgian Street pattern provides many spacious areas of street level which in most instances include no street parking either parallel with the footpath or perpendicular to it. There are some streets with extensive areas of parking of this character. As the area is primarily an office base, these streets have the character of being occupied by parking during business hours but largely empty beyond business hours. There are several options available to explore bicycle station locations and use the advantages of wide streets and extensive street parking in the area.

The area has a rich architectural legacy with several streetscapes of historic character. The combination of Georgian streetscapes, urban parks, cultural attractions and canal side amenities make the area attractive to visit. A network of regularly spaced stations through the area would facilitate and encourage tourist visitation through the area. This in turn would promote to a better extent the rich architectural legacy of the city and integrate the area in a stronger way with the city centre zone. Increased visitors to the area would support a large number of businesses including cafes, retail, art galleries etc.

This SE quadrant is at an interface between the suburbs beyond the canal and city centre zone. Whilst the spatial extent of the initial 50 stations may not extend beyond the canal ring future expansion should target these areas across both the Royal and Grand Canals), having facilities close to the canal will benefit commuters and visitors moving towards the city centre. Considering the diverse range of uses further south, stations close to the canal to the south east of the city centre could benefit pedestrians walking towards the city centre to complete their journeys of benefit people changing from public transport (bus routes) to access the bicycles for local based journeys.

Comments

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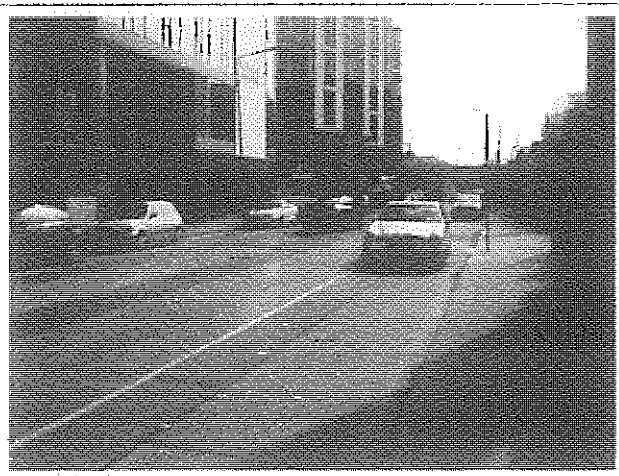
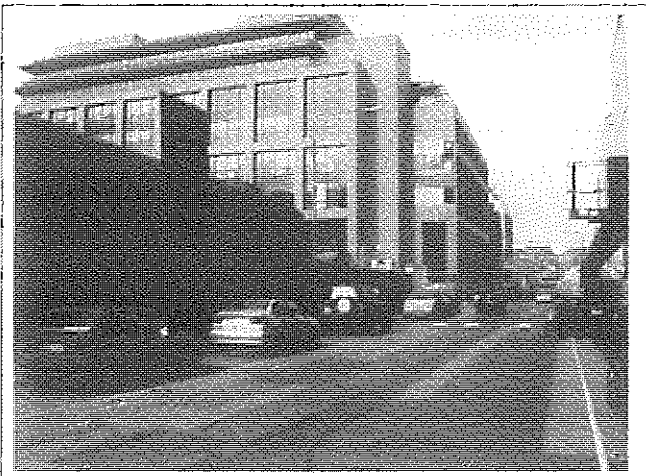
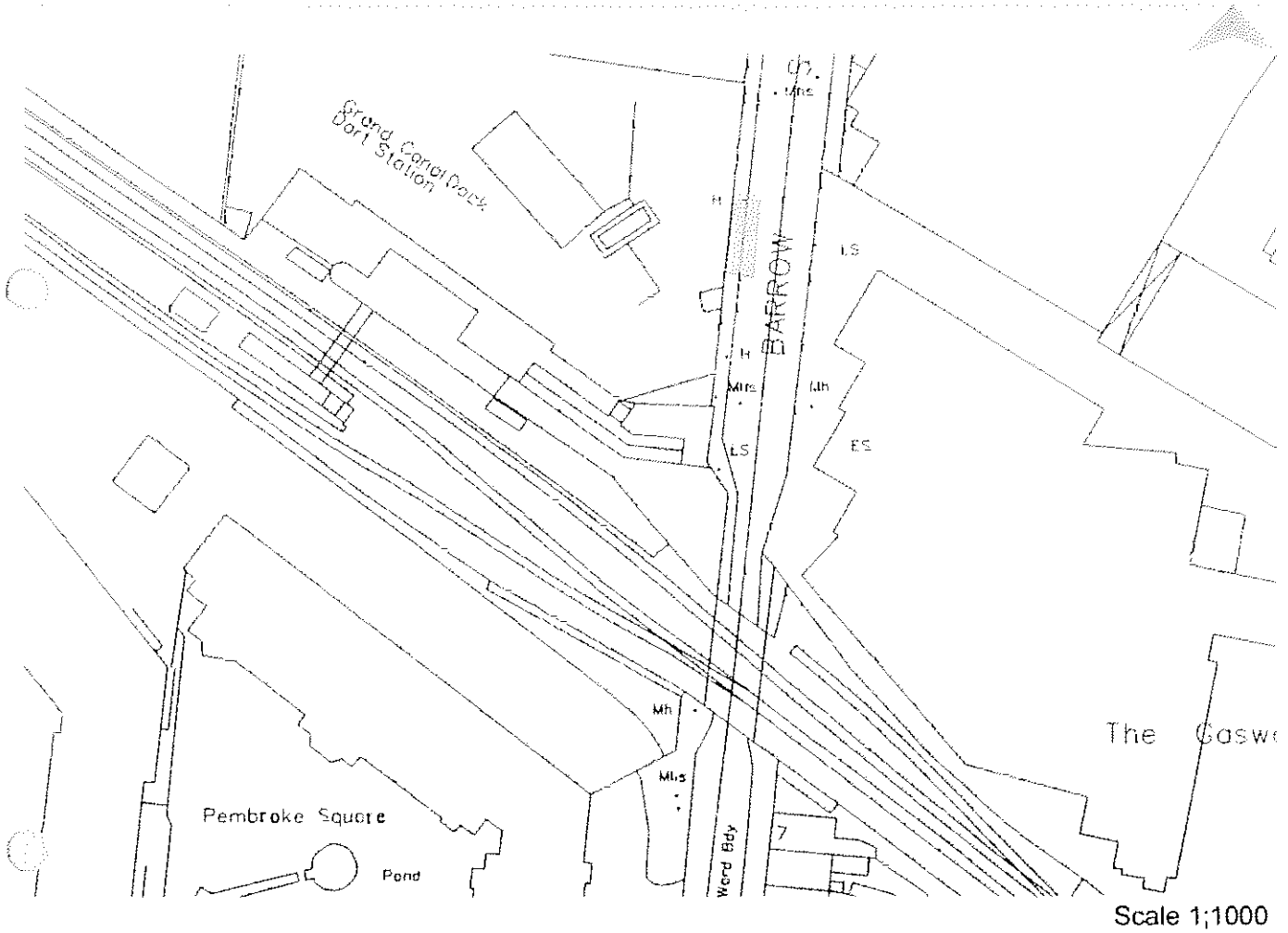
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6. BICYCLE SCHEME LOCATION BARROW STREET



BICYCLE SCHEME LOCATION

BARROW STREET

Station Location: Barrow Street	
2005-2011 Development Plan Zoning Objective	The location is part of the Dublin Dockland Development Area and is included within the Grand Canal Planning Scheme. Additionally, the street is zoned under the DCC Development Plan as a Z13 objective area which seeks the economic, social and physical rejuvenation of the area.
DED and 2006 Population Level	Barrow Street is on the boundary of South Dock and Pembroke West A DED's. South Dock: 5,123 persons which is an increase of 36% from the 2002 Census. Pembroke West A: 4,262 persons which is 31.5% increase from the 2002 Census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	<p>The Grand Canal Planning scheme provides a frame work for development adjoining the Inner and Outer Canal basins. Barrow Street is located within Character Zone 7 and under the urban analysis is a significant street owing to the Dart station, long frontage with the Inner Canal Basin and industrial building heritage. The planning scheme advocates a mix of uses with 60% residential and 40% commercial content. The urban design analysis indicates the potential for landmark buildings adjacent to the Grand Canal Dart Station (permitted as a Section 25 development but not yet commenced). Strong frontages to the canal basin and street are advocated with developments re-incorporating the built heritage of the area. Permeable movement to the canal basin and the opening of public spaces are advocated. Pedestrian and cyclist movement patterns through the area are advocated connecting the various water bodies. A sequence of local streets following a grid pattern of movement integrates with safe pedestrian/cyclist movement. A number of new bridge links will facilitate north to south connections across the quays. The area has emerged and is continuing to emerge as a significant high density business zone with, in addition to residential development, is attracting major corporate HQ's including Google. Other proposals intended for this area include cultural and leisure facilities, a new theatre on Grand Canal Square, landmark tower buildings etc. Such developments will consolidate the area as a dynamic city quarter and a key area of activity in addition to a key attraction east of the city centre.</p> <p>The area is also identified under Maximising the City's Potential as potentially suitable for clustering high-density proposals subject to Framework Plan guidance.</p> <p>Planning proposals for the Ringsend area further east will continue the rejuvenation of the wider area and place Barrow Street and the DART station centrally between emerging new city quarters.</p>
Transport 21 Proposals for the Area	The Grand Canal Dock Dart Station is accessed from Barrow Street. The Dart facility connects this location with Pearse Street station moving westward towards the city centre. This link is strategic as it will connect with the proposed Dart Inter-Connector and public transport movement options across the wider city area.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Barrow Street is not on the SCN. However connections to the corridor are achieved through the north at the junction with Ringsend Road for connections in turn to Pearse Street. Connections to the SCN moving south are achieved through side street movement linking with Mount Street Lower for connections back to Merion Square.
Existing Road Designation and Existing Flow of Traffic	Barrow Street is a local road connecting with Ringsend Road and Pearse Street to the north and Grand Canal Street Upper to the south. Both these corridors to the north and south end of Barrow Street are Regional Roads and important east to west connections between the city centre and Ringsend (in the case of the junction with Ringsend Road) and Ballsbridge (in the case of the junction with Grand Canal Street Upper). There are a number of side street movement options to the east side of Barrow Street connecting with South Lotts Road. Movement in a south direction will link with Mount Street Lower, the Baggot Street area and Merion Square. There are proposals for bicycle stations throughout this area providing connections back to Stephens Green. Moving north and west along the Pearse Street corridor provides side street links to the Grand Canal Square and south city quays or continuing east the commercial area around Georges Quay, the Pearse Street Station area and historic city centre area around College Green.
Significant Developments Proposed close to site.	There are a number of significant developments both completed and still proposed on Barrow Street including the construction of a landmark office development adjacent to the Grand Canal Dart Station and redevelopment of the Bolands Mill site at the north end of Barrow Street. Other completed developments include the Gas Works development at the south end of the Barrow Street which includes a mixed development of residential apartments and office blocks including the Google HQ. A short distance north, the area is closely accessible to the Grand Canal Dock and the significant cultural, commercial and residential developments adjoining Grand Canal Square. The Samuel Beckett Bridge will provide a key link to the north docklands a short distance further north of the location.

BICYCLE SCHEME LOCATION BARROW STREET

Justification for Site Selection:

Although the spatial extent of the initial phases of the bicycle scheme may not extend to cover the wider docklands area, the area south of the Grand Canal or Ringsend (such locations are possible in later extensions of the scheme), it is considered important to link the existing Dart Station at Barrow Street on a bicycle scheme for connections throughout the wider city centre. This location has emerged and continues to grow as a significant commercial centre with high density office developments and corporate HQ's locating here such as Google. In addition to the high concentration of employees, the area has recorded a significant increase in population between the 2002-2006 Census period indicating that the aims of the DDDA to rejuvenate the area with a dynamic mix of commercial and residential development is occurring. There are several key landmark schemes either permitted or in the planning process which will continue growth in the local area in accordance with the DDDA Grand Canal Planning Scheme. Connecting this location within the bicycle scheme network is advantageous to strengthen links between this area and the city centre eastwards and provide a benefit to commuters moving to and from the Dart station. Bicycle station facilities would benefit the significant employee base and residential base established and continuing to grow in the local area.

Barrow Street has a north to south alignment connecting with two east to west connections between the city centre and eastern inner suburbs. Movement opportunities to and from the station therefore have a number of potential routes to connect businesses and residential areas across the local area.

Barrow Street contains rows of Pay and Display and Permit Parking bays. The location considered is at the south end of the street close to the Dart Station and opposite the Gas Works development and Google HQ. At this location, the station facility would be visual prominent to promote its use to people passing on route to the Dart Station, business locations and apartment developments. The existence of parking bays along Barrow Street provides opportunities to consider layout options (the spaces do combine with Permit Parking however so such options require further study). Streetscape enhancements proposed under master plans for this area could consider accommodation of a bicycle station location.

A bicycle station facility, by encouraging linkages to the area, compliments the zoning objectives of the area which seek the social, economic and physical rejuvenation of the local area. The objectives of the Grand Canal Planning Scheme to encourage linkages and promote cycling movement in particular will be encouraged.

In addition to benefiting local residents, office based employees and commuters, the location is close to a number of existing and proposed leisure and cultural attractions. Shelbourne Park is a short distance east of the location. And accessed via side streets running east of Barrow Street. The proposed Daniel Libeskind designed theatre at Grand Canal Square is a short distance north. Attracting visitors to the area would promote visits to the canal dockside amenities and support the opening of cafes, restaurants, hotels and cultural activities emerging.

Owing to the spatial limitations of the initial bicycle scheme, due consideration is given to the promote a route of access to the location that gives equal benefit to a number of other locations of importance on route. The Pearse Street corridor and south quays (approach via City Quay and Sir John Rogerson Quay) is promoted for linkages to the other Dart Stations at Pearse Street and Tara Street and for the direct corridor route that links with College Green in the heart of the south city centre. Side street access from this route to commercial and office districts such as Georges Quay are additionally serviced by such a route. Approaching Barrow Street from Pearse Street is therefore envisaged. Whilst a sequence of stations are not indicated along the Grand Canal Street Upper/Lower corridor, there are bicycle station proposals along the Mount Street Upper/Lower corridor connecting to Merrion Square which is a short distance south of Grand Street Upper/Lower and connected via side street access. In this manner, servicing the south dockland area whilst trying to efficiently distribute the number of station proposals available is achieved.

Comments

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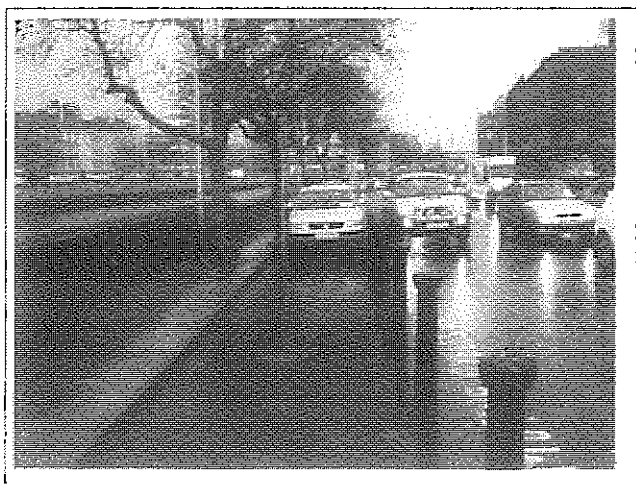
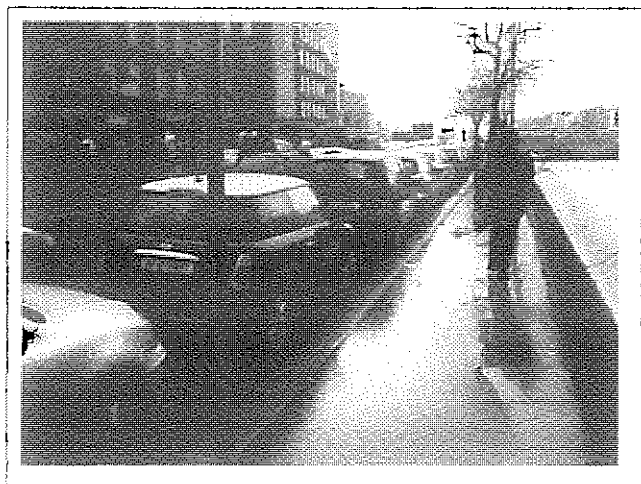
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7. BICYCLE SCHEME LOCATION BURGH QUAY



BICYCLE SCHEME LOCATION

BURGH QUAY

Station Location: Burgh Quay	
2005-2011 Development Plan Zoning Objective	The area is zoned Z5 to consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity. The area is also a conservation zone. The western section of Burgh Quay on approach to O Connell Street is within the O Connell Street ACA and Special Planning Scheme.
DED and 2006 Population Level	Mansion House A : 4462 persons increase of 4.5% from 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The site is located within Georges Quay and Environs Urban Design Study. This section of the quays is just west of the central area to that plan. The junction to the east of Burgh Quay is one of the key crossing points north to south across this bridge. The plan envisages more active uses at street level, especially onto the quays, and greater permeability through the urban blocks fronting the quays. The location is also close to Tara Street Dart Station, a major node and capable of landmark building status. The potential for water front public space along Georges Quay is shown in the plan. Burgh Quay would be close to this to benefit from such access.
Transport 21 Proposals for the Area	Luas Line BX will cross from Eden Quay to Burgh Quay and run south along Hawkins Street. A location along Burgh Quay will therefore be close to the line where it emerges onto the quays.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The south side of Burgh Quay is part of the SCN. The cycle lanes cross south onto Georges Quay from Memorial Road and move west along the quays.
Existing Road Designation and Existing Flow of Traffic	Burgh Quay is a designated regional road with a one way traffic flow moving west. A cycle station on Burgh Quays (north or south side) will need to move west initially with the direction of traffic. Options to continue west, move south or cross back to the north quays exists at O Connell Bridge. Navigation of the quays can be broken into segments using the bridges to get back to either side. Presently the quays and O Connell Bridge are heavily trafficked along this section.
Roads and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	The Georges Quay and Environs Study indicates the possibility for greater mixed use activity in the area with active frontages at street level and landmark heights. The grid pattern of streets to the south of Burgh Quay creates opportunities for a varied and interesting streetscape. The quays themselves are unlikely to alter character owing to the Protected Structures and conservation status of the quay. Recent applications include apartment developments as extensions to quayside buildings (Reg Ref 5388/06) and office refurbishments (Reg Ref 2392/06).

BICYCLE SCHEME LOCATION BURGH QUAY

Justification for Site Selection:

Burgh Quay is well positioned in the heart of the city centre. There is almost a continuous row of on street parking on the north side of the quay. If a location was available along Burgh Quay it would provide close access to O Connell Street and choices to move north or south. Cyclist movement along the quay would move west but using the bridges for looped trips, it is possible to navigate the grid pattern of streets north and south of Liffey using a station on this quay as a starting point.

The location would benefit from positive visual prominence on the quays to encourage usage. It is close to Tara Street station and of potential benefit for commuters moving west from Tara Street station. The surrounding area is a mixed use zone with a greater concentration of uses (commercial in particular) encouraged under the Georges Quay and Environs area study. The location would be of benefit therefore for local based residents and employees.

The location is close to Georges Quay where other locations are proposed. Burgh Quay aids therefore a spacing of stations along this section of the quays and compliments similar spaced north side station sites for movement through the local area. The facility would encourage movement along the quays which would benefit objectives to enhance the amenities, visitor attractions and vibrancy of the area under the current study. The location would be convenient for tourist movement close to areas of heavy pedestrian flow (north to south). Future Transport 21 proposals (Line BX) will create a new bridge crossing the river close to the site which will encourage greater pedestrian movement north and south between Burgh Quay and Eden Quay and thus promote use of the scheme.

Comments

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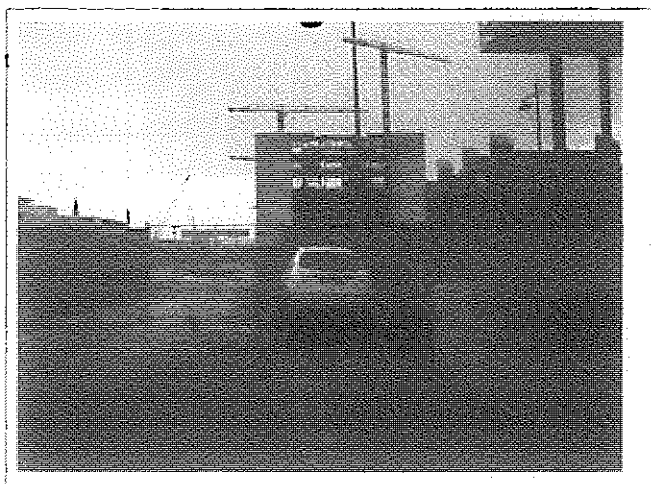
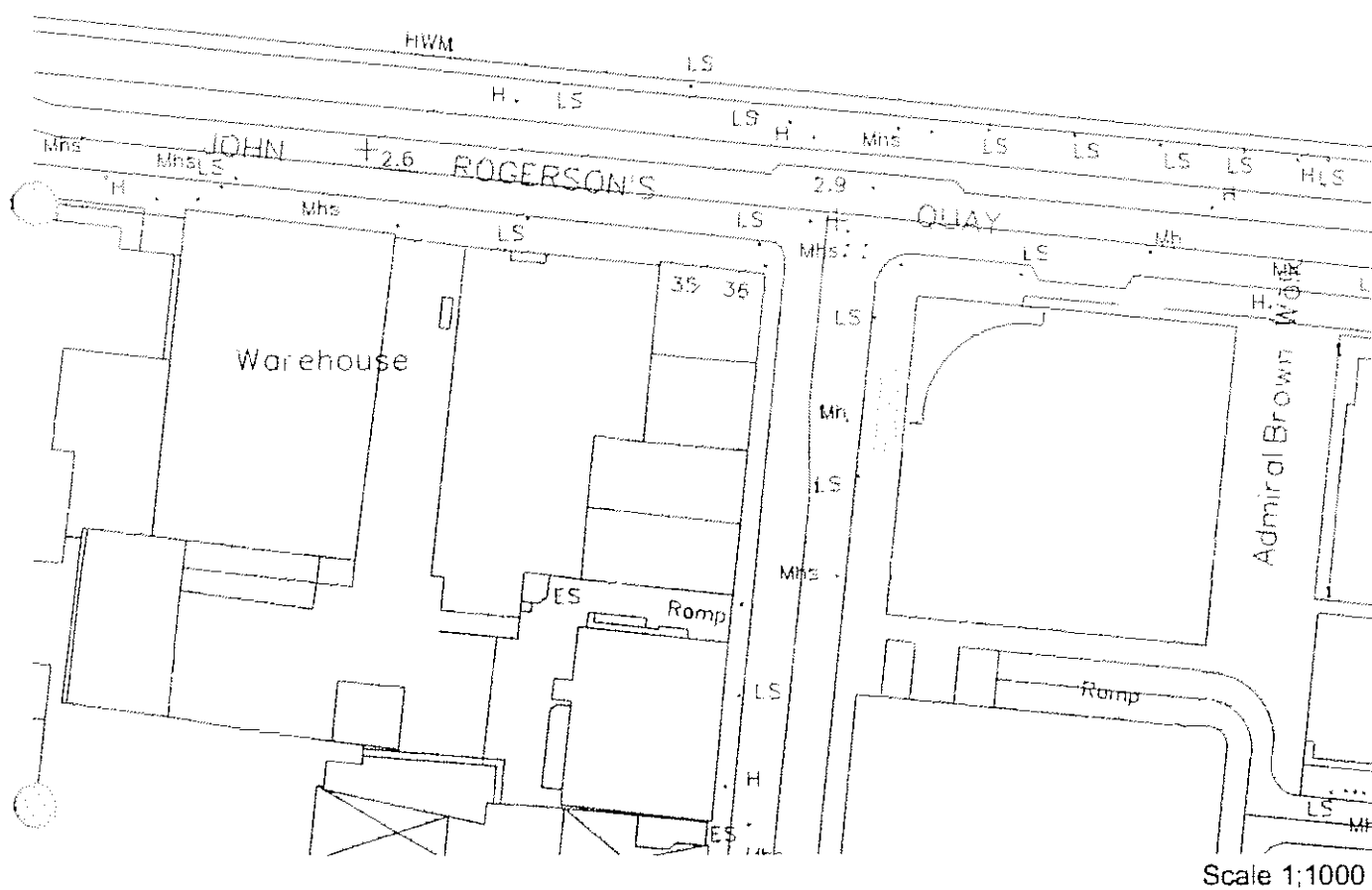
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8. BICYCLE SCHEME LOCATION CARDIFF LANE / SIR JOHN ROGERSON'S QUAY JUNCTION



BICYCLE SCHEME LOCATION

CARDIFF LANE /

SIR JOHN ROGERSONS QUAY JUNCTION

Station Location: Cardiff Lane- Sir John Rogerson Quay Junction	
2005-2011 Development Plan Zoning Objective	The site is located within the Z13 zone to seek the social, economic and physical rejuvenation of the area. The site is located at a key location within the DDDA Grand Canal Planning Scheme at the crossing point to Spencer Dock via the new Samuel Beckett bridge.
DED and 2006 Population Level	South Dock: 5,123 persons which is a 36% increase from the 2002 Census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The site is located at the junction of Cardiff Lane and Sir John Rogerson's Quay at the crossing point of the new Samuel Beckett Bridge linking Spencer Dock and the Grand Canal Dockland area. This bridge point is an important movement corridor between the north and south docklands. Proximity to it will benefit cycle movements between the two dockland areas. The Grand Canal Planning Scheme advocates strong building frontages to the quays and side streets with permeable access through a grid pattern of urban blocks leading to the Grand Canal basin amenities, Grand Canal Square and the landmark theatre development. A 60:40 residential to commercial ratio split is advocated under the scheme.
Transport 21 Proposals for the Area	The location will be accessible to the north docklands Dart Inter-Connector Station (by crossing the new bridge to the north docklands). Access to Barrow Street Station is achieved a short distance further south via the Macken Street/ Pearse Street junction.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Neither Sir John Rogerson's Quay or Cardiff Lane/ Macken Street are located on the SCN. Access to the network is achieved however at Pearse Street a short distance south.
Existing Road Designation and Existing Flow of Traffic	Sir John Rogersons Quay is a local road further east of the junction with Cardiff Lane. It terminates a short distance east of this location. Moving west however, the quay becomes part of a Regional Road. The junction with Cardiff Lane/ Macken Street is an important north to south route connecting the quays to the Pearse Street corridor. Options for movement include travelling west towards the city centre, east towards Ringsend or continuing south towards Grand Canal Street Lower, a connection to Ballsbridge or Merrion Square. The importance of the link between Pearse Street and the quays is recognised by the proposal for the new bridge crossing to Spencer Dock at the junction of Cardiff Lane and Sir John Rogersons Quay. Side street movement via Misery Hill links with Hanover Quay and the Grand Canal Square.
Significant Developments Proposed close to site.	The immediate area is subject to significant rejuvenation with a landmark office development on the east side of Cardiff Lane, mixed use office and residential development on the west side including a new hotel. Access to Grand Canal Square and the new residential quarters, company HQ's, retail units, cafes, restaurants and the Libeskind designed theatre are all accessed in close proximity to this location.

BICYCLE SCHEME LOCATION

CARDIFF LANE /

SIR JOHN ROGERSONS QUAY JUNCTION

Justification for Site Selection:

The site is located at a key junction on Sir John Rogersons Quay with Cardiff Lane. At this location, the proposed Samuel Beckett Bridge, linking the south and north docklands via the landmark Santiago Calatrava Bridge is located crossing the Liffey at the junction of Cardiff Lane and Sir John Rogersons Quay. This connection arrives at North Wall Quay and the Spencer Dock development where the landmark National Conference centre is under construction. The new bridge will provide north to south movements that connect with the Cardiff Lane/ Macken Street corridor which in turn links with Pearse Street further south. The bridge will facilitate vehicular movements but importantly will incorporate bus priority links between the north and south docklands. Cyclist connection will also be made feasible. Having a station close to this location (scheduled completion in 2010) is beneficial to encourage cyclist movement between the north and south quays and encourage linkages with public transport corridors. The location will also have an association with a major new city landmark making the location a visitor attraction in its own right.

The location is positioned east of a proposal at another landmark bridge (the Sean O Casey Bridge) further west on City Quay. This station further promotes continued movement eastwards on the quays in the direction of Grand Canal Square. The location will be visually prominent at the junction with the quays to encourage use. From the station it is possible to use the Cardiff Lane/ Macken Street corridor to connect with Grand Canal Square (via the side street of Misery Hill) or alternatively continue south to the junction of Pearse Street where options exist to move further south towards Merrion Square or Ballsbridge, east towards Barrow Street to west towards the city centre. The location benefits therefore a wide range of movement options linked to the wider cycle network.

The location is immediately adjacent to significant office developments and other emerging high density mixed use zones under the Grand Canal Planning Scheme. New apartments are established a short distance further east. The proposed station would service a wide variety of potential users and promote cycling as a mode of transport between locations of work and residential areas. The location would also service the significant cultural and leisure amenities emerging in the vicinity of Grand Canal Square, a short distance south.

Owing to the bridge construction and possible changes to the junction design, further consultations would be required on the feasibility of a station close to the junction. Alternatives could however be considered along this street further south should space be required for junction re-design at a future date. Pay and display parking bays along the street could accommodate possible location options.

Comments

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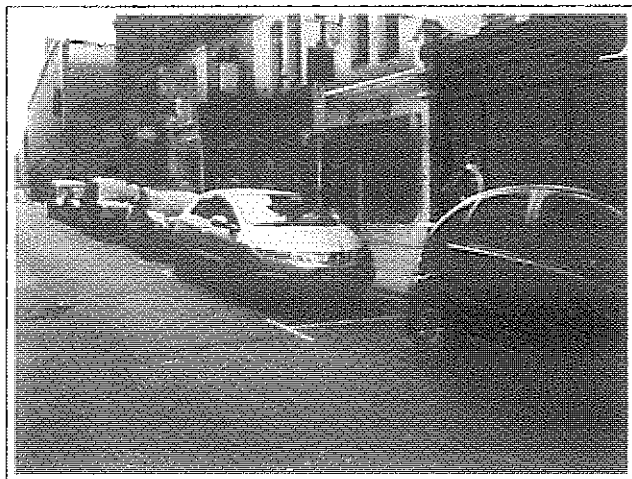
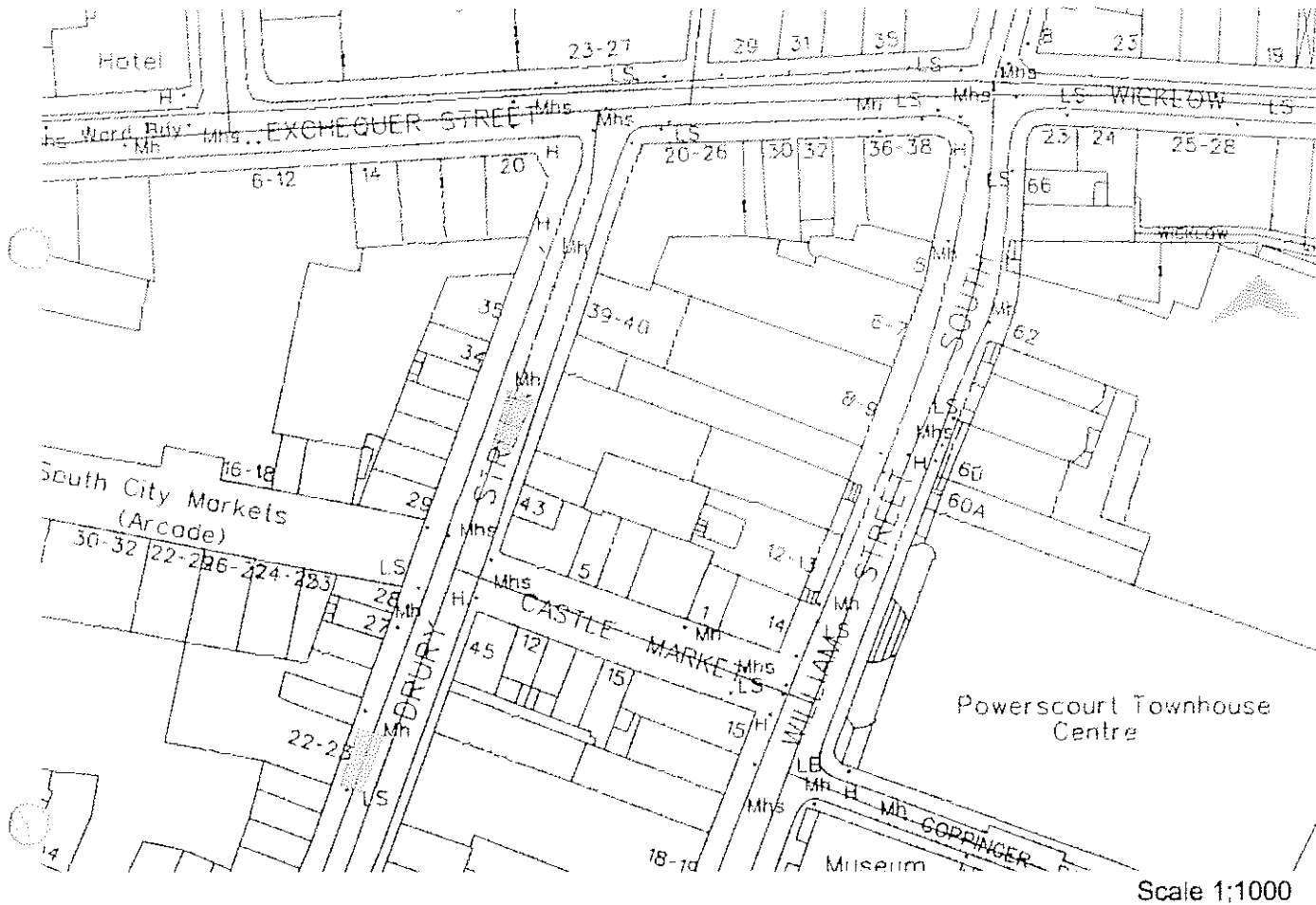
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9. BICYCLE SCHEME LOCATION DURY STREET - CASTLE MARKET JUNCTION



BICYCLE SCHEME LOCATION

CASTLE MARKET

Station Location: Castle Market/ Drury Street 2005-2011 Development Plan Zoning Objective	Z5 to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design, character and dignity. There are a number of protected structures adjoining the street.
DED and 2006 Population Level	Royal Exchange B: 2,020 persons which is a 4.3% increase on the 2002 Census figures.
Framework Plans/ Local Area Plans or similar initiatives for the area.	<p>The site is included within the Dublin City Centre: Developing the Retail Core Framework Plan. The street is part of a Category 2 network of shopping streets in this locality connecting with prime Category 1 shopping streets.</p> <p>Castle Market is a pedestrian street. There are no specific proposals for Drury Street or Castle Street proposed although there are a number of potential redevelopment sites in the vicinity. Proposals to create a pedestrian spine moving east to west between Fade Street and Harry Street/ Grafton Street are a short distance south of this location. The proposals examine potential for vibrant mixed uses, new routes and public spaces and an alternative loop or zone to the main stream Grafton Street area. Proposals seek to build on the visiting experience of the South City Markets, adjacent to the proposed location, and create a unique Dublin experience when moving through this area.</p>
Transport 21 Proposals for the Area	The street is not impacted by Transport 21 proposals. The location is however to proposals including the Metro Station at St Stephen's Green North (south of the location) and Luas Line F Option 1 (Dame Street alignment options).
Location with respect to Strategic Cycle Network or future cycle route proposals.	Castle Market is a pedestrian zone and Drury Street is not on the SCN. Connections to the SCN are however easily achieved following the street pattern to the west where the SCN is aligned along South Great Georges Street. The one way traffic system and pedestrian zones in this area create a traffic calmed atmosphere which is suitable to cycling movement.
Existing Road Designation and Existing Flow of Traffic	Drury Street is a local road with a one way traffic flow moving north. On accessing a bicycle from a station on Drury Street, movement options would include north to Exchequer Street with options of moving east to Wicklow Street or south on either William Street South or Clarendon Street. Access to South Great Georges Street via Fade Street.
Significant Developments Proposed close to site.	There are no significant re-developments recently permitted along Drury Street although potential redevelopment sites have been identified under the Dublin City Centre Retail Core Framework Plan. These sites could form part of a new corridor moving east/west between Fade Street and Harry Street. The future character of the street could transform with increased levels of activity created by these opportunity sites. Under Reg Ref 5827-05, permission was granted for a site redevelopment at No 41-46 South Gr Georges Street which sought significant areas of retail and office space (c 6,000 sq.m in total) in a four storey plus two levels of penthouse form. That site is a short distance west of Drury Site and indicates the potential of this area for mixed use formats.

BICYCLE SCHEME LOCATION CASTLE MARKET

Justification for Site Selection:

The location is considered advantageous to promote movement through the street network west of Grafton Street and east of South Great Georges Street. As identified under the Dublin City Centre Retail Core Framework Plan, this area has potential to provide an alternative loop for pedestrian trips for a shopping experience in the area. Re-development sites and a potential east/west pedestrian connection are identified close to the proposed location. A mixed use culture is promoted under the plan focusing on specialised retail units, cafes, restaurants and bars. A bicycle station within this area, and particularly close to the entrance of a major local landmark, the South City Markets, will promote the aims of the framework plan.

The location has the advantage of capturing passing pedestrian traffic moving west along Castle Market and using Dury Street in turn for cycling movement. The station would benefit from positive visual prominence at the entrance to the markets to promote use of the scheme.

The location would promote negotiation of the grid pattern of local streets and exploration of the local area. The positioning of locations west of Grafton Street will compliment the positioning of stations east of Grafton Street to encourage wider movement east/west across the south city centre.

The location would benefit visitors to the retail area, tourists exploring the area for its architectural and cultural attractions (the South City Markets as a landmark, cafes and restaurants etc). The location would also benefit employees engaged in retail , office and other mixed service facilities in the area.

The location is close to city centre multi storey car parks (there are three in this locality alone). Stations in this area would promote alternative transport choices for city centre visits.

The location would compliment public transport provisions proposed in the locality including Metro on Stephens Green North and Luas Line F Option 1 along Dame Street. A station would encourage cycle movement between public transport modes in the locality.

Comments

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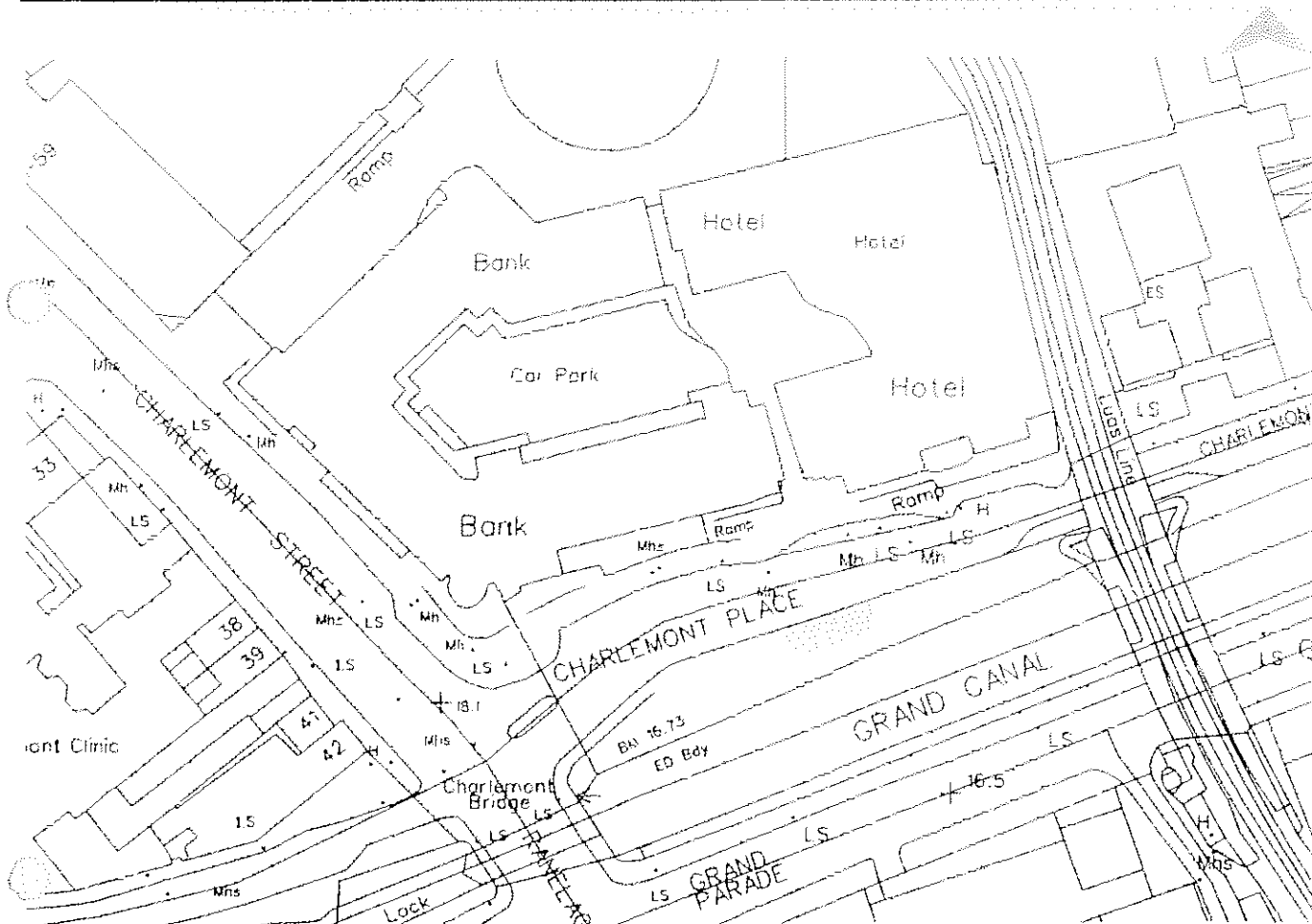
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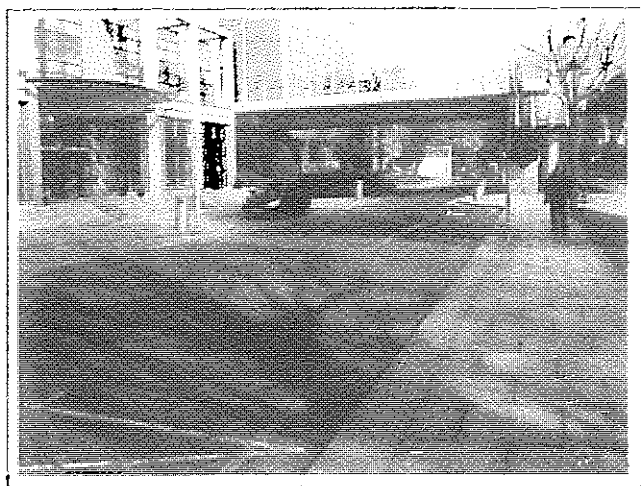
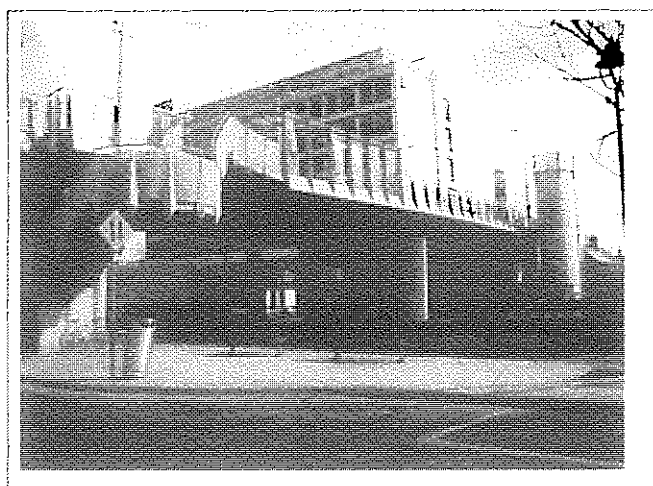
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10. BICYCLE SCHEME LOCATION CHARLEMONT PLACE



Scale 1:1000



BICYCLE SCHEME LOCATION

CHARLEMONT PLACE

Station Location: Charlemont Place	
2005-2011 Development Plan Zoning Objective	Charlemont Place is bounded to the north side by Z4 mixed use service zones and Z2 residential conservation area zones. The south side of Charlemont Place adjoins the Grand Canal which is a Z9 amenity zone and a conservation zone.
DED and 2006 Population Level	Saint Kevins: 5,206 persons which is 13.1% increase from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans in place for the area. The social housing area on Charlemont Street a short distance north is currently under plan preparation for extensive rejuvenation. This regeneration project will significantly upgrade the social and physical character of Charlemont Street. Bicycle station facilities will compliment such proposals.
Transport 21 Proposals for the Area	There are no Transport 21 proposals although the location is already strategically positioned adjacent to the pedestrian bridge over the canal which accesses the Charlemont Luas station. This station is centrally located between the Harcourt Street and Ranelagh Stations.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Ranelagh Road and Charlemont Street are key locations on the SCN as part of a radial route to the city centre. The SCN along the Grand Canal provides connections to the Rathmines Road Lower corridor (moving west) and the Leeson Street Lower Corridor (moving east).
Existing Road Designation and Existing Flow of Traffic	Charlemont Place is a minor road running east of Charlemont Street (a Regional Road) and parallel with the Grand Canal. It terminates in a cul de sac but connects with Adelaide Road via Harcourt Terrace (restricted for car access but possible to connect by pedestrians). Movement options to and from the location are likely to be primarily generated by movement along the Ranelagh Road/ Charlemont Street access to the city centre and commuter movement patterns from the Luas station at the Charlemont stop. The link to Adelaide Road connects in turn with the Leeson Street Lower corridor and the grid pattern of Georgian Streets to the SE of St Stephens Green (serviced with proposed stations).
Significant Developments Proposed close to site.	There are significant office blocks and hotel developments close to this location. The existing social housing on Charlemont Street is proposed for significant rejuvenation including active street frontages, enhanced public realm areas and integrated private and social housing. The project will greatly enhance the character of Charlemont Street and consolidate the street as an important city centre street on approach to Ranelagh from the city centre.

BICYCLE SCHEME LOCATION CHARLEMONT PLACE

Justification for Site Selection:

The location would be positioned close to the Luas Green line station at Charlemont which has provided a new pedestrian bridge over the Grand Canal linking Grand Parade and Charlemont Place. The location would be of benefit to commuters moving to and from the Luas facility for local based journeys.

There are rows of pay and display parking spaces on Charlemont Place adjacent to the Luas pedestrian bridge and the Canal. These parking bays are also to the front of the Hilton Hotel. The parking area provides a range of layout options. The location is traffic calmed which is considered beneficial for accessing the station and servicing the station.

The location is close to significant areas of office based employment, inner suburban residential areas, pubs and restaurants and the new Hilton Hotel. There are a wide range of potential users of a bicycle station facility. A further proposal for a station is suggested at Charlemont Street to connect the location on the bicycle scheme network towards Harcourt Street. Between these two local options, the possibility for the stations to compliment each other as an overspill option (on account of the wide possible number of potential users) or have one in lieu of the other exist. Both locations have advantages through to be considered as supplementary and provide benefit to commuters from Ranelagh.

Similar to the rationale for considering stations a short distance west along the Candem Street corridor on the approach to Rathmines, the initial stage of the bicycle scheme network may not be able to extend spatially to include Ranelagh village centre. However, the importance of that inner suburban centre and its connections to the city centre via Ranelagh Road and Charlemont Street is recognised. If further extensions of the bicycle scheme extend to include Ranelagh Road, in the interim station options along Charlemont Place and Charlemont Street would provide benefit to residents moving between Ranelagh and the city centre. The stations could offer an opportunity for a combination of public transport and bicycle trips or pedestrian and cycling trips as part of commuting patterns.

The location would provide connection between the Grand Canal and the city centre providing access to the leisure potential and amenities of the canal corridor for visitors.

The station location would provide a number of potential linkages to other proposed stations using the grid pattern of local streets. For example, movement from Charlemont Place to Harcourt Terrace would link with Adelaide Road and in turn the Leeson Street Lower Corridor or Earlsfort Terrace. The street network would facilitate cycle movement between local stations through the office districts in the wider area and connect back with St Stephens Green, all part of the local station network. Alternative movement options could move along the Grand Canal and use the Richmond Street South/Candem Street corridor towards Auinger Street and South Great Georges Street to connect with the south city centre retail core and Dame Street corridor. A consideration of both Charlemont Street and Charlemont Place connects therefore diverse areas of the city centre within the one linked cycle station network.

Comments

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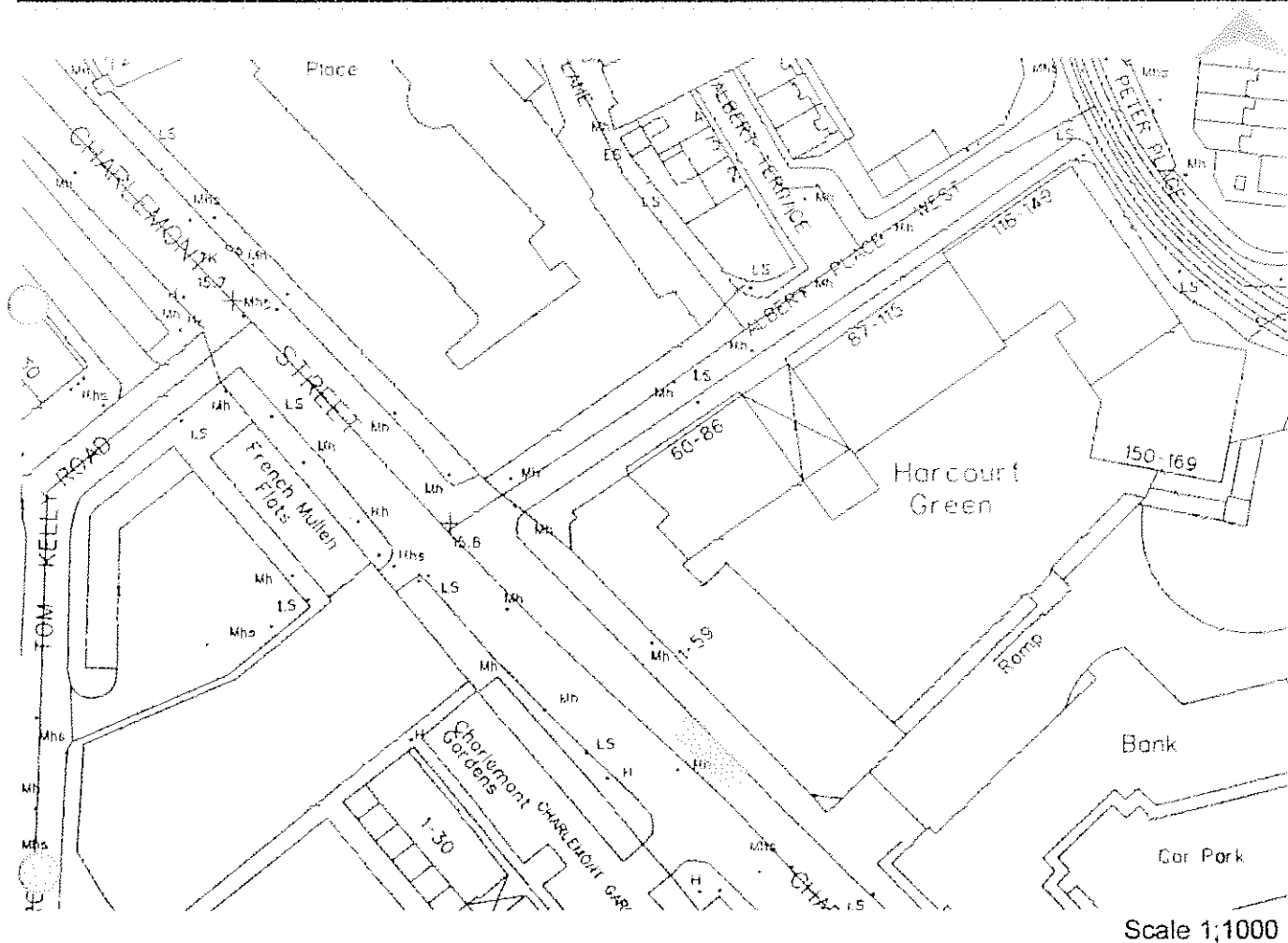
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11. BICYCLE SCHEME LOCATION CHARLEMONT STREET



BICYCLE SCHEME LOCATION

CHARLEMONT STREET

Station Location: Charlemont Street 2005-2011 Development Plan Zoning Objective	Charlemont Street is zoned a Z4 mixed use service zone at its junction with Harcourt Road at its northern end, zoned Z1 residential for an extensive length of its western side and zoned a mix of Z4 mixed services and Z6 light industrial uses on its eastern side. It adjoins the Grand Canal which is a Z9 amenity zone and a conservation zone at its southern end.
DED and 2006 Population Level	Saint Kevins: 5,206 persons which is 13.1% increase from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans in place for the area. The social housing area on Charlemont Street is currently under plan preparation for extensive rejuvenation. This regeneration project will significantly upgrade the social and physical character of Charlemont Street. Bicycle station facilities will compliment such proposals.
Transport 21 Proposals for the Area	There are no Transport 21 proposals although the location is already strategically positioned close to the Charlemont Luas station which is positioned between the Harcourt Street and Ranelagh Stations on the Luas Green line.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Ranelagh Road and Charlemont Street are key locations on the SCN as part of a radial route to the city centre. The SCN along the Grand Canal provides connections to the Rathmines Road Lower corridor (moving west) and the Leeson Street Lower Corridor (moving east).
Existing Road Designation and Existing Flow of Traffic	Charlemont Street (a Regional Road) is a key radial route towards the city centre from Ranelagh Road (to the south of the canal). Connections with Harcourt Road provides connections in turn with Adelaide Road moving east and the South Circular Road moving west. There are a significant number of city centre movement options from the location including the Grand Canal corridor or accessing the city centre via the spine routes of Harcourt Street, Leeson Street Lower (accessed via Adelaide Road) or Candem Street. Charlemont Place is a cul de sac located to the east side of Charlemont Street close to the canal.
Significant Developments Proposed close to site.	There are significant office blocks, commercial premises, bank institutions and a significant hotel development (the Hilton) close to this location. The existing social housing on Charlemont Street is proposed for significant rejuvenation including active street frontages, community facilities, enhanced public realm areas and integrated private and social housing. The project will greatly enhance the character of Charlemont Street and consolidate the street as an important city centre street on approach to Ranelagh from the city centre.

BICYCLE SCHEME LOCATION CHARLEMONT STREET

Justification for Site Selection:

The location would be positioned close to the Luas Green line station at Charlemont which has provided a new pedestrian bridge over the Grand Canal linking Grand Parade and Charlemont Place. The location would be of benefit to commuters moving to and from the Luas facility for local based journeys.

Along Charlemont Street there are rows of Pay and Display parking at either side of the street providing location options. The road width is also sufficiently wide to ensure that servicing the stations does not disrupt traffic flows.

A location on Charlemont Street would be close to significant areas of office employment on the east side of the street (particularly banking). Importantly, Charlemont Street contains an extensive area of inner suburban housing. The social housing schemes on the west side of the street are currently at a plan preparation stage for significant rejuvenation. Linkages of the street to a bicycle scheme network will promote the regeneration aims of such projects and provide a facility for residents, community facilities and commercial businesses included in these regeneration plans.

The location is close to significant areas of office based employment, inner suburban residential areas, pubs and restaurants and the new Hilton Hotel. There are a wide range of potential users of a bicycle station facility. A further proposal for a station is suggested at Charlemont Place to strengthen the connections between the Luas station and the local area moving north towards Harcourt Street.

Similar to the rationale for considering stations a short distance west along the Candem Street corridor on the approach to Rathmines, the initial stage of the bicycle scheme network may not be able to extend spatially to include Ranelagh village centre. However, the importance of that inner suburban centre and its connections to the city centre via Ranelagh Road and Charlemont Street is recognised. If further extensions of the bicycle scheme extend to include Ranelagh Road, in the interim station options along Charlemont Place and Charlemont Street would provide benefit to residents moving between Ranelagh and the city centre. The stations could offer an opportunity for a combination of public transport and bicycle trips or pedestrian and cycling trips as part of commuting patterns.

The location would provide connection between the Grand Canal and the city centre providing access to the leisure potential and amenities of the canal corridor for visitors.

The station location would provide a number of potential linkages to other proposed stations using the grid pattern of local streets. For example, movement from Charlemont Place to Harcourt Terrace (restricted for car movement) would link with Adelaide Road and in turn the Leeson Street Lower Corridor or Earlsfort Terrace. The street network would facilitate cycle movement between local stations through the office districts in the wider area and connect back with St Stephens Green, all part of the bicycle station network. Alternative movement options could move along the Grand Canal and use the Richmond Street South/Candem Street corridor towards Auinger Street and South Great Georges Street to connect with the south city centre retail core and Dame Street corridor. A consideration of both Charlemont Street and Charlemont Place connects diverse areas of the city centre within a linked cycle station network.

Comments

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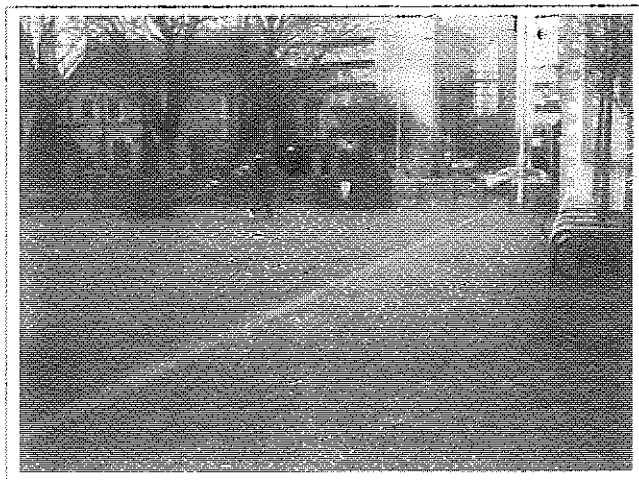
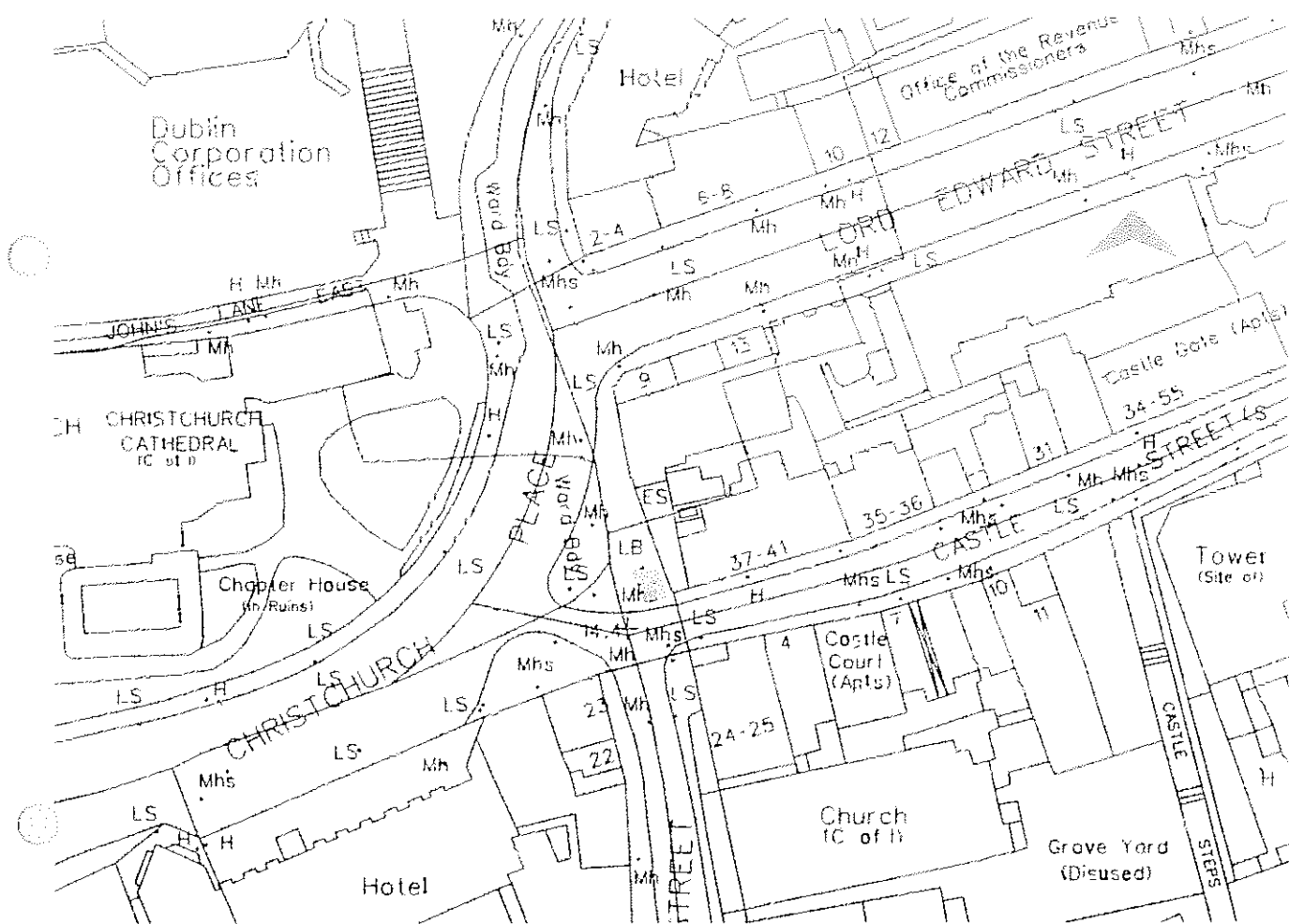
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**12. BICYCLE SCHEME LOCATION
CASTLE STREET**



BICYCLE SCHEME LOCATION

CASTLE STREET

Station Location: Christchurch Place-Castle Street 2005-2011 Development Plan Zoning Objective	Z5 to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design, character and dignity. The street is part of a conservation zone.
DED and 2006 Population Level	On the boundary of Woodquay A and Royal Exchange A. Woodquay A 2,743 persons which is a decline of 4.3% from the 2002 census. Royal Exchange A: 3,602 persons which is a decline of 0.9% from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	Christchurch Place is part of the Ship Street/Werburgh Street Framework Plan area. The plan aims to promote the area so it recovers its former strong physical character. Urban planning solutions are proposed for key spaces which will act as nodes for growth, promote linkages between sites and linkages to the wider city centre. Werburgh Street and Castle Street, which adjoin Christchurch Place, are key streets within the plan for the promotion of pedestrian connections. The building on the corner of Castle Street and Christchurch Place is identified as a possible intervention site. The pedestrian connections promoted under this plan will strengthen connectivity between the key cultural and historical sites in this area (St Patrick's, Christchurch, St Werburghs Church, City Hall and Dublin Castle)..
Transport 21 Proposals for the Area	The location is adjacent to proposals for Luas Line F Option 1. The Luas is proposed to travel along Christchurch Place, Lord Edward Street and Dame Street. The location could be strategic in this regard and have close proximity to a Luas stop.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The street is located on the SCN. Route options continue east along Lord Edward Street and Dame Street or south along Werburgh Street.
Existing Road Designation and Existing Flow of Traffic	The street is designated as a national secondary road accommodating a two way flow. Cyclist movement from the location would have a number of options including movement west towards Thomas Street, east towards Dame Street or south along Werburgh Street and St Patrick's Cathedral. Movement north onto Fishamble Street provides connection with the quays and Temple Bar West.
Significant Developments Proposed close to site.	There are no significant redevelopment sites immediately adjacent to the site owing to the protected structures of adjoining buildings and shape of the junction. The footpath surface has widened at this junction to enhance the public realm for moving between Werburgh Street and Christchurch Cathedral. The most significant opportunity for re-development sites are further south in the Ship Street-Werburgh Street Framework Plan area.

BICYCLE SCHEME LOCATION CASTLE STREET

Justification for Site Selection:

The location is close to the Christchurch Cathedral and would benefit visitors to this historic building. The location would complement the position of other proposed locations in the vicinity to encourage sequential movement between significant historic and cultural attractions in the area. For example, stations at City Hall (further east), St Patrick's Cathedral (to the south) and Thomas Street (further west) are close to encourage continued movement and exploration of this area. Options to move north towards the quays and Temple Bar West also exist.

The location is close to the Civic Offices to benefit both employees and visitors to the Council offices with a sustainable mode of transport. The Fishamble Street entrance to the Civic Offices is a short distance north of the site and the building is prominent from the location.

The location is adjacent to a wide area of paving recently installed as part of the Ship Street-Werburgh Street plan. There are existing cycle stands adjacent to the gable end of a building on Castle Street which could provide an option for locating the station. The paved area is sufficiently wide to potentially position a station without conflict to pedestrian movement.

The position of the station beside a new public space would provide positive visual exposure of the station to encourage use.

There are opportunities to service the site via the side street of Castle Street without conflict with the flow of traffic at the junction of Christchurch Place and Castle Street.

The location is close to a number of city centre residential blocks including apartments on Castle Street and further south along Werburgh Street and in the vicinity of the Iveagh Trust.

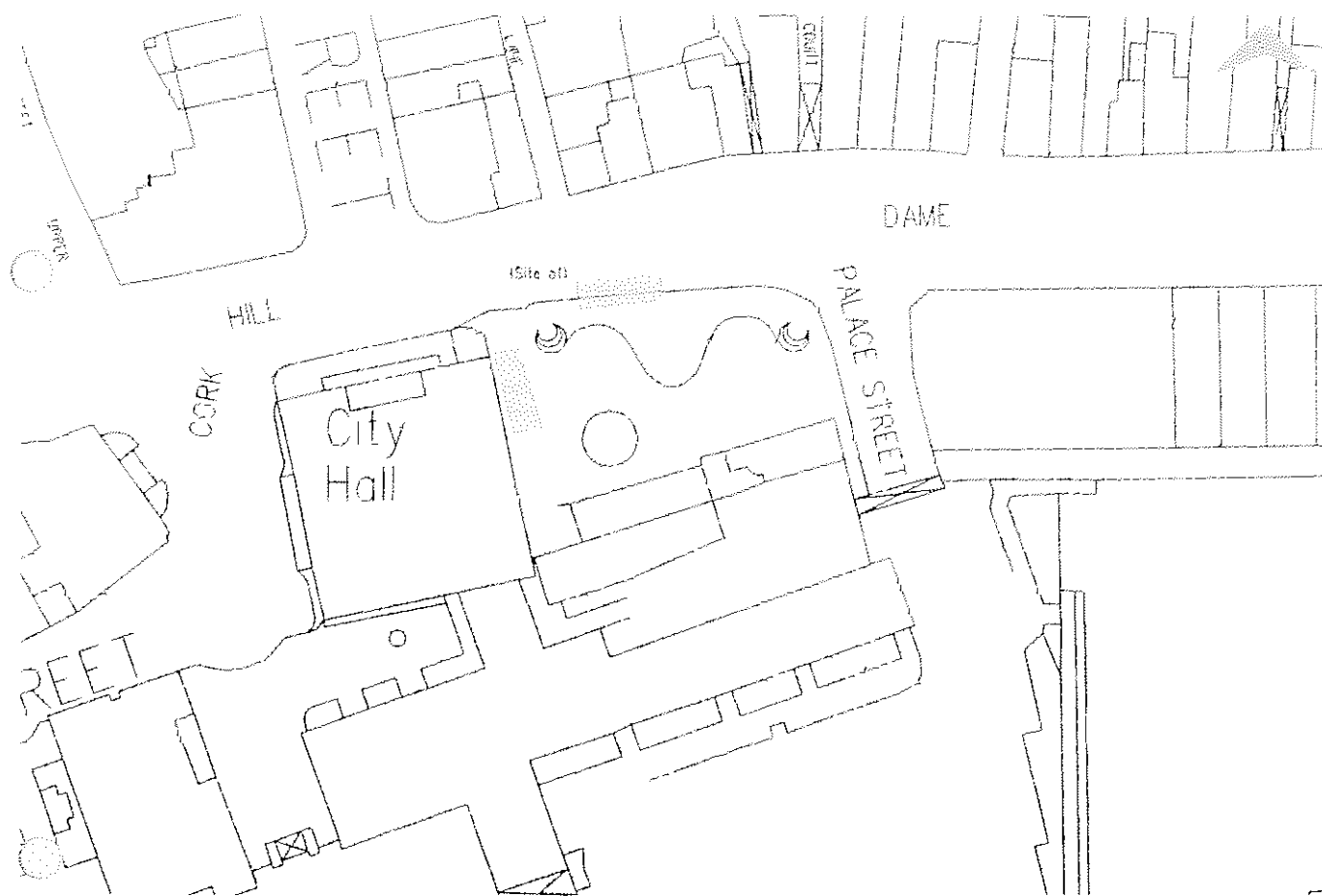
The location is adjacent to a proposed alignment of Luas Line F Option 1 approaching Dame Street from the direction of High Street and Cornmarket. The location is south of the optional route so in this manner it may be able to provide benefit for commuter patterns would conflicting with route positions etc. If the alignment is the agreed route, the station would give an opportunity to move from the Luas transport mode to cycling for local based journeys.

Comments

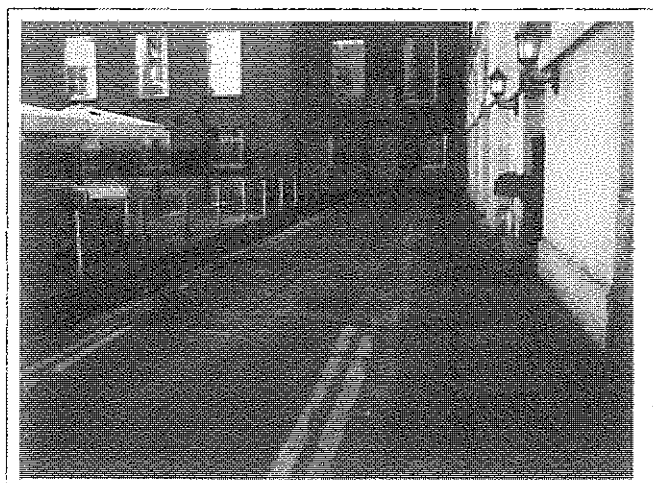
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13. BICYCLE SCHEME LOCATION DAME STREET / CITY HALL



Scale 1:1000



BICYCLE SCHEME LOCATION

DAME STREET / CITY HALL

Station Location: City Hall	
2005-2011 Development Plan Zoning Objective	Z5 to consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity. The area around City Hall is also located within a conservation area.
DED and 2006 Population Level	Royal Exchange A: 3,602 persons. 0.9% increase in population since 2002.
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no current framework plans for the area in the vicinity of City Hall.
Transport 21 Proposals for the Area	<p>Luas Line F: Lucan to City Centre includes a proposed Route Option 1 running through the city centre. The section Christchurch to Trinity provides a surface rail alignment along the Dame Street axis. The location would be positioned adjacent to this route. Luas Line F Option 1 interconnects with the Luas city centre extension Line BX at College Green.</p> <p>The Dart Underground Interconnector has three proposed route options which includes a station at Christchurch (Option C located close to the DCC Civic Offices). The station does not impact on the location at City Hall but its proximity is noted.</p>
Location with respect to Strategic Cycle Network or future cycle route proposals.	Dame Street is included in strategic cycle network with on street cycle facilities
Existing Road Designation and Existing Flow of Traffic	At this location Dame Street is a National Secondary Road with a two way traffic flow. On exiting the station , a cyclist would need to follow the direction of traffic (moves west towards Christchurch). To travel towards Trinity, a cyclist would need to cross the street to travel east.
Significant Developments Proposed close to site.	The new office block (a Part 8 Local Authority Project) has recently opened. The site is otherwise bounded by significant historical structures (City Hall to the west and Dublin Castle to the rear.

BICYCLE SCHEME LOCATION

DAME STREET / CITY HALL

Justification for Site Selection:

The plaza located adjacent to City Hall provides a wide area of space that could facilitate a station site. The plaza is on lands owned by Dublin City Council. The station location provides close access to significant sites of tourist interest including City Hall (immediately adjacent) and Dublin Castle (the entrance to which is off Palace Street). In addition, the location would enjoy positive visual exposure onto Dame Street and is close to retail, banking and office uses (the state Revenue Offices in particular) to be of value for office commuters. The location is situated along the City's main civic spine (Parnell Square to Christchurch) and offers a mid point between attractions which would include Christchurch further west, Temple Bar to the south and Trinity College further east. The Olympia Theatre is located across from this location providing a cultural attraction close to the station.

The side streets to the east and west side of this public space provide access in addition to Dame Street providing options for servicing and access clear of the busy traffic volumes on Dame Street. There are a number of potential location options within this space.

The location would also have a strong identity (City Hall is a significant historical landmark) for ease of reference to the location.

The location could potentially serve the proposed public transport networks under Transport 21 and in particular Luas Line F Option 1 along Dame Street and Luas Line BX along College Green further east. The plaza area and side streets adjoining provide options to position a bicycle station so that it does not conflict with a future route design if Luas Line F Option 1 emerges as the agreed alignment. A cycle station facility along the routes would benefit commuter movement patterns providing a modal change choice from public transport to cycling for local based journeys. In addition Dame Street is an important corridor for existing city centre bus routes. The cycle station facility would compliment existing commuter patterns moving from bus facilities to destinations in the city centre.

Comments

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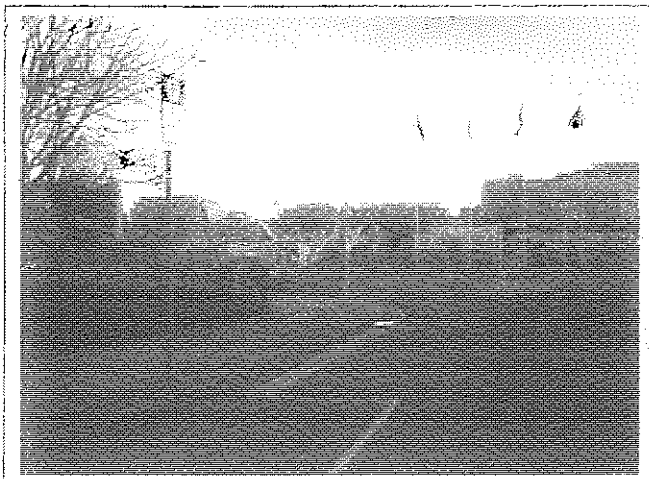
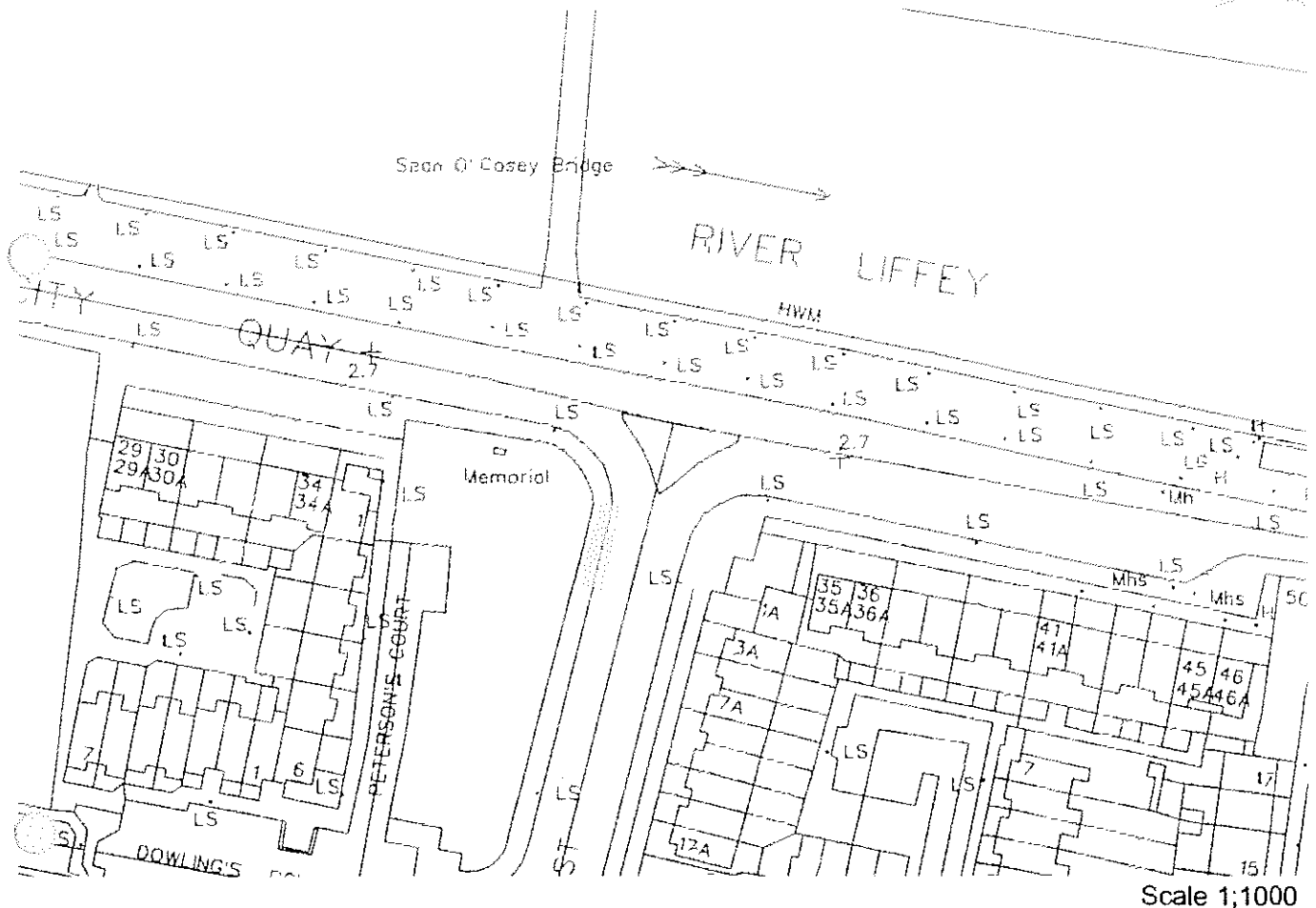
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14. BICYCLE SCHEME LOCATION LOMBARD STREET EAST / CITY QUAY JUNCTION



BICYCLE SCHEME LOCATION

LOMBARD STREET EAST /

CITY QUAY JUNCTION

Station Location: City Quay – Lombard Street East Junction	
2005-2011 Development Plan Zoning Objective	Elizabeth O Farrell Park, a Z9 zoned park, is located adjacent to the site with the residential housing area of Dowlings Court to the immediate west and Lombard Court to the immediate east. A short distance west, Z5 city centre zone lands are located connecting with Georges Quay. Similarly, moving east, Z5 city centre zoned lands are positioned fronting the quays merging with the Z13 zone of the Grand Canal basin which seeks the social, economic and physical rejuvenation of the area. The north boundary of City Quay adjoining the Liffey is part of a Z9 zoned amenity area and conservation zone.
DED and 2006 Population Level	Mansion House A: 4,462 persons which is a 4.5% increase from the 2002 census
Framework Plans/ Local Area Plans or similar initiatives for the area.	<p>The location is a short distance west of the Grand Canal Planning Scheme and a short distance east of the Georges Quay Urban Design Study Area.</p> <p>The Georges Quay Urban Design Study has a central aim of promoting the regeneration of streets in the vicinity of Georges Quay and Tara Street station including proposals to consolidate the local streets with high density mixed use developments, provide attractive and active streetscapes and encourage greater movement and pedestrian flow along side streets in the locality. The key streets are Georges Quay, Tara Street (to the west) and Moss Street (to the east). Landmark buildings and infill opportunities are identified. Synergies to connecting streets are promoted including connections along City Quay to the docklands. Bicycle station facilities on City Quay would compliment the objectives of this plan.</p> <p>The Grand Canal Planning Scheme advocates strong building frontages to the quays and side streets with permeable access through a grid pattern of urban blocks leading to the Grand Canal Basin waterside amenities, Grand Canal Square and the landmark theatre development. A 60:40 residential to commercial ratio split is advocated under the scheme. Safe cycle movements through the waterside amenities of the area are advocated. The new bridge connecting Sir John Rogersons Quay with North Wall Quay (Samuel Beckett Bridge) is an important cross river route and major landmark close to City Quay. This proximity, in addition to the pedestrian link via Sean O Casey Bridge integrates the location successfully with both sides of the docklands area.</p>
Transport 21 Proposals for the Area	The location is close to Tara Street Station (moving directly west) and Pearse Street Station (moving directly south). The pedestrian connections to the north quays link with the Luas Dockland Extension, Connolly Station and the proposed Dockland Dart Inter Connector station.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The location is well connected to the SCN. City Quay has off road cycle paths adjacent to the Campshires. Lombard Street East is part of the network connecting with Pearse Street, a significant east to west city centre corridor on the network.
Existing Road Designation and Existing Flow of Traffic	City Quay is a Regional Road on the south quays. The street has a one way traffic flow moving east from the junction with Talbot Memorial Bridge . At the junction with Lombard Street East, traffic can continue east or turn south in the direction of Pearse Street. Traffic moving west along City Quay is channelled to move south onto Lombard Street and use the street as a connection to Pearse Street to move west towards the city centre. This looped trip system follows the grid pattern of side streets with Tara Street as a link back onto the south quays for west bound movement from the docklands (quays approach). The junction with Pearse Street provides connection opportunities further south onto Westland Row to connect with Pearse Street Station and continue further south to Merrion Square. The junction with Sandwith Street on the east side of the Lombard Street East connects with Pearse Street and facilitates east bound movement towards the Grand Canal Basin other than the quayside approach. Side streets facilitate looped trips back onto the quays at regular intervals.
Significant Developments Proposed close to site.	City Quay and Georges Quay further west possess some significant Z5 zoned landbanks which are identified within the Georges Quay Urban Design Study as having potential for regeneration. These developments would generate a significant quantity of mixed use services and in particular office floorspace. Developments further east along Sir John Rogersons Quay have emerged as significant locations for office HQ's and quayside apartments. The location is close to both sides of the docklands area and the activities and cultural amenities proposed.

BICYCLE SCHEME LOCATION LOMBARD STREET EAST / CITY QUAY JUNCTION

Justification for Site Selection:

The site is proposed at an important junction on City Quay. At this location, access is obtained on a direct route south to Pearse Street Station along Lombard Street East and continues further south on Westland Row and the area around Merrion Square. A bicycle station is also proposed a short distance south at the junction of Lombard Street East and Pearse Street. Having the two locations linked would strengthen north to south permeable movement from the quays to the city centre. The station would provide an option for movement from the quays following the one way traffic flow. Vehicles moving west on City Quay are channelled south onto Lombard Street East to continue with a westbound journey. The City Quays accommodate an east only direction from junction with Talbot Memorial Bridge to this point.

At this location on City Quay, a pedestrian connection is available across the Liffey to the north docklands via Sean O Casey Bridge. Arriving at the north docklands, the mixed use service amenities including significant office based employment activities and the emerging culture facilities on Georges Dock are accessed. The north docklands are proposed for inclusion within the cycle network. Having a complimentary position on the south quays close to a key crossing point such as Sean O Casey Bridge encourages north to south connections between the docklands and wider city area in turn.

The location will have interest in its own right as a tourist destination with the proposals for the Anthony Gormley landmark sculpture located within the river adjacent to the south end of Sean O Casey Bridge. This proposed city landmark is immediately north of the proposed station and would provide a landmark reference for the station.

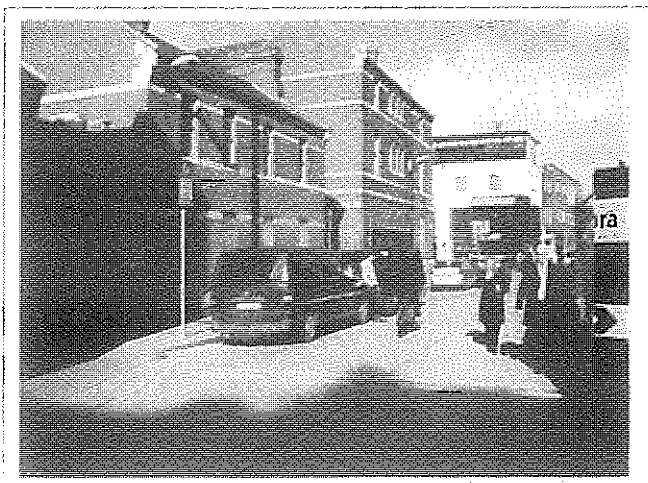
The location is at a junction with City Quay and would promote movement eastwards along the quays in the direction of Sir John Rogersons Quay and Grand Canal Square. The flow of movement eastward is encouraged by other stations further east in the direction of Grand Canal Square and is a complimentary alignment to a parallel corridor along Pearse Street to access the south docklands. Having stations at both access routes promotes side street movement for north to south linkages which will promote activity and connections through the area. Such connections are encouraged under such planning initiatives as the Grand Canal Planning Scheme and the Georges Quay study.

The location would provide a benefit to the local residential area. In addition, the location is close to key areas of office development both existing and proposed at City Quay and Georges Quay. A cycle station facility would benefit commuter movement patterns connecting with the wider cycle network and connecting public transport locations such as Tara Street Station and Pearse Street station, all close to the site.

At the junction of City Quay and Lombard Street East, a row of Pay and Display car parking spaces are positioned adjacent to the Elizabeth O Farrel Park. The car parking area provides an opportunity to position a station close to the junction with City Quay at a visually prominent location. The station would attract users from the Campshires, passing City Quay and from the Sea O Casey Bridge.

Comments

15. BICYCLE SCHEME LOCATION CLARENDON ROW



BICYCLE SCHEME LOCATION

CLARENDON ROW

Station Location: Clarendon Row	
2005-2011 Development Plan Zoning Objective	Z5 to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design, character and dignity. There are a number of protected structures adjoining the street
DED and 2006 Population Level	Royal Exchange B: 2,020 persons which is a 4.3% increase on the 2002 Census figures.
Framework Plans/ Local Area Plans or similar initiatives for the area.	<p>The street is included within the Dublin City Centre: Developing the Retail Core Framework Plan. It is located between the Category 1 retail streets of Chatham Street and King Street South.</p> <p>This retail plan promotes infill development on key sites throughout the side streets lining South Great Georges Street and Grafton Street. It encourages public realm improvements and a high quality environment to encourage side street active frontages. Looped movement trips through the grid pattern of local streets will promote activity along side streets to enhance the vitality and opportunities for business investment. A network of bicycle stations locally will both enhance and benefit from these initiatives.</p> <p>The east end of the street close to Grafton Street is part of the Grafton Street ACA and Scheme of Special Planning Control. Whilst the ACA designation was extended further west as far as Georges Street, the west end of Chatham Street and Clarendon Row were excluded from that designation.</p>
Transport 21 Proposals for the Area	No alignment proposed under Transport 21 impacts on Chatham Street directly. The street will be close to the metro station proposals on St Stephens Green north.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The street is not part of the SCN. The traffic calmed nature of the street network west of Grafton Street is suitable for cycling and connection with the SCN is achieved moving towards Aungier Street and South Great Georges Street to the west and St Stephen's Green to the south east.
Existing Road Designation and Existing Flow of Traffic	The street is a local road with one way traffic moving north from King Street South and connecting at a short distance with Chatham Street. Chatham Street is a pedestrian street at its east end connecting with Grafton Street. Access to the location can be reached following the one way traffic flow system locally via Clarendon Street for example (south bound from Wicklow Street). The location is accessible from significant areas of pedestrian movement moving between St Stephens Green Shopping Centre and the Grafton Street area. Side street access also connects with Mercer Street Lower.
Significant Developments Proposed close to site.	The most significant redevelopment site close to the site is the former Elcom building on King Street South adjacent to the Gaiety. Permission was granted in 2004 for demolition of the existing office block and construction of a five storey over basement mixed use retail, office, residential and apartment development. The application signifies the vibrancy of the area for mixed use schemes. The Dublin City Centre Retail Core framework study has identified potential opportunity sites close to Chatham Street that would include the creation of enhanced pedestrian links west of Grafton Street towards Aungier Street . Opportunities may exist to open backlands and create a new shopping/recreational/cultural hub. A spine route moving from Fade Street east to Grafton Street via the Westbury Mall is proposed.

BICYCLE SCHEME LOCATION

CLARENDON ROW

Justification for Site Selection:

Clarendon Row is located just south of Chatham Street and is a short distance west of Grafton Street. It is immediately accessible to important pedestrian zones in the south city centre retail core. The street is in a prime retail location and provides immediate access to a significant retail and mixed use zone in the city centre. Further vibrancy is advocated under the Retail Core Framework Plan which identified key re-development opportunity sites and development sites with opportunity for new pedestrian routes. Such developments aim to increase side street activity and enhance the retail offer of the wider area between South Great Georges Street and Grafton Street.

At this location, a row of pay and display parking bays on the west side of the street are positioned. This parking area could provide station position options and facilitate servicing. Chatham Street was considered as the location initially but whilst that street did benefit from on street parking areas to consider, servicing options could block access along the street. The side street character of Clarendon Row offered all the location advantages of Chatham Street and its prime retail location but with more advantageous location and servicing options.

The location would benefit visitors to the retail and café/restaurant facilities of this area. In addition, the location would be of benefit to visitors of cultural attractions in the area (the Gaiety Theatre) and architectural attractions (Powerscourt House). Similar to location options east of Grafton Street, the location would encourage cycle movement through the grid pattern of local streets west of Grafton Street and east of South Great Georges Street. There are a number of station proposals through this local grid pattern of streets to encourage movement and connections through the area and facilitate the significant volumes of movement to the retail and mixed use facilities located here. The prime character of this city centre quarter would merit a close distribution of stations locally.

The location would benefit employees engaged in retail and office services in this area. The station is close to significant office developments such as Beaux Lane House and would offer a mode of transport for employees at St. Stephens Green Shopping Centre and the emerging retail/office development on King Street South.

The location is close to proposals for a metro terminus at St Stephen's Green north. Station locations close to this transport node will compliment commuter patterns moving to and from the transport facilities.

Comments

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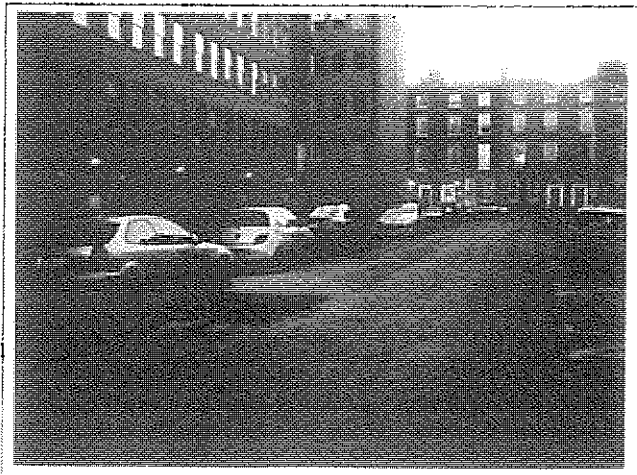
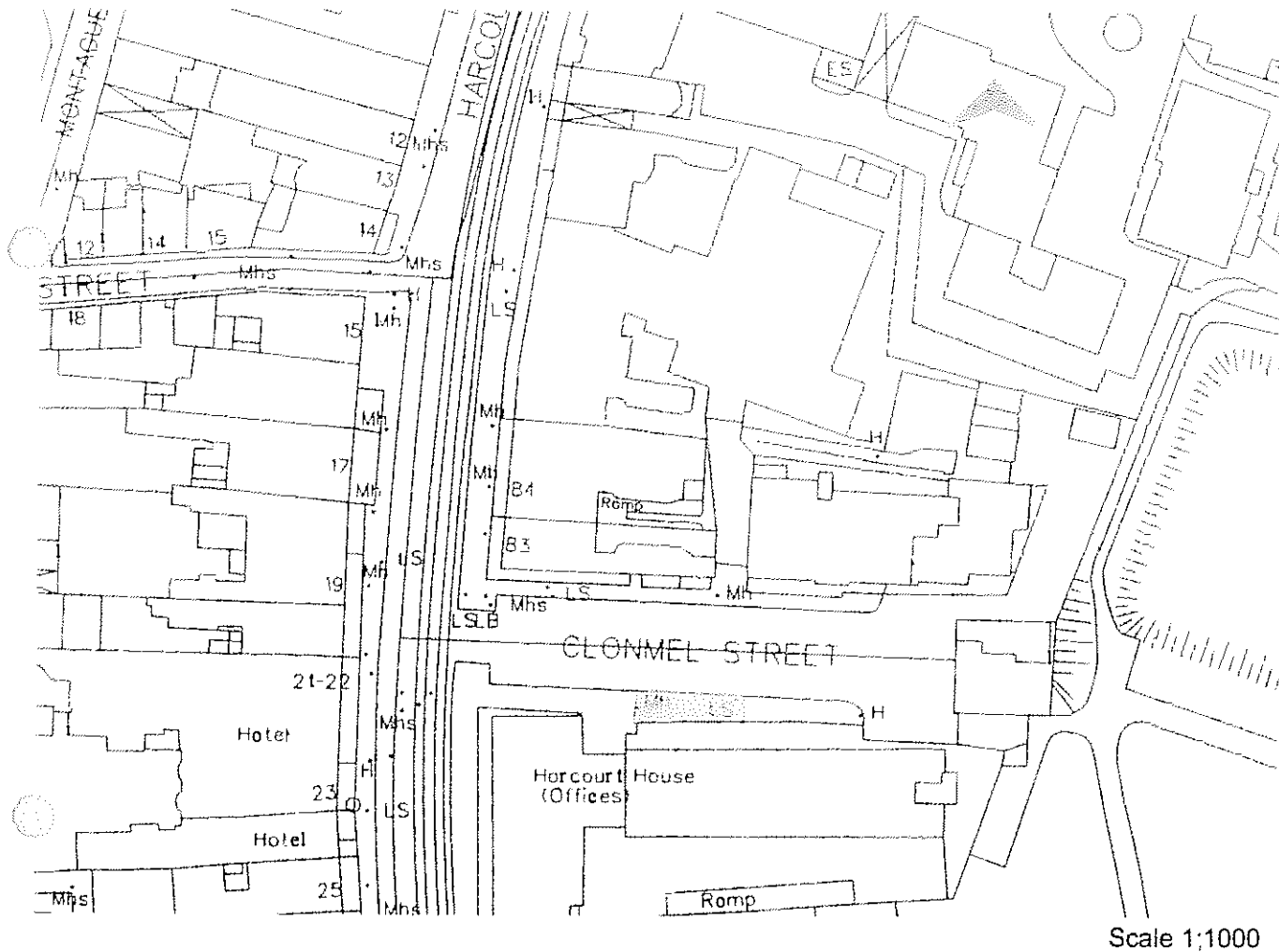
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THE UNIVERSITY OF CHICAGO



16. BICYCLE SCHEME LOCATION CLONMEL STREET



BICYCLE SCHEME LOCATION

CLONMEL STREET

Station Location: Clonmel Street/ Iveagh Gardens 2005-2011 Development Plan Zoning Objective	Clonmel Street is zoned Z8 to protect the existing architectural and civic design character, to allow for limited expansion consistent with the conservation objective. To allow primarily residential and compatible office and institutional uses. The street provides an entrance to the Iveagh Gardens which are zoned Z9 for recreational amenity and open space. The area is a conservation zone.
DED and 2006 Population Level	Saint Kevin's: 5,206 persons which is an increase of 13.1% from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans or area based plans currently proposed for this area.
Transport 21 Proposals for the Area	The existing Luas Green line runs along Harcourt Street from which Clonmel Street is accessed. Future Transport 21 proposals do not directly impact on the location. The integration of the Luas Green line with Metro and the Luas link up will place the location more accessible to the city wide area with respect to public transport systems.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Clonmel Street is not part of the SCN. The street is a cul de sac branching east of Harcourt Street. Connections to the SCN in the general location is facilitated by a number of options.
Existing Road Designation and Existing Flow of Traffic	The street is a cul de sac and minor road. The flow of traffic at the junction with Harcourt Street moves north. There are options to move east or west at St Stephen's Green. Arriving to the station from the green is possible via Eorlsfort Terrace and Hatch Street Upper.
Significant Developments Proposed close to site.	There are no significant redevelopment sites along Harcourt Street although 1960's era office blocks are located at both ends of the street and are distinctly different to the character prevailing along most of that street (protected structures and a unified streetscape). Notwithstanding the protected status of buildings and conservation zone, the Luas and mixed uses along the street creates high levels of activity which would benefit the location of a bicycle station.

BICYCLE SCHEME LOCATION CLONMEL STREET

Justification for Site Selection:

Clonmel Street is located east of Harcourt Street. It is a short cul de sac which terminates at the boundary shared with the Iveagh Gardens. There are a number of office buildings accessed from this side street. The location has the advantage of providing a location to benefit Harcourt Street as either a complimentary station to the positioning of station facilities elsewhere on Harcourt Street or as a possible alternative location.

The side street character of the location provides the advantage of being positioned close to an important corridor but positioning the station in a more traffic calmed and less congested area. Clonmel Street is a wide street and has on street car parking. There are a number of options therefore to consider bicycle station locations.

The location would benefit and indeed promote visits to the Iveagh Gardens by tourists and local residents/employees as a recreational asset. Access to this amenity is perceived as hidden in contrast to the more prominent Georgian squares in the area.

As stated for other locations proposed in the vicinity, the location possesses a high concentration of office uses both within protected structures and in office blocks close by. Bicycle station facilities positioned at regular intervals would benefit employees and visits between these office location. The bicycle stations would provide opportunity for modal change from public transport to bicycle to facilitate local based journeys.

Harcourt Street has a significant architectural quality and appeal. A station would promote the street as a city centre street of character and promote tourist visits to it.

Harcourt Street and the area adjoining contains mixed uses that includes hotels, restaurants, bars, nightclubs etc. A bicycle station compliments these facilities by providing a service accessible to residents and tourists accessing these amenities.

As stated for other locations in this area, the location interconnects well with the wider street network. Although Clonmel Street is a cul de sac, using Harcourt Street there are a number of options for movement through the local area following the one-way traffic flow system.

Comments

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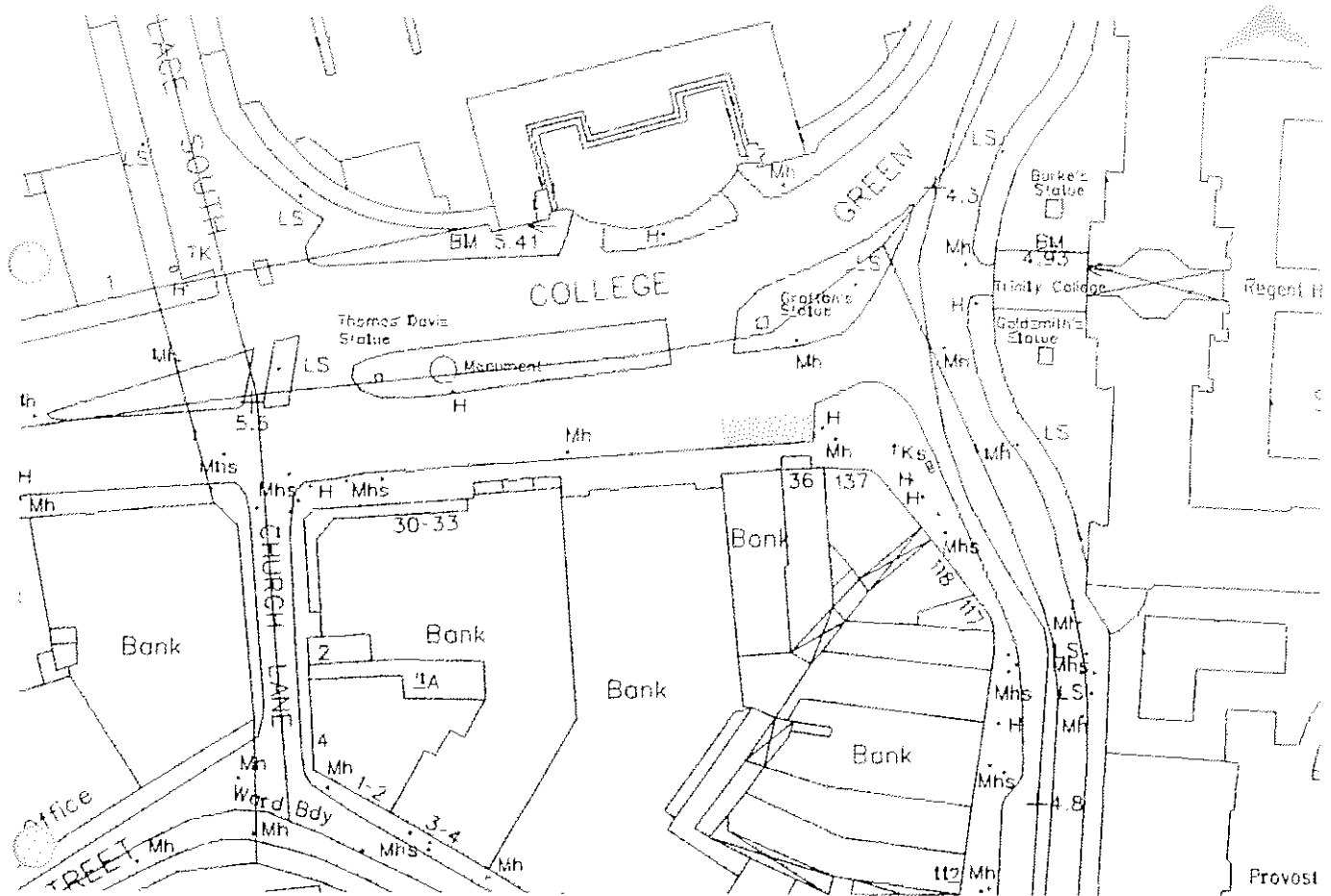
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17. BICYCLE SCHEME LOCATION COLLEGE GREEN / GRAFTON STREET JUNCTION



Scale 1:1000



BICYCLE SCHEME LOCATION

COLLEGE GREEN / GRAFTON STREET JUNCTION

Station Location: College Green/Grafton Street Junction	
2005-2011 Development Plan Zoning Objective	<p>The area is zoned Z5 "to consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity"</p> <p>The area is also a conservation zone with several important protected structures fronting the streets.</p>
DED and 2006 Population Level	Royal Exchange A: 3,602 persons which is a 0.9% increase from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The location is included within the Dublin City Centre Developing the Retail Core Framework Plan. This study explores opportunities to enhance the shopping character of the north and south retail cores, promote connectivity between shopping areas and strengthen linkages between shopping streets and in particular the north and south retail core areas. Whilst there are no specific proposals for this location within that plan, the location is close to identified key spaces within the south retail centre including the Dame Street / South Great Georges Street Junction a short distance west and the Grafton Street/ Nassau Street Junction a short distance south.
Transport 21 Proposals for the Area	The location is adjacent to two key Luas proposals to the city centre. The Luas Line F (Lucan to City Centre) Option 1 route travels along Dame Street and connects at College Green with Luas Line BX (the city centre luas link) which moves north along Dawson Street, down Nassau Street and the lower end of Grafton Street. The route continues north along Westmorland Street Both Luas services would interconnect at the location. The location is considered prime therefore although the proposals are optional only at this stage.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Dame Street is on the SCN. From this location it is possible to link south to South Great Georges Street/Aungier Street sections of the network or west along Dame Street in the direction of Christchurch and St Patrick's Cathedral. A number of side street options moving either south through the south retail centre or north through Temple Bar will link with the wider SCN.
Existing Road Designation and Existing Flow of Traffic	College Green is part of a National Secondary Road merging with a National Primary Road designation east of the location (Westmorland Street connecting with the quays). The southern end of Grafton Street is also part of the National Road designation connecting with Nassau Street. A one way flow system channels traffic east towards Merrion Square along Nassau Street with options to move south towards St Stephens Green along Kildare Street. To the south of the location, a grid network of side streets interconnect between the Grafton Street pedestrian area to the east and South Great Georges Street to the west. Movement from the site is likely to require westward movement initially using side streets such as Church Lane or Trinity Street to loop south through the local street network. Continuing west on Dame Street would link with other key sites such as City Hall, Dublin Castle and Christchurch etc. The pedestrian crossings at College Green would provide opportunity to move to the north side of College Green and travel north towards O Connell Street. Crossing Dame Street further west could also provide movement opportunities through Temple Bar and in turn connect with the quays and the north city centre retail area.
Significant Developments Proposed close to site.	Owing to the conservation status of the location and the significant amount of protected structures in the area, the character of the area is unlikely to alter significantly. Key opportunity sites within the south city centre retail core, as identified under the framework plan, will augment the retail functions of the area if developed.

BICYCLE SCHEME LOCATION COLLEGE GREEN / GRAFTON STREET JUNCTION

Justification for Site Selection:

The location is considered an important destination at the junction of Grafton Street with College Green. At this location significant levels of pedestrian movements occur moving between the south city retail centre, in which Grafton Street is a central spine, and the north city centre retail area. Movements north to south, through either Temple Bar or Westmorland Street, converge on the College Green area. Having station options will benefit visitors to the retail area and promote use of the facility at a prominent location. A proposal for a station at Foster Place South beside the Bank of Ireland to the north side of College Green is close to this site and is also proposed to further service this important location.

Options to locate stations along Grafton Street are limited owing to pedestrian zones. At this location however, the road carriage is widened with existing bicycle parking and double yellow lines close to the junction of College Green and Grafton Street. The location is visually prominent and is close to the pedestrian crossings between the Bank of Ireland and Grafton Street. The location provides therefore an option to service the retail area without disrupting pedestrian flows. The location is visually prominent which is considered a benefit to attract users of the scheme, especially pedestrians crossing the pedestrian lights.

In addition to servicing the retail functions of this area, the location is well positioned to service Trinity College and provide access to a large number of historic and cultural attractions locally. This is an important tourist area at a key location along the city's main civic spine (Parnell Square to Christchurch). The station would provide a service to visitors of the city and link with other stations locally to promote permeable cycling movements through the south city centre. Other locations close to the site would include proposals at Foster Place South, Central Bank, City Hall and Christchurch Place moving west and Exchequer Street, St Andrew Street, Anne Street South, Molesworth Street, Kildare Street etc moving south. The grid pattern of local streets are considered suitable to promote a cycle route through the area and connect key areas of retail and tourist importance.

A facility at this location would benefit a wide range of potential users including tourists, people visiting the retail centre, employees engaged in office and mixed use service activities in the area, students at Trinity etc.

The location is adjacent to the proposed Luas Line F Option 1 route and the Luas Line BX city centre link. Both these routes converge at College Green. The location is also close to several bus routes which have station stops along Dame Street. The station facility would service commuters providing a transport option moving from public transport to cycling for local based journeys. Under Transport 21 proposals, College Green will be a key location with possible opportunities for traffic calming to facilitate public transport routes. Cycling through this area could be promoted as a complimentary mode of transport to the significant public transport investments proposed.

Comments

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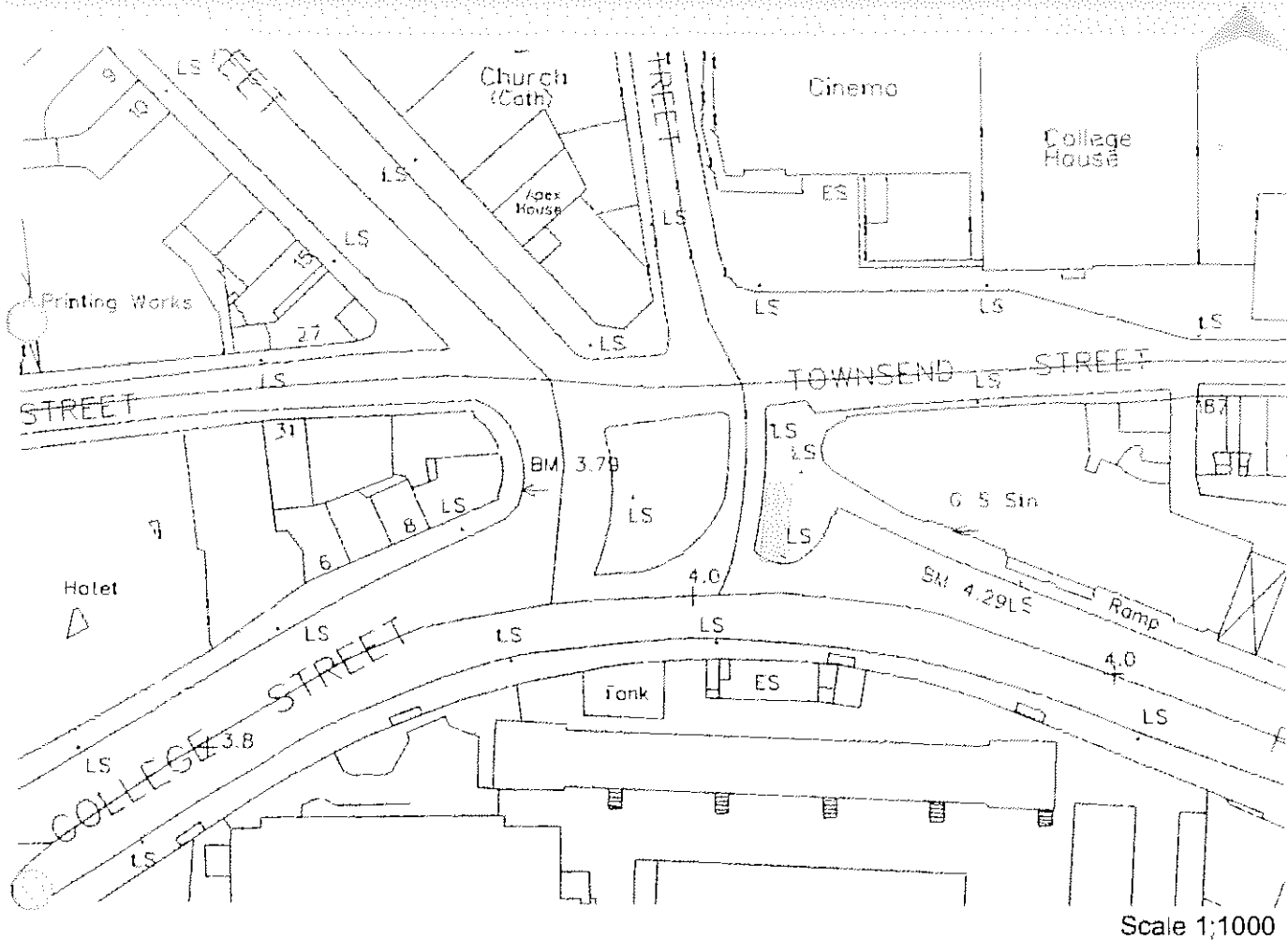
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18. BICYCLE SCHEME LOCATION COLLEGE GREEN / PEARSE STREET JUNCTION



BICYCLE SCHEME LOCATION

COLLEGE GREEN /

PEARSE STREET JUNCTION

Station Location: College Green Pearse Street Junction	
2005-2011 Development Plan Zoning Objective	The area is zoned Z5 to consolidate and facilitate the development of the central area. The street is also part of the O Connell Street ACA designated area with protected structures (the Pearse Street Garda station) adjoining. The Trinity College campus to the south is in a Z8 zoned area and also a conservation area. The site of the Screen Cinema and urban blocks further north fronting Hawkins Street are all part of a Z5 area. The triangular area of open space at this junction is zoned Z9 for open space and amenity.
DED and 2006 Population Level	Mansion House A: 4,462 persons which is a 4.5% increase from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The Georges Quay Urban Design Study has a central aim of promoting the regeneration of streets in the vicinity of Georges Quay and Tara Street station including proposals to consolidate the local streets with high density mixed use developments, provide attractive and active streetscapes and encourage greater movement and pedestrian flow along side streets in the locality. The key streets are Georges Quay, Tara Street (to the west) and Moss Street (to the east). Landmark building and infill opportunities are identified. Synergies in connecting streets are promoted including links to City Quay, Townsend Street and Pearse Street. The junction of College Green and Pearse Street is also close to Townsend Street and Hawkins Street. The junction is identified as a landmark public nodal point and regeneration areas are identified along Hawkins Street. The location is important therefore within rejuvenation proposals for the local area and urban blocks east of the location around Tara Street.
Transport 21 Proposals for the Area	Luas Line BX is close to this street with a route alignment proposed to the north west along Westmorland Street (north movement of the Luas line) and a route alignment to the north east along Hawkins Street for southbound movement. The route passes close to this location where it turns from Hawkins Street onto College Green. The location is also close to Tara Street Station, the proposed Luas Line F Option 1 route along Dame Street and a number of important city centre bus routes and bus stops. A bicycle station at this location would benefit therefore a wide range of commuter patterns.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The location is close to the SCN on Pearse Street from this location. To the north, the SCN is aligned along Burgh Quay and O Connell Street. To the south west, the SCN is aligned along Dame Street. The location is closely accessible therefore to the SCN.
Existing Road Designation and Existing Flow of Traffic	At this junction, Pearse Street, a Regional designated road, merges with College Green, part of a National Primary Road alignment, for west bound movement. Moving west and arriving to the station along Pearse Street is an option for cyclist and public transport movement only as the main traffic flow is channelled north onto Tara Street a short distance east of the location. The D'Olier Street/ College Green alignment is an important traffic artery for south bound traffic movement from O Connolly Street moving towards Dame Street. The location is close to D'Olier Street to benefit southbound movement. The location is at the junction also of Townsend Street which has a traffic flow moving east. Moving east along Townsend Street and crossing Tara Street facilitates connections, in line with traffic flows, back onto Pearse Street. Movement towards the south docklands is achieved this way.
Significant Developments Proposed close to site.	The conservation status of the area and significant protected structures of Pearse Street Garda Station and Trinity College ensure that the immediate area is unlikely to undergo a significant change in character. It is noted however that in the wider local area and in particular to the east of Hawkins Street, there is potential for significant consolidation with key opportunity sites recognised under the Georges Quay urban design study.

BICYCLE SCHEME LOCATION

COLLEGE GREEN /

PEARSE STREET JUNCTION

Justification for Site Selection:

The location is at a widened area of pavement at the junction of Pearse Street and College Green. The location is also close to the junction of Townsend Street and D'Olier Street. At this confluence of routes, the location offers choice and benefit to a number of potential users either moving towards or departing from the area. These movement choices would include arriving from the O Connell Street area or quays along D'Olier Street or Hawkins Street, arriving at College Green from the Pearse Street corridor and its connections to the south docklands or moving from the station west towards the Grafton Street area and Dame Street. The location is therefore considered central and convenient to access from a wide number of route options.

The location is at an area where there is significant existing bicycle parking and indeed bicycle parking congestion. The prime location close to the south city centre, close proximity of Trinity College, the heavy pedestrian volumes created by north to south city centre movement and movement from the bus stop facilities on D'Olier Street and College Green generate high levels of activity crossing this paved area. The immediate access to the Garda Station also creates activity. The extent of existing bicycle parking and its full occupancy indicates the high level of demand for bicycle use and parking in this general area. Positioning a station would have to have due regard for replacement of existing cycle stands and due regard for the space available considering the bicycle parking congestion existing. The wide pavement area to the immediate east of the location or a short distance east along Townsend Street could provide opportunities to co-ordinate between existing cycle stand provision and a new bicycle station facility.

The location would compliment the close positioning of other stations in close proximity, particularly those in the vicinity of Townsend Street and further east along the Pearse Street corridor. The east to west link promotes integration of the significant residential base, commercial activities, employment areas and emerging cultural activities of the south docklands back to the heart of the city centre. This station provides either a starting point or exit to connect with that route. In addition, from such a route, side street connections link with the quays moving north, Georgian squares moving south and pass through areas identified for rejuvenation around the Tara Street station area.

The Georges Quay regeneration study identified redevelopment opportunities of low quality office areas such as the urban blocks to the east of Hawkins Street. The regeneration possibilities include the incorporation of key primary and secondary access routes through redeveloped urban blocks for pedestrian flow. Such links would connect with Tara Street and the streets adjoining encouraging street level activity, opportunities for new local landmarks for legibility and combined all the elements would contribute to a more dynamic and active mixed use city centre district. Servicing the local area with bicycle stations will both benefit from increased activity and a stronger urban connections and provide benefit to the regeneration strategy by encouraging local connections and facilitating residents, office employees and visitors moving through the area.

Comments

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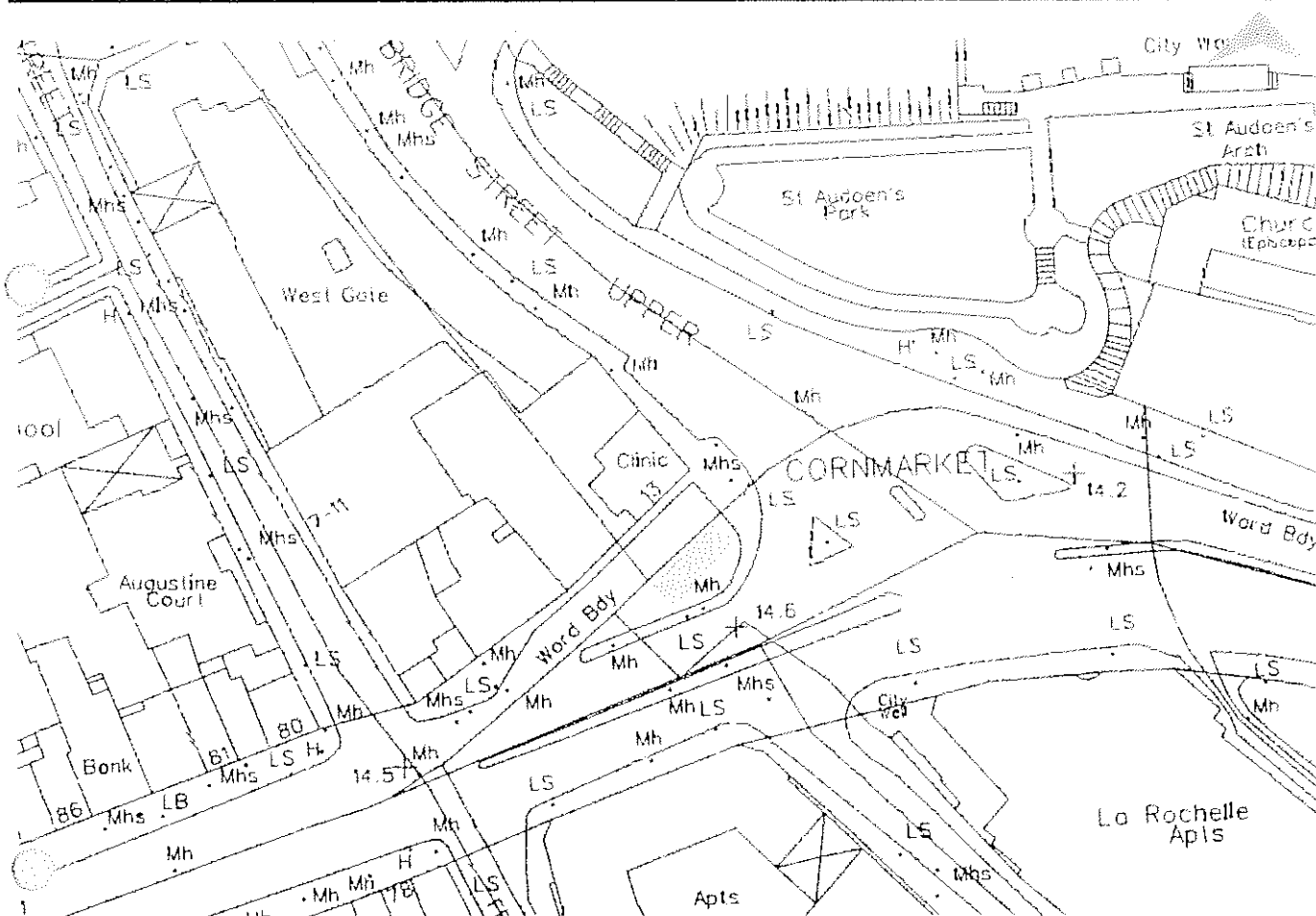
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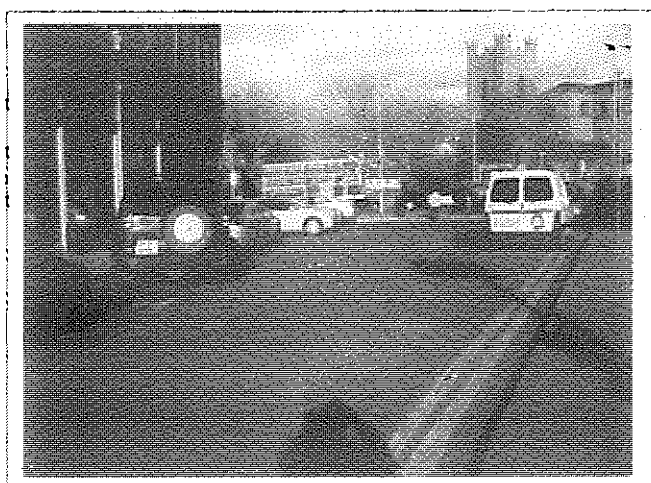
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19. BICYCLE SCHEME LOCATION CORNMARKET / BRIDGE STREET UPPER JUNCTION



Scale 1:1000



BICYCLE SCHEME LOCATION

CORNMARKET /

BRIDGE STREET UPPER JUNCTION

Station Location: Cornmarket/ Bridge Street Upper Junction	
2005-2011 Development Plan Zoning Objective	The area is zoned Z5 to consolidate and facilitate the development of the central area, to identify, reinforce and strengthen and protect its civic design character and dignity. The area is also part of a conservation zone with protected structures on the north side of Cornmarket Street.
DED and 2006 Population Level	Merchants Quay A: 2,062 persons which represents an increase of 13% from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	Whilst there are no specific plans for the immediate area, the location is close to the Digital Hub which is a short distance further west of the site. There are a number of individual planning proposals locally which will aid the regeneration of this area.
Transport 21 Proposals for the Area	The site is located adjacent to the proposed Luas Line F Option 1 route which will connect Lucan to the city centre. Option 1 includes a route along the James's Street/Thomas Street corridor, crossing onto High Street and continuing towards Dame Street.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Cornmarket is located on the SCN. The network at this location links extensively with Thomas Street further west, Dame Street moving east and options for journeys southwards along Patrick Street or north towards the city quays and Smithfield via Bridge Street.
Existing Road Designation and Existing Flow of Traffic	Cornmarket is part of a Regional Road corridor with a two way traffic flow. Options for movement to and from the site are varied and could include movement further west along Thomas Street, movement north via Bridge Street to the city quays and north city centre, movement east along High Street to Christchurch Place, Parliament Street and Dame Street or movement south, either via High Street or using a local network of side streets such as Lamb Alley, in the direction of Patrick Street and St Patrick's Cathedral.
Significant Developments Proposed close to site.	There are several key planning proposals close to this site which would indicate the longer term location context. Such proposals include development on the Tivoli site and the regeneration of the Iveagh Markets. Further west, the continued developments in the Digital Hub will create a significant hub of development and enterprise, the synergies from which should help regenerate Thomas Street. The location is close to the Digital Hub to both benefit from activities generated there and be of service to it.

BICYCLE SCHEME LOCATION

CORNMARKET /

BRIDGE STREET UPPER JUNCTION

Justification for Site Selection:

This site is located at a junction of Cornmarket, Bridge Street Upper and High Street. It represents a gateway entrance as such moving from the cathedral area of Chirstchurch and St Audeon's westwards towards Thomas Street and the Guinness Store House. The location is considered prime therefore to encourage continued movement along the Thomas Street/ James's Street corridor and to promote the integration of this corridor with the tourist attractions and activities of the city centre further east. Equally, the location is accessible to the quays via Bridge Street Upper with possibilities of movement either to or from the Smithfield Area on the north side of the quays (also proposed for inclusion within the bicycle scheme).

The location presents various layout possibilities on account of the on street parking area segregated from the main traffic carriageway on the north side of Cornmarket. This location is close to the traffic lights that allow pedestrian crossing of the wide junction across to High Street. The location has the advantage therefore of prominent location at a junction to encourage use of the facility and equally space to consider layout options and servicing.

The location is close to several cultural facilities including the theatres and music venues along Thomas Street (Vicar Street, the Tivoli). This area is subject to several proposed developments which aim to consolidate and regenerate the area with an improvement in mixed use services, high quality residential development etc. Included in extant permissions is a landmark development on the site of the existing Tivoli Theatre and the refurbishment and redevelopment of the Iveagh Markets off Francis Street as a retail, restaurant and cultural quarter. Such developments should improve the vibrancy of the area for city centre retailing, leisure and cultural facilities and increase pedestrian footfall to the area. Developments further west in areas such as the Digital Hub will further strengthen the vibrancy of the area and place it firmly on the map as a key city centre corridor. The inclusion of the street and in particular the option of a location at the entrance to this corridor compliments the objectives to rejuvenate and improve the urban character and profile of the area.

The bicycle station, on account of the on going planning permissions and framework plan proposals in the locality, will be of benefit to local residents, visitors to the retail and cultural facilities and tourists moving between the cathedral area and the Guinness Store House. Additionally, the location is close to the National College of Art and Design to benefit students and linkages to that college from the wider city centre area. The location, connected with other stations further west, will improve linkages towards the Digital Hub and will be of benefit to visitors and employees within that area.

The location will be adjacent to future proposals for the Luas expansion through the city centre and is located close to the proposed route for Luas Line F Option 1 (Lucan to the city centre). This Luas corridor will run along the James's Street/ Thomas Street corridor and connect it with Dame Street. Cycle station facilities would promote inter modal change from public transport to cycle facilities for local based journeys.

Comments

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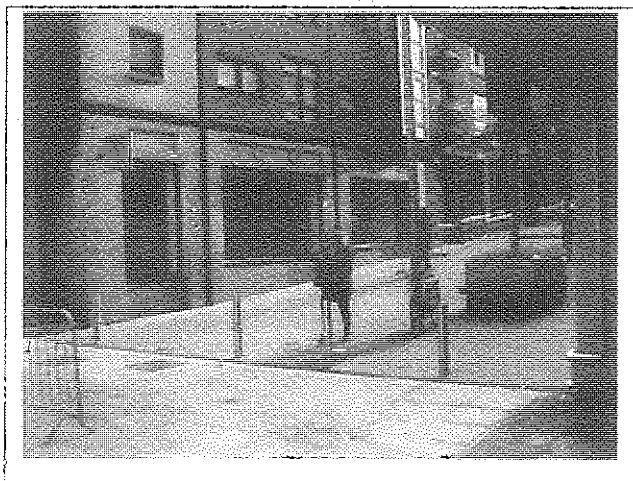
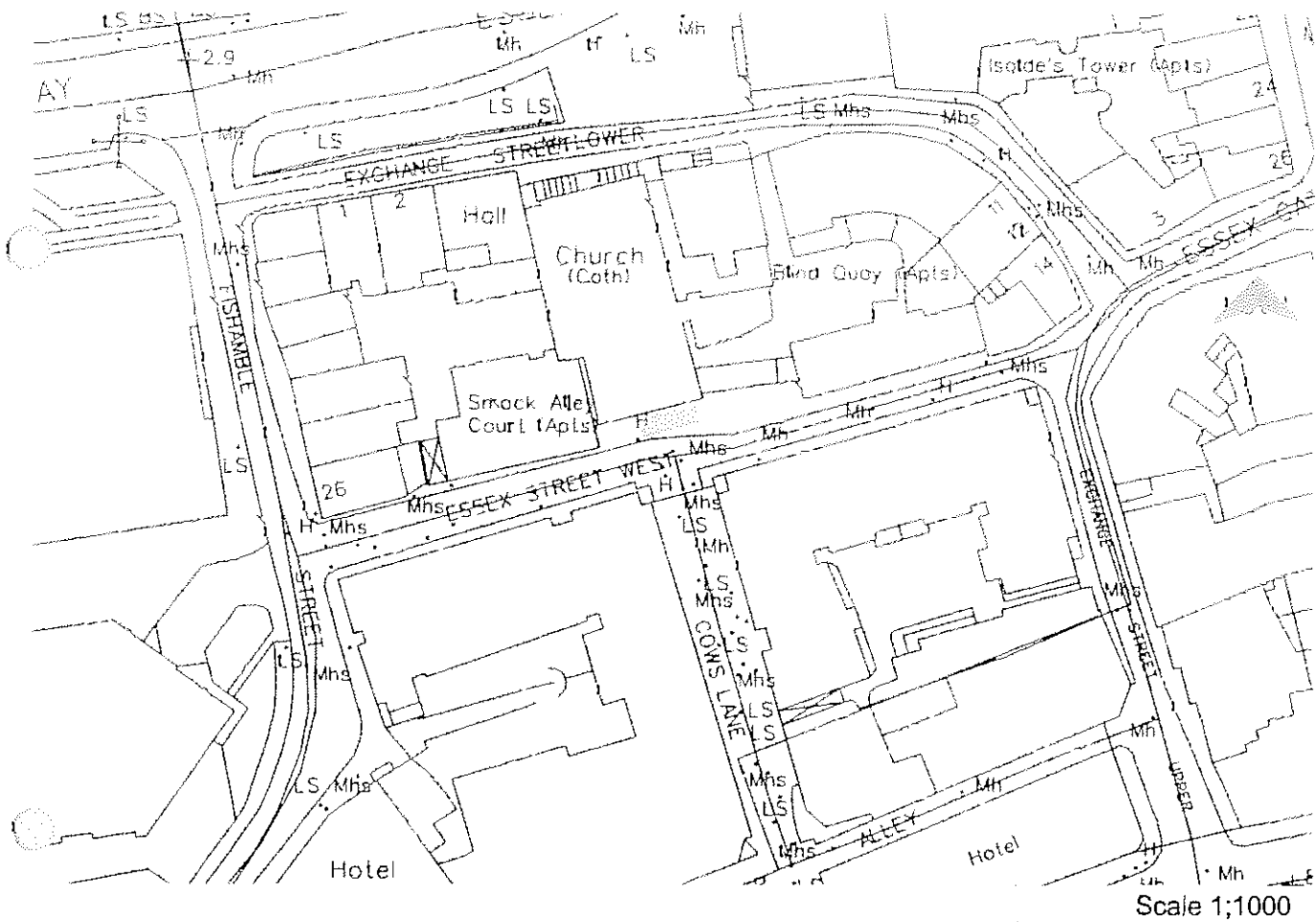
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20. BICYCLE SCHEME LOCATION COWS LANE-ESSEX STREET WEST



BICYCLE SCHEME LOCATION

COWS LANE-CENTRE

Station Location: Cows Lane	
2005-2011 Development Plan Zoning Objective	Z1 to protect, provide and improve residential amenity.
DED and 2006 Population Level	Royal Exchange A: 3,602 persons. 0.9% increase in population since 2002.
Framework Plans/ Local Area Plans or similar initiatives for the area.	This area is within the west part of Temple Bar. Cows Lane was developed as a civic space within the previous plans for rejuvenating Temple Bar. There are no current plans for the area.
Transport 21 Proposals for the Area	Cows Lane is a north to south pedestrian street which connects Lord Edward Street to the North with Essex Street West to the south. The location of the bike station is proposed within the Temple Bar area (Essex Street West). Proposals for public transport will not impact on Essex Street West directly. The top of Cows Lane will however be adjacent to Luas Line F Option 1 route which proposes the Luas line running along Lord Edward Street connecting with Dame Street further west. The location is also close to but not impacted on by the Dart Underground Inter connector which includes a station (Option C) at Christchurch close to the DCC Civic Offices.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Essex Street West is not on the Strategic Cycle Network but it is a traffic calmed street with a one way traffic flow suitable for cycling. Lord Edward Street to the north of Cows Lane is on the Cycle Network. The location is closely accessible therefore to the Strategic Cycle Network.
Existing Road Designation and Existing Flow of Traffic	The road designation is a minor road. Traffic moves eastwards in a one way flow but the area is traffic calmed and is not subjected to significant volumes of through traffic. Cyclists would benefit from this traffic calmed environment to filter through Temple Bar moving east (crossing Parliament Street).
Roads and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	The area has been rejuvenated with apartments , craft shops and restaurants in place. The location is immediately adjacent to St Michael and Johns Church, formerly the Viking Exhibition Centre. An application 3461/07 seeks to convert the buildings to a School Of Acting providing a significant cultural facility within the area.

Justification for Site Selection:

The site is located at the west end of Temple Bar. This area could be perceived as underperforming with respect to attracting people from the main area of Temple Bar across Parliament Street. The area has a lot to offer however including Cows Lane (a civic space) and the restaurants, bakeries , craft and design shops located here. A station would promoted movement and visitors to the area.

A station at Essex Street West has the advantage of a traffic calmed atmosphere for cycling. Moving along this street on an axis moving east links with the main area of Temple Bar. The station location would maintain this east to west alignment of movement through the larger area of Temple Bar and provides encouragement for movement west of Parliament Street.

The location is immediately adjacent to cultural buildings including St Michael's and Johns Church (proposed as a school of Acting) and the Cultivate centre. This location would provide access therefore to cultural facilities. There are apartments immediately adjacent to the location. In addition, Dublin City Council Offices are a short distance west. The location would benefit commuters and visitors to the offices.

Comments

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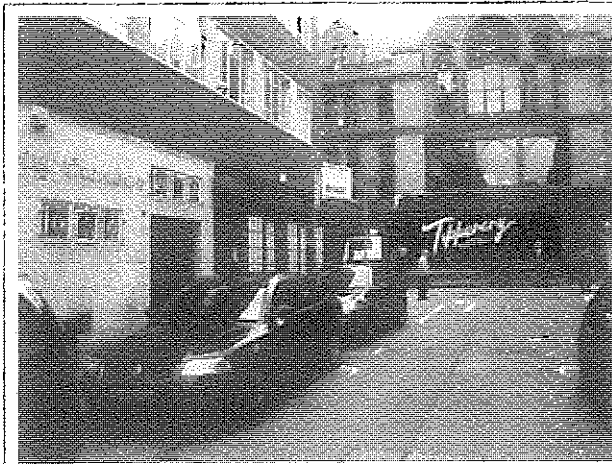
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21. BICYCLE SCHEME LOCATION DAME COURT / EXCHEQUER STREET JUNCTION



Scale 1:1000



DRAFT BICYCLE SCHEME LOCATION DAME COURT / EXCHEQUER STREET JUNCTION

Station Location: Exchequer Street/ Dame Court Junction	
2005-2011 Development Plan Zoning Objective	The area is zoned Z5 "to consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity"
DED and 2006 Population Level	Royal Exchange A: 3,602 persons which is a 0.9% increase from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The location is included within the Dublin City Centre Developing the Retail Core Framework Plan. This study explores opportunities to enhance the shopping character of the north and south retail cores, promote connectivity between shopping areas and strengthen linkages between shopping streets and in particular the north and south retail core areas. A key retail redevelopment opportunity is identified within that study along Exchequer Street and adjoining Dame Court. Such a development would augment the retail functions and help consolidate the prime location of the area which is a designated Category 1 shopping street. The street is already an important street for east to west pedestrian routes between South Great Georges Street and Grafton Street. A strengthening of the retail profile of this area and provision of facilities such as a bicycle scheme would progress the aims of that study to enhance activities and movement through the local area.
Transport 21 Proposals for the Area	The street is a short distance south of the proposed Luas Line F Option 1 route along Dame Street and a short distance west of Luas line BX proposals. The street would also be part of a network of interconnecting side streets linking St Stephens Green to South Great Georges Street and Dame Street. The facility would have a prime location therefore in the city centre within close walking distance between existing and proposed centres of transport.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Exchequer Street is not on the SCN but it is a traffic calmed side street linking directly to the network via South Great Georges Street. The pattern of local side streets (running east to west and intersected with north to south streets) creates an ideal environment for looped cycle trip movements through the south city retail centre.
Existing Road Designation and Existing Flow of Traffic	Both Exchequer Street and Dame Court are local side streets linking with other local streets including Trinity Street, Andrew Street, Drury Street, William Street South etc. Movement options to and from the location have a variety of options. The key radial link to the location is via South Great Georges Street which is a short distance west of the site. This Regional Road links with Aungier Street and Candem Street moving south, an important north to south city centre corridor with several destination points accessible from either side of it (and serviced by the proposed bicycle network). Connections to the Dame Street/ College Green corridor are also at short distance away integrating the location with key locations to the west (Dublin Castle, Christchurch etc , north (Temple Bar) and east (moving towards Trinity). The grid pattern of local streets enables the one way traffic system along side streets to be negotiated with regular opportunities for looped trips.
Significant Developments Proposed close to site.	The retail core framework plan has identified possible sites of future retail redevelopment potential along South Great Georges Street and Exchequer Street. Such developments, if materialised, would enhance the retail offer of the area west of Grafton Street and consolidate the primacy of the area as a city centre destination. The proposed bicycle station is well positioned to compliment such regeneration proposals.

DRAFT BICYCLE SCHEME LOCATION DAME COURT / EXCHEQUER STREET JUNCTION

Justification for Site Selection:

The location is considered optimal to compliment a number of other stations proposed on the side streets that run between South Great Georges Street and Grafton Street. Such stations would encourage permeable movements both east to west between Grafton Street and South Great Georges Street and also north to south between Dame Street/ College Green and St Stephens Green. Such facilities would benefit a wide variety of potential users. The area is a prime retail centre and such a network of grouped stations locally would encourage movement through the area and benefit visitors and employees within this retail core zone. Encouraging movement patterns through the local side streets would further the aims of the retail framework study which highlights the potential of the area for such movements. A number of prime rejuvenation sites are identified within that study in addition to potential new pedestrian streets. Bicycle stations would compliment such proposals. Other stations considered locally include the Dame Street/ South Great Georges Street junction, Drury Street, Clarendon Row, St Andrew Street, Grafton Street/College Green junction etc.

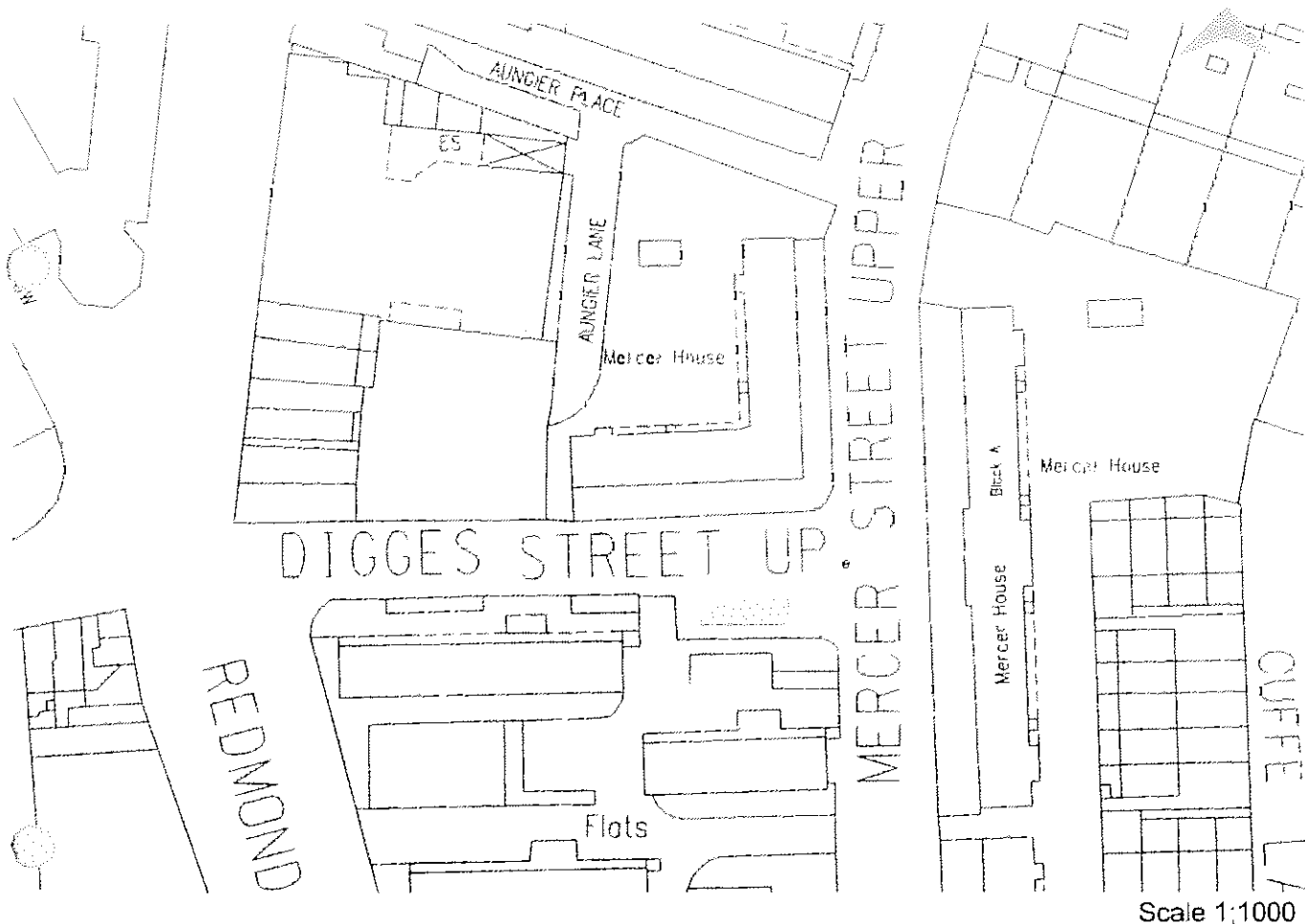
Dame Court possess on street pay and display parking along both sides of the street. A location close to the Exchequer Street junction would provide the advantage of a side street location with space for layout options and servicing. A location close in the junction would also have a positive visual prominence to promote usage of the facility.

In addition to the retail functions, the local area is an important social destination within the city centre with a number of bars and restaurants close to the location. A bicycle station facility would be a benefit to visitors of the location and promote the area for social/leisure activities.

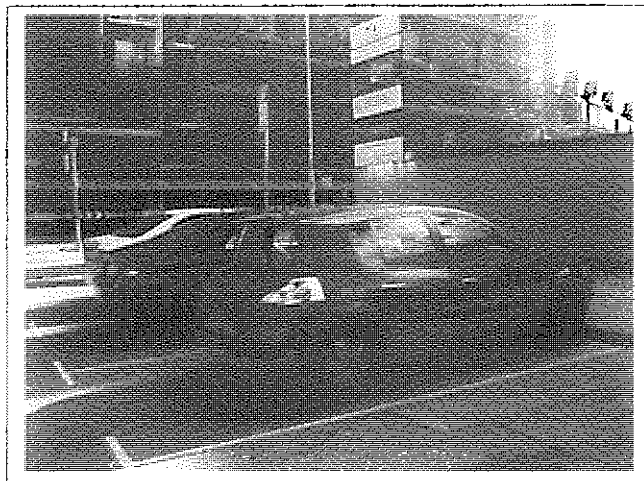
The station would be located just a short distance south of Luas Line F Option 1 route along Dame Street and a short distance west of the proposed Luas city centre extension (Line BX). In addition to future proposed public transport, the location is also close to several important bus routes that converge in the south city centre. The cycle station facility would be a benefit to compliment existing and proposed public transport routes in the south city centre. It provides an option for commuters moving to the city centre and a choice for moving from public

Comments

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



Scale 1:1000



BICYCLE SCHEME LOCATION

DIGGS STREET UPPER /

MERCER STREET UPPER JUNCTION

Station Location Diggs Street Upper/Mercer Street Upper Junction	
2005-2011 Development Plan Zoning Objective	The area is zoned Z5 "to consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen, and protect its civic design character and dignity" context surrounding
DED and 2006 Population Level	Royal Exchange B: 2020 Persons, 4.3% increase in DED population from 2002.
Framework Plans/ Local Area Plans or similar initiatives for the area.	Diggs Street Upper and Mercer Street Upper are south of and outside the Grafton Street ACA and area of Special Planning Control. The area is also a short distance south of and outside the Retail Core Framework Plan. This study explores opportunities to enhance the shopping character of the north and south retail cores, promote connectivity between shopping areas and strengthen linkages between shopping streets and in particular the north and south retail core areas. There are no specific proposals for these side streets under that plan but the street is in close proximity to St Stephens Green Shopping Centre, the Mercer Street/South William Street junction and the Grafton Street/St Stephens Green junction, key retail and pedestrian zones identified under the plan.
Transport 21 Proposals for the Area	The streets are not impacted by Transport 21 proposals which are further east. They are however within short walking distance of such proposals. The Dublin Dart Underground Interconnector will be located at this junction and run parallel with St Stephen's Green North. The Luas City Centre Link Up (Line BX) includes proposals to run on surface along St Stephen's Green North and turn onto Dawson Street.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Neither Diggs Street Lower or Mercer Street Lower are part of the SCN. Cycle lanes as part of the SCN in close proximity do however include St Stephens Green South and Aungier Street. Side street movement following the traffic flow connects this location to the wider SCN in this regard.
Existing Road Designation and Existing Flow of Traffic	The streets are local streets with two way traffic flows and possibility for interconnecting with either Aungier Street to the west for a radial route (regional designated road) towards the city centre or St Stephens Green moving south onto Caffee Street and then east towards St Stephens Green South. York Street facilitates movement west from St Stephens Green to this location.
Significant Developments Proposed close to site.	The area immediately adjacent to this location is characterised by city centre apartment blocks including social housing areas undergoing regeneration. The immediate area is unlikely to change therefore from the existing context.

BICYCLE SCHEME LOCATION DIGGS STREET UPPER / MERCER STREET UPPER JUNCTION

Justification for Site Selection:

The location at Diggs Street Upper/Mercer Street Upper junction and similarly proposals at St Stephens Green South, York Street and St Stephens Green are proposed as viable alternatives to locating stations at the Grafton Street/ St Stephens Green North junction and St Stephens Green North itself. An analysis was carried out for locations along St Stephen's Green North and the Grafton Street junction area but were considered unsuitable in the medium term pending completion of public transport works. It was considered that bicycle stations located directly adjacent to proposed new stations and line extensions could become inaccessible during the construction phases of both Luas and Dart project works. Greater clarity would be required for the preferable space available to place a bicycle station and ensure adequate servicing of it when the works are completed. Determining such options at this stage is premature. However, locations close to these proposed public transport stations which would still facilitate close access to the public transport facilities, which would still service a prime retail location and visitor destination in the south city centre but which are removed from possible future construction zones may be viable alternatives. York Street has emerged as one of the possible viable alternative locations. Extensions to the bicycle scheme network in the future could re-examine the potential for additional stations adjacent to newly completed public transport hubs to compliment station sites such as Diggs Street Upper.

The location is considered beneficial for its close walking distance access to the Grafton Street/ St Stephens Green North junction and the existing and future proposed public transport proposals for that area including Luas extension BX (city centre Luas inter connection) and the Dart City Centre Underground Inter-Connector. Walking routes would include movement north along Mercer Street Lower and then east along King Street South (a prime retail area and pedestrian zone) or using the side streets of York Street or Clovers Alley to access St Stephens Green West.

Whilst the location might be considered removed from St Stephens Green directly to service the area, it is noted that both Mercer Street Upper and Lower are important streets for circulation off St Stephens Green and provide access to the rear of the shopping centre, provide access to several streets of the south retail core and are part of a one way flow of traffic facilitating looped trips off the Green with alternatives to move in a number directions. The area also has the advantage of a more traffic calmed environment with surface car parking which provide alternatives to more constrained areas further north. It was noted for example that positioning and servicing stations in the area of King Street Lower and Mercer Street Lower would be difficult owing to the wide area of pedestrian spaces and narrow width of the carriage way. The location at Diggs Street Upper/ Mercer Street Upper junction provides a side street location close to the prime south city centre retail zones but with the advantage of space (facilitated by on street parking) for bicycle parking and servicing options.

At Diggs Street Upper, a number of options exist for placing a bicycle station using the existing pay and display parking bays. These parking spaces are located off the road and perpendicular to a wide area of footpath. The location would have positive visual prominence along Mercer Street Upper which, in addition to York Street, is an important street for circulation along side streets just off St Stephens Green.

The location would benefit visitors to the retail area of St Stephens Green Shopping Centre and the south city retail core along Grafton Street. There are two existing multi storey car parks close to this location servicing both the shopping centre and also the south city centre. A bicycle station facility would provide an alternative modal choice to the car or alternatively provide a choice for local based journeys on exiting the car parking facility. The area is also immediately adjacent to city centre residential areas, hotel uses, college uses and office uses (Beaux Lane House for example).

The location is visually prominent from the York Street/Mercer Street Upper Junction. As this street facilitates local movements in a one way flow west from the Green and is itself proposed as a location for a bicycle station, the location at Diggs Street Upper would be viewed from this approach and compliment the location of a station along York Street.

Comments

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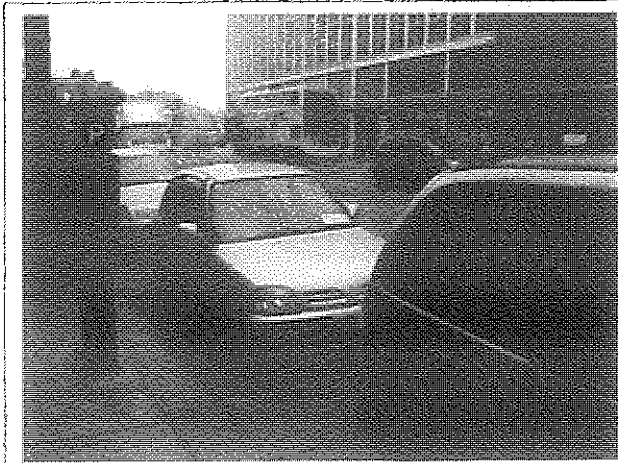
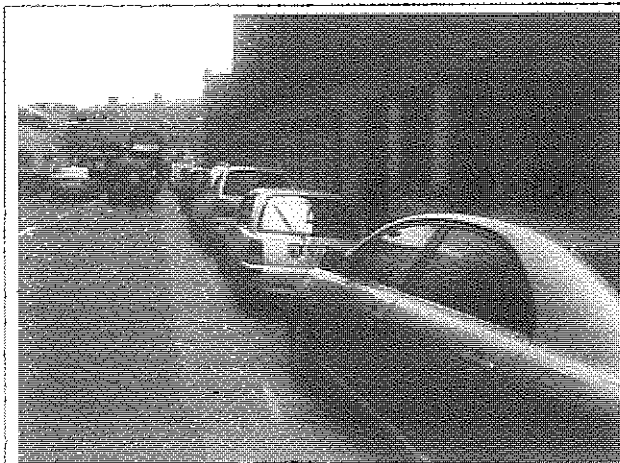
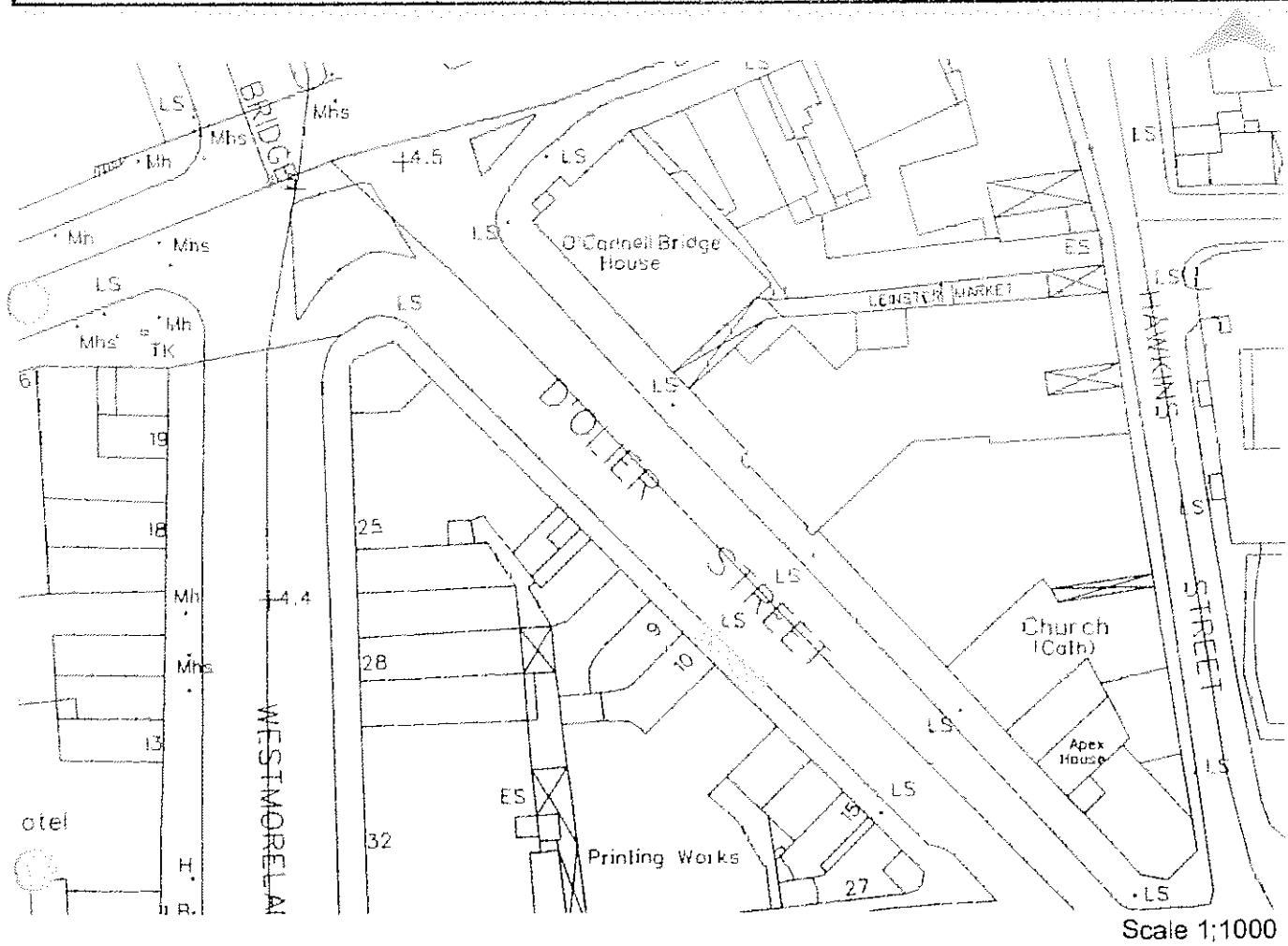
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23. BICYCLE SCHEME LOCATION D'OLIER STREET



BICYCLE SCHEME LOCATION

D'OLIER STREET

Station Location: D'Olier Street	
2005-2011 Development Plan Zoning Objective	D'Olier Street is zoned Z5 to consolidate and facilitate the development of the central area. The street is also part of the O Connell Street ACA designated area with protected structures and a conservation status.
DED and 2006 Population Level	Mansion House A: 4,462 persons which is a 4.5% increase from the 2007 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The Georges Quay Urban Design Study has a central aim of promoting the regeneration of streets in the vicinity of Georges Quay and Tara Street station including proposals to consolidate the local streets with high density mixed use developments, provide attractive and active streetscapes and encourage greater movement and pedestrian flow along side streets in the locality. The key streets are Georges Quay, Tara Street (to the west) and Moss Street (to the east). Landmark building and infill opportunities are identified. Synergies to connecting streets are promoted including links to City Quay, Townsend Street and Pearse Street. D'Olier Street is to the immediate west of the regeneration area and is connected with Tara Street via Townsend Street, an important east to west corridor through the regeneration area.
Transport 21 Proposals for the Area	Luas Line BX is close to this street with a route alignment proposed to the west along Westmorland Street (north movement of the Luas line) and a route alignment to the east along Hawkins Street for southbound movement. The location is also close to Tara Street Station , the proposed Luas Line F Option 1 route along Dame Street and a number of important city centre bus routes and bus stops. A bicycle station on D'Olier Street would benefit therefore a wide range of commuter patterns.
Location with respect to Strategic Cycle Network or future cycle route proposals.	D'Olier Street is not on the SCN. The network is accessible however from Burgh Quay and O Connell Street to the north. Accessible streets close to the location along the SCN include Dame Street moving south, west and Pearse Street moving south east.
Existing Road Designation and Existing Flow of Traffic	D'Olier Street is a National Primary Road with a one way traffic flow moving southwards Traffic connects with D'Olier Street from O Connell Street and Burgh Quay. Traffic is channelled around College Green to the south but there are options to move east onto Townsend Street or west onto Fleet Street. These side street options provide connections with key areas including Westmorland Street and Temple Bar moving west and Tara Street/ Pearse Street moving east.
Significant Developments Proposed close to site.	D'Olier Street itself is part of the Grafton Street ACA , a conservation area and is aligned with several protected structures. The immediate area is unlikely to undergo a significant change in character profile as a result. It is noted however that in the wider local area and in particular to the east of Hawkins Street, there is potential for significant consolidation with key opportunity sites recognised under the Georges Quay urban design study.

BICYCLE SCHEME LOCATION

D'OLIER STREET

Justification for Site Selection:

The street is part of the one way traffic flow system moving south from O Connell Street towards St Stephens Green. The station would benefit movement patterns southwards for tourists, city centre employees, resident commuter patterns etc. With side road options to connect with Townsend Street and move towards Tara Street station, to continue south around College Green to stations close to Grafton Street and Trinity College or, via Fleet Street, to loop west towards Temple Bar, the location is central to a wide choice of connections to other character areas in the inner city.

D'Olier Street is located between the Luas Line BX proposals which have proposed routes for a Luas rail route facilitating a north moving line along Westmorland Street (which is a block to the west) and for south bound Luas movements along Hawkins Street (a block to the east). A bicycle station on D'Olier Street would have the advantage of being close to both routes to benefit commuter patterns.

There are pay and display parking spaces on the west side of D'Olier Street moving towards College Green. These spaces could provide options for a station position. The route is heavily trafficked but the connections to the Trinity College area , key bus routes and bus stops on the opposite side of the street and the location along the main traffic flow patterns moving from O Connell Street to the south city centre promote the location for inclusion within the network.

D'Olier Street is an important route within the regeneration area studied under the Georges Quay and Environs Detailed Urban Study. The street is important for movement to from O Connell Street and forms a junction with Townsend Street and Pearse Street at a location identified as a key public realm node. There are opportunities for regeneration of the urban blocks to the east of Hawkins Street which is only one block removed from D'Olier Street. The regeneration possibilities include the incorporation of key primary and secondary access routes through redeveloped urban blocks for pedestrian flow. Such links would connect with Tara Street and the streets adjoining encouraging street level activity, opportunities for new local landmarks for legibility and combined all the elements would contribute to a more dynamic and active mixed use city centre district.

The proposal for a bicycle station along D'Olier Street would support the initiatives of this urban design study and connect the location with other key streets and spaces including the College Green and Pearse Street Junction (a key public realm opportunity area) and proposals along Townsend Street. Stations would provide a benefit for office employees, residents and visitors to this area and provide a network of local stations on route to and from Tara Street station.

Comments

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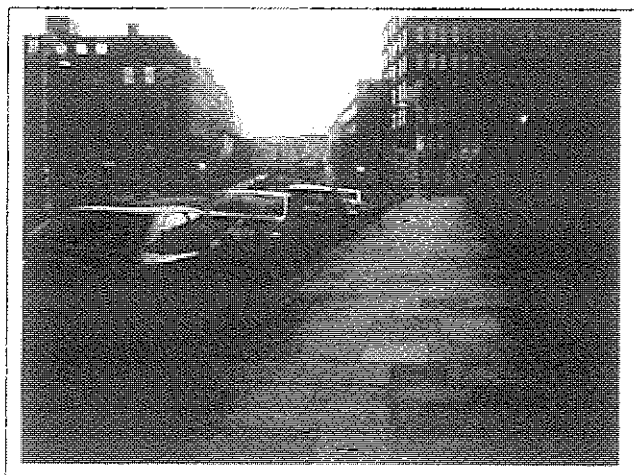
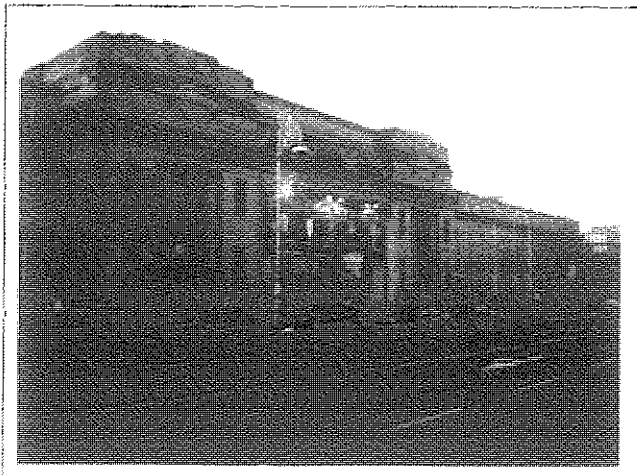
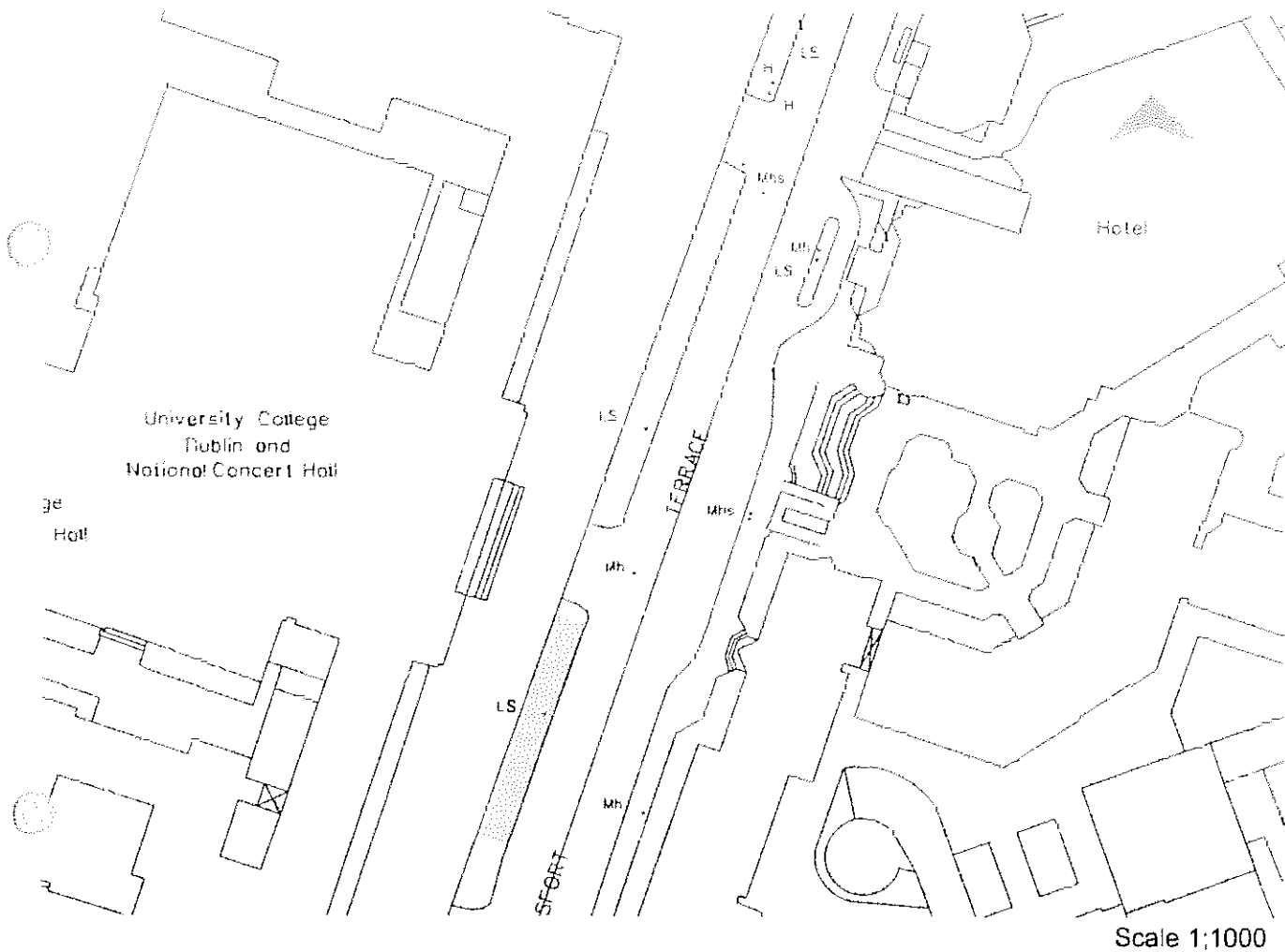
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24. BICYCLE SCHEME LOCATION EARLSFORT TERRACE



BICYCLE SCHEME LOCATION

EARLSFORT TERRACE

[Station Location: National Concert Hall-Earlsfort Terrace]	
2005-2011 Development Plan Zoning Objective	The west side of Earlsfort Terrace between St Stephens Green South and Hatch Street Upper is zoned Z8 to protect the existing architectural and civic design character, to allow for limited expansion consistent with the conservation objective. To allow primarily residential and compatible office and institutional uses. The east side opposite the National Concert Hall is zoned Z6 for the creation and protection of enterprise and facilities opportunities for employment creation. The Z8 zone is a designated conservation zone. The NCH is a protected structure.
DED and 2006 Population Level	Saint Kevin's: 5,206 persons which is an increase of 13.1% from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans or area based plans currently proposed for this area.
Transport 21 Proposals for the Area	There are no specific Transport 21 proposals impacting on Earlsfort Terrace. The location is close to the Luas Green line and will be close to the transport proposals at St Stephens Green (Metro and Luas interchange).
Location with respect to Strategic Cycle Network or future cycle route proposals.	Earlsfort Terrace partly contains sections of the SCN, the area in front of the National Concert Hall in particular. It is possible to connect with the greater SCN from the location, in particular moving east towards Leeson Street Lower.
Existing Road Designation and Existing Flow of Traffic	Earlsfort Terrace is a regional road with a one way traffic flow moving south. There are opportunities to branch west and east from Earlsfort Terrace via Hatch Street Upper and Lower respectively. Connections to Adelaide Road provide alternative connection opportunities.
Significant Developments Proposed close to site.	Owing to the Z8 character of the area and protected status of the National Concert Hall and buildings adjoining, there are few significant redevelopment sites close to this proposed location. The area benefits from an existing high intensity of mixed uses. The developments along Hatch Street Upper for high density office development was noted for locations proposed on Hatch Street Upper.

BICYCLE SCHEME LOCATION EARLSFORT TERRACE

Justification for Site Selection:

The location is considered optimal. Located a short distance south of St Stephen's Green, the location would encourage movement southwards to explore the network of streets around this area. The National Concert Hall provides both an architectural landmark and significant cultural attraction for this street. A bicycle station would complement these features of the street and encourage movement to the area, particular movement from the north.

The location is a short distance east of the Luas Green line. Station facilities regularly positioned throughout this local area complement the public transport facility by providing options for inter modal change from public transport to cycling movements for local access.

The presence of on street car parking on both sides of the street provides a number of options for bicycle station locations. The space exists therefore to consider options.

The location, in particular sites on the east side of the street and further south, contains a high concentration of office use. The facility would benefit employees and visits between offices in the locality.

The Conrad Hotel is located on the east side of Earlsfort Terrace. In addition, University College Dublin and the College of Royal Surgeons has a presence along this street. The facility would likely benefit tourists and student usage in addition to city centre employee uses.

The location would provide positive visual prominence for the location to pedestrians and motorists accessing the street. Positive visual exposure will encourage use of the system.

The location interconnects well with the wider street network. There are a number of options for movement to and from the location including eastward movement via Hatch Street Lower and Adelaide Road and similarly westward movement via Hatch Street Upper. The street interconnects well with other streets where station positions may prove viable. Access to a regular spacing of locations and compatibility of the street pattern for local access will promote usage of the scheme for a number of potential users.

Comments

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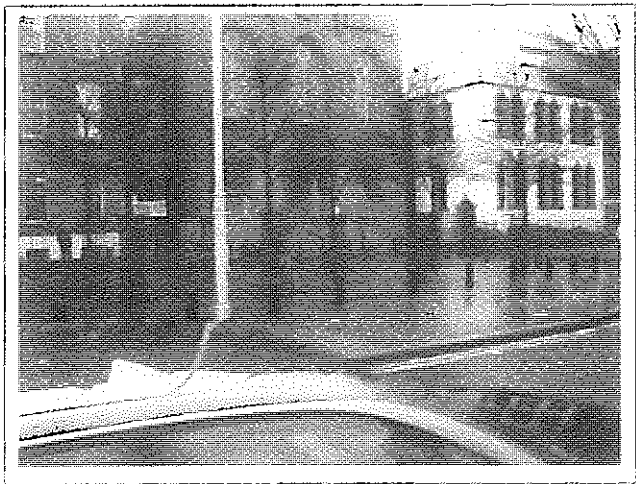
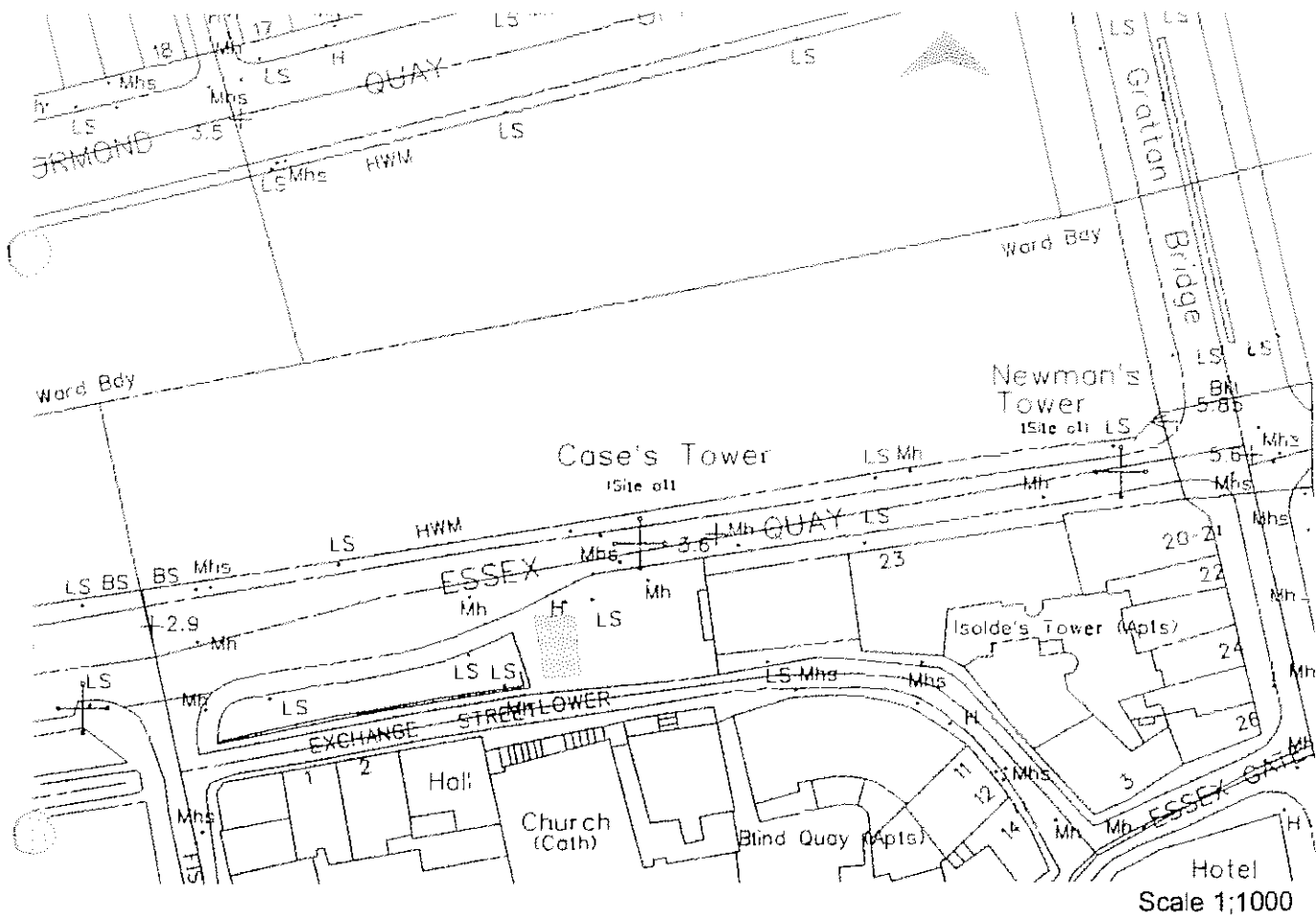
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25. BICYCLE SCHEME LOCATION ESSEX QUAY EXCHANGE



BICYCLE SCHEME LOCATION ESSEX QUAY EXCHANGE

Station Location: Essex Quay/ Exchange Street Lower.	
2005-2011 Development Plan Zoning Objective	The site is zoned Z9 to preserve, provide and improve recreation and open space amenity. Surrounding uses include Z5 (the DCC Civic Offices and Bar Italia Café are in close proximity) and Z1 residential use (apartments along Essex Quay and the St Michael's and St John's Church (former Viking Centre). The area is also part of a conservation zone.
DED and 2006 Population Level	The location is located between Woodquay A and Royal Exchange A. Woodquay A: 2,743 persons, which is a decline of 4.3% from 2002 figures. Royal Exchange A: 3,602, which is an increase of 0.9% from 2002 figures.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The area was formerly part of the Temple Bar plan area (west Temple Bar), proposals for which are completed. There are no current plans covering this area.
Transport 21 Proposals for the Area	There are no Transport 21 proposals specifically for this area. Luas Line F Option 1 proposed a surface Luas alignment along Lord Edward Street and Dame Street which is in close proximity to the south. There are also proposals for a Dublin Dart underground station in the Christchurch Area which is in close proximity west of the location. The location is not however directly impacted by these routes.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Essex Quay is part of the SCN. Dame Street, to the south and accessed via Fishamble Street (which would have a traffic calmed character), is also part of SCN. The location is accessible therefore to the network.
Existing Road Designation and Existing Flow of Traffic	Essex Quay is designated as a National Primary Road. It adjoins the north side of this open space area. Exchange Street Lower is a local road with a one way system (moving west) and adjoins the south side of the open space area. Cyclist movement would have an option of using the Quays moving west or move through Temple Bar using Fishamble Street (the proposed Cows Lane stop is a short distance away) and Exchange Street Lower.
Roads and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	The area is already developed as part of the Temple Bar west plans. There is current proposals to convert the use in St Michael and St John's Church to a school of acting.

Justification for Site Selection:

This triangular shaped open space area is well positioned as a location convenient for the south west limit of Temple Bar, the cultural and education facilities at the Cultivate Centre and St Michael and John's Church and the Dublin City Council offices on Woodquay. The open space area is planned with hard paving and street trees. It should be possible however to explore options to use this space for bicycle parking.

The location is adjacent to bus stops along the Quays that serve Heuston Station further west. The location has visual prominence onto the Quays but it equally benefits from a more traffic calmed side adjoining Exchange Street Lower. Options for cycling therefore include a route via the Quays (moving west) or back through Temple Bar where proposals are made for other potential locations.

The station would provide benefit for visitors to Temple Bar and the education and cultural facilities within the Cultivate Centre and St Michael and St John's Church. The station would also benefit Temple Bar residents with apartments directly facing the station. Visitors and employees of Dublin City Council could also avail of the service.

Comments

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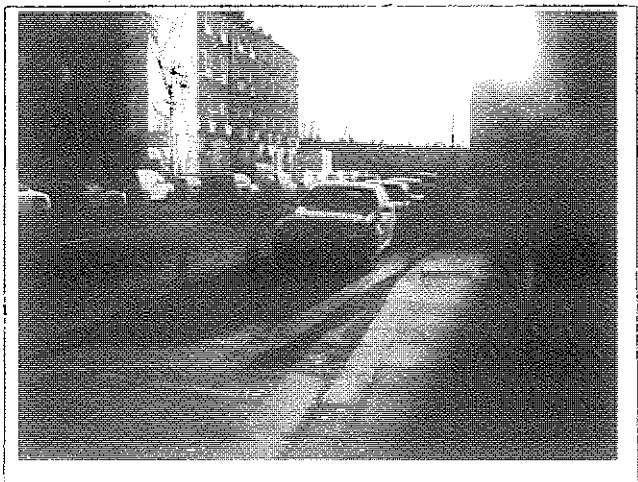
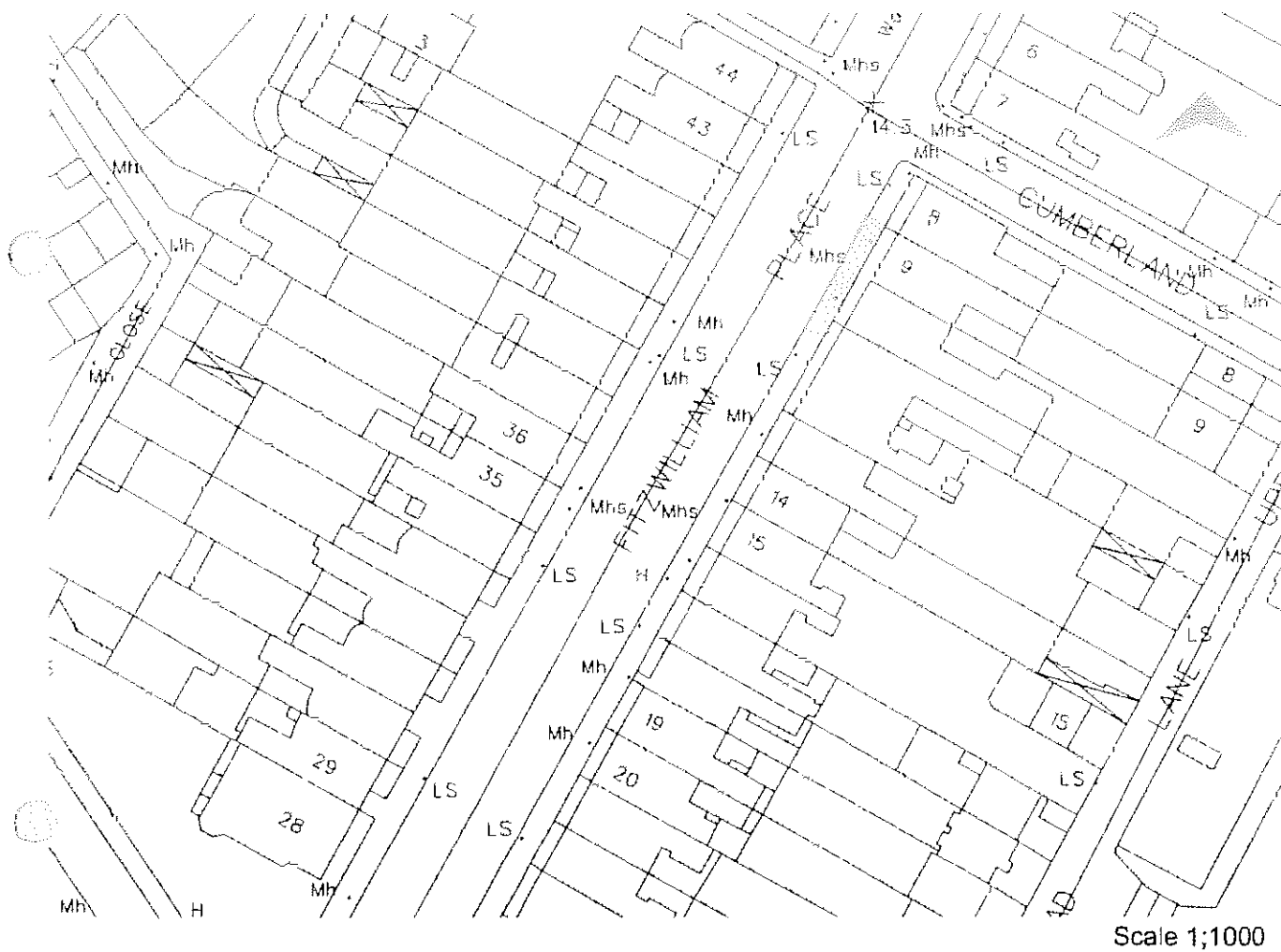
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26. BICYCLE SCHEME LOCATION FITZWILLIAM PLACE



BICYCLE SCHEME LOCATION FITZWILLIAM PLACE

Station Location: Fitzwilliam Place East 2005-2011 Development Plan Zoning Objective	ZK to protect the existing architectural and civic design character, to allow for limited expansion consistent with the conservation objective. To allow primarily residential and compatible office and institutional uses. The street is a conservation zone with protected Georgian properties adjoining both side of the street.
DFD and 2006 Population Level	Mansion House B: 869 persons which is a 12.2% decline from the 2002 census.
Framework Plans: Local Area Plans or similar initiatives for the area.	There are no specific framework plans or area based plans currently proposed for this area.
Transport 21 Proposals for the Area	There are no specific Transport 21 proposals for this area. The Luas Green line is a short distance west of the location.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Fitzwilliam Place East is not part of the SCN. However, Lesson Street Lower, which Fitzwilliam Place adjoins at its west end, is on the SCN. Via this connection, it is possible to inter connect with the SCN.
Existing Road Designation and Existing Flow of Traffic	Fitzwilliam Place East is a main road with a two way traffic flow. Connections to the wider area have a large number of possibilities. Moving east of the location, it is possible to connect with a number of side streets which form a distinctive grid pattern. Continuing straight in an eastwards direction will connect with Merrion Square. Moving west across Lesson Street Lower and moving along Adelaide Road provides a route towards the Luas Green line and the Harcourt Street area.
Significant Developments Proposed close to site.	Given to the character of the Georgian Streets with respect to their protected status and conservation designation, there are no significant re-development sites along Fitzwilliam Place East. The area does however possesses a high intensity of office usage.

Justification for Site Selection:

The street is considered suitable owing to its spacious layout and availability of extensive on street car parking on both sides of the street. There are a number of potential locations for a bicycle station along this street.

The street is aligned by extensive rows of protected structures, many of which are in office use. The location is prime with respect to its benefit for office employees and promotion of modal change to cycle movement for workers and visitors moving between the various office uses of the locality.

The street has significant architectural quality and links directly with other attractive Georgian streets and squares. The regular positioning of stations in this area would encourage movement and visits to this architectural rich area. The station would promote tourism and connect movements through the area with the city centre a short distance north west.

The grid pattern of local streets provides various options for cycle movement with connections to the canal achieved via Cumberland Road or Lesson Street Lower, connections to Baggot Street Lower to the north via Fitzwilliam Street Upper and connections west to St Stephens Green again using Lesson Street Lower. Movement to the south west via Adelaide Road or Hatch Street Lower links with Earlsfort Terrace and Harcourt Street in turn. Access to the Luas would be facilitated moving in this direction.

Lesson Street Lower does not contain on street parking to facilitate bicycle station options. Positioning station facilities at the side streets such as Fitzwilliam Place East just off Lesson Street Lower serves this important corridor.

A station at this location would benefit from positive visual exposure, in particular from passing traffic to encourage use of the system.

The initial bicycle scheme network of 50 locations may not extend to cover the area beyond the Grand Canal. It is considered beneficial to the inner suburban residential areas and office areas south of the canal to position locations close to the canal to provide a change of mode option for people making journeys from that area towards the city centre.

Comments

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**27. BICYCLE SCHEME LOCATION
FITZWILLIAM SQUARE NORTH**



BICYCLE SCHEME LOCATION

FITZWILLIAM SQUARE SOUTH

Station Location: Fitzwilliam Sq (N/S/E/W sides).	
2005-2011 Development Plan Zoning Objective	The buildings fronting all sides to this square are zoned Z8 to protect the existing architectural and civic design character, to allow for limited expansion consistent with the conservation objective. To allow primarily residential and compatible office and institutional uses. The square itself is Zoned Z9 to preserve and provide recreation and open space amenities. The area is designated a conservation zone with protected Georgian properties surrounding the square.
DED and 2006 Population Level	Mansion House B: 869 persons which is a 12.2% decrease from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans or area based plans currently proposed for this area.
Transport 21 Proposals for the Area	This square is a short distance east of St Stephens Green. Although it is not impacted directly by Transport 21 proposals, the location is close to existing and future planned public transport connections including Luas line BX, the Dart and Metro interchanges etc. Considering the high office content of the locality and walking distance journeys to the nearest node of public transport, a bicycle station would support connections from this general zone to public transport.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Fitzwilliam Square is not part of the SCN. However, Leeson Street Lower to the west is on the SCN which connects St Stephens Green with an extensive suburban area to the SE of the city centre. Via this connection, it is possible to inter connect with the wider SCN including the canal corridor.
Existing Road Designation and Existing Flow of Traffic	Fitzwilliam Square is a local road on its north and south sides, a main road on its east side and a National secondary Road on its west side. Connections to the wider area have a large number of possibilities owing to the Square's permeable inter-connections. Baggot Street Lower is located to the east of the location and Leeson Street Lower to the west. It is possible to move from Fitzwilliam Place to Wilton Terrace via Cumberland Road. The area is highly accessible therefore to movement from a number of directions between both the city centre and residential suburbs.
Significant Developments Proposed close to site.	Considering the Z8 zoning objective, conservation designation and extent of protected structures in this area, the local character is unlikely to change significantly. The area is well established as an important office zone.

BICYCLE SCHEME LOCATION FITZWILLIAM SQUARE SOUTH

Justification for Site Selection:

The location is considered favourable as it is located at the north east end of a grid network of streets that spatially connects the south east Georgian core of the city centre with the Grand Canal. The street network in this area connects lands to the south and south east of the Grafton Street/ St Stephens Green West and Harcourt Street corridor with the Grand Canal and is intersected with the key corridors of Leeson Street Lower, Baggot Street Lower and Mount Street Lower. There are good connections north to south across this area and equally east to west creating a distinct grid pattern to the street layout. This area has a high concentration of office uses, mostly contained within historic protected buildings although there are areas of modern office throughout, especially along Baggot Street Lower, Mount Street Lower and Wilton Terrace. The high employment concentration and permeable layout of streets promotes this area for bicycle station options. The justifications for this location are therefore equally applicable to a large number of proposed locations to the south east of St Stephens Green and are repeated as such.

With regard to Fitzwilliam Square and the surrounding streets of Pembroke Street (Upper and Lower), Fitzwilliam Place and Fitzwilliam Street Upper, the area is prime as an office destination, is significant as an architectural and historical area to visit and is well connected to the surrounding street network. The area is positioned between the important north to south corridors of Leeson Street Lower and Baggot Street Lower to the west and east respectively. These streets in particular are wide and have spacious areas of on street parking which could be considered for bicycle stations.

It is noted that Pembroke Street Upper and Fitzwilliam Place offer side street locations to position bicycle stations that service Leeson Street Lower, an important corridor to the city centre and an important street on the Strategic Cycle Network. Leeson Street Lower does not provide the same opportunities for potential locations as these important side streets.

The following points are shared for a number of locations in this area which share common attributes.

Considering the high concentration of office activity within this overall district, the facility of a bicycle network through the area would benefit commuters and visitors to offices in the area. Whilst generally close to public transport (St Stephens Green, Pearse Street Station, Grand Canal Station etc), most locations are a good walking distance from the nearest significant public transport hub (bus stops excluded). Bicycle stations would service this employment zone by shortening journey times between key transport nodes and this employment district. It would also be beneficial for visits between offices and companies within the locality.

The Georgian Street pattern found throughout the area creates many side streets connecting in turn with important north to south and east to west corridors. The advantage of the locations in this overall district are therefore that traffic calmed side streets connect with busier main corridors to encourage cycle movement.

The Georgian Street pattern provides many spacious areas at street level which in most instances include on street parking either parallel with the footpath or perpendicular to it. There are some streets with extensive areas of parking of this character. As the area is primarily an office base, these streets have the character of being occupied by parking during business hours but largely empty beyond business hours. There are several options available to explore bicycle station locations and use the advantages of wide streets and extensive street parking in the area.

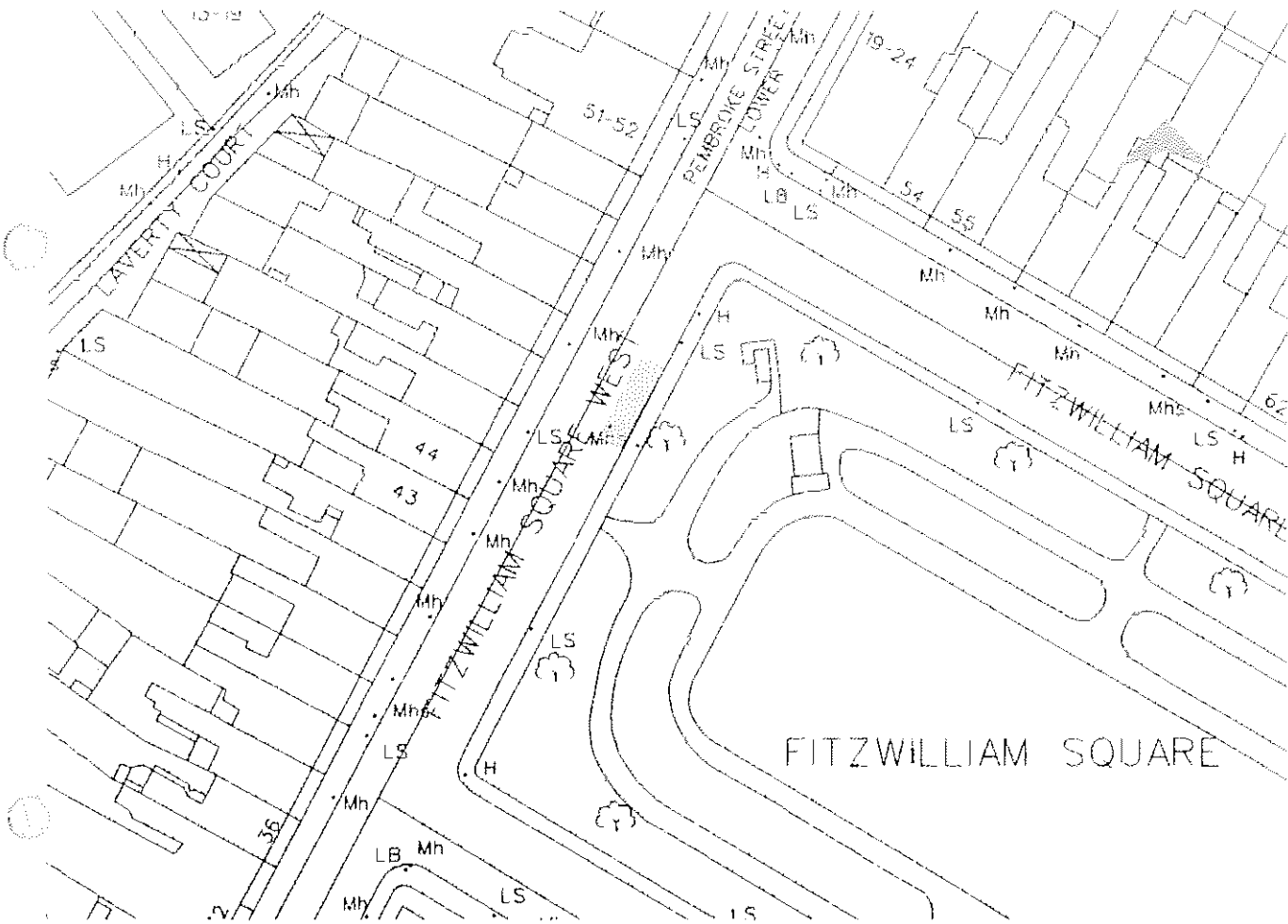
The area has a rich architectural legacy with several streetscapes of historic character. The combination of Georgian streetscapes, urban parks, cultural attractions and canal side amenities make the area attractive to visit. A network of regularly spaced stations through the area would facilitate and encourage tourist filtration through the area. This in turn would promote to a better extent the rich architectural legacy of the city and integrate the area in a stronger way with the city centre zone. Increased visitors to the area would support a large number of businesses including cafes, retail, art galleries etc.

This SE quadrant is at an interface between the suburbs beyond the canal and city centre zone. Whilst the spatial extent of the initial 50 stations may not extend beyond the canal ring (future expansion should target these areas across both the Royal and Grand Canals), having facilities close to the canal will benefit commuters and visitors moving towards the city centre. Considering the diverse range of uses further south, stations close to the canal to the south east of the city centre could benefit pedestrians walking towards the city centre to complete their journeys of benefit people changing from public transport (bus routes) to access the bicycles for local based journeys.

Comments



27. BICYCLE SCHEME LOCATION FITZWILLIAM SQUARE WEST



Scale 1:1000



BICYCLE SCHEME LOCATION

FITZWILLIAM SQUARE WEST

Station Location: Fitzwilliam Sq (N/S/E/W sides). 2005-2011 Development Plan Zoning Objective	The buildings fronting all sides to this square are zoned Z8 to protect the existing architectural and civic design character, to allow for limited expansion consistent with the conservation objective. To allow primarily residential and compatible office and institutional uses. The square itself is Zoned Z9 to preserve and provide recreation and open space amenities. The area is designated a conservation zone with protected Georgian properties surrounding the square.
DED and 2006 Population Level	Mansion House B: 869 persons which is a 13.2% decrease from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans or area based plans currently proposed for this area.
Transport 21 Proposals for the Area	This square is a short distance east of St Stephens Green. Although it is not impacted directly by Transport 21 proposals, the location is close to existing and future planned public transport connections including Luas line BX, the Dart and Metro interchanges etc. Considering the high office content of the locality and walking distance journeys to the nearest node of public transport, a bicycle station would support connections from this general zone to public transport.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Fitzwilliam Square is not part of the SCN. However, Leeson Street Lower to the west is on the SCN which connects St Stephens Green with an extensive suburban area to the SE of the city centre. Via this connection, it is possible to inter connect with the wider SCN including the canal corridor.
Existing Road Designation and Existing Flow of Traffic	Fitzwilliam Square is a local road on its north and south sides, a main road on its east side and a National secondary Road on its west side. Connections to the wider area have a large number of possibilities owing to the Square's permeable inter-connections. Baggot Street Lower is located to the east of the location and Leeson Street Lower to the west. It is possible to move from Fitzwilliam Place to Wilton Terrace via Cumberland Road. The area is highly accessible therefore to movement from a number of directions between both the city centre and residential suburbs.
Significant Developments Proposed close to site.	Considering the Z8 zoning objective, conservation designation and extent of protected structures in this area, the local character is unlikely to change significantly. The area is well established as an important office zone.

BICYCLE SCHEME LOCATION FITZWILLIAM SQUARE WEST

Justification for Site Selection:

The location is considered favourable as it is located at the north east end of a grid network of streets that spatially connects the south east Georgian core of the city centre with the Grand Canal. The street network in this area connects lands to the south and south east of the Grafton Street/ St Stephens Green West and Harcourt Street corridor with the Grand Canal and is intersected with the key corridors of Leeson Street Lower, Baggot Street Lower and Mount Street Lower. There are good connections north to south across this area and equally east to west creating a distinct grid pattern to the street layout. This area has a high concentration of office uses, mostly contained within historic protected buildings although there are areas of modern office throughout, especially along Baggot Street Lower, Mount Street Lower and Wilton Terrace. The high employment concentration and permeable layout of streets promotes this area for bicycle station options. The justifications for this location are therefore equally applicable to a large number of proposed locations to the south east of St Stephens Green and are repeated as such.

With regard to Fitzwilliam Square and the surrounding streets of Pembroke Street (Upper and Lower), Fitzwilliam Place and Fitzwilliam Street Upper, the area is prime as an office destination, is significant as an architectural and historical area to visit and is well connected to the surrounding street network. The area is positioned between the important north to south corridors of Leeson Street Lower and Baggot Street Lower to the west and east respectively. These streets in particular are wide and have spacious areas of on street parking which could be considered for bicycle stations.

It is noted that Pembroke Street Upper and Fitzwilliam Place offer side street locations to position bicycle stations that service Leeson Street Lower, an important corridor to the city centre and an important street on the Strategic Cycle Network. Leeson Street Lower does not provide the same opportunities for potential locations as these important side streets.

The following points are stated for a number of locations in this area which share common attributes:

Considering the high concentration of office activity within this overall district, the facility of a bicycle network through the area would benefit commuters and visitors to offices in the area. Whilst generally close to public transport (St Stephens Green, Pearse Street Station, Grand Canal Station etc), most locations are a good walking distance from the nearest significant public transport hub (bus stops excluded). Bicycle stations would service this employment zone by shortening journey times between key transport nodes and this employment district. It would also be beneficial for visits between offices and companies within the locality.

The Georgian Street pattern found throughout the area creates many side streets connecting in turn with important north to south and east to west corridors. The advantage of the locations in this overall district are therefore that traffic calmed side streets connect with busier main corridors to encourage cycle movement.

The Georgian Street pattern provides many spacious areas at street level which in most instances include on street parking either parallel with the footpath or perpendicular to it. There are some streets with extensive areas of parking of this character. As the area is primarily an office base, these streets have the character of being occupied by parking during business hours but largely empty beyond business hours. There are several options available to explore bicycle station locations and use the advantages of wide streets and extensive street parking in the area.

The area has a rich architectural legacy with several streetscapes of historic character. The combination of Georgian streetscapes, urban parks, cultural attractions and canal side amenities make the area attractive to visit. A network of regularly spaced stations through the area would facilitate and encourage tourist filtration through the area. This in turn would promote to a better extent the rich architectural legacy of the city and integrate the area in a stronger way with the city centre zone. Increased visitors to the area would support a large number of businesses including cafes, retail, art galleries etc.

This SE quadrant is at an interface between the suburbs beyond the canal and city centre zone. Whilst the spatial extent of the initial 50 stations may not extend beyond the canal ring (future expansion should target these areas across both the Royal and Grand Canals), having facilities close to the canal will benefit commuters and visitors moving towards the city centre. Considering the diverse range of uses further south, stations close to the canal to the south east of the city centre could benefit pedestrians walking towards the city centre to complete their journeys of benefit people changing from public transport (bus routes) to access the bicycles for local based journeys.

Comments

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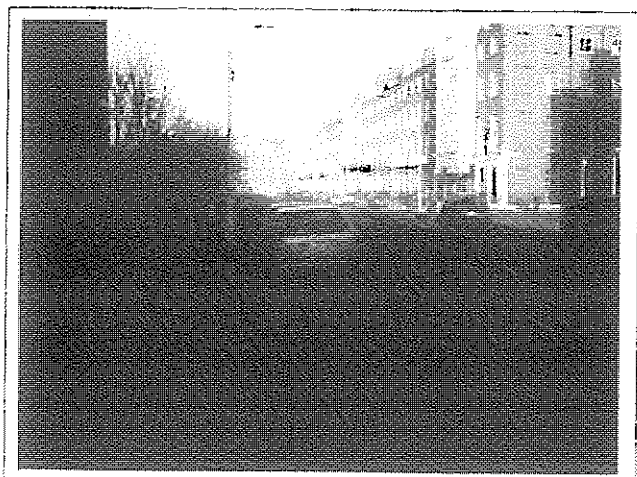
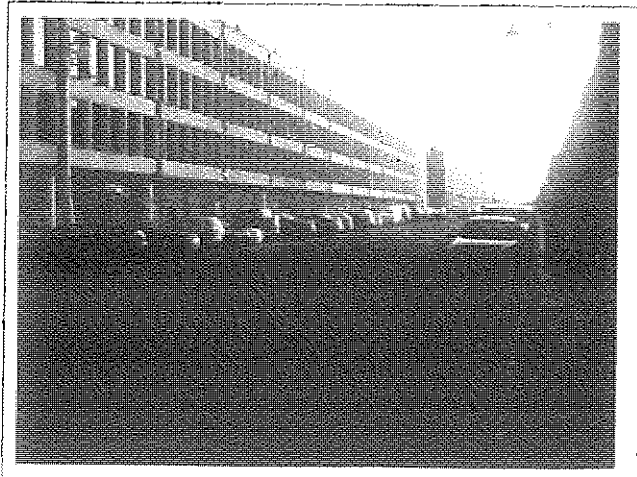
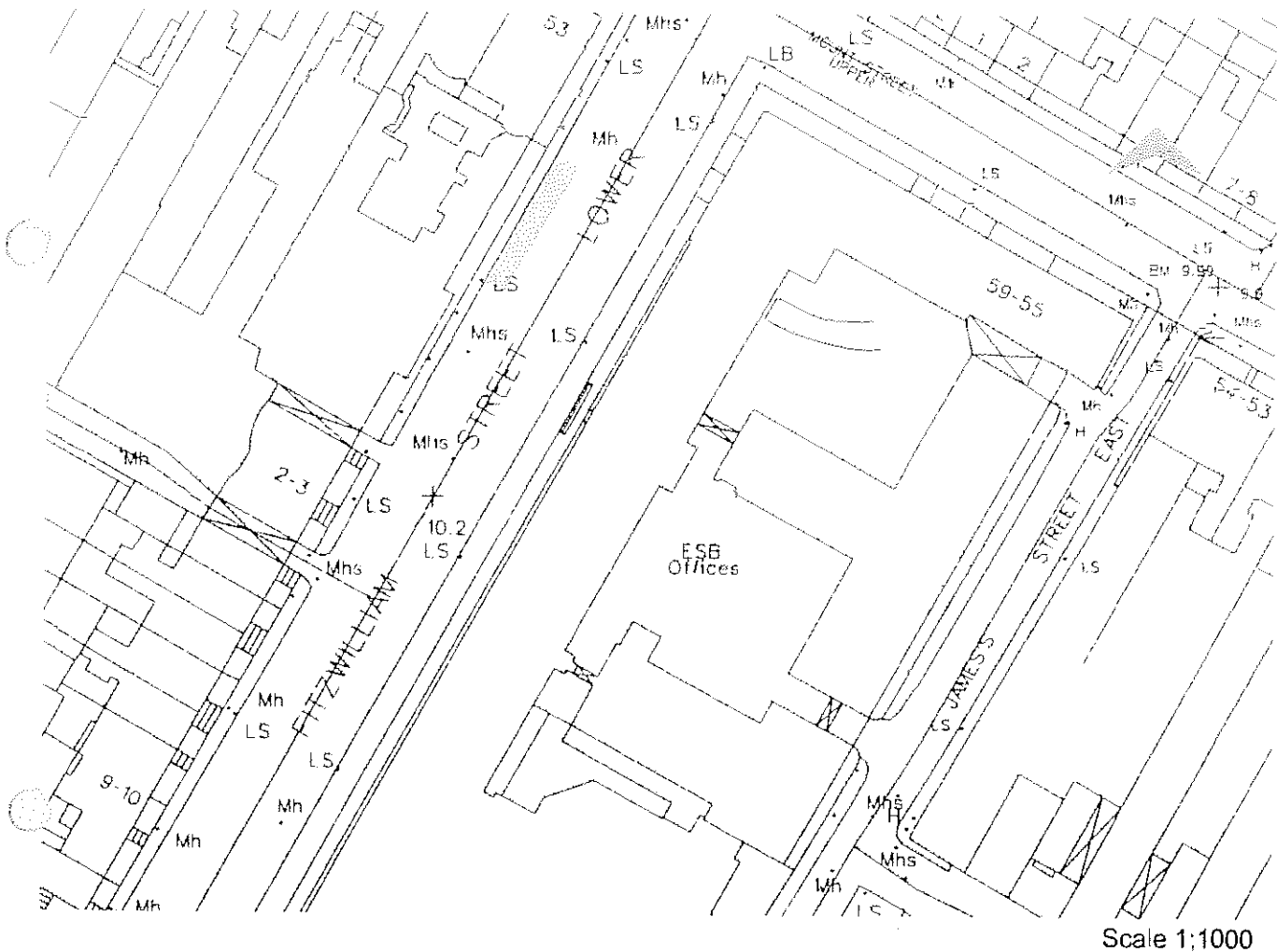
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28. BICYCLE SCHEME LOCATION FITZWILLIAM STREET LOWER



BICYCLE SCHEME LOCATION

FITZWILLIAM STREET LOWER

Station Location: Fitzwilliam Street Lower	
2005-2011 Development Plan Zoning Objective	Z8 to protect the existing architectural and civic design character, to allow for limited expansion consistent with the conservation objective. To allow primarily residential and compatible office and institutional uses. The street is a conservation zone with protected Georgian properties adjoining both side of the street. The ESB HQ is a modern intrusion on the historic street on its east side.
DED and 2006 Population Level	Mansion House B: 869 persons which is a 12.2% decrease from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans or area based plans currently proposed for this area.
Transport 21 Proposals for the Area	This street is a short distance east of St Stephens Green. Although it is not impacted directly by Transport 21 proposals, the location is close to existing and future planned public transport connections including Luas line BX, the Dart and Metro interchanges etc. Considering the high office content of the locality and walking distance journeys to the nearest node of public transport, a bicycle station would support connections from this general zone to public transport.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Fitzwilliam Street Lower is not on the SCN. The street is close however to Mount Street Lower which is a short distance further west and integrates with a wider network of cycle paths.
Existing Road Designation and Existing Flow of Traffic	The street is a main street with a wide range of movement options in either direction from the location including movement via Merrion Square northwards to the city centre or using either Baggot Street Lower or Mount Street Lower for movement south towards the canal and inner city suburbs. There are a number of side streets offering local access. The permeable grid pattern of side streets off main roads compliments cycle movement in this regard.
Significant Developments Proposed close to site.	Considering the Z8 zoning objective, conservation designation and extent of protected structures in this area, the local character is unlikely to change significantly. The area is well established as an important office zone.

BICYCLE SCHEME LOCATION FITZWILLIAM STREET LOWER

Justification for Site Selection:

The location is considered favourable as it is located at the north east end of a grid network of streets that spatially connects the south east Georgian core of the city centre with the Grand Canal. The street network in this area connects lands to the south and south east of the Grafton Street/ St Stephens Green West and Harcourt Street corridor with the Grand Canal and is intersected with the key corridors of Leeson Street Lower, Baggot Street Lower and Mount Street Lower. There are good connections north to south across this area and equally east to west creating a distinct grid pattern to the street layout. This area has a high concentration of office uses, mostly contained within historic protected buildings although there are areas of modern office throughout, especially along Baggot Street Lower, Mount Street Lower and Wilton Terrace. The high employment concentration and permeable layout of streets promotes this area for bicycle station options. The justifications for this location are therefore equally applicable to a large number of proposed locations to the south east of St Stephens Green and are repeated as such.

With regard to Fitzwilliam Square and the surrounding streets of Pembroke Street (Upper and Lower), Fitzwilliam Place and Fitzwilliam Street Upper, the area is prime as an office destination, is significant as an architectural and historical area to visit and is well connected to the surrounding street network. The area is positioned between the important north to south corridors of Leeson Street Lower and Baggot Street Lower to the west and east respectively. These streets in particular are wide and have spacious areas of on street parking which could be considered for bicycle stations.

It is noted that Pembroke Street Upper and Fitzwilliam Place offer side street locations to position bicycle stations that service Leeson Street Lower, an important corridor to the city centre and an important street on the Strategic Cycle Network. Leeson Street Lower does not provide the same opportunities for potential locations as these important side streets.

The following points are stated for a number of locations in this area which share common attributes:

Considering the high concentration of office activity within this overall district, the facility of a bicycle network through the area would benefit commuters and visitors to offices in the area. Whilst generally close to public transport (St Stephens Green, Pearse Street Station, Grand Canal Station etc), most locations are a good walking distance from the nearest significant public transport hub (bus stops excluded). Bicycle stations would service this employment zone by shortening journey times between key transport nodes and this employment district. It would also be beneficial for visits between offices and companies within the locality.

The Georgian Street pattern found throughout the area creates many side streets connecting in turn with important north to south and east to west corridors. The advantage of the locations in this overall district are therefore that traffic calmed side streets connect with busier main corridors to encourage cycle movement.

The Georgian Street pattern provides many spacious areas at street level which in most instances include on street parking either parallel with the footpath or perpendicular to it. There are some streets with extensive areas of parking of this character. As the area is primarily an office base, these streets have the character of being occupied by parking during business hours but largely empty beyond business hours. There are several options available to explore bicycle station locations and use the advantages of wide streets and extensive street parking in the area.

The area has a rich architectural legacy with several streetscapes of historic character. The combination of Georgian streetscapes, urban parks, cultural attractions and canal side amenities make the area attractive to visit. A network of regularly spaced stations through the area would facilitate and encourage tourist filtration through the area. This in turn would promote to a better extent the rich architectural legacy of the city and integrate the area in a stronger way with the city centre zone. Increased visitors to the area would support a large number of businesses including cafes, retail, art galleries etc.

This SE quadrant is at an interface between the suburbs beyond the canal and city centre zone. Whilst the spatial extent of the initial 50 stations may not extend beyond the canal ring (future expansion should target these areas across both the Royal and Grand Canals), having facilities close to the canal will benefit commuters and visitors moving towards the city centre. Considering the diverse range of uses further south, stations close to the canal to the south east of the city centre could benefit pedestrians walking towards the city centre to complete their journeys of benefit people changing from public transport (bus routes) to access the bicycles for local based journeys.

Comments

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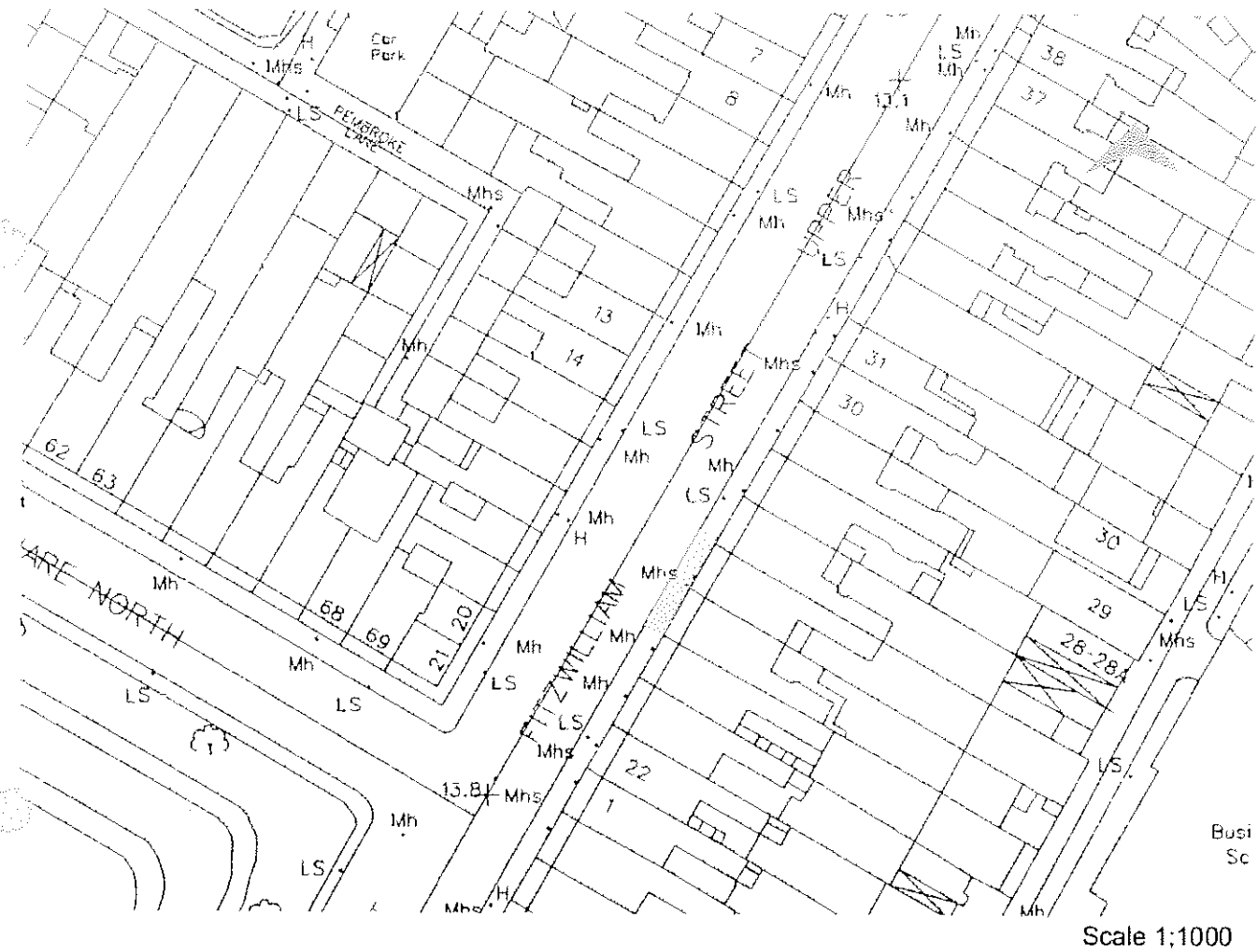
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**29. BICYCLE SCHEME LOCATION
FITZWILLIAM STREET UPPER**



BICYCLE SCHEME LOCATION

FITZWILLIAM STREET UPPER

Station Location: Fitzwilliam Street Upper 2005-2011 Development Plan Zoning Objective	Z8 to protect the existing architectural and civic design character, to allow for limited expansion consistent with the conservation objective. To allow primarily residential and compatible office and institutional uses. The street is a conservation zone with protected Georgian properties adjoining both side of the street.
DED and 2006 Population Level	Mansion House B: 869 persons which is a 12.2% decrease from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans or area based plans currently proposed for this area.
Transport 21 Proposals for the Area	This street is a short distance east of St Stephens Green. Although it is not impacted directly by Transport 21 proposals, the location is close to existing and future planned public transport connections including Luas line BX, the Dart and Metro interchanges etc. Considering the high office content of the locality and walking distance journeys to the nearest node of public transport, a bicycle station would support connections from this general zone to public transport.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The street is not part of the SCN. Moving east, Mount Street Lower is part of the SCN and is accessed easily from this location moving east of Baggot Street Lower. Alternatively, Leeson Street Lower is a short distance west of the location which is on the SCN and provides connection possibilities with an extensive area of the cycle network.
Existing Road Designation and Existing Flow of Traffic	Fitzwilliam Street Upper is a main road. The street provides a number of route options for movement using Fitzwilliam Square to move north towards Pembroke Street Upper. Movement south towards the canal has a number of options via either Baggot Street Lower to the east or Leeson Street Lower to the west (a Regional Road and National Secondary Road respectively). The grid pattern of local streets makes this area accessible to both the city centre and the suburban area to the south east of the city centre.
Significant Developments Proposed close to site.	Considering the Z8 zoning objective, conservation designation and extent of protected structures in this area, the local character is unlikely to change significantly. The area is well established as an important office zone.