BICYCLE SCHEME LOCATION FITZWILLIAM STREET UPPER

Juxtification for She Scicolon:

The location is considered favourable as it is located at the north cast end of a grid network of streets that spatiantly 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? It 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 neross this area and equalty east in west creating a distinct grid pattern to the street layout. This area has a high concentration of office uses, mostly entitained within historic protected buildings although there are areas of modern office throughout, especially althing Baggot Street Lower, Mount Street Lower and Wilton Torrace. The high employment concentration and permeable layout of streets promotes this area for bicycle station optimis. The justifications for this location are therefore equally applicable to a large number of proposed locations to the south east of St Styphens Green and are repeated as such.

With regard to Fitzwilliam Squate end the surrounding streets of Penthroke Street (Uptwr and Lower), Fitzwilliam Place und 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 month to south curridors of Lecson Street Lower and Baggot Street Lowet to the west and cast respectively. These streets in particular are with and have spacious areas of an street parking which could be considered thir bicycle stations.

It is noted that Pentbrike Street Upper and Fitzwilliam Flace offer side street locations to position bicycle stations that service Leeson Street Lower, an important curridor to the city centre and an important street oo the Strategic Cycle Network. Leeson Street Luwer does not provide the same opportunities for putential functions 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 affice activity within this averall district, the facility of a bicycle network through the area would benefit commuters and visitors to affices 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 whild service this employment zone by stionening journey times between key transport nodes and this employment district. It would also be beneficial for visits between offices and companies within the locality.

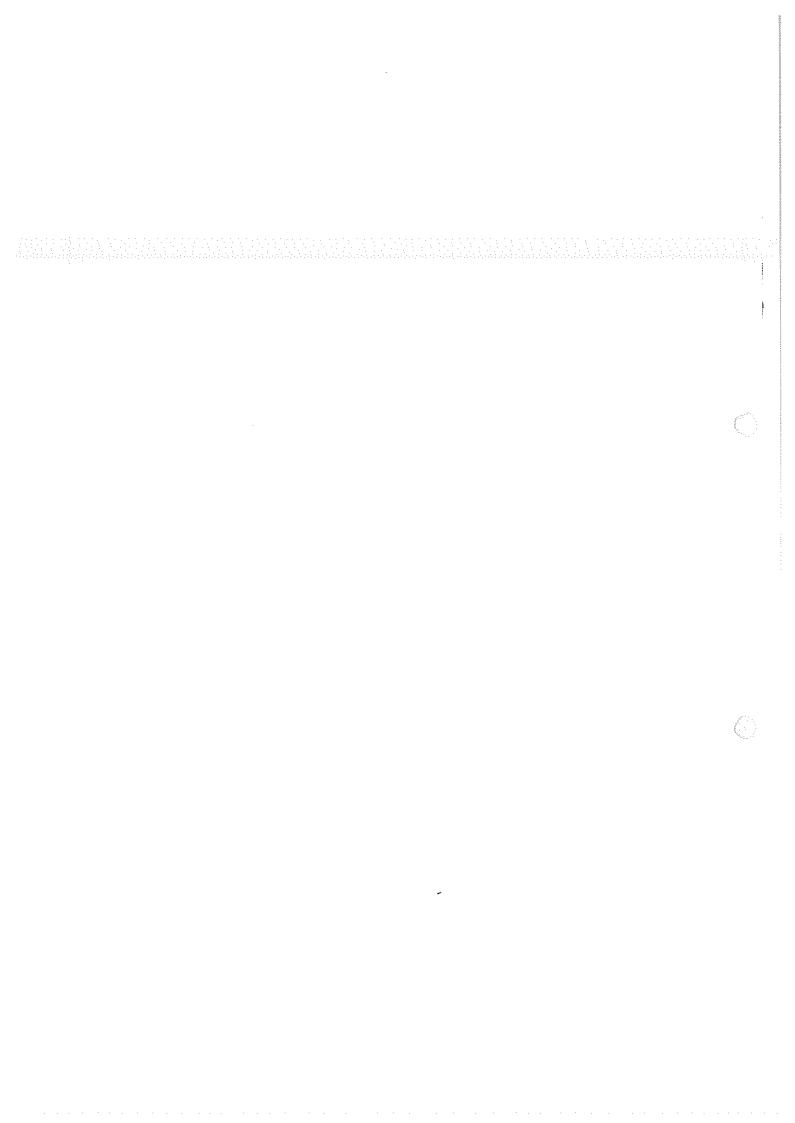
The Georgian Street pattern found throughout the area creates many side streets connecting in turn with important north to south and east to west corridors. The advantage of the locations in this overall district are therefore that traffic calmed side streets connect with busier main corridors to encourage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

The Georgian Street pattern provides many spacious areas at street level which in most instances include on street patking either parallel with the footpath or perpendicular to it. There are some streets with extensive areas at patking 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.

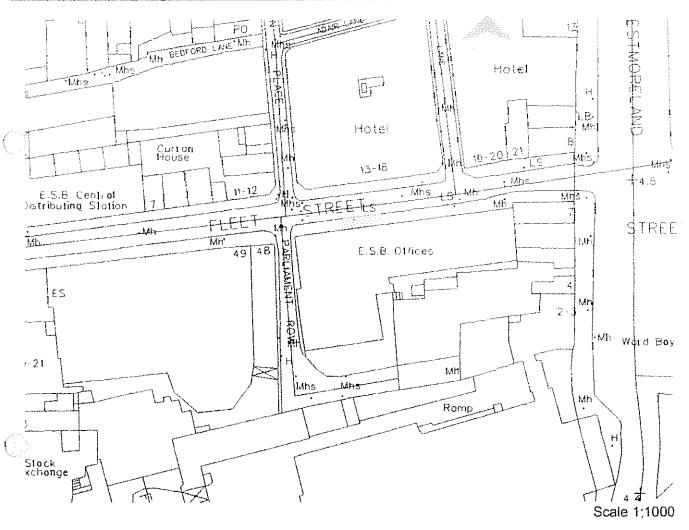
The area has a rich architectural legacy with several streetscapes of historic character. The combination of Georgian streetscapes, urban parks, cultural attractions and canal side amenities make the area attractive to visit. A network of regularly spaced stations through the area would facilitate and encourage tourist filtration through the area. This to turn would promote to a bener 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.

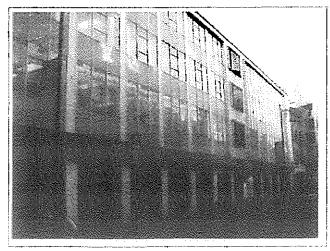
This SE quadrant is at an interface between the suburbs beyond the canal and city centre zone. Whilst the spatial extent of the initial 50 stations may not extend beyond the canal ring (future expansion should target these areas across both the Royal and Grand Canals), having facilities close to the 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 cast 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.

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30. BICYCLE SCHEME LOCATION FLEET STREET







BICYCLE SCHEME LOCATION FLEET STREET

Station Location: Fleet Street	
2005-2011 Development Plan Zouing Objective	Z5 in consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity. The local area is part of a conservation zone. The junction of Fleet Street and Westmorland Street is included within the boundaries of the O Connell Street ACA 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.	Part of the fonner Teniple Bar Masterplan Area. The location is strategically close however to the znnes studied within the Dublin City Centre: Developing the Retail Cure strategy and the Georges Quay Urban Design study. The location is accessible to the retail streets of the north city centre and close to the route for important north to south city centre pedestrian novements between key retail streets. The retail core study promotes heightened activity levels nloog side streets to provide incentives to the pedestrian for permeable side street movements. The location is along Fleet Street which entities east of Westmorland Street and merges with Tuwnsend Street. Townsend Street is an important street within the Georges Quay study which promotes consolidation of low quality and itactive urban blocks around Tara Street. Aims of this project are to increase activity levels and rejuvenate the commercial districts of the south cast inner city.
Transport 21 Proposals for the Area	districts of the south east inner city. The street is not directly on a proposed rail corridor but it is a short distance south of the proposed Luas Line F Option I route which has an alignment along Dame Street and Callege Green and is just west of the Luas Line BX Route connecting Pamell Square and St Stephens Green. In addition, Westmorland Street is an important corridor for city centre bus routes with many stations. The location would benefit inter modal journeys and movements between public transpon to cycling facilities for local based journeys.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Fleet Street is not directly on the SCN but side street cunnections to the SCN on Dame Street and connections to the quays and north to O Connell Street are all at close distance from the location.
Existing Road Designation and Existing Flow of Traffic	Fleet Streer is a local side street with one way traffic directional flow moving west where it is channelled north onto the city quays. Moving east again from the location in line with traffic flows is possible by side street movement either north onto the quays or south along Anglesea Street to connect with Dame Street. Westmorland Street is part of the National Primary routes through the city centre with a one way flow north towards the quays and O Conneil Street. The connecting pattern of streets can facilitate movement with the traffic flow towards O Connell Street if exiting the junction with Westmorland Street or crossing to Fleet Street (east side) and connecting back with College Green for south bound inovernent via D'Olier Street. Movement further east in the direction of Tara Street and Pearse Street is achieved along Townsend Street. Other proposed cycle station locations in this local area compliment the movement flows to and from the location.
Significant Developments Proposed close to site.	The station is adjacent to the site of ESB offices which, under Reg Ref 3303/07 has planning permission for a significant infill re-development of the site for a 6-8 storey mixed use office and retail development. The location is close to several areas of change within the wider city centre which combined will increase activity levels along side streets such as Fleet Street. Such areas include prime retail redevelopment sites in the north and south city centre cores and consolidation of the commercial district around Georges Quay.

BICYCLE SCHEME LOCATION FLEET STREET

Justification for Site Selection:

Temple Bar is an important city centre location as a cultural, residential, commercial and leisure destination. It is a distinctive character area connecting the south city retail centre, the quays and the medieval character area. Connections to and from stations within Temple Bar would compliment the spatial distribution of other proposed locations in the locality and promote movement between different character areas of the city centre including north and south movements across the river via pedestrian bridges. Whilst the activities of the area and central location make a strong case for consideration, identifying suitable locations is difficult. There are few wide streets through the area with limited options to occupy either a widened pavement or on street pay and display parking buys to facilitate a station position and its servicing requirements. Of equal note, many streets are either fully pedestrian or are busy pedestrian routes. It is important that station positions do not impede pedestrian movement or disrupt key civic spaces such as Temple Bar Square. Fleet Street, close to its junction with Westmorland Street, provides one of the few options available within Temple Bar.

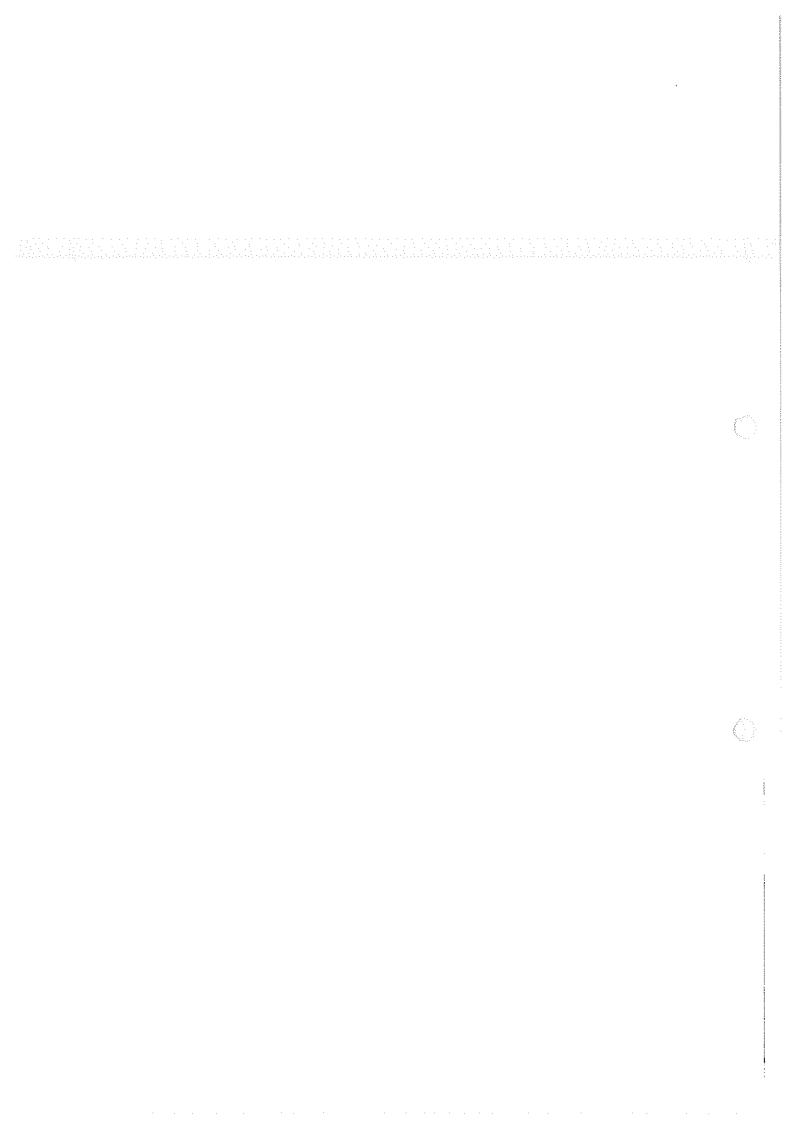
At the eastern end of Fleet Street adjacent to the ESB offices (re-development site) and also a short distance further east at a wide area of pavement close to the Westmorland Street Junction, opportunities may exist to consider a station position and its servicing requirements.

The location would be a short distance cast of Temple Bar Square and would benefit the amenities, commercial activities and cultural activities around it. The street is also on an important connection with Westmorland Street intercepting heavy pedestrian volumes, key bus routes and proposed public transport alignments moving north to O Connell Street. The location would benefit city centre visitors, residents, employees and commuters alike offering an exit/entry point to the bicycle scheme network in a central location in the city centre.

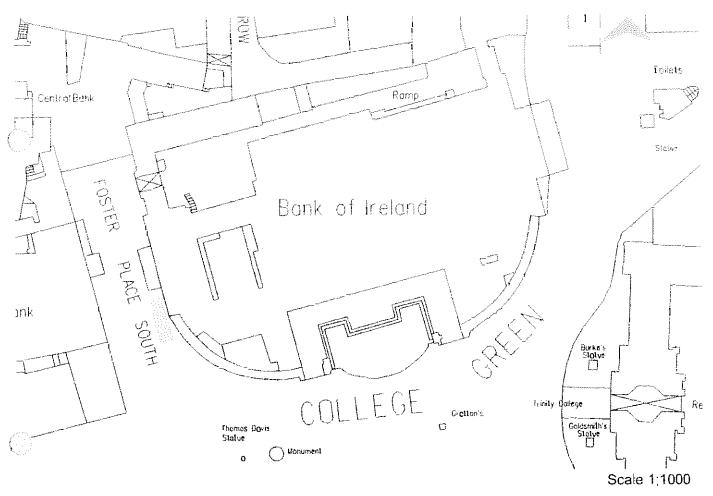
Whilst station options are limited in immediate proximity, the location would compliment the distribution of other proposed stations locally including proposals at College Green a short distance south (two locations proposed), at Central Bank/Fownes Street Upper and continuing cast across Westmorland Street stations along Townsend Street. The location compliments east to west city centre movement in addition to north/south movement along the axis of the Civic Spine corridor.

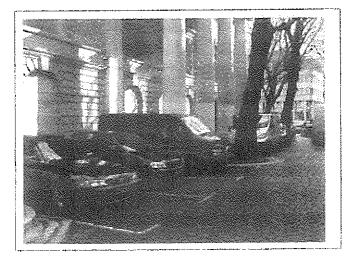
The location would compliment commuter patterns by offering a bicycle station facility close to city centre bus stops on Westmorland Street and close to two Luas route alignment proposals (Luas Line F Option 1 and Luas Line BX).

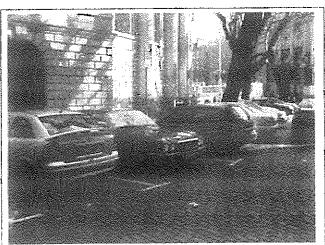
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31. BICYCLE SCHEME LOCATION FOSTER PLACE SOUTH







BICYCLE SCHENIE LOCATION FOSTER PLACE SOUTH

Station Location: Foster Place South	ACCIONA ANA ACCIONA AC
2005-201) Development Plan Zoning Objective	The area is zoned 25 "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, with several important protected structures including the Bank of Ireland adjoining.
DED and 2006 Population Level	Royal fixchange 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 Bublin City Centre Developing the Retail Core Framework Plan This study explores opportunities to enhance the shopping character of the north and south retail cotes, promote connectivity between shopping areas and surrighten linkages between shopping streets and is particular the north and south retail core areas. Whilst there are no specific proposals for this foration within that plan, the location is close to the prime retail area in the south city centre.
Transport 21 Proposals for the Area	The location is adjacent to two key Luas proposals in the city centre. The Luas Line F (Lucan to City Centre) Option I route travels along Dame Street and connects at College Green with Luas Line BX (the city centre tuas link) which moves north along Dawson Street, down Nassau Street and the lower end of Grafton Street. The notice continues north along Westmortatid Street Both Luas services would interconnect at the location. The Jucation is considered prime therefore although the proposals are optional only at this stage.
Location with respect to Strategic Cycle Network or future cycle nutte 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 Christehamh 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). Movement from the site is likely to require cestward movement initially with options to move north towards O Copnell Street via Westmorland Street, branch back west through Temple Bar via Fleet Street or move onto the south city quays. To move west, it is possible to use the pedestrian lights crossing between College Green and the junction with Grafton Street. Movement options would include using the Danie Street axis to move between key sites such as City Hall, Dublin Castle, Christshurch etc., move south onto South Great Georges Street and branch east through the local street network of the south city retail centre or use the lower Grafton Street. Nassau Street corridor to move east towards Merrion Square and the cultural attractions in the locality. There are a number of key
Significant Developments Proposed close to site.	movement options therefore from this location. 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 FOSTER PLACE SOUTH

Justification for Site Selection:

The site is located on the north side of College Green on a cul de sac beside the Bank of Ireland College Green. A Taxi Rank is positioned at the junction of Foster Place South and College Green but additionally there are pay and display parking spaces further north along this side street. The location is considered a possible option owing to its side street location off College Green. The aren is consider an important city centre destination point with significant retail functions, tourist functions, city centre business functions, city centre education functions and an area where pedestrian flows are moving between the north and south side city centre retail arens via either Westmorland Street a short distance to the east or through Temple Bar a short distance to the west. A bicycle station facility would benefit a wide variety of potential users in this regard.

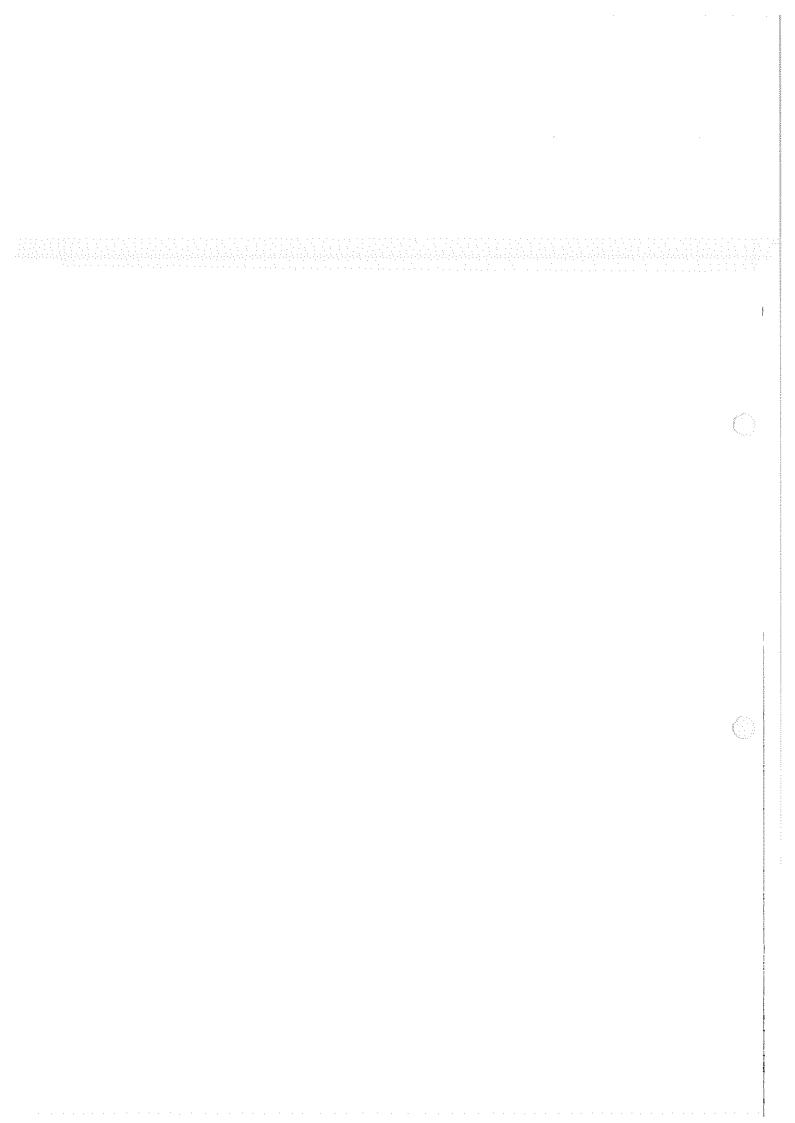
The position off Dame Street is also important as there are significant destination points (proposed as bicycle station locations) moving east and west along Dame Street). A bicycle station, where feasible, along the Dame Street/College Green axis is considered optimal and a potential benefit to a wide group of users. As opportunities for locations directly on Dame Street or College Green are limited, side street options such as Foster Place South offer an alternative for position options and servicing requirements.

The location is considered in conjunction with a proposal on the south side of College Green close to the Grafton Street junction. The location warrants a number of options owing to the potential for use and to allow spill over station options close to each other. Other stations in close proximity which would compliment the station position include proposals to the side of the Central Bank in Temple Bar, a station at the Dame Street/South Great Georges Street Junction, station options throughout the south city centre retail core including off Exchequer Street and Drury Street, locations adjacent to City Hall and close to Christchurch Cathedral etc. A location at the Bank of Ireland College Green would link these stations providing an important destination along a the network at a landmark location.

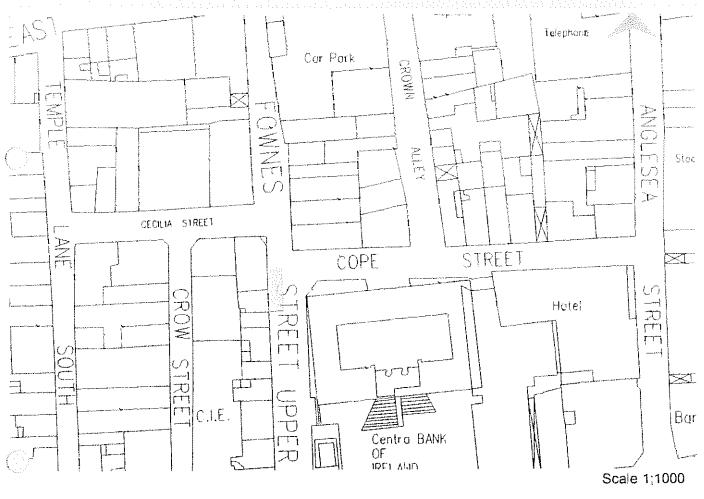
The location is adjacent to the proposed Luas Line F Option 1 route and the Luas Line BX city centre link. Both these routes converge at College Green. The location is also close to several bus routes which have station stops along Dame Street. The station facility would service commuters providing a 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.

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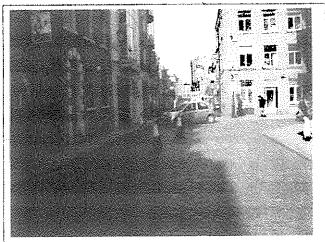
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32. BICYCLE SCHEME LOCATION FOWNES STREET UPPER / COPE STREET JUNCTION







BICYCLE SCHEME LOCATION FOWNES STREET UPPER / COPE STREET JUNCTION

Station Location: Fownes Street Upper- Central Bank -		
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 central bank is also located within a conservation area and zone of archaeological potential.	
DED and 2006 Population Level	Royal Exchange A: 3,1602 persons, 0.9% increase in population since 2002.	
Framework Plans/ Local Area Plans or similar	N/A. Part of the Tempte Bar area but no current plans	
initiatives for the area.	proposed for this area.	
Transport 21 Proposals for the Area	Luas Line F: Lucan to City Centre includes a proposed Route Option 1 running through the city centre. The section Christchurch to Trittity provides a surface rail alignment along the Dante Street axis. The tocation would be positioned adjacent to this route. Luas Line F Option 1 interconnects with the Luas city centre extension Line BX at College Green.	
Locaónn with respect to Strategie Cycle Network or future cycle route proposals.	Dame Street is included in strategic eyele network with on street eyele facilities.	
Existing Designation of Street and Existing Direction of Traffic Fluw	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 east towards Trittity). To travel west towards Dublin Castle, a cyclist would need to cross die street to travel west.	
Significant Developments Proposed close to site.	N/A	

Justification for Site Selection:

The area of public open space around the central bank is a popular meeting point and is well maintained as a civic space. Access through this area leads directly into Teotple Bar and is a route well used by pedestrians travelling north to south between Temple Bar and the South City retail core area.

The location possibilities ut this location include the side streets to the west of the Central Bank to avoid disruption to the bank plaza area and avoid congestion on the Dame Street frontage. Fownes Street Upper is located to the west of the Central Bank. Where it turns the corner onto Cope Street, there is a widened area that could accommodate bicycle station tayouts.

The location is adjoined by a diverse range of uses including financial offices, retail and restaurants/ pubs. This is also a popular tourist area with the tocation offering a range of nearby attractions (Temple Bar, local pubs and restaurants, close walking distance to the Bank of Ireland and Trinity College, close walking distance to the retail core of the south inner city etc).

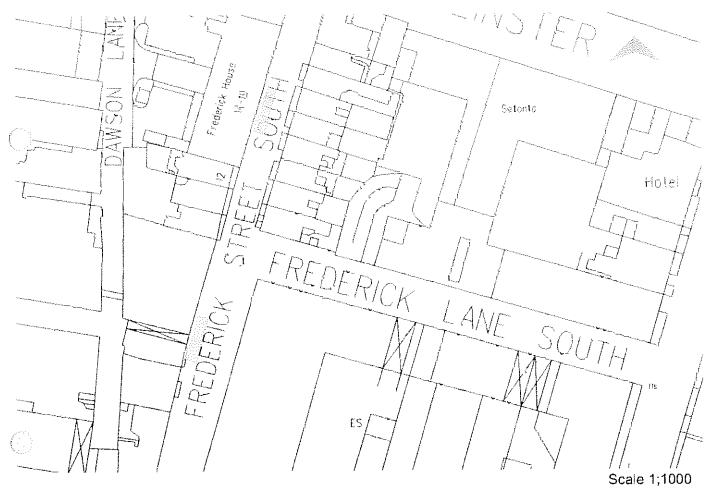
The location would be associated with a prominent landmark on Danie Street (the Central Bank) and whilst located north of Datte Street, the station would still benefit from visual exposure from Danie Street to attract movement. The street is an important connection to the centre of Temple Bar. A station facility at this location would attract the attention of passing pedestriates to encourage use of the facility.

The location is also on the City's orain Civic Route (Parnell Square to Christelturch). The location would compliment the position of other stations within the integrated network along this route.

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. The side street location would ensure there is no conflict with future route designs if the routes enterge 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.

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33. BICYCLE SCHEME LOCATION FREDERICK STREET







BICYCLE SCHEME LOCATION FREDERICK STREET

Station Location: Frederick 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 street
	is part of a conservation zone with several protected
	structures adjoining.
DED and 2006 Papulation 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	The street is a short distance west of the south city
initiatives for the area.	centre retail core identified under the Dublin City
	Centre-Developing the Retail Core Framework Plan.
	There are no spacific proposals for the street as part of
	the study area but its proximity to the retail core area
	highlights the importance of the location to access this
	1
Transport 21 Proposals for the Area	Dawson Street is included as a route option for Luas
	line BX connecting the existing Luas lines in the city
	centre. Frederick Street South is a short distance east of
	this alignment and a short distance south of St Stephens
	Green where significant public transport connections
	exist and are propused. Bicycle stations closely dispersed through the network of streets close to
	Dawson Street and St Stephens Green North will
	benefit commuter patterns.
Location with respect to Strategic Cycle Network or	Although Frederick Street South is not on the SCN.
failure cycle route proposals.	connections are achieved at short distance to Dawson
sames and all and same same same same same same same same	Street to the west and Leinster Street South to the south.
	Side street connections north and south of the location
	link to the wider SCN network including reutes
	converging on St Stephens Green or in the direction of
	Merrion Square maying east of the location.
Existing Road Designation and Existing Flow of Traffic	Frederick Street South is a local street with a one way
•	flow connecting with Nassen Street and Leinster Street
	South
	(National Primary and Secendary Roads) to the south
	and Molesworth Street (a main street) to the north. A
	clock wise traffic flow movement flows around the
	local street network. Frederick Street South is located in
	a central position between the Dawson Street (north
	bound) and Kildare Street (south bound) movements,
·,	The location is convenient therefore to connect with
	commuter at city centre visitor movement coming from
	either direction. Linkage to Molesworth Street
	facilitates choices to connect with Kildare Street or
	Dawson Street, Frederick Lane South is a side street
Significant Developments Proposed close to site.	linking Frederick Street South back to Kildare Street. The conservation designations and protected structures
arguineam ize scropments i roposcu crose P) site.	in the local area ensure that the character of the
	immediate area will be maintained. Development of
	infill sites as part of the south city centre retail core area
:	will in the medium to longer terms increase activity and
	consolidation of the south city centre as a prime retail
	destination.
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#### BICYCLE SCHEME LOCATION FREDERICK STREET

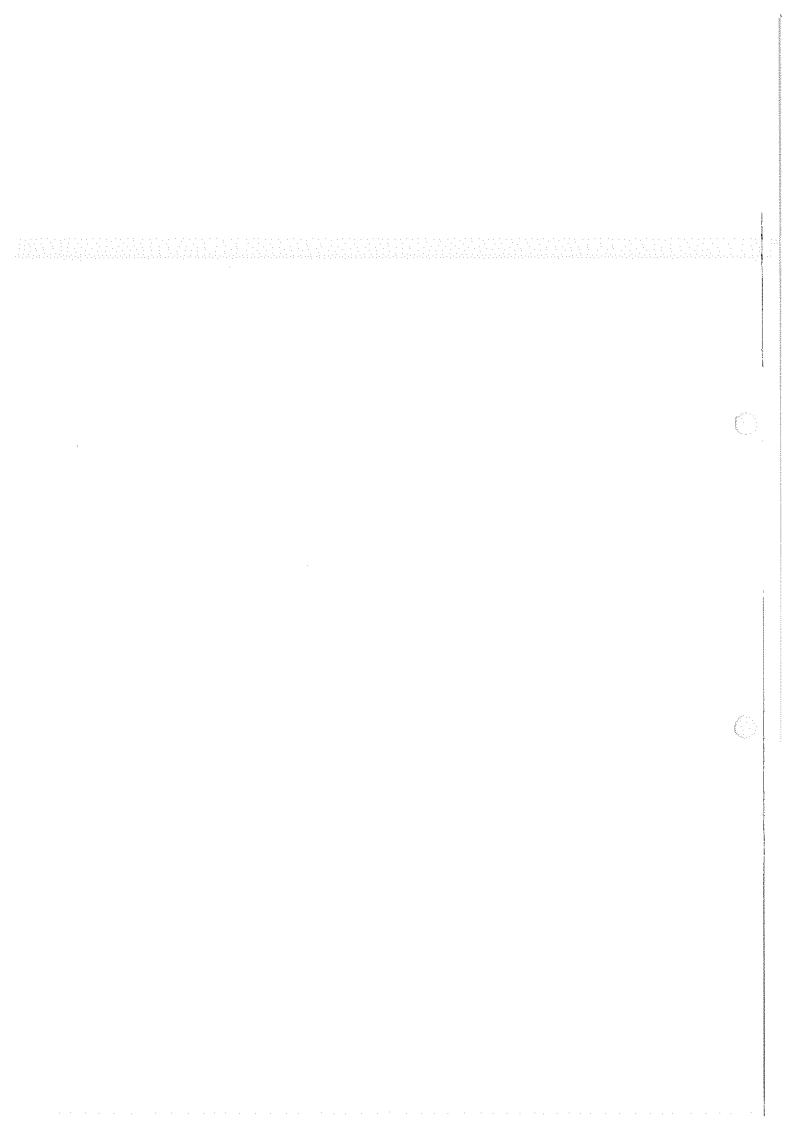
#### Justification for Site Selection:

Similar to location advantages to Molesworth Street, Frederick Street South is located between Dawson Street and Kildare Street and would provide a station in between these two important routes connecting St Stephens Green and Nassau Street. The location would compliment station proposals on Molesworth Street by providing a station along a north/south connection in the centre of this urban block between Dawson Street and Kildare Street. It facilitates a station between these two streets to encourage movement through the grid pattern of streets in the locality. The station benefits visitors to the city exploring the local cultural; and architectural attractions. The station would be close to the Mausion House, St Stephen's Green, Leinster House, National Museum, National Library etc. The location would also benefit to city centre employees working in the retail, office and services sector which are provided for within this mixed use zone. Dawson Street in particular accommodates a vibrant mix of uses that includes retail, offices, art galleries, restaurants, cafes and night clubs etc. The location would benefit the activities generated along that street.

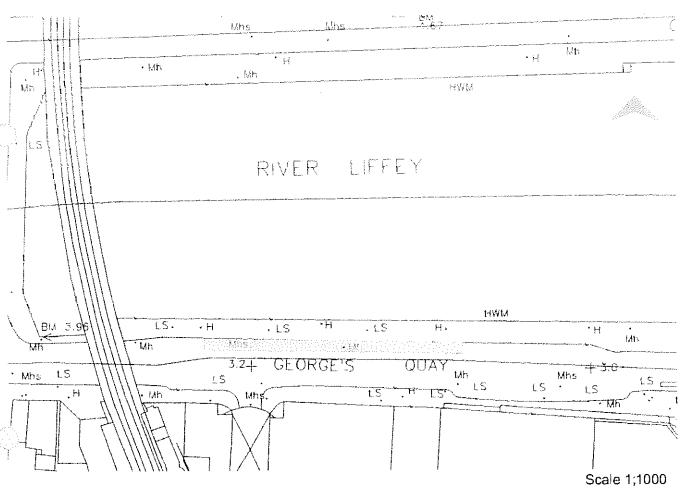
The street possesses on street car parking on both sides for location options. Positioned between the two designated national roads of Dawson Street and Kildare Street, Frederick Street South benefits from a more traffic calmed environment.

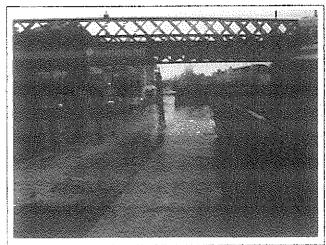
The location is strategically close to the planned Luas Line BX which is aligned along Dawson Street and also the metro station at St Stephen's Green. The facility would benefit therefore modal change and compliment the provision of enhanced public transport facilities with a cycling option for shorter city centre trips.

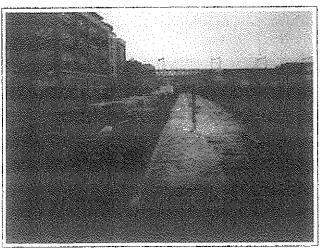
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### 34. BICYCLE SCHEME LOCATION GEORGES QUAY







### BICYCLE SCHEME LOCATION GEORGES QUAY NO.1

Station Location: Georges 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 give design character and dignity. The area is also a conservation zone.
DED and 2006 Population Level	Mansion House A: 4462 persons increase of 4.5% from 2002 census.
Pramework 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 central to that plan, it is located directly opposite the Custom House and is flanked on either end by key junctions crossing north to south representing the desire flow of movement within the area. The location is also close to Tara Street station, a major node and capable of landmark building status. Proposals seek to animate the quays and open new permeable routes. There is potential for water from public space along this section of the quays.
Transport 21 Proposals for the Area	The location is close to several public transport corridors including Loas Line BX to the west, the Luas Red line to the north and the Dublin Dari Interconnector Line to the east. The location itself is not proposed as part of a filture alignment.
Location with respect to Strategic Cycle Network or fiture Eyele route proposals.	Georges Quay is part of the SCN. Cycle lanes are on the south side of the quay and move west onto Burgh Quay. Crossing from the north is over Talbot Memorial Bridge.
Existing Road Designation and Existing Flow of Traffic	Georges Quay is a designated Regional Road with a west bound one-way traffic flow. To mave north, a cyclists would initially move west with the option of crossing Butt Bridge to move north or continue west to Burgh Quay. As stated for other sections of the grays, it is possible to navigate the quays as sections using the sequence of bridges and traffic flow for looped trips. The quays and bridges in this area are heavily trafficked.
Roods and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	There are no current applications for sites under Georges Quay. The buildings fronting this quay do however possess significant potential for redevelopment. The Georges Quay and Environs Study examines such options which would include opening access and movement through the large and enclosed office blocks current dominating the quayside. The creation of permeable streets and active uses is central to this plant. Future proposals on the quay and along streets to the south are anticipated for consolidation of mixed uses, office development and redevelopment of older office sites.

#### BICYCLE SCHEME LOCATION GEORGES QUAY NO.1

#### Justification for Site Selection:

The possibilities to rejuvenate this area are significant and explored under the Georges Quay and Envirous study. A station along the quay would give immediate benefit to office employees in the locality and equally would be a service to benefit a greater concentration of workers, residents and visitors to the area as the plans to rejuvenate the area progress.

Georges Quay possesses unrivalled views across to the Custom House. Although the existing street treatment and uses (mostly mono office use onto the quays) do not reward the visitor, the views of the Custom House are a significant attraction and of value to tourists. Plans for the local area include the provision of waterside amenities. The bicycle station would compliment such uses and encourage use of the amenities.

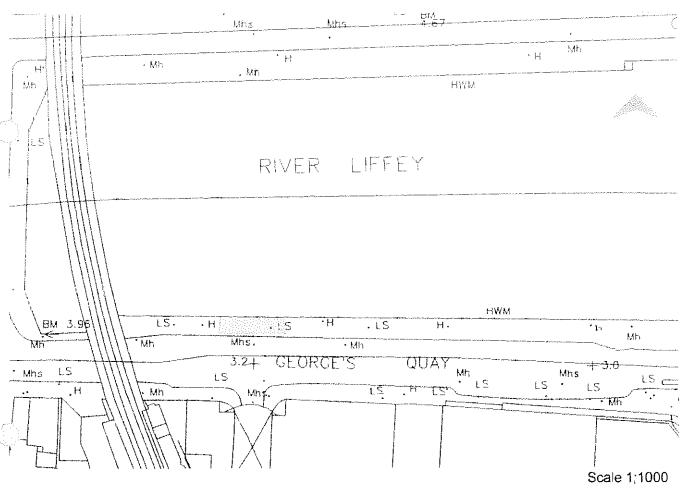
The north side of the quay contains a long row of on street parking in addition to a wide footpoth. The space exists therefore to consider location options. The location would also benefit from prominent visual presence onto the quays to encourage use.

The location is close to Tara Street. As stated in proposals for Burgh Quay, the location would benefit commuters moving to and from the location. The public realm around Tara Street is otherwise constrained. Using the quays at either side of the station may be a better option to maximise bicycle provision.

The location would compliment the spacing of other stations in the locality. It would be convenient for cyclisis moving south across Matt Talbot Memorial Bridge who would have an option of lurning west and accessing the south quays. The station would encourage exploration of the quays and movement through the grid pattern of streets both north and south of the quays.

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### 34. BICYCLE SCHEME LOCATION GEORGES QUAY







### BICYCLE SCHEME LOCATION GEORGES QUAY NO.2

Station Location: Georges 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.
DED and 2006 Population Level	Manston House A: 4462 persons increase of 4.5% from 2002 census.
Framework Pians/ 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 central to that plan. It is located directly opposite the Custom House and is flanked on either end by key junctions crossing merth to south representing the desire flow of vnovement within the atea. The location is also close to Tara Street station, a major node and capable of landmark building status. Proposals seek to unimate the quays and open new permeable mutes. There is potential for water from public space along this section of the quays.
Transport 21 Proposals for the Area	The location is close to several public transport corridors including Luas Line BX to the west, the Luas Red line to the north and the Dublin Darf Interconnector Line to the east. The location itself is not proposed as part of a future alignment.
Location with respect to Strategic Cycle Network or future cycle mute proposals.	Georges Quay is part of the SCN. Cycle lanes are on the south side of the quay and move west onto Burgh Quay. Crossing from the north is over Talbot Memorial Bridge.
Existing Road Designation and Existing Flow of Traffic	Georges Quay is a designated Regional Road with a west bound one-way traffic flow. To move north, a cyclists would initially move west with the option of crossing Butt Bridge to move north or continue west to Burgh Quay. As stated for other sections of the quays, it is possible to navigate the quays as sections using the sequence of bridges and traffic flow for looped trips. The quays and bridges in this area are heavily trafficked.
Roads and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	There are no current applications for sites under Georges Quay. The buildings fronting this quay do however possess significant potential for redevelopment. The Georges Quay and Environs Study examines such options which would include opening access and movement through the large and enclosed office blocks current dominating the quayside. The creation of permeable streets and active uses is central to this plan. Future proposals on the quay and along streets to the south are anticipated for consolidation of mixed uses, office development and redevelopment of older affice sites.

#### BICYCLE SCHEME LOCATION GEORGES QUAY NO.2

#### Justification for Site Selection:

The possibilities to rejuvenate this area are significant and explored under the Georges Quay and Environs study. A station along the quay would give immediate benefit to office employees in the locality and equally would be a service to benefit a greater concentration of workers, residents and visitors to the area as the plans to rejuvenate the area progress.

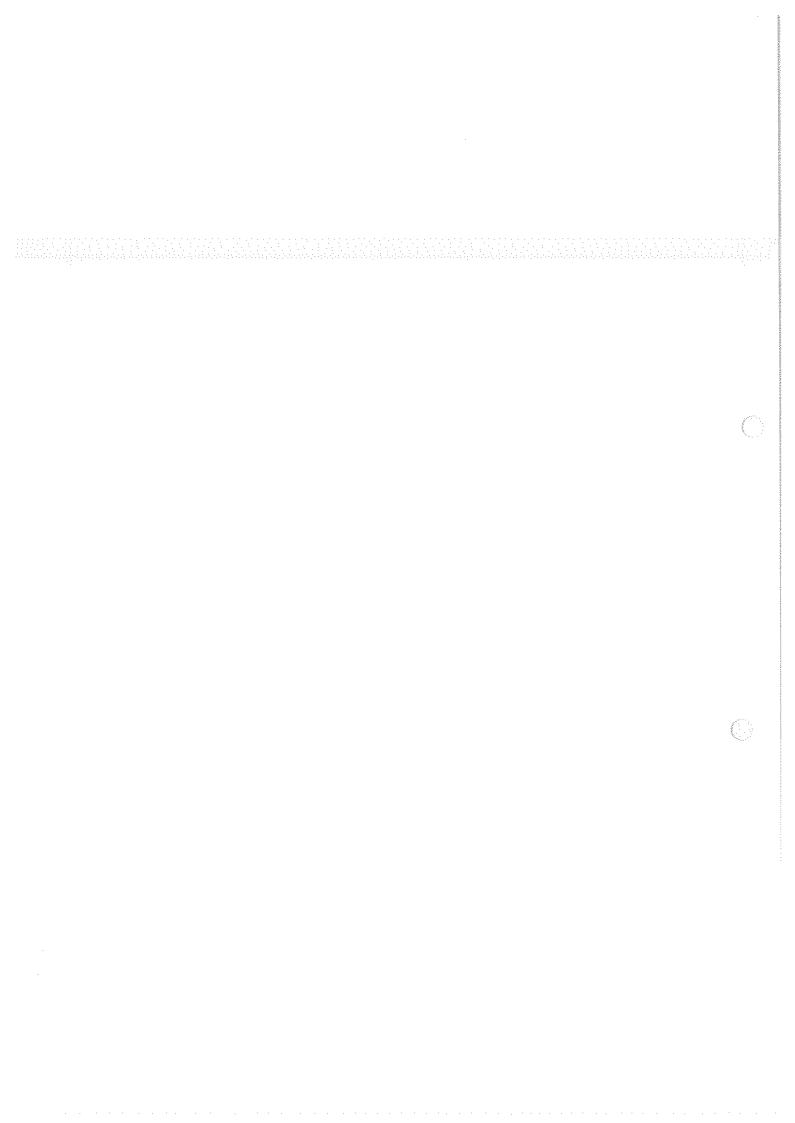
Georges Quay possesses purivalled views across to the Custom House. Although the existing street treatment and uses (mostly mono office use onto the quays) do not reward the visitor, the views of the Custom House are a significant attraction and of value to tourists. Plans for the local area include the provision of waterside amenities. The bievele station would compliment such uses and encourage use of the amenities.

The north side of the quay contains a long row of on street parking in addition to a wide footpath. The space exists therefore to consider location options. The location would also benefit from prominent visual presence onto the quays to encourage use.

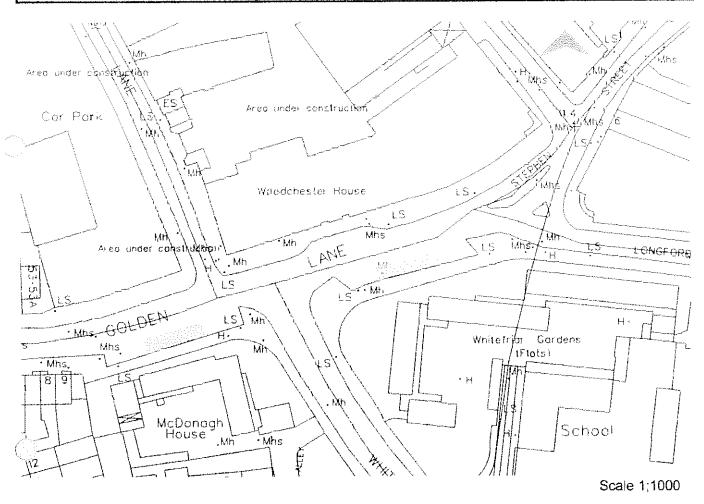
The location is close to Tara Street. As stated in proposals for Burgh Quay, the location would benefit committees moving to and from the location. The public realm around Tara Street is otherwise constrained. Using the quays at either side of the station may be a better option to maximise bicycle provision.

The location would compliment the spacing of other stations in the locality. It would be convenient for cyclists moving south across Matt Talbot Memorial Bridge who would have an option of turning west and accessing the south quays. The station would encourage exploration of the quays and movement through the grid pattern of streets both north and south of the quays.

	Comments
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### 35. BICYCLE SCHEME LOCATION GOLDEN LANE







### BICYCLE SCHEME LOCATION GOLDEN LANE

Station Location: Golden Lune	The second secon
2005-2011 Development ISan Zoning Objective	Z5 to consolidate and facilitate the development of the
industrial and the second seco	central area, and to identify, reinforce, strengthen and
	protect its civic design, character and dignity.
DED and 2006 Population Level	Ruyal Exchange A: 3,602 persons which is a decline of
Address to the transfer of the	0.9% from the 2002 census.
Framework Plans/ Local Area Plans or similar	Golden Lane is part of the Ship Siteet/Werburgh Sirger
initiatives for the area.	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 tiny centre. The
	recent emergence of new development on Golden Lane
	( the Radison Hotel) and Ohancery Lane are evidence
THE PARTY COLOR	of progress under this regeneration plan. Golden Lane
	was identified as an important corridor with
	passibilities to promote strong pedestrian links
	westward to St Patrick's Park and St Patrick's
	Cathedral, eastward towards South Great Georges
	Street, southwards towards Whitefriar Street and northwards with a number of toute options along
<b>i</b>	Chancery Lane and Ship Staget. The key cultural and
	historical auractions of the area ( S. Parrick's
	Christchurch, St Werburghs Church , City Hall and
	Dubiin Castle) are all promoted as more accessible and
	integrated into a sequence of provement along
 	rejnychated streets.
Transport II Proposals for the Area	Golden Lane is not on a public transport route but
	similar to other location proposals in this area, the
	location is a short distance south of Luas Line F Option I and north of Luas Line F option 2.
Location with respon to Strategic Cycle Network or	Golden Lane is not on the SCN although Bride Street is
funite cycle route proposals.	and forms a junction with Golden Lane. It is possible
, 14	therefore to interconnect easily into the SCN moving
	west (along Bride Street and Werburgh Street) and east
	(South Great Georges Street and Aungier Street).
Existing Road Designation and Existing Flow of Traffic	Golden Lane is a local street with a two way traffic
	flow moving cast and west. A one way flow is in place
	moving east at the junction with Stephen Street Upper
	iti get access to South Great Georges Street, Moving cart therefore towards the Grafion Street area would
	require negotiation of the local road one way systems.
Significant Developments Proposed close to site.	The area around Golden Lane, Chancery Lane and Ship
· · · · · · · · · · · · · · · · · · ·	Street Great have undergone significant transformation
	with several key infill developments. The developments
	are guided under the Ship Street-Werburgh Street
	Framework Plan. Under Reg Ref 4422/04, permission
	was granted for a 5-9 storey development containing
	hotel (now established as the Radison) and office uses.
	A recent application was permitted on a sile to the south, Reg Ref 3990107, for a 6-8 storey mixed use
	development including apartments, office and ground
	level retail. The developments will create a feature of
	the St Michael Le Pole archaeological site, proposed as
	a public garden. A new pedestrian street inoving
	east/west connecting Chancery Lane with Ship Street
	Great These developments signify the continuing
	renewal of the local area.

### BICYCLE SCHEME LOCATION GOLDEN LANE

#### ustification for Site Selection:

The location is positioned opposite a newly redeveloped area that consists of high density offices and significantly a new city centre hotel (the Radisson SAS). The location would benefit therefore employees within the new office buildings and tourists moving between the hotel and tourist attractions in the locality.

There are several options to utilise on street car parking at this location as rows of parking bays at right angles to the footpath are aligned on the south side of Golden Lane. The space exists therefore to explore station options and servicing of stations.

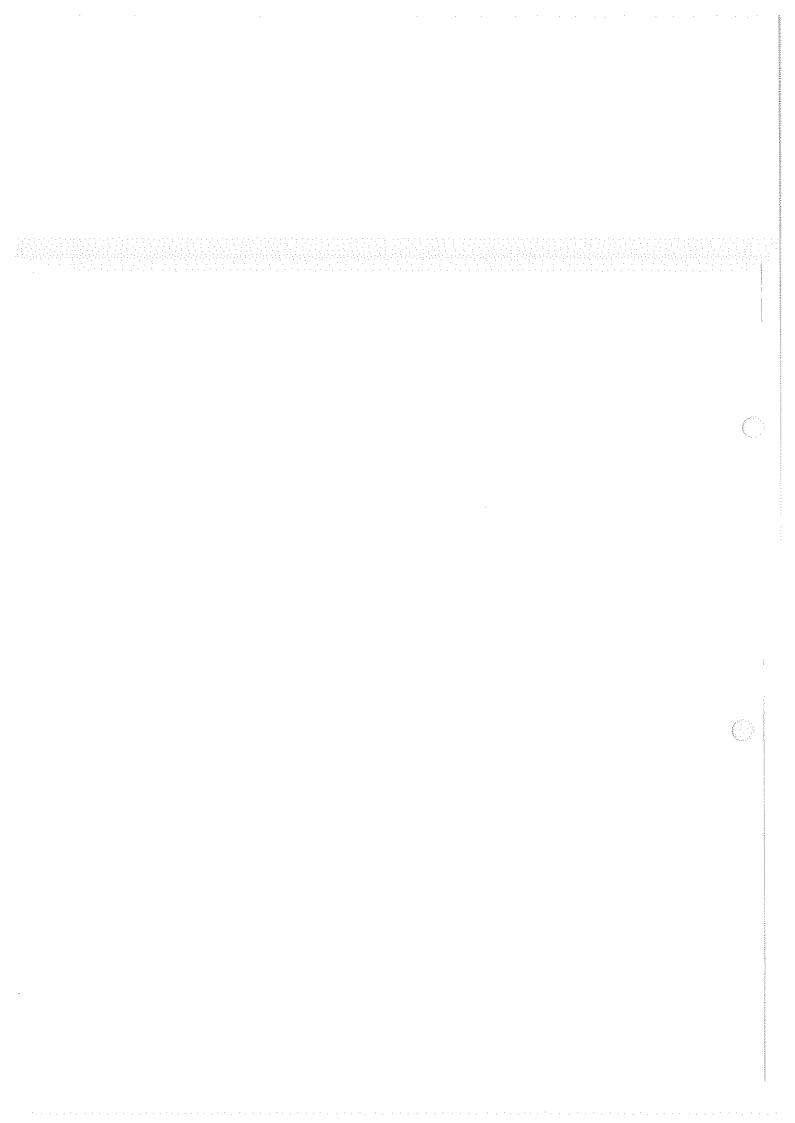
The location encourages movement through the local area which is a key objective of the Ship Street-Werburgh Street Framework Plan- to strengthen connections between historic sites in the old medieval core and create activity at street level. The bicycle station would compliment these objectives by encouraging visits to the area and aiding the regeneration process.

The station would benefit from positive visual exposure directly opposite the new hotel and office development to encourage usage.

The location is adjacent to city centre apartment blucks to benefit city centre residents. The location is also a short distance north of the proposed alignment of Luss Line F Option 2 which takes a course along Kevin Street Upper. The proximity to public transport in general ( Luss Line F Option 1 is an approximate equal distance to the north) is an advantage to provide an modal change option from public transport to local based cycling trips.

Golden Lang has a mip way flow. Arriving or exiting the station would have a number of movement options to connect with other statisms is the network.

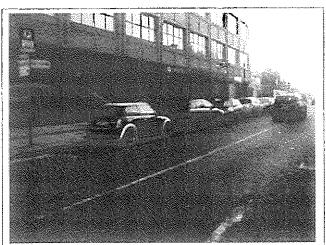
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## 36. BICYCLE SCHEME LOCATION CANDEM MARKET / GRANTHAM STREET CANDEM STREET LOWER JUNCTION







## BICYCLE SCHEWE LOCATION CANDEM MARKET / GRANTHAM STREET / CANDEM STREET LOWER JUNCTION

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Station Location: Grantham Street Cradem	
Sirver Luwer Junction	
2005-2011 Development Plan Zoning Objective	The buildings froming Candem Street are part of a linear Z4 zoned area for mixed use services. This confider is also part of a conservation zone. The side streets to the west side of the corridor are zoned 21 residential. The residential terraces along side streets to the west contain several protected structures.
DED and 2006 Population Level	Caint Revins: 5,206 persons which is a 13% increase from the 2002 census.
Francwork Plans/ Local Area Plans or similar initiatives for the area.	There are no specific plans for this area almough improvements to the street and public domain along Candem Street were proposed and mostly implemented as part of the 7001 Rathmines/Aungier Street Framework Study. This plan identified the importance of the corridor and highlighted it socio economic and urban form weaknesses. A series of interventions were proposed including the promotion of Candem Street as a civic space as opposed to a through toute. Proposals included upgrading of pedestrian realm, upgraded public lighting, enhanced Environmental Traffic Cells, building surveys, façade restorations and boundary enhancements, improved street market stalls and conditions etc.
	There are current proposals for a local action plan for Rathmines to addresses the physical weaknesses in the character of the village at present and enhance the village centre as a high quality retail village centre in keeping with its designation as a Prime Urban Centre. The overall physical environment of the village and specific studies on key re-development opportunity sites will form part of that plan.
Transport 21 Proposals for the Area	The Candem Street curridor is an important bus curridor route to the city centre. There are no rail proposals under Transport 21 for the route. Luas Line F Option 2 would include a proposal to connect to St Stephens Green (from Lucan) crossing Wexford Street at the Cuffe Street junction, a short distance north of the location.
	The existing Luas Green Line includes a station at Harctourt Street which is accessed at close walking distance east of Candem Street.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Candem Street is part of a continuous alignment along the SCN linking Rathmines Road Lower with Aungier Street, South Great Georges Street and Dame Street. The location is well located therefore to the SCN, d
Existing Road Designation and Existing Flaw of Traffic	Candem Street is a Regional Road with a two way traffic flow which changes to a one way flow system around Charlotte Way and Harcoart Road. The road provides a direct connection to Rathmines with key junctions for wider traffic circulation including the Grand Canal to the south, the South Circular Road in the centre and Cuffe Street which links in mire with St Stephens Green. Continuing north towards the city centre links with South Great Georges Street and Daive Street. Side afree connections along the corridor link with Harcourt Sfreet moving east or through a wide inner suburban residential area (moving towards Clambrassii Street) moving west. There are a number of movement options to and from the location. Princarily the route would promote north to kouth links although using side street connections moving east would link with the Luas line and streets to the south eart of Stephens Green (a prime city centre office district).
Significant Developments Proposed close to site.	There are no significant rojevelopment propusals close to the site.

## BICYCLE SCHEME LOCATION CANDEM MARKET / GRANTHAM STREET / CANDEM STREET LOWER JUNCTION

#### Justification for Site Selection:

This location is one of three locations proposed as side street/junction locations along the Candem Street Lower-Candem Street Upper corridor road between Rathinines and the city centre.

The spatial extent of the initial bicycle scheme may not provide opportunities to extend the network beyond the boundary of the Grand Canal and into Rathmines. Future extensions of the scheme may facilitate such extensions to service Rathmines and other inner suburban village centres. This corridor route is however recognised as an important artery to the city centre. The locations could provide a cycle option for commuters moving northwards to the city centre as a viable alternative to car transport or to facilitate mixed modal transport movements (between pedestrian and bus transport for example).

The corridor is not on a direct route for Transport 21 rail proposals but it is an important bus corridor with a number of services from the residential suburbs beyond Grand Canal moving towards the city centre. Cycle station facilities would compliment public transport ( bus movements) through the local area.

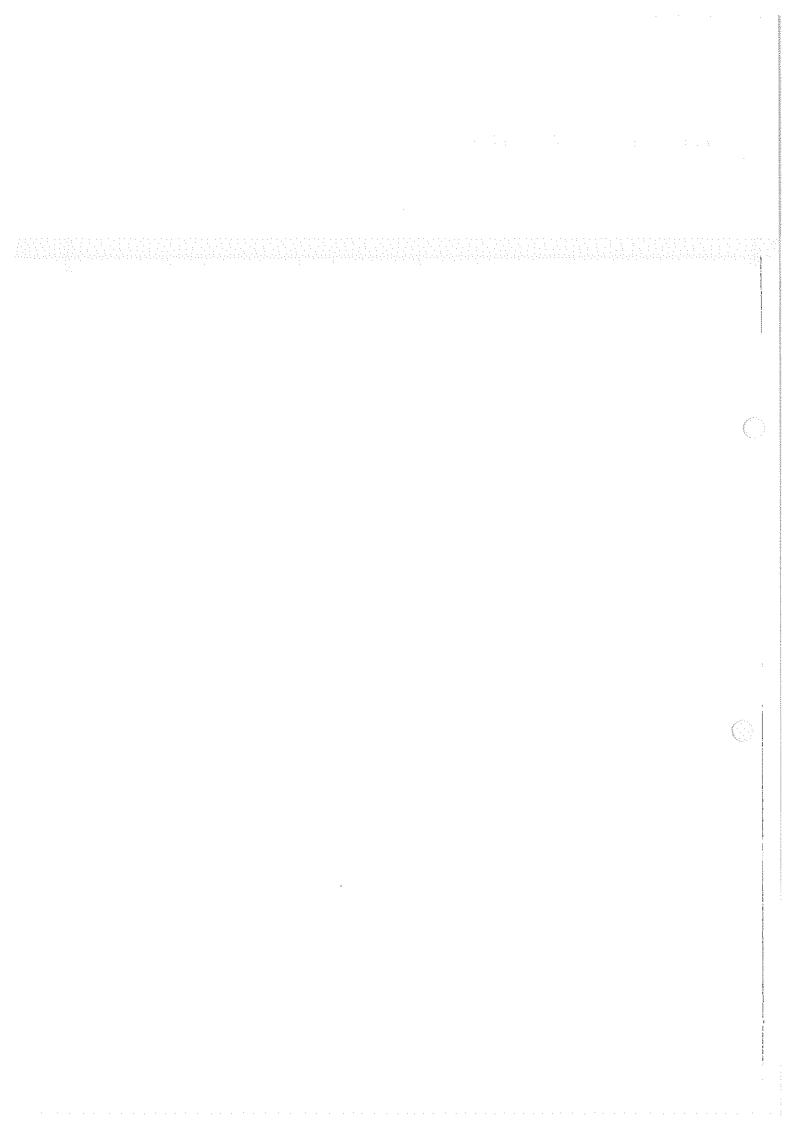
Opportunities for cycle station locations along either Candem Street Upper/Lower are more restricted owing to the busy outure of the road carriage way, limited areas of on street parking and loading bays for the retail and other mixed use services along its route. There are however a number of side street connections, particularly on the west side of the road, which could provide viable side street options to service the route.

The site is one such example with on street parking available at the junction of Grantham Street close to the junction with Candem Street Lower. The location would have positive visual prominence along Candem Street Lower to promote its use. The side street location would allow opportunity for station layout options and servicing. At this location, the bicycle station would also be close to the market stall areas along Candem Street Lower (these stalls are positioned on trading days along the widened footpaths on the east side of the street). A bicycle station proposal would encourage movement to the street and promote this section of the street as a civic space in its own right moving from Rathmines towards the city centre. The upgrading of the physical environment of the street and development of its potential as a civic space as opposed to a through route solely was part of the objectives contained within the Rathmines / Aungier Street Study

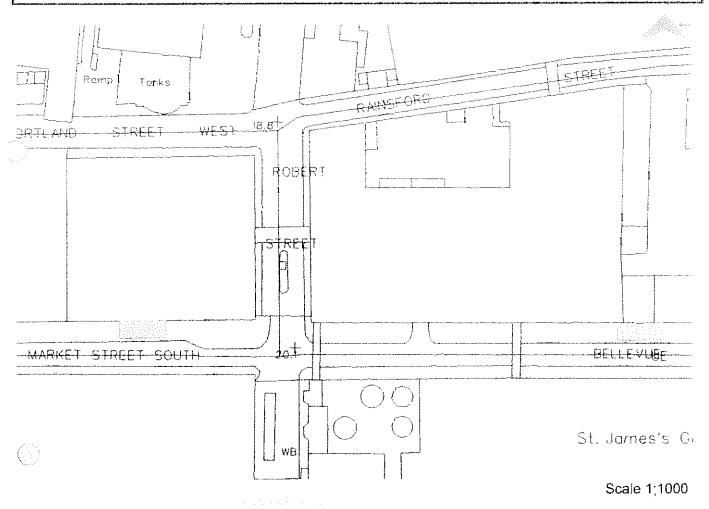
At this location, a station would benefit visitors and employees within the mixed use services of the area which includes retail, hotels, restaurants, public houses, offices etc. There is a wide inner suburban hinterland moving west of the location with a number of side street connections to residential streets. The location would benefit inner suburban residential areas with an option for commuting to and from the wider the city area.

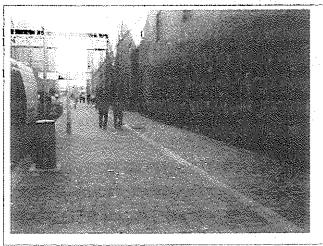
The area in general, forms a west boundary to the proposed spatial extent of a core area covered with bicycle station facilities in the south city centre. Moving eastward for example there are locations proposed through the urban blocks to the SE of St Stephens Green. Using the Candem Street corridor as a western boundary to this wider zone would encourage east to west permeable movement through the streets in the local area and help forge stronger connections moving along side streets east to west.

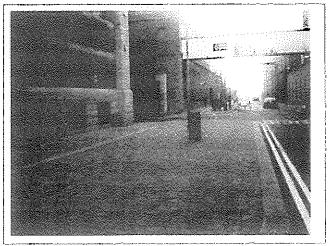
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## 37. BICYCLE SCHEME LOCATION BELLEVUE / GUINNESS STOREHOUSE ENTRANCE







# BICYCLE SCHEME LOCATION BELLEVUE / GUINNESS STOREHOUSE ENTRANCE

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Station Location: Guinness Store House	The state of the s
2005-2011 Development Plan Zoning Objective	The location is Zone Z7 to provide for the protection
	and creation of industrial uses. To the cust, the rowing
	designation is Z5 to consolidate and facilitate the
	development of the central area. This area is designated
	as part of the Digital Hub Framework Development
	Area. To the west, lands adjoining Grand Canal Place
	are zened Z10 to consolidate and facilitate the
	development of inner suburban sites for mixed uses of
	which office, retail and residential development would
	be the predominant uses. The surrounding context of
	the location is one with extensive renewal plans to
V-PACCEPACITY OF THE PACCEPACITY	regenerate the local area and create vibrant city centre
	ž.
TNT12 - 3 28/2/ P - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	Quarters.
DED and 2006 Population Level	Ushers C: 3,089 persons which is a 14% increase from
	the 2002 census.
Framework Plans/ Local Area Plans or similar	The Gainness Store House is located centrally within
initiatives for the area.	an area of planned social and physical regeneration.
	The Marrow Bane Lane/Liberties Regeneration Plan.
	This plan is targeting a social and physical rejuvenation
	of the area which primarily focuses on sucial housing
	regeneration but also includes proposals for physical
	regeneration building on the historic industrial building
1	legacy of the area (improvement works in the area of )
	the former Grand Canal basin for example). Whilst the
	Guinness Buildings are protected and part of the
	established context, the Guinness State house, as one of \
	the city's top visitor attractions, is a major asset to the
	local area.
I Transport 21 Proposals for the Area	The Guinness Store House is accessed by a sequence of
	side street movements south of Thomas Street. The
	location is not therefore part of any proposed Transport
	21 routes but is otherwise in close walking distance to
	the Luas Red Line station at St James's Hospital and
	the proposed alignment of Luas Line F Option 1 along
	the Junies's Street/Thomas Street corridor.
Location with respect to Strategic Cycle Network or	The Guinness Store House is south of the SCN which
future cycle route proposals.	runs along Thomas Street a short distance north. The
,	SCN is closely accessible however via Crane Street.
Existing Road Designation and Existing Flow of Traffic	The road access to the Store House is achieved by a
manifested reason and meditaritation por manifested 1 10/22 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	number of side street options south of Thomas Street (a
	Regional Road). The most community used route would
	be accessing the local designated streets of Crane Street
	and at the end of the street moving onto Bellvuc and
	Market Street South, Side street movements further
	west and north would loop back unto James's Street.
Significant Developments Proposed close to site.	The area is located centrally in a wider land bank
	undergoing extensive renewal including the social
	housing regeneration areas under the Marrowbone Lane
	plan, the enterprise and mixed use developments
	proposed within the Digital Hub and proposals for
	industrial sections of the Guinness Lands further north
	adjoining Victoria Quay under the Heusten Gateway
	FDA. The immediate vicinity of the Store House is
	however an important area of protected structures
	which themselves are unlikely to undergo change. The
	ionger term surrounding context of the local area will
	place the location more centrally within a consulidated
	city centre 20ne than the present fragmented and largely
	inactive streets context.
ppropriation of constructive transfer or propriation or construction of the propriation o	

## BICYCLE SCHEME LOCATION BELLEVUE / GUINNESS STOREHOUSE ENTRANCE

#### Justification for Sltc Selection:

The location is proposed in recognition of the Guinness Store House as a significant visitor attraction in Dublin City. The location may however be perceived as somewhat disconnected from the city centre with long walking distances to the location from other attractions such as Christelhurch for example. The on going programme of renewal and rejuvenation of the wider area (the Digital Hub, Heuston FDA and Marrow Bone Lane plans collectively) will create a longer term context of a vibrant mixed use city centre zone ensuring that the James's Street/Thomas Street corridor functions to a better extent as a key city centre location. The proposed Luas Line F Option 1 route would reflect the possibilities for future progress and improved integration of the area with the wider city. At present, linking the location within the bicycle scheme network is considered beneficial to improve access and connectivity to the location. Linked to a series of other station sites in close proximity which similarly aim to focus attention and movement through this area would promote the objectives of planning initiatives in the locality.

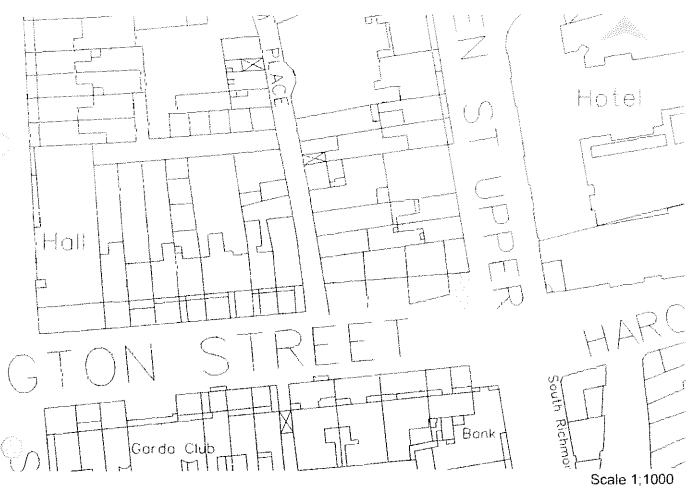
To consider station options for the Guinness Store House, a location on Thomas Street close to the junction with Crane Street was desired but space on the public pavement and absence of on street parking bays at the location restricts potential. Pedestrian access to the Store House is signposted from the Crane Street / Thomas Street junction. It is considered a possibility therefore that using this same pedestrian route along Crane Street as part of the cycle movement to the location will lead the visitor to Bellevue or Market Street South where footpaths of extensive width and a traffic calmed character exists to consider station options.

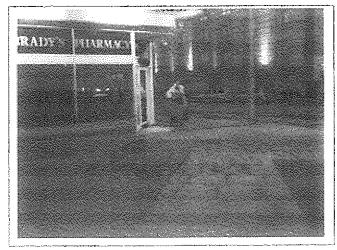
A location close to the main entrance and/or close to where existing tourist buses collect and drop passengers at the location would highlight the facility and provide a benefit to visitors of the attraction. The facility would additionally be a benefit to employees working within the industrial zone locally. Whilst the area would not have the same levels of passing traffic or activity as a main street location, the combination of space available and high levels of visitors to the location would warrant consideration.

Moving from the station could include movement north west via Grand Canal Place and Echlin Street to reconnect with James's Street. At short distance therefore, moving through local side streets would re-connect with the James's Street/Thomas Street corridor where other station proposals include the Sun Dial Monument and James Hospital (moving west) and St Catherine's Courch and Commarket moving east towards the city centre. The location would have linkages at short distance to the wider cycle scheme network in this regard.

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# 38. BICYCLE SCHEME LOCATION HARRINGTON STREET / CAMDEN STREET UPPER JUNCTION







# BICYCLE SCHEWE LOCATION HARRINGTON STREET / CAWDEN STREET UPPER JUNCTION

Station Location: Havrington Street-Candem Street Upper Junction	
2005-2011 Development Plan Zoning Objective	The buildings froming l'andem Street are part of a linear Z4 zoned area for mixed use services. This corridor is also part of a conservation zone. The side streets to the west side of the corridor are zoned Z1 residential. The residential terraces along side streets to
DED and 2006 Population Level	the west contain several protected structures.  Soint Kevins: 5,206 persons which is a 13% increase from the 2002 census
Framework Plans' Local Area Plans or similar initiatives for the area.	There are no specific plans for this area although improvements to the street and public domain along Candem Street are were proposed and mostly implemented as part of the 2001 Rathmines/Aungier Street Framework Study. This plan identified the importance of the corridor and highlighted it socio economic and urban form weaknesses. A seriex of interventions were proposed including the promotion of Candem Street as a civic space as opposed to a through route. Proposals included ungrading of pedestrian realm, inperaded public lighting, enhanced Environmental Traffic Cells, ouilding surveys, façado restorations and bourdary enhancements, improved street market stalls and conditions etc.
	There are current proposals for a liceal artism plan for Rathmines to addresses the physical weaknesses in the character of the village at present and enhance the village centre as a high quality retail village centre in keeping with its designation as a Printe Urban Centre. The overall physical environment of the village and specific studies on key re-development opportunity sites will form part of that plan.
Transport 2! Proposals for the Area	The Candem Street corridor and South Circular Road are important bus corridor routes to the city centre. There are no rail proposals under Transport 21 for the rotte. Luas Line P Option 2 would include a proposal in connect to St Stephens Green (from Lutan) crossing. Wexford Street at the Cuffe Street junction, a short distance north of the location.  The existing Luas Green Line includes a station at Harcourt Street which is accessed at close walking distance east of Candem Street.
Lineation with respect to Strategic Cycle Network or future cycle route proposals.	Candem Street is pair of a continuous alignment along the SCN linking Rathinines Road Lower with Aungier Street, South Great Georges Street and Dame Street. The location is well located therefore to the SCN, d
Existing Read Designation and Existing Flow of Traffic	Candem Street is a Regional Road with a two way traffic flow which changes to a one way flow system around Charlotte Way and Harcourt Road. The road provides a direct connection to Rethinines with key junctions for wider traffic circulation including the Grand Canal to the south, the South Circular Road and Cuffe Street which links in turn with St Stephens
	Green. Continuing north towards the city centre links with South Great Georges Street and Danie Street. Side street connections along the corridor link with Harcount Street moving east or through a wide inner suburban residential area (moving towards Clanbrassil Street) moving west. There are a number of movement options to and from the location. Primarily the route would promote north to south links although using side street connections moving east would link with the Luas line and streets to the bouth east of Stephens Green (a prime city centre office district).
Significant Developments Proposed close to site.	There are no significant redevelopment proposals clase to the site.

# BICYCLE SCHEWE LOCATION HARRINGTON STREET / CAMDEN STREET UPPER JUNCTION

Justivention for Site Selection:

This location is one of three locations proposed as side streat: junction locations along the Candem Street Lower-Candem Street Upper corridor road between Rathmines and the city centre.

The snatial extent of the initial bicycle scheme may not provide opportunities to extend the network beyond the boundary of the Grand Canal and into Rathmines. Future extensions of the scheme may facilitate such extensions to service Rathmines and other inner suburban village centres. This corridor route is however recognised as an important artery to the city centre. The locations could provide a cycle option for commuters moving northwards to the city centre as a viable alternative to car transmort or to facilitate mixed modal transport movements (between pedestrian and bus transport for example).

The corridor is not on a direct route for Transport 21 rail proposals but it is an important bus corridor with a number of services from the residential suburbs beyond Grand Caual moving towards the city centre. Cycle station facilities would compliment public transport (bus movements) through the local area.

Opportunities for cycle station locations along either Canders Sizzet Upper/Lower are more restricted owing to the busy nature of the road carriage way. Ifmited areas of on street parking and loading bays for the retail and other mixed use services along its route. There are however a number of side street connections, particularly on the wast side of the road, which could praylide viable side street options to service the route.

The site is one such example with a widened pavement on the north side of Plarrington Street at the junction with Candem Street Upper. This is a prominent junction connecting the South Circular Road to Adelaide Road (noving further east) and connecting the SCR with a connection to the city centre (moving north) or Rathmines ) moving south). A closer site assessment will need to determine if the widened footpath at this junction has sufficient space to allow servicing ( the location is close to a Pharmacy at this junction). Should the location prove feasible for servicing, the location would have the advantage of positive visual exposure at this junction to encourage use of the facility.

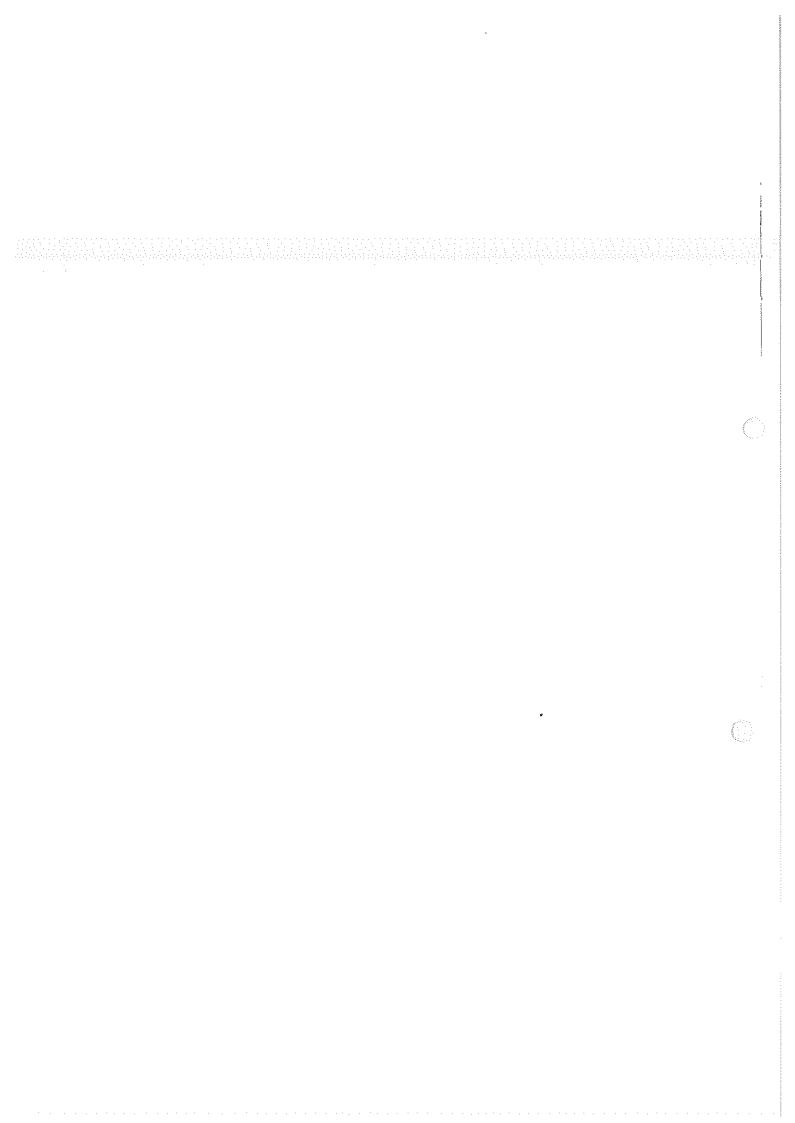
At this location, a station would benefit visitors and employees within the mixed use services of the area which includes retail, hotels, restaurants, public louses, offices etc. There is a wide inner suburban himerland moving wast of the location with a number of side street connections to residential streets. The location would benefit inner suburban residential areas with an option for commuting to and from the wider city area. The location is also close to Portabello Collegs, a short distance north of the site and would benefit student movements between the College and the city centre.

The Meath Hospital and a number of secondary schools are located a short distance west and accessed from Heytesbury Street. Future extensions to the bicycle scheme could explore options for locations further west off the SCR to service the residential and institutional uses accessed from it. Within the present spatial feasibility of the scheme, this location would provide a facility close to the eastern end of the SCR to benefit the areas close to it and connect with the other stations locally.

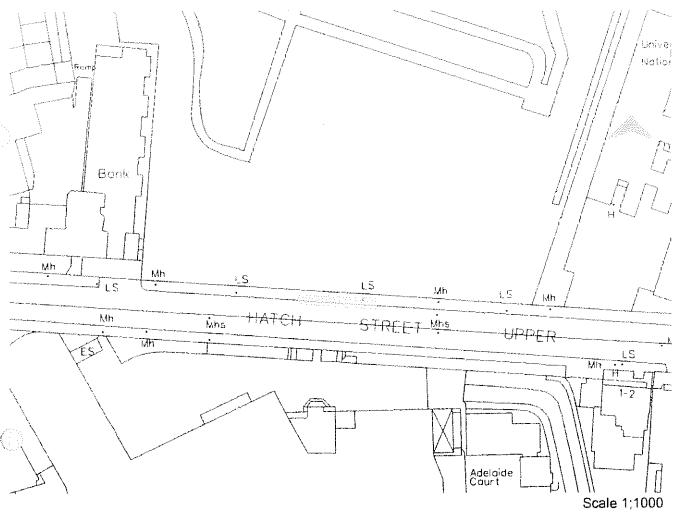
The area ,in general , forms a west boundary to the proposed spatial extent of a core area covered with bicycle station facilities in the south city centre. Moving eastward for example there are locations proposed through the urban blocks to the SE of St Stephens Green. Using the Candem Street corridor as a western boundary to this wider zone would encourage east to west permeable movement through the streets in the local area and help forge stronger connections moving along side streets east to west.

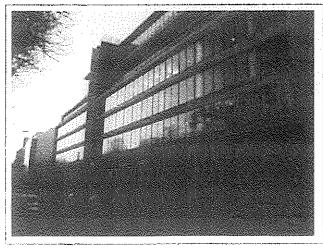
The location is close to the Grand Canal to promote the canal area and the canal side amenities as a leisure attraction. Public realm enhancements including a civic space to the front of Portabello Plouse have created public spaces to appreciate the amenity value of the canal. A station close to the canal would connect such amenities to a better extent with the city centre further north as part of the bicycle scheme network.

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# 39. BICYCLE SCHEME LOCATION HATCH STREET UPPER







### BICYCLE SCHEME LOCATION HATCH STREET UPPER

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Station Location: Hatch Street Upper	
2005-2011 Development Plan Zoning Objektive	The smith side of Hatch Street upper is zoned Z6 for the creation and protection of enterprise and iscilities apportunities for employment creation. The north side of this street adjoins a boundary wall shared with the Ivragh Gardens which are zoned Z9 for recreational amenity and open space.
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 Arcs	There are no specific Transport 21 proposals impacting on Hatch St Upper. The location is close to the existing Luas Greet line stop at Harrourt Street.
Location with respect to Strategic Cycle Network or	Hatel, St Upper is not part of the SCN. Connections to
future cycle civile proposals.	it are achieved at Earlshut Terrace, 8 short distance cast of the site.
Existing Road Designation and Existing Flow of Traffic	The street is a regional road with a two way traffir flow. Moving to and from the location has a number of options
Significant Developments Psopused close to site.	Most of the available sites for redevelopment are completed on the east side of Hatch Street Upper which contains the Z& zoning objective. Six and seven storey utifice developments containing significant office floor space and other thixed uses (refail, restaurants and leisure uses) have been permitted (the site of the former Dunlop centre being an example). The west side of the street adjoins the Iveagh Gardens and the Natishall Concent Hall and is unlikely to change in character.

### Justification for Site Selection:

The location is considered prime for locating a hicycle station owing to its proximity to the Luas Green line and Luas station at Harcourt Street. Unling to restrictions on space at the Luas stop on Harcourt Street. Hatch Street Upper provides an advantage of being located close to the station without oreating congestion at the Luas stop. The cycle station facility will provide choice for intermodal change from public transport to cycling for local journeys.

The location is politioned opposite recently completed high density office developments. The facility would benefit employees in this regard offering a cycling facility as an alternative mode of transport for commuting.

The concentration of employment in the local area is considered significant between office use in the protected structures and office blocks both on Hatch Street Upper and at the Harcourt Street/Harcourt Road junction. Cycle station facilities would benefit employees and visits between various office locations in the locality.

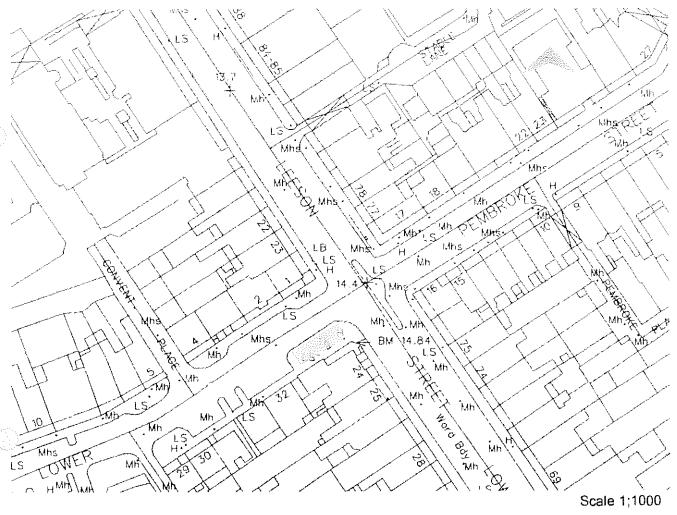
The street contains a long row of on street car parking adjacent to the boundary shared with the Iveagh Gardens. A number of options exist therefore for locating a bicycle station along this street.

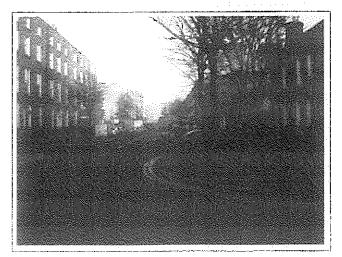
The location interconnects well with the wider street nerwork. There are a number of options for movement to and from the location including eastward movement to the Georgian streets and squares, southward movement in the ranal and westward movement movards Camden Street and Aungier Street. The grid pattern of local streets compliment the cyclist movement options to explore the local area. The positioning of station sites at regular intervals within this wider area will promote usage of the scheme for a number of potential users.

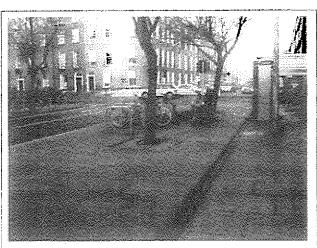
The location would be refit a number of other uses in addition to office use. The station is close to the National Concert Hall, the Iwagh Gardens and a number of historic and architecturally rich streetscapes. The location would benefit tourists in this regard explering the area. The location is also close to a number of hotels, restaurants and night clubs/bars in the locality and would benefit visits to these facilities. The location is also close to the Royal College of Surgeons and university facilities to benefit students.

Comments	
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# 40. BICYCLE SCHEME LOCATION HATCH STREET LOWER







### BICYCLE SCHEME LOCATION HATCH STREET LOWER

Station Location: Hatch Street Lower	
[ 2005-2011 Development Plan Zobing Objective	The content of the last of the
	street to protect the existing architectural and civic
	design character, to allow for limited expansion
	consistent with the conservation objective. To allow
The state of the s	primarily residential and compatible office and
	institutional uses. The ZS area is a conservation cone
	containing several protected structures.
	The western and of the streat is zoned 26 for the
	creation and protection of enterprise and facilities
	opportunities for employment creation.
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	There are no specific framework plans or area based
initiatives for the area.	plans currently proposed for this area.
Transport 21 Proposals for the Area	There are no specific proposals under Transport 21 for
	this location. The Luzs Green line is a short distance
	west of the location.
Lucation with respect to Strategic Cycle Network or	Hatch Street Lower is not part of the SCN mate.
future cycle route proposals.	Connections to the network are facilitated however to
	the cost on Leeson Street Lower and north (Eurisfort
	Terrace and St Stephens Green).
Existing Road Designation and Existing Flow of Truffle	Hatch Street Lower is a local road with a two way flow.
	It is an important road however for connections to
	Lesson Street Lower at its east end and Earlsfort
	Terrace on its west end. Condituing with innvenion
	west to Hatch Street Upper connects with Harcourt
	Street and the Luas Cireen line.
Significant Developments Imposed close to site.	The west end of Hatch Street Lower possesses a Z6
	zoning. Office developments are established. Areas
	capable of change or absorbing significant new
	developments are likely to be at this end. The West end
	of the street is a ZR zone with a conservation
	designation and several protected structures.

### Justification for Site Selection:

Similar to Hatch Street Upper, Hatch Street Lower facilitates strong east to west connections that link Harcourt Street and the Luas facilities with the Georgian streets and squares to the east where high levels of office couplingment are generated. A station along this street compliments the regular spacing of stations in the locality which encourage movement through the grid pattern of local streets and make connections between places of work and different modes of transport possible.

in addition to servicing the wider area and us employment levels. Hatch Street Lower itself possesses a mix of uses including office and residential. Residents and office workers along that street would benefit from location options.

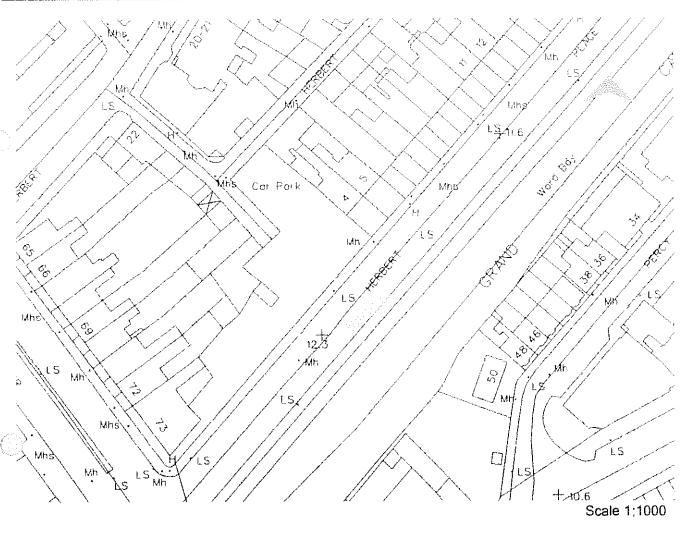
The junction of Match Street Lower, Pembroke St. Upper and Leeson Street Lower is a significant junction providing a range of possible movement options to key areas in either direction. Having a location at the west end of the street close to that junction increases the benefit of the station to facilitate connections to other prime areas.

As stated for other locations in this vicinity, the regular spacing of locations encourages exploration of the Georgian Streets and Squares in the area and movement in all directions to explore the architectural attractions of the area. The station would benefit tourist exploration of this attractive area.

As Lesson Street Lower does not possess on street parking for tocation options, having a location close to the precitation as side street off it is considered positive to service that key corrider.

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# 41. BICYCLE SCHEME LOCATION HERBERT PLACE







### BICYCLE SCHEME LOCATION HERBERT PLACE

Station Location: Herbert Place	
2005-2011 Development Plan Zoning Objective	The 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 canal side is a conservation zone and has a Z9 open space and
	recreation designation. Lands to the south of the canal are zoned a mixture of Z4 mixed use. Z1 and Z2 residential i. Z6 enterprise and Z15 institutional uses.
DED and 2006 Population Level	South Dock: 5,123 persons which is an increase of 36% from the 2002 census
Framework Plans/ Local Area Plans or similar initiatives for the area.  Transport 21 Proposals for the Area	There are no specific framework plans or area based plans currently proposed for this area.  There are no specific Transport 21 proposals for this
Location with respect to Strategic Cycle Network or future cycle route proposals.	area. The closest public transport access (apart from Bus) is the Dari 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 Dari Underground liner-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.  Werbert Place is not on the SCN but is located just west of Mount Street Lower which is on the SCN.
	Connections to the wider network are facilitated therefore at close proximity.
Existing Road Designation and Existing Flow of Traffic	Herbert Place is a local road connecting with Baggot Street Lower (a Regional Road) to the west and Mount Street Lower, also a Regional Road, to the east. These streets connect with two important radial corridors towards the city centre from the SE suburbs. Mount Street Lower connects with Grand Canal Street Lower which in turn has side street connections to the south
	docklands. Baggot Street Lower connects with the Georgian streets and squares by side street movement which are important office locations. The location
	would benefit movement towards these character areas which are also locations with proposed bicycle stations.
Significant Developments Proposed close to site.	This street is mostly Z8 in character with conservation designations and protected structures on one side opposing the canal on the other side of the street. The character is unlikely to change significantly.

### BICYCLE SCHEME LOCATION HERBERT PLACE

### 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 Gration Street St Stephens Green West and Harconn Street corridor with the Grand Canal and is intersected with the key corridors of Lecson Street Lower, Baggot Street Lower and Mount Street Lower. There are good connections north to south across this area and equally case 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 haildings 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 bayout 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

Herben Place is similar to Warrington Place with respect to character and location. Whilst the street is mostly residential in character, the street does provide a good east to west connection parallel with the canal to facilitate looped trips through the street layout between Baggot Street Lower and Minim Street Lower. The street in other words compliments a network spacing of locations and promotes east to west movement through the area.

Pay and Display parking snaces adjacem to the canal facilitate opportunities for positioning a station and servicing

Whilst the street is testdential in character and does not commin the same concentration of employment uses as other streets in this locality, it is important as a location close to the canal and providing options for inter modal change for people moving between the south subarbs towards the city centre. The location gives opportunity to intercept with the bicycle system for people moving from the Ballsbridge area for example. Walking "cycling combinations maybe a best alternative if the initial range of the system does not extend beyond the canal sing

The following prims are stated for a number of locations in this area which share contains an immes

Considering the high concentration of office activity within this overall district, the incitity of a breyth 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, Grend Canal Station etc), most locations are a good walking distance from the acarest significant public transport high Chus stops Pacludgdt. Biegele stations would service this employment zone by shortening journey direct between key transport nodes and this employment district. It would also be beneficial for visits between offices and companies within the locatiny

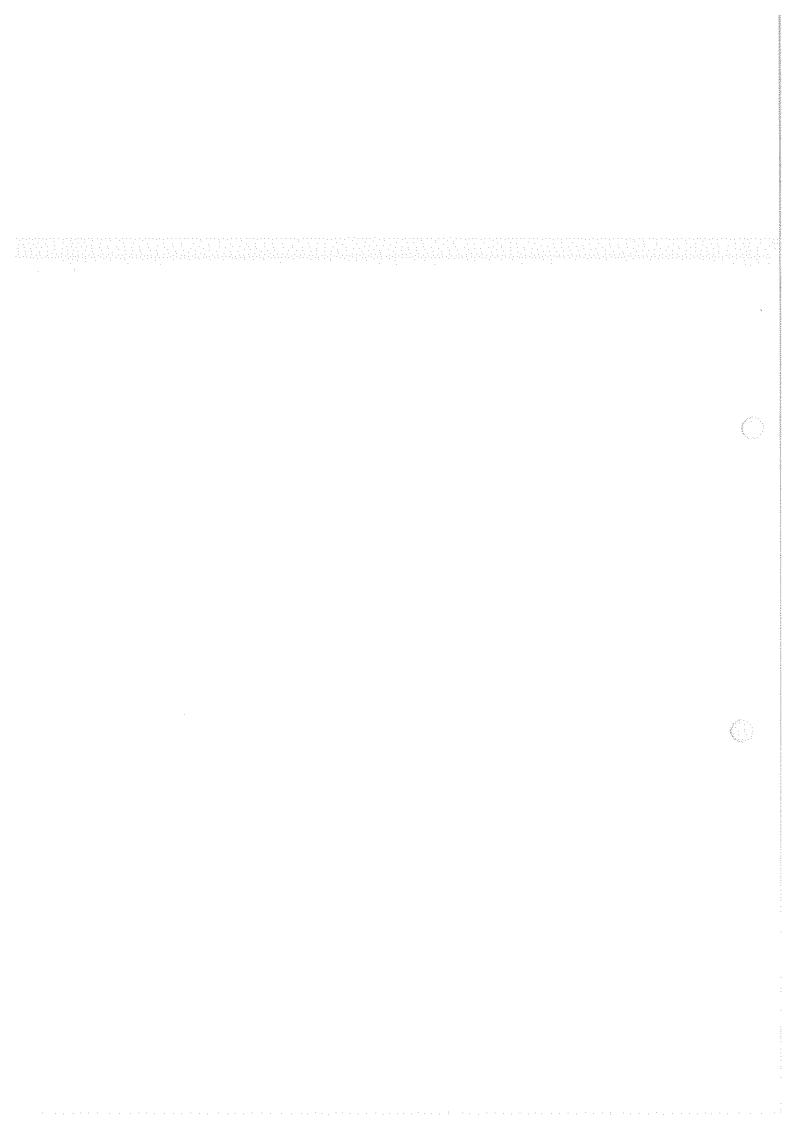
The Georgian Surest pattern found throughout the area creates many side stracts connecting in turn with important north to south and cast to west corridors. The advantage of the locations in this averall district are therefore that traffic calmed side stream connect with busier main confulers to encourage 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 frompoth or perpendicular in it. There are smore streets with extensive areas of purking of this character. As the area is primarily an office base, these streets have the cheracter of being occupied by parking during business hours but largely empty beyond husiness 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.

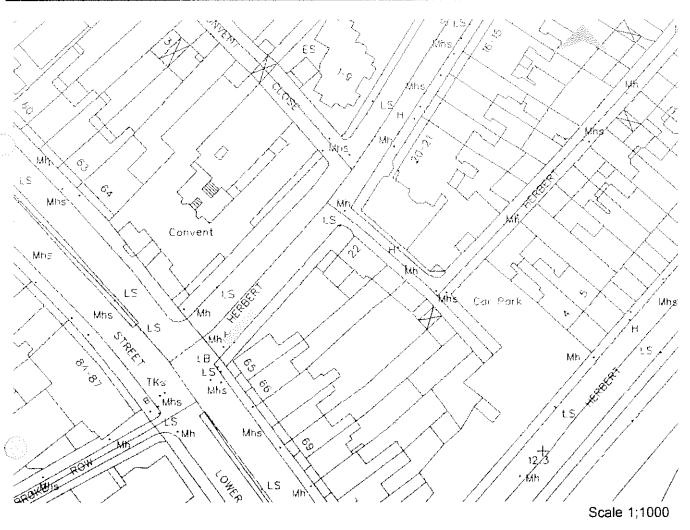
The area has a doh architectoral legacy with several streetscapes of historic character. The combination of Georgian streetscapes, urban packs, cultural attractions and canal side amenities make the area attractive to visit. A network of regularly sparea stations through the area would facilitate and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

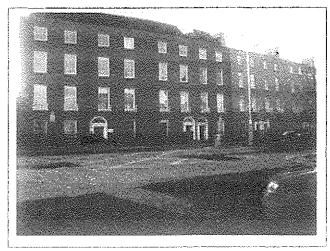
This SE quadrant is at an interface between the suburbs beyond the ranal and city centre zone. Whilst the spatial extent of the initial 50 stations may not extend beyond the canal ring (future expansion should target these areas across both the Boyal and Grand Canals), having facilities close to the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

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# 42. BICYCLE SCHEME LOCATION HERBERT STREET







### BICYCLE SCHEME LOCATION HERBERT STREET

Station Location: Herbert Street	
2005-2011 Development Plan Zoning Objective  DED and 2006 Population Leve!	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 sirect is a conservation zone with protected Georgian properties adjoining both side of the street. A Z6 zone for enterprise and employment activity is designated a short distance east of the site.  South Dock: 5.123 persons which is an increase of 36% from the 2012 census
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans in area based plans currently proposed for this area.
Transport 21 Proposals for the Area	There are no specific Transport 2! proposals for this area. The closest public transport access (apart from Bus) is the Dart line to the north east at Grand Canal Dock. St Stephens Green (where major public transport interchanges with Metro/ Dart and Luas are proposed) is located to the north west. The Dart Underground Inter-Connector has a proposed station at Pearse Spition 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.	Herbert Street is not on the SCN. The street connects with Baggot Street which is also not on the SCN. Side street connections however link this street with the SCN at either Mount Street Lower moving east or Leeson Street Lower moving west.
Existing Road Designation and Existing Flow of Traffic	The street is a local road connecting with Baggot Street on its western end. The street in turn links with Mount Street Upper and facilitates a loop sequence of movement to Merrion Square from this end of Baggot Street. Other side street movement filters south towards the canal. The street is important therefore for side street connections and is close to the important radial route of Baggot Street.
Significant Developments Proposed close to site.	The street is mostly designated a Zß area, a conservation zone and contains several protected structures. The character of the street is unlikely to change.

### BICYCLE SCHEME LOCATION HERBERT STREET

### Justification for Site Selection:

The location is considered favourable as it is located at the north cast 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 Harcouri Street corridor with the Grand Canal and is intersected with the key corridors of Lecson 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 cast of St Stephens Green and are repeated as such

With regard to Herbert Street, the street is a side street to Baggot Street Lower, it can provide an option as a side street location to replace a station proposal on Baggot Street Lower itself or to compliment the regular spaning of stations in the local area. The street has good connections moving east to Merrion Square via Mount Street Upper. There are several side streets for movement options to the canal or further east to Mount Street Lower. The pattern of treffic calmed streets roughed with the high office content in the local area and attractiveness of these streets to visit as a tourist promotes the location for a cycle station.

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 Stephans Green, Pearse Street Station, Grand Carad Station etc.), most locations are a good walking distance from the nearest significant public transport hab ( bus stops excluded). Bicycle stations would service this employment abuse by shortening journey times between key transport modes and this employment district. It would also be beneficial for visits between offices and companies within the locality.

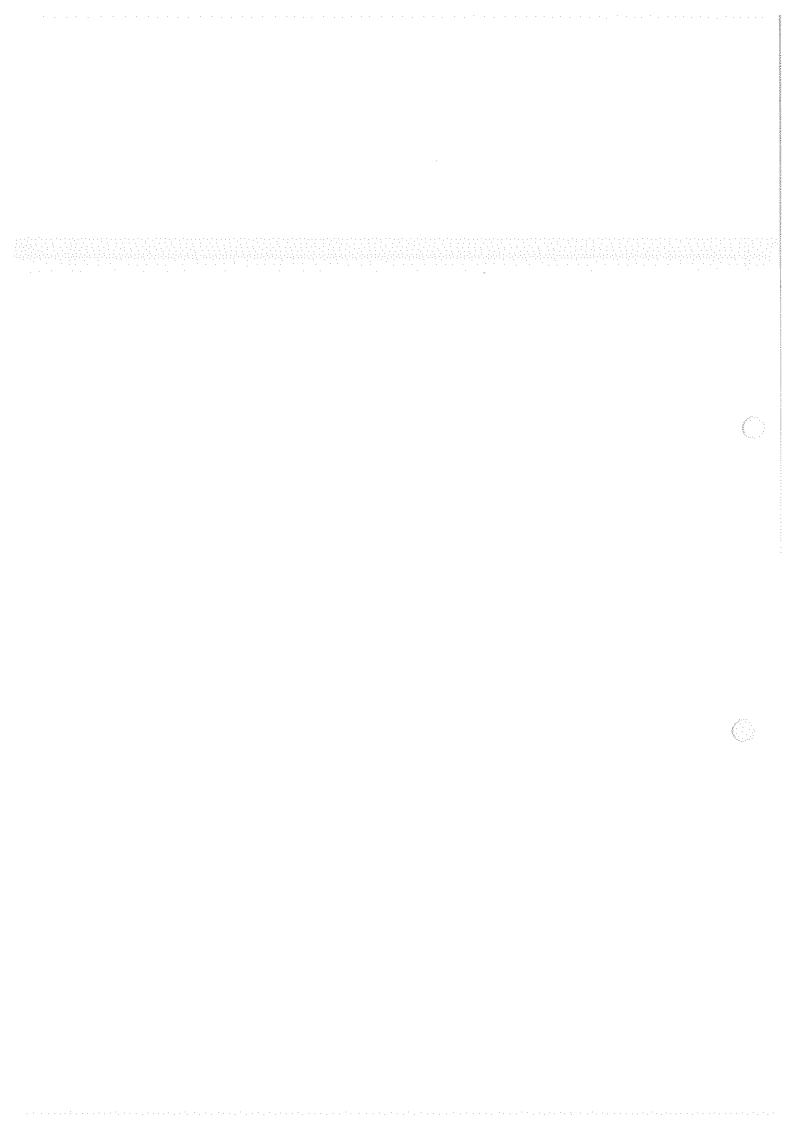
The Georgian Street pattern found throughout the area cremes many side street; connecting in turn with important north to south and east to west corridors. The advantage of the locations in this overall district are therefore that truffic calmed side streets connect with busier main corridors to encourage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

The Georgian Street pattern provides many spacious areas at street level which in most instances include an street parking either parallel will the footpath or perpendicular to it. There are some streets with extensive areas of parking of this character. As the area is primatily 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 in explore bicycle station locations and use the advantages of wide streets and extensive street parking in the area.

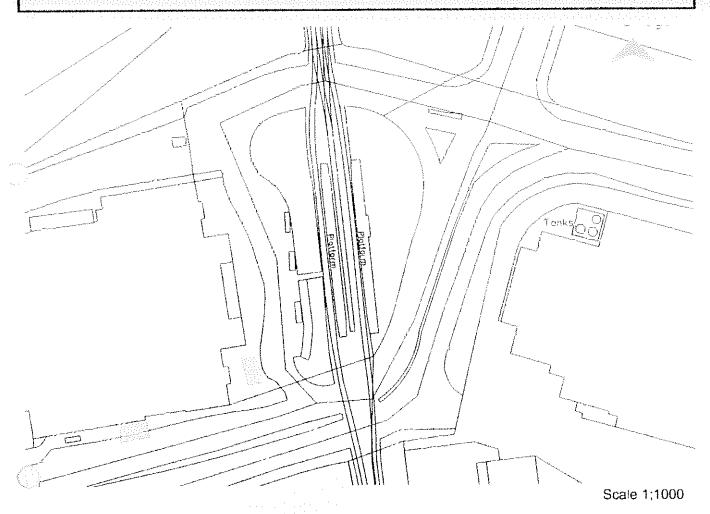
The area has a rich architectural legacy with several streetscapes of historic character. The combination of Georgian streetscapes, urban parks, culturel attractions and canal side amenities make the area attractive to visit. A network of regularly spaced stations through the area would facilitate and 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 husinesses including cafes, retail, art galleries etc.

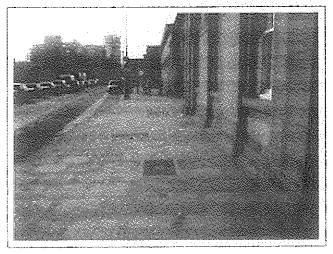
This SE quadrant is at an interface between the soburbs beyond the canal and tity centre zone. Whilst the apartal extent of the initial 50 stational may not extend beyond the canal ring (future expansion should target these areas across both the Royal and Grand Canals), having facilities close to the canal will benefit commuters and visitors moving towards the city centre. Considering the diverge 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 interests of benefit people changing from public transport (bus routes) to access the bicycles for local based journeys.

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# 43. BICYCLE SCHEME LOCATION HEUSTON STATION







### BICYCLE SCHEME LOCATION HEUSTON STATION 2

Station Location: Heuston Station	
2005-2011 Development Plan Zoping Objective	The station is located within an area 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 digarity. The forecourt area where the Luds station is located is within a Z9 open space and recreation zone. The area is a designated conservation zone. The station is also a
DED and 2006 Population Level	Protected Structure.  Boundary of Ushers A and Ushers B. Ushers A: 1,928 persons increase of 14% from 2002 census. Ushers B:1,255 persons increase of 17.1% from 2002.
Framework Plans/ Local Area Plans or similar initiatives for the drea.	The area is part of the Heuston FDA. Plans include an opening of a large public plaza adjacent to the forecourt of Heuston Station. This scenario requires redevelopment and new frontages on Guinness lands fronting Victoria Quay and re-routing heavy traffic from St Johns Road West.
Transport 21 Proposals for the Area	The Heuston Station area is already at the centre of a significant public transport Hub. Luas Red line, commuter and inter-city rail and Dublin Bus routes converge at this location. It is the malo public transport gateway to the city centre arriving from the south and west. As future Transport 21 objectives proposed interconnections between all mades and transport lines, the hub status of Heuston will increase. Of particular note, Heuston will accommodate a main station within the under ground Dart Inter-connector. This station will link Dart to the inter-city and commuter rail networks. The Guinness Brewery lands along Vieroria Quaylare suggested locations for this inter-connector station.
Location with respect to Strategic Cycle Network or future cycle route proposals.	St Johns Road West and both the north and south city quays do possess cycle lanes and are part of the SCN, Although heavily trafficked at present, the longer term scenario has to be envisaged when heavy through traffic along the quays will be reduced and diverted as part of Transport 21 and Heuston FDA proposals.
Existing Road Designation and Existing Flow of Traffic  Significant Developments Proposed close to site.	St Johns Road West and the quays are part of the National Primary Road network. A two way flow accommodates traffic along St Johns Road West. A cycle station at this side of Heaston would facilitate cycle movements going east towards the city centre. To move west towards Military Road and the RHK, four lanes of traffic would have to be crossed. The quays have a one way flow which will dicate the sequence of movement for the cyclist to and from the station. The bicycle scheme network should however envisage the possibility of a cell network along the quays whereby crossing back and forth along the Liffey bridges and accessing side streets away from the quays allows the long run of the city quays to be modularised and separated into more manageable segments.  As part of the ongoing Heuston FDA programme, there are significant developments alrendy underway. In the longer term, developments alrendy underway. In the longer term, developments and octur. In the medium term, a short distance north of Heuston, the site of Hickeys Fabrics-sharing frontage to the Liffey and Parkgate Street, and lands to the rear of Heuston fronting the river, are likely to be redeveloped with mixed uses at high densities.

### BICYCLE SCHEME LOCATION HEUSTON STATION 2

### Justification for Site Selection:

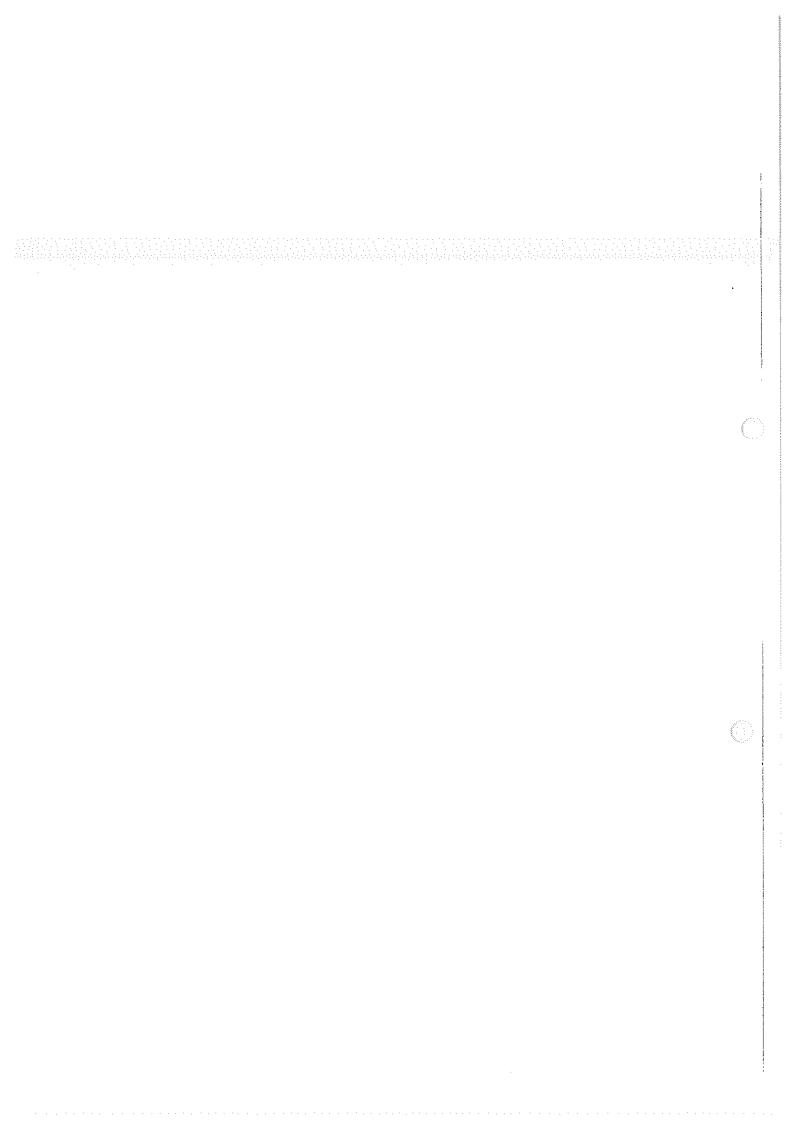
The public transport interconnections at Heuston make the station prime and probably one of the most important in the system with respect to passing pedestrian movement and to target commuters arriving by either bus, train (commuter or intercity) and Luas at the location. Cycle trips from the station to various bike stations in the city would promote a sustainable mode of transport to places of work etc. The proposals of the DART underground inter-connector will enhance the modal choice at this hub and further strengthen connectivity throughout the city

The location is also favoured for promoting the Heuston area itself and in particular the new character areas emerging in the vicinity of the station (the OPW, HSQ and Hickeys Fabrics sites), the Royal Hospital Kilmainbarn etc. Ideas under the Heuston FDA will promote more civic uses and spaces with a future scenario of traffic caimed city quays, the opening of Guinness lands for possible development along Victoria Quay and a reimagining of Croppies Acre and access to the national museum at Collins Barracks. The location is central therefore to existing and longer term mixed use and cultural uses. The area is also emerging as an office destination in its own right (the Eircom HQ) and would serve local based employment and residents of these emerging schemes.

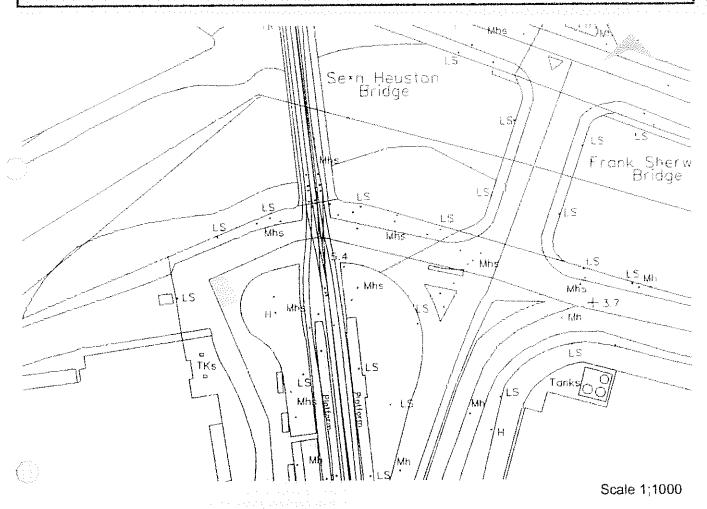
Equation choices at Heuston could include options to the area of wide pavement adjacent to the Luas station or areas of widened pavement to the from (east facing) façade or side (south facing) façade.

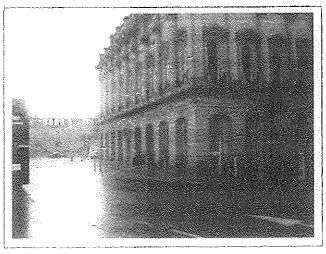
Bicycle stations would be associated with an easily identifiable landmark and would benefit from positive visual exposure to commuters to avail of the facilities.

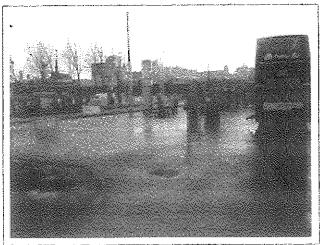
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# 43. BICYCLE SCHEME LOCATION HEUSTON STATION NO.2







### BICYCLE SCHEME LOCATION HEUSTON STATION

Station Location: Dention Station	**************************************
2005-2011 Ocvelopment Plan Zoning Objective	The station is located within an area zoned 7,5 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
	forecourt area where the Luas station is located is
	within a Z9 open space and recreation zone. The area is
	n designated bouservation cone. The station is also a
The rest of the second	Protected Structure
DEO and 2006 Population Level	Baundary of Ushers A and Ushers B. Ushers A: 1,928
	persons increase of 14% from 2002 census. Ushers B:1,255 persons increase of 17,1% from 2002.
Framework Plans, Local Area Plans or similar	The area is part of the Heuston FDA. Plans include an
initiatives for the area	opening of a large public plaza aufacent to the forecourt
	of Heuston Station. This scenario requires re-
No. of the second secon	development and new from ages on Guinness lands
And the state of t	fronting Vitteria Quay and re-routing heavy traffic
\$	from St Johns Road West.
Transport 21 Proposals for the Area	The Heuston Station area is already at the centre of a
**************************************	significant public transport He's. Leas Red line,
THE PROPERTY OF THE PROPERTY O	commuter and inter city rail and Dublin Bus routes
	converge at this location. It is the main public transport
	gateway to the city centre arriving from the south and west. As future Transport 21 objectives proposed
e desarte	interconnections between all modes and transport lines.
The state of the s	Fig. thub status of Heaston will increase. Of particular
	note, Henston will accommodate a main station within
	the under ground Dan Inter-connector. This station will
	link Dan to the intercity and commuter mil networks.
	The Guinness Brewery lands along Victoria Quay are
	suggested locations for this inter-connectur station.
Location with respect to Strategic Cycle Nework or	St Johns Road West and both the north and south city
future cycle route proposals.	quays do possess cycle lanes and are part of the SCIV.
	Although heavily trafficked at present, the langer term
	scenario has to be envisaged when heavy through
	tradic along the quays will be reduced and diverted as part of Transport 2: and Heuston FDA proposals.
Existing Road Designation and Existing Flow of Traffic	St Johns Road West and the quays are part of the
manually course in outstanding house many that it is a second of the course	National Primary Raad network. A two way flow
	accommodates traffic along St Johns Road West. A
	cycle station at this side of Heuston would facilitate
	cycle movements going east towards the city centre. To
	move west towards Military Road and the RHK, four
	lanes of traffic would have to be crossed. The quays
	have a one way flow which will dicate the sequence of
	movement for the cyclist to and from the station. The
	bicycle scheme network should however envisage the
	possibility of a cell network along the quays whereby
	crossing back and forth along the Liffey bridges and accessing side streets away from the guays allows the
	long run of the city quays to be modularised and
	separated into more manageable segments.
Roads and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	As part of the engoing Heaston FDA programme, there
	are significant developments already underway. In the
	longer term, developments adjoining Victoria Quay on
	part of the Guieness lands may occur. In the medium
	term, a short distance north of Heusten, the site of
	and the second of the second o
	Hickeys Fabrics sharing frontage to the Liffey and
	Parkgate Street, and lands to the rear of Heuston

### BICYCLE SCHEME LOCATION HEUSTON STATION

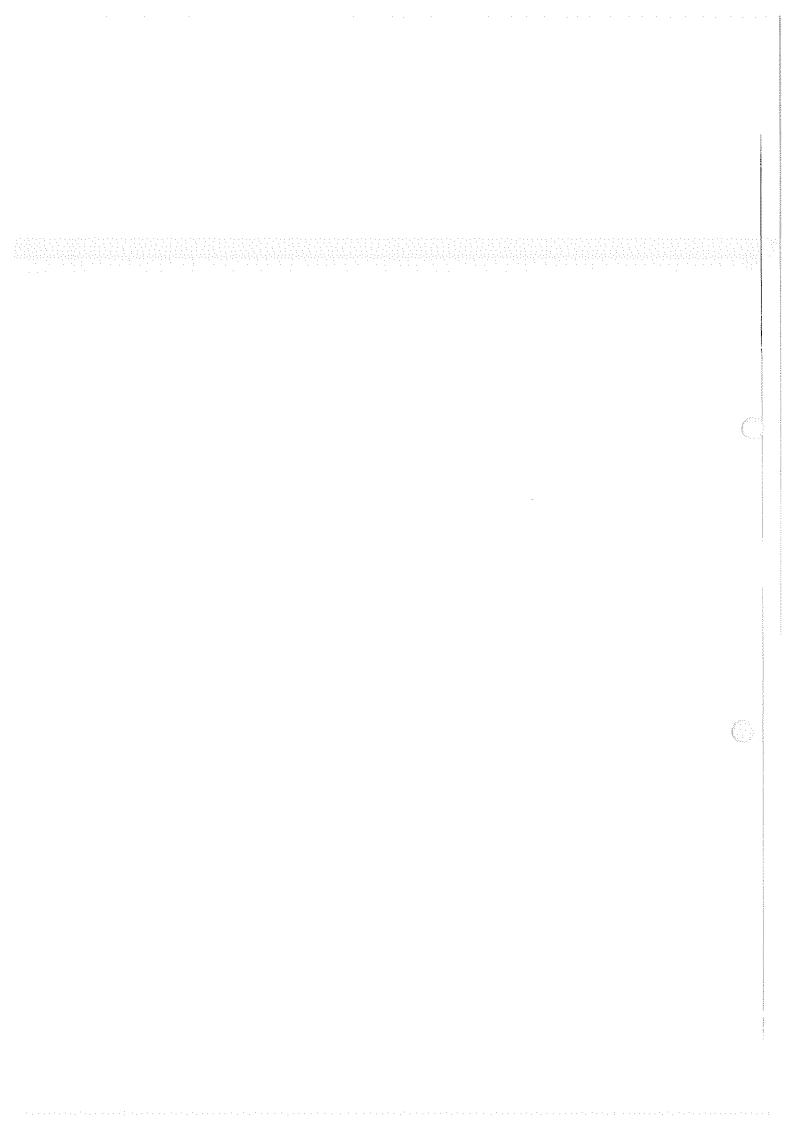
### Justification for Site Selection:

The public transport interconnections at Heuston make the station prime and probably one of the most important in the system with respect to passing pedestrian movement and to target commuters arriving by either bus, train (commuter or inter-city) and Luns at the location. Cycle trips from the station to various bike stations in the city would promote a sustainable mode of transport to places of work etc. The proposals of the DART underground inter-connector will enhance the modal choice at this hub and further strengthen connectivity throughout the city.

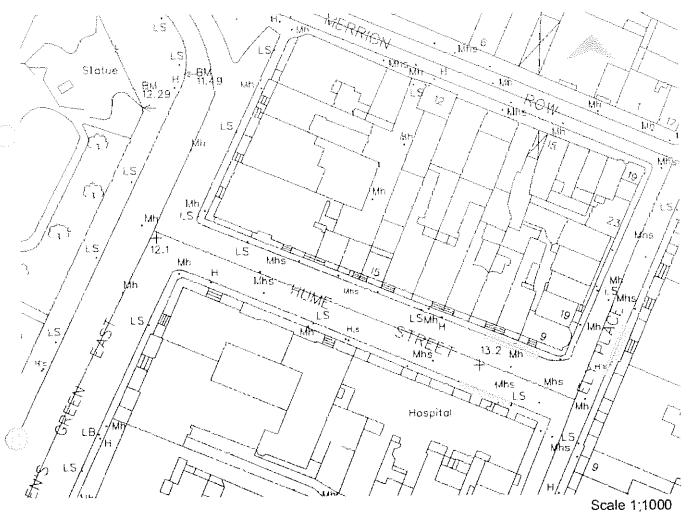
The location is also favoured for promoting the Heuston area itself and in particular the new character areas emerging in the vicinity of the station I the OPW. HSO and Hickeys Fabrics sites], the Royal Hospital Kilmainham etc. Ideas under the Heuston FDA will promote more civic uses and spaces with a future scenario of traffic calmed city quays, the opening of Guinness lands for possible development along Victoria Quay and a reimagining of Croppies Acre and access to the national museum at Collins Barracks. The location is central therefore to existing and longer term mixed use and cultural uses. The area is also emerging as an office destination in its own right (the Eircom HQ) and would serve local based employment and residents of these emerging schemes.

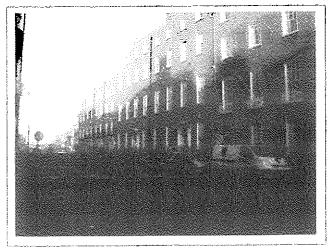
The plaza area adjacent to the station ( where the Luas line has its station) and wide areas of pavement around the station offer potential location choices. The location is an easily identifiable landmark and would benefit from positive visual exposure to commuters to avail of the service.

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# 44. BICYCLE SCHEME LOCATION HUME STREET







# BICYCLE SCHEME LOCATION HUME STREET

Station Location: Hume Street-Ely Place	
2005-2011 Development Plan Zoning Objective	Z8 io protect the existing architectural and civic design character, to allow for fimited 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 mixed use commercial zone is a short distance northeast at the junction with Baggat Street Lover.
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 2.1 Proposals for the Area	The location is close to St Stephens Green and the alignment of Luas Green line and proposed Metro, Darrand Luas interchanges at St Stephens Green North. Whilst the street is not directly impacted upon by future public transport works, it is strategically close to proposed public transport. A bicycle station would enhance connectivity between the location and these rail stations.
Location with respect to Strategic Cycle Network or future cycle route proposals.	These streets are not part of the SCN but are close to St Stephens Green which has SCN routes on its east side ( connecting directly with Hume Street).
Existing Road Designation and Existing Flow of Traffic	The streets are minor roads but important in the one way traffic flow moving from Baggot Street and Merrion Square towards St Stephen. Green.
Significant Developments Proposed close to site.	These streets are zoned Z8, contain mostly protected structures and are part of a conservation zone. The character of the street is unlikely to change. There is a Z1 zoned residential backland area adjoining Ely Place Upper which could yield residential development etc.

### BICYCLE SCHEME LOCATION HUME STREET

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 contreets 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 ases, mostly contained within historic pratected buildings although there are treas 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 hieyele 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 Hume Street and Ely Place, they are important streets for the flow of traffic moving from the east (from Merrion Square) and accessing St Stephens Green. A station would compliment the flow of movement for cyclists on a system moving in the same direction as the traffic. The streets have an important architectural character. Encouraging movement through them for tourists would serve to highlight to a better extent the important legacy of historic huildings on side streets off the Green. The location is also close to the SCN where it is aligned on the east side of St Stephens Green. The location would compliment the regular spacing of stations throughout this local area.

The following points are stated for a number of locotions in this area which share communicativiholes:

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), must locations are a good walking distance from the nearest significant public transport hub I 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 eccourage cycle movement.

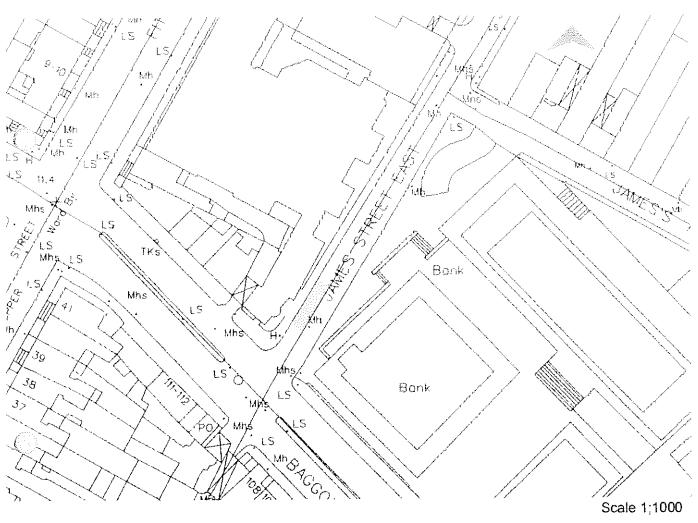
The Georgian Street pattern provides many spacious areas at street level which in most instances include on street parking either parallel with the footpath or perpendicular to it. There are some streets with extensive areas of parking of this character. As the area is primarily an office base, these streets have the character of being occupied by parking during business bours 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.

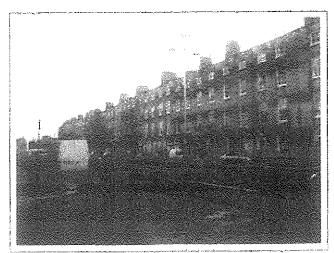
The area has a rich architectural legacy with several streetscapes of historic character. The combination of Georgian streetscapes, urban parks, cultural attractions and canal side amenities make the area attractive to visit. A network of regularly spaced stations through the area would facilitate and 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 spanial 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.

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# 45. BICYCLE SCHEME LOCATION JAMES STREET EAST







### BICYCLE SCHEME LOCATION JAMES STREET EAST

Station Location: James Street East	180m-9-9-1-9-9-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0
2005-2011 Development Plan Zoning Objective	The east side of this street is zoned Z6 for enterprise and light industrial uses. The west side is part of the Z8 zone although at that location the street adjoins the rear of the ESB HQ building. The area is part of a conservation zone.
DED and 2006 Population Level	South Dock: 5.123 persons which is an increase of 36% 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 Ayea	There are no specific Transport 21 proposals for this area. The closest public transport access (apart from bus) is St Stephens Green. Here, the existing Luas Green Line and future proposals for interconnection between Metro, Dart and Luas are located. The location would be within reasonable walking distance of these facilities. Pearse Street station is a short distance to the north east of the location. Connection via a bicycle station network would improve connectivity and shorten journey times for the employees in this area.
Location with respect to Strategic Cycle Network or future cycle route proposals.	James Street East is not on the SCN. The street connects with Baggot Street which is also not on the SCN. Side street connections however link this street
Existing Road Designation and Existing Flow of Traffic	with the SCN at either Mount Street Lower moving east or Leesen Street Lower moving west.  James Street East is a local road connecting with
	Baggot Street on its west boundary. The street connects in turn with Mount Street Upper, Similar to Herbert Street, this facifitates looped movement between Baggot Street and Merrion Square and filtered movement south towards the canal. Such movement is advantageous when considering cycling movement and options for station locations.
Significant Developments Proposed close to site.	The street adjoins a Z6 land parcel off Baggot Street occupied by the Boi HQ. On the other side, the street adjoins the rear of the ESB offices fronting Fitzwilliam St Lower. There are backland areas to the rear of properties fronting Mount Street Upper zoned Z6. This area is different therefore to the mostly Z8 and conservation character of the wider area. Such Z6 sites could be locations for future redevelopment.

### BICYCLE SCHEME LOCATION JAMES STREET EAST

### Justification for Site Selection:

The location is considered favourable as it is licented at the north east end of a grid network of streets that spatially connects the south east Georgian core of the tity centre with the Grand Canal. The street network in this area connects lands to the south and south east of the Grafion Street. St Stephens Green West and Harcouri Street corridor with the Grand Canal and is intersected with the key corridors of Leeson Street Lower, Baggut Street Lower and Mouri 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 layour. 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 remealed as such.

With regard to James Street East, it can provide an option as a side street location to replace a station proposal on Baggot Street Lower itself or to compliment the regular spacing of stations in the local area. The street has good connections moving tast to Merrion Square via Mount Street Upper.

This street adjoins one of the few Z6 zoned sites in the heart of a mostly Zk and conservation designated srea. The tocation would benefit employees within this Z6 zones including employees at the Bol and ESB, both properties adjoining the street.

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, Pezzse Street Station, Grand Canad 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 vivits between offices and companies within the locality.

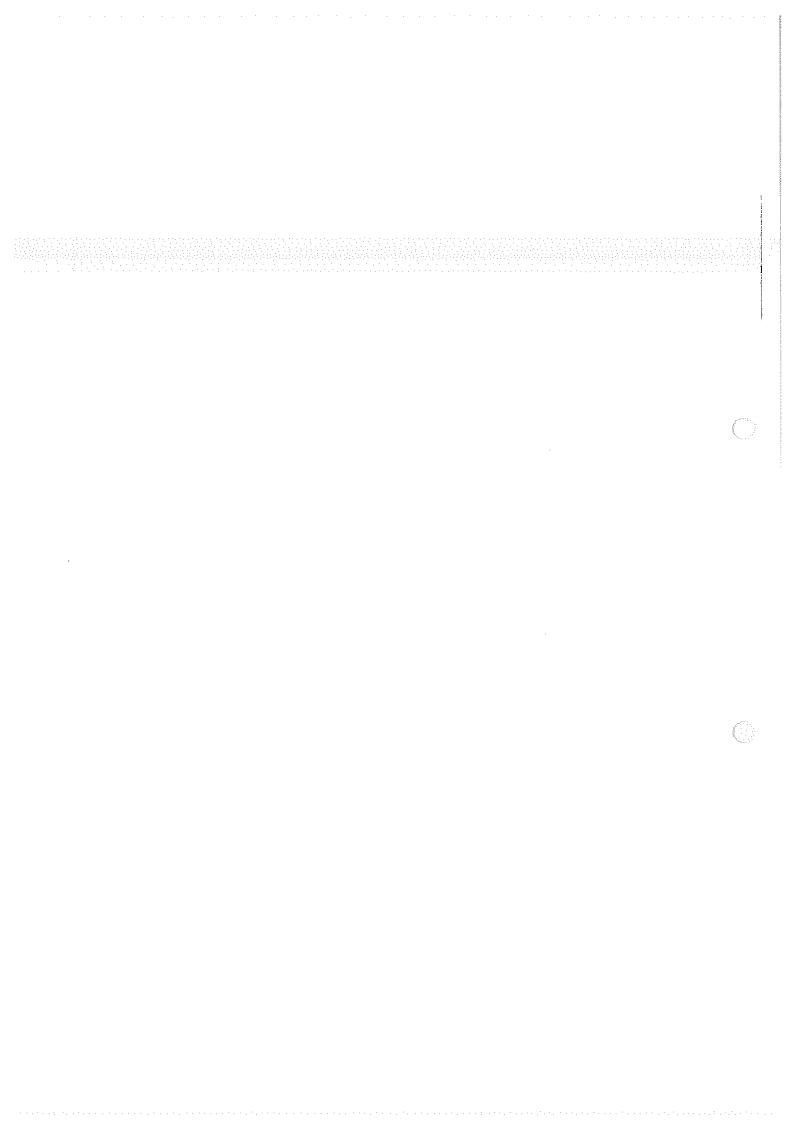
The Georgian Suzer pattern found throughout the area creates many side streets connecting in turn with important north to south and east to west corridors. The advantage of the locations in this overall district are therefore that traffic calmed side streets connect with busier main corridors to encourage rycle 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 in 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 haurs 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 architectoral 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 husinesses including cases, retail, an galicries etc.

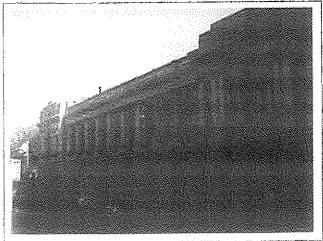
This Sr quadrant is at an interface between the suburbs beyond the canal and city centre zone. Whilst the spatial extent of the inhial 5th stations may not extend beyond the canal ring (future expension should target these areas across both the Royal and Grand Canals), having facilities close to the canal will hencife 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 (nwards the city centre to complete their journeys of benefit people changing from public transport (hus routes) to access the bicycles for local based journeys

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# 46. BICYCLE SCHEME LOCATION KILDARE PLACE







### BICYCLE SCHEME LOCATION KILDARE STREET

Station Location: Kildare Place	
2005-2011 Development Plan Zoning Objective	The site is zoned Z9 to protect, provide and improve recreational amenity and open space. The site is also part of a conservation zone with protected structures adjoining.
DELI 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.	Kildare Street marks the east boundary of the south city centre retail core area reviewed under the Dublin City Centre-Developing the Renail Care Framework Plan. There are no specific objectives for this street however within that plan. The street is just east of the ACA designation around Grafton Street.
Transport 21 Proposals for the Area	The street is not included as a corridor for Luas Line BX. That route includes Dawson Street which is west of Kildare Place. The close proximity of the focation to future transport links is strategic (the metro station at Stephena Green is a short distance south).
Location with respect to Strategic Cycle Network of future cycle mute proposals.	Kildare Street is not part of the SCN although the location is close to cycle tracks on Stephens Green (south of the location) and Nassau Street (north of the location). The grid pattern of streets in this locality facilitate cycle movement between sections of the SCN.
Existing Road Designation and Existing Flow of Traffic	Kildare Street is designated a National Primary Road.  Traffic moves south to the junction of St Stephen's  Green North. With Dawson Street, it facilitates a  clockwise movement of traffic through this area.
Significant Developments Proposed close to site.	The area adjoining is largely a Z8 designated zone with many protected structures on both sides of Kildare Street. There are no significant new proposale likely therefore as the character of this area is historic and likely to remain as it correctly is. Improvements to endural facilities adjoining this street strengthen the character of this zone as a key cultural location.

### Justification for Site Scientinn:

The site is immediately adjacent to the National Museum of Ireland on Kildare Street. It is also close to Leinster House, the National Library and National Gallery. The location would be lefit visitors to these cultural institutions.

The location would compliment the location of other station sites in the locality which encourage movement through the grid pattern of streets north of Stephen's Green and south of Nassau Street. The location would benefit therefore movement from other attractions in the vicinity (from Merrian Square for example) as part of a sequence of stations.

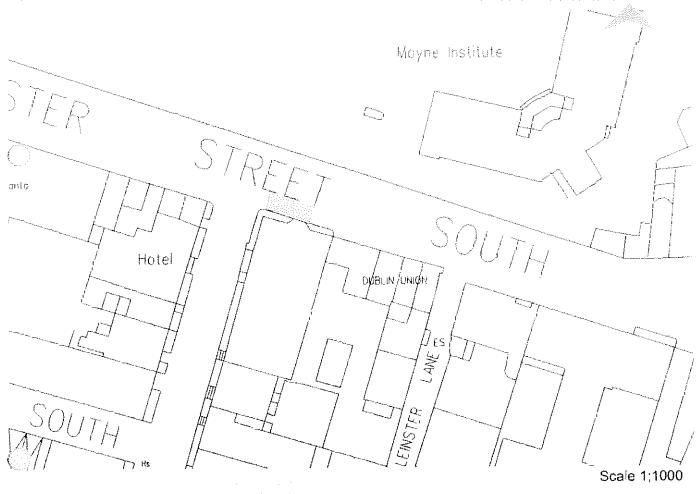
The location is prime with respect to its preximity to city centre uses including offices, retail, restaurants and cafes etc. In addition to cultural attractions and government offices, the location would be of benefit to local employees and trips between businesses.

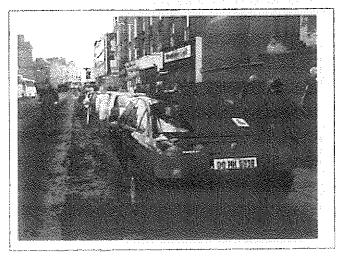
The location is close to future public transport proposals including Luas Line BX on Dayson Sirect and Metro proposals at St Siephers Green. The station would benefit therefore modal change within the city centre from public transport to cycling wips for shorter journeys.

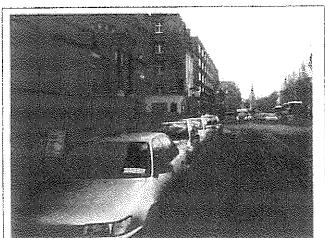
Kildare Place is an attractive public square although it does not attract significant visits or activity. Apart from entering the National Museum on its north side, the square does not generate much activity. The physical space exists therefore to explore the options of providing a bicycle station. Mature trees planted within the equare could provide all interesting visual break for rows of bicycle stands.

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# 47. BICYCLE SCHEME LOCATION LEINSTER STREET SOUTH







### BICYCLE SCHEME LOCATION LEINSTER STREET SOUTH

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Station Location: Leinster Street South	بستره، مرن سندریون - مر و
2005-2011 Development Plan Zoning Objective The area is zoned a combination of Z5 and Z8. T	
zoning seeks to consolidate and facilitat	
development of the central area and to id	ontify.
reinforce, strengthen and protect its civic of	esign,
character and dignity. The Z8 zoning seeks to	
the existing architectural and givic design cha	
The area is part of a conservation zone. There	
number of protected structures to the south side	
street. The boundary with the grounds of	:11111119
College is located on the north side of the street.	
DED and 2006 Population Level The location—is on the boundary of Mansion He	
and Mansion House B DED's, Mansion Ho.	
4,462 persons ( 4.5% growth from 2002 Ca	maus)
Mansion House B 869 persons (12.2% decline	from
2002 Census).	
Framework Plans: Local Area Plans or similar The street is close to the extended ACA east of G	ration
initiatives for the area. Street but is not included within that design	ution.
Leinster Street South is also a short distance west	
south city centre retail core identified under the	
City Sentre-Developing the Retail Cure From	
Plan. There are no specific proposals for the su	
part of the study area but his proximity to the retain	
area highlights the importance of the location to	secess
this arep	
Transport 21 Proposals for the Area The street is not directly on a Transport 21 alignment and the street is not directly on a Transport 21 alignment and the street is not directly on a Transport 21 alignment and the street is not directly on a Transport 21 alignment and the street is not directly on a Transport 21 alignment and the street is not directly on a Transport 21 alignment and the street is not directly on a Transport 21 alignment and the street is not directly on a Transport 21 alignment and the street is not directly on a Transport 21 alignment and the street is not directly on a Transport 21 alignment and the street is not directly on a Transport 21 alignment and the street is not directly on a Transport 21 alignment and the street is not directly on a Transport 21 alignment and the street is not directly on a Transport 21 alignment and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on a Transport and the street is not directly on the st	
but it is close to Pearse Street Station where Tra	asport
21 proposits include a Dan Underg	round
Interconnector station. Luas Lite 8X is propos	èů a
short distance west with a route along Dawson	Street, l
moving west at the junction with Nassau Stree	
continuing towards Collega Green. The locat	
strategically close to these city centre public tra	
proposals.	13p-71
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Mount Street Lower. Connections to the wider no	1
are also possible moving north along Westland	160216
and connecting with Pearse Street.	
Existing Road Designation and Existing Flow of Troffic   Letaster Street South is partly designated a No	
i l'rimary Road east of the junction with Kildere	Sirect
and a Regional Road west of the j-netion with K	
Street. A one way traffic flow system is in	place
facilitating clockwise movements north along D.	
Street, east along Nasson Street and Leinster	
South, south along Kildare Street and west alo	
Stephens Cheen North, From the proposed loc	
movement options include continuing west to M	
Square or moving north towards Pearse Static	
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West and Row. To reach St Stephens Green using	
une way traffic flow system, Merrion Square	W CSI
provides a link ( initially move east and south to	
west again). Whilst the traffic flow nystem may r	
complicated, the grid pattern and permeable nat	
local stree;s makes interconnections through the	arca
convenient for cycle movements	
Significant Developments Proposed close to site. The area includes many protected structures.	The
character of the area is italikely to change signifi-	
as a result. Planning histories would indicate st	
scaled applications for alternious to ex	
retail/office premises, façade works etc. The city	
i telainouri picinaso, ingaje with Sie, the city	4.03514
retail core framework plan has indicated oppor	
sites for commercial re-development in the	
vicinity. Other developments close to the to	
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include the Naughken Institute, a significant in	

#### BICYCLE SCHEME LOCATION LEINSTER STREET SOUTH

#### Justification for Site Selection:

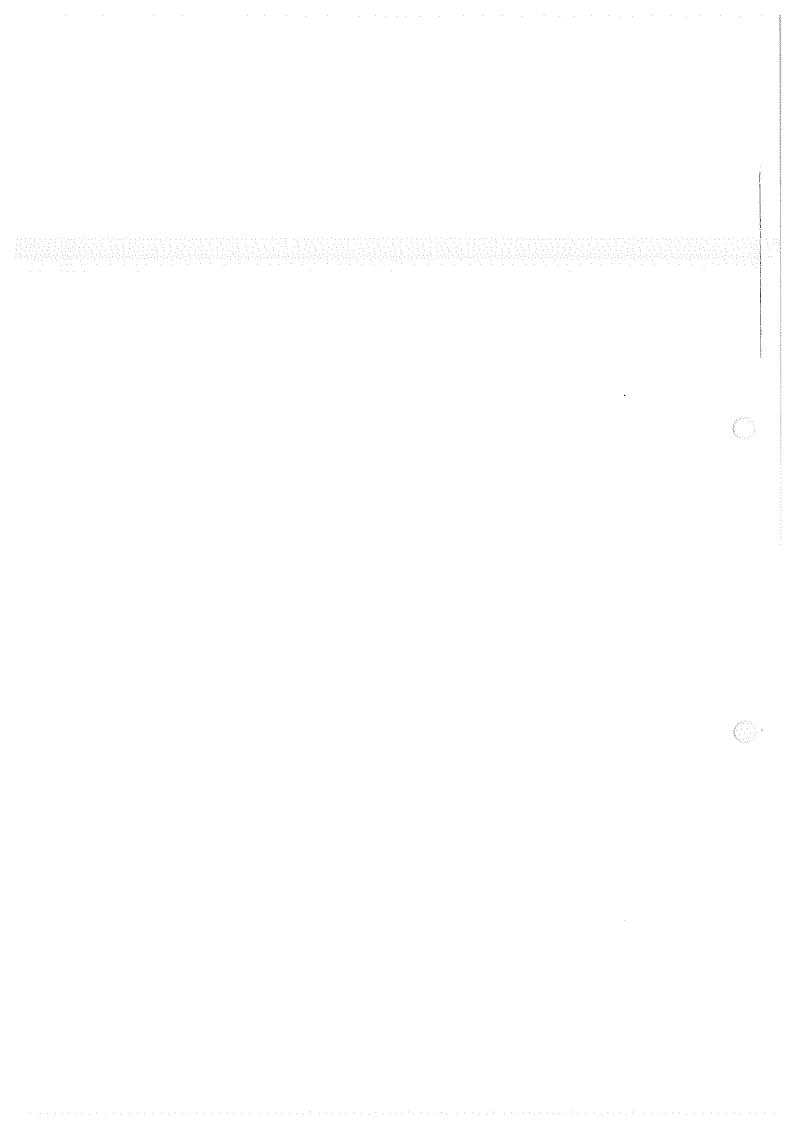
The location is considered prime with respect to its central position close to the retail area along Nassau Street and its proximity to the south city retail centre. Additionally, the location is close to the cultural and tourist attractions including the National Gallery (the main entrance of which is a short distance west) and the National Museum and National Library which is a short distance south and accessed from Kiidare Street. The station facility would therefore benefit a wide range of potential users including visitors to the retail area, tourists to the cultural attractions of the area, employees engaged in the retail and mixed use functions of the area, government department employees employed within government departments and offices in the locality and students at Trinity and the language schools located locally. The proximity of the station to the new Naughton Institute would also offer benefit to employees, students and visitors to this important R and D centre.

The location is located on the south side of Leinster Street South where the street widens and a row of on street car parking spaces are aligned adjacent to the floutesth. The location may provide sufficient space to consider layout options and servicing of the station. The location would benefit from a positive prominent visual location on this street to encourage use by passing movement.

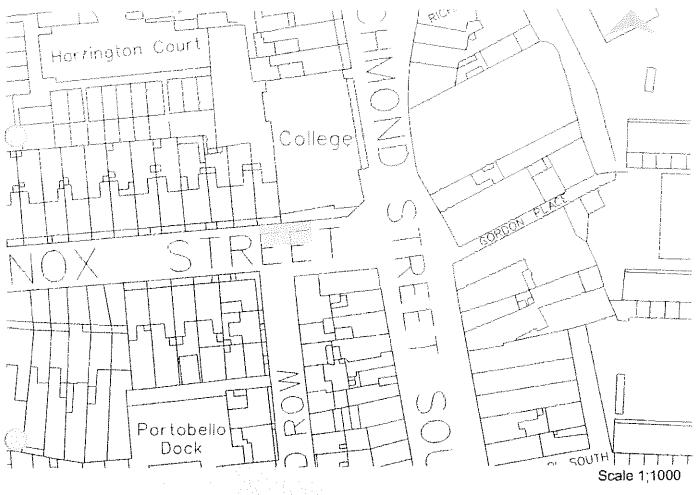
The location compliments the regular positioning of station sites in this locality which service a prime retail and cultural destination in the south city centre. The street is a northern houndary to a grid nattern of north to south aligned side streets which connect with St Stephens Green. The one way traffic flow systems and grid street alignments create suitable conditions for louped trip cycle movements. Whilst Dawson Street is likely to accommodate the Luas corridor, side locations off it custre that stations are positioned conveniently to encutrage theorement through this grid pattern of local streets. Other station proposals include Kildare Street, Moleswoth Street and Frederick Street South, all in close proximity to this location. The station would further encourage local movement therefore through the area as part of the bicycle scheme. Movement options also include connections with Merrion Square and in turp the Georgian streets to the SE of St Stephens Green where a number of stations are proposed.

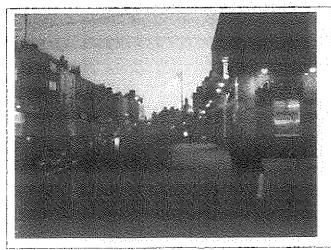
The location would be convenient to compliment public transport facilities (existing and proposed) in the locality including Pearse Street Station a short distance north of the site and the Luas and Dart Inter Connector proposals at St Stephens Green a short distance south. Bicycle station facilities in the general locality would provide benefit to commuters moving between station locations or moving from public transport to local based journeys

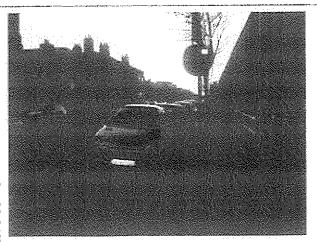
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# 48. BICYCLE SCHEME LOCATION LENNOX STREET / RICHMOND STREET LOWER







# BICYCLE SCHEME LOCATION LENNOX STREET / RICHMOND STREET LOWER

Station Location: Lennox Street/ Richmond Street Junction	
2005-2011 Development Plan Zoning	The buildings fronting Candem Street are part of a linear Z4
Objective	zoned arra for mixed use services. This confider is also part of a
	conservation zone. The side streets to the west side of the corridor
T A PARAMETER AND A PARAMETER	are zoned Z1 residential. The residential terraces along side
	streets to the west contain several protected structures.
DED and 2006 Population Level	Saint Kevins: 5,206 persons which is a 13% increase from the
	2002 consus.
Framework Plans/ Local Area Plans or	There are no specifis plans for this area although improvements
similar initiatives for the area.	to the street and public domain along Candem Street are were
	proposed and mostly implemented as part of the 2001
	Rathmines/Aungier Street Framework Study. This plan identified
	the importance of the corridor and highlighted it socio economic
	and urban form weaknesset. A series of interventions were
	proposed including the promotion of Candem Street as a civic
na.	space as opposed to a through route. Proposals included
	upgrading of pedestrian realis, upgraded public lighting,
	enhanced Environmental Traffic Celis, building surveys, façade
The state of the s	restorations and boundary enhancements, improved street market
	stalls and conditions etc.
V-111100000	There are current proposals for a local action plan for Rathmines
	to addresses the physical weaknesses in the character of the
	village at present and enhance the village centre as a high quality
	retail sillage centre in keeping with its designation as a Prime
	Urban Centre. The overall physical environment of the village
	and specific studies on key re-development opportunity sites will
	farm part of that plan.
Traitspen 21 Proposals for the Area	The Candem Street corridor is an important bus corridor route to
	the city centre. There are no rail proposals under Transport 21 for
	the route. Luas Line F Option 2 would include a proposal to
	contect to St Stephens Green (from Lucan) crossing Wexford
	Street at the Cuffe Street junction, a short distance north of the location.
	tin, dristits,
	The existing Luas Green Line includes a station at Haccourt Street
	which is accersed at cluse walking distance east of Candem Stree!
Lucatiun with respect to Strategic Cycle	Candem Street is part of a continuous alignment along the SCN
Network or future cycle rupte moposals.	linking Rathmines Road Lower with Aungier Street, South Great
	Georges Street and Dame Street. The location is we'l located
	therefore to the SCN, d
Existing Road Designation and Existing Flow	Candem Street is a Regional Road with a two way traffic flow
of Traffic	which changes to a one way. If the system around Charlotte Way
	and Harcourt Road. The read provides a direct connection to
	Rathmines with key junctions for wider traffic circulation
	including the Grand Canal to the south, the South Circular Road and Cuffe Street which links in turn with St Stephens Green.
	Continuing north rowards the city centre links with South Great
	Georges Street and Dame Street. Side street connections along the
	corridor link with Harcourt Street moving east or through a wide
그를 받는 사람들은 얼마를 다 되었다.	inner suburban residential area (moving towards Clarbrassil
	Street) moving west. There are a number of movement options to
	and from the lucation. Primarily the route would promote north to
	south links aithough using side street connections moving east
	would link with the Luas line and streets to the south east of
	Stephens Green ( a prime city centre office district).
Significant Developments Proposed close to	There are no significant redevelopment proposals close to the site.
site.	There are a row of derelict buildings to the south of Portabello
	House fronting Richmond Street South which have been the
Reserved	subject of proposals for redevelopment including façade retention and infill development for college related uses.
	and man development to runger triang uses.

#### BICYCLE SCHEME LOCATION LENNOX STREET / RICHMOND STREET LOWER

Justiffention for Site Selection:

This location is one of three locations proposed as side street/junction locations along the Candem Street Lower-Candem Street Upper corridor road between Rathmines and the city centre.

The spatial extent of the initial bicycle scheme may not provide opportunities to extend the network beyond the boundary of the Grand Canal and into Rathmines. Future extensions of the scheme may facilitate such extensions to service Rathmines and other inner suburban village centres. This corridor route is however recognised as an important artery to the city centre. The locations could provide a cycle option for commuters moving northwards to the city centre as a viable alternative to car transport or to facilitate mixed modal transport movements (between pedestrian and bus transport for example).

The corridor is not on a direct route for Transport 21 rait proposals but it is an important bus corridor with a number of services from the residential suburbs beyond Grand Canal moving towards the city centre. Cycle station facilities would compliment public transport (bus retovements) through the local area.

Opportunities for cycle station locations along either Camlem Street Upper/Lower are more restricted ewing to the busy nature of the road carriage way, limited areas of on street parking and loading bays for the retail and other mixed use services along its route. There are however a number of side street connections, particularly on the west side of the road, which could provide viable side street options to service the route.

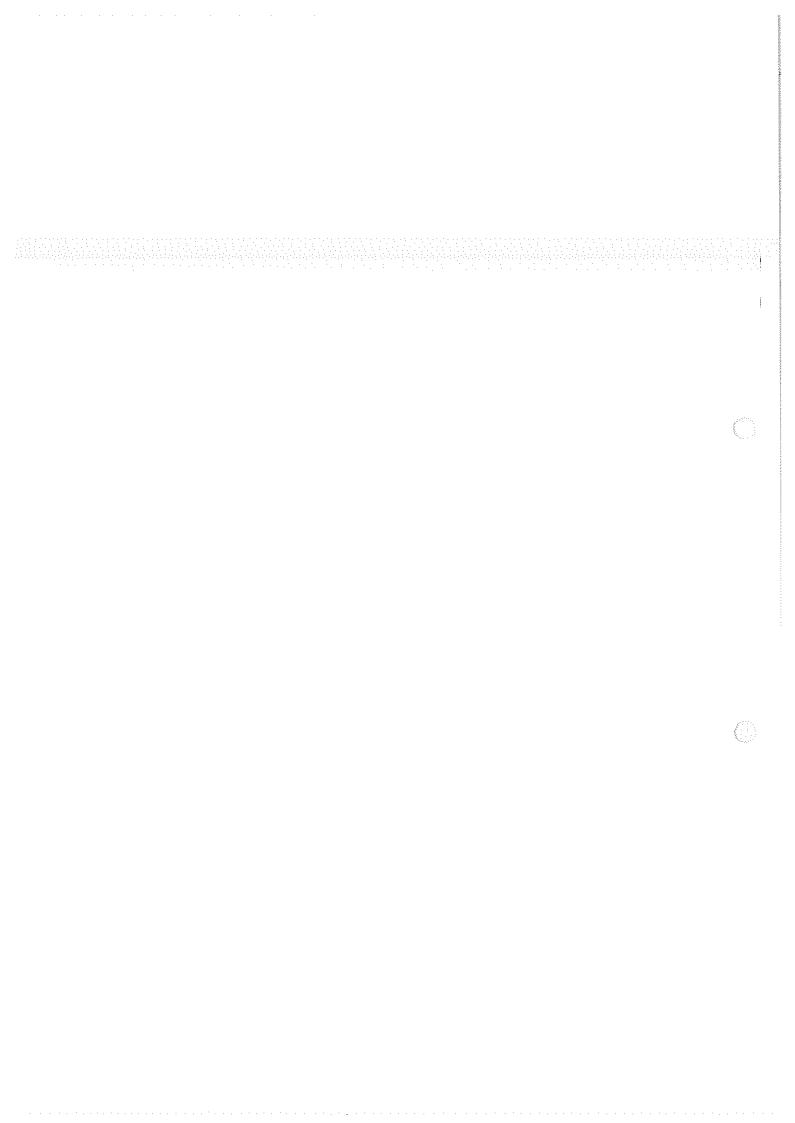
The site is one such example with on street parking available at the junction of Lennox Street and Richmond Street South. The location would be viewed from Richmond Street South which is a continuation of Candem Street Upper. The location would have the benefit of space for layout options and servicing the station clear of the busy carriageway.

At this location, a station would benefit visitors and employees within the mixed use services of the area which includes retail, hotels, restaurants, public houses, offices etc. There is a wide inner suburban hinterland moving west of the location with a number of side street connections to residential streets. The location would benefit inner suburban residential areas with an option for commuting to and from the wider the city area. The location is also close to Portabello College, a shurt distance north and west of the site. The station facility would benefit students of this college facility.

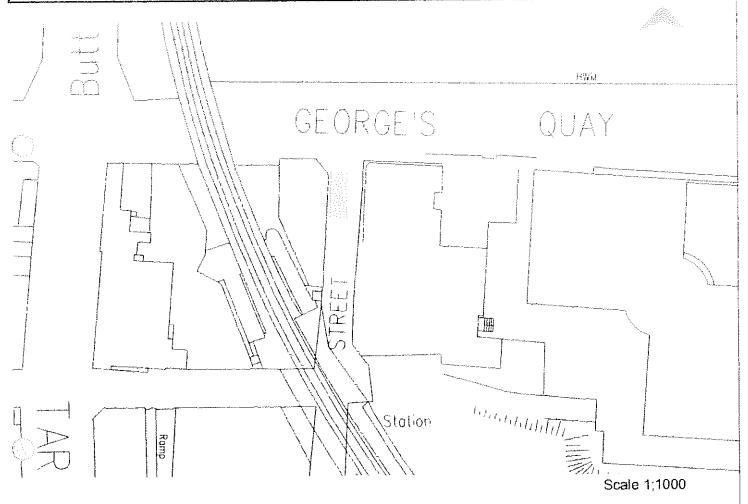
The area, in general, forms a west boundary to the proposed spatial extent of a core area covered with bleycle station facilities in the south city centre. Moving eastward for example there are locations proposed through the orbin blocks to the SE of St Stephens Green. Using the Candem Street corridor as a western boundary to this wider zone would encourage east to west permeable movement through the streets in the local area and help forge stronger connections moving along side streets east to west.

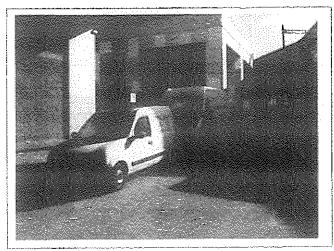
The location is cluse to the Grand Caugh to promote the canal area and the canal side amenities as a leisure attraction. Public realm enhancements including a civic space to the front of Portabello House have created public spaces to appreciate the amenity value of the canal. A station close to the canal would connect such amenities to a better extent with the city centre further north as part of the bicycle scheme network.

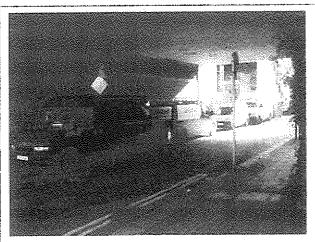
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### 49. BICYCLE SCHEME LOCATION LUKE STREET / NEAR TARA STREET







#### BICYCLE SCHENIE LOCATION LUKE STREET / NEAR TARA STREET

Station Location: Luke Street	
2005-2011 Development Plan Zoning Objective	Z5 coning objective to consolidate and facilitate the
	development of the central area.
DED and 2006 Population Level	Mansion House A: 4,462 persons which is 4.5% increase from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The site is adjacent to Tara Street Station, a pivotal location as part of the regeneration studies in progress under the Georges Quay and Environs Detailed Urban Design Study.
	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 pedestrish 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 Fearse Street
Transport 21 Proposals for the Area	The site is located beside Tara Street station, a significant public transport hub in the city centre. The location is also close to Pearse Street Station, Connolly Station and proposals for the DART Inter Connector including the docklands station.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Luke Street is not on the SCN but it connects with Georges Quay and in turn the SCN along the south city quays. Links to the SCN on Pearse Street, a key part of the network linking College Green and the south docklands is accessed via Townsend Street a short distance south.
Existing Road Designation and Existing Flow of Traffic	Luke Street is a local road connecting with Georges Quay, a Regional Road, to the north and Townend Street, as Regional Road, to the south. On Georges Quay, the one way traffic flow would channel movement westwards with options to cross to the north quays via Butt Bridge or continue west along Burgh Quay. Crossing the river provides opportunity to move east towards the docklands and cross back south to the south docklands via Talbot Memorial Bridge. The connection with Townsend Street provides alternative
Significani Developnienis Proposed close tu site.	movement options to and from the station using Townsend Street and Pearse Street.
Significant Developments reposed close to site.	Tara Street station is a key site recognised under Maximising the City's Potential and the Georges Quay Urban Design Study. Luke Street is in an important central location close to significant potential regeneration sites along Georges Quay and City Quay. Guided by frameworks such as the current study, the local area is envisaged for consolidation and in tandem rejuvenation with active streets frontages, enhanced connections, higher quality public realm etc all of which will promote the prime location of the grea as a Central Business District.

#### BICYCLE SCHEME LOCATION LUKE STREET / NEAR TARA STREET

#### Justification for Site Selection:

Owing to the restricted space available at the entrance to Tara Street station from Georges Quay, side street options are considered possible alternatives to service commuters moving to and from the station and in addition service the high concentration of office buildings in the local area. Luke Street is a side street that connects with Townsend Street to the north and Georges Quay to the south. The location considered is close to the junction of Luke Street and Georges Quay so that it is visible to passing pedestrians on Georges Quay and is close to the Tara Street currance. The side street location on Luke Street has on street pay and display parking providing options for position and servicing. The station would be considered in conjunction with proposals on the north side of Georges Quay to provide a supplementary / overspill location option at Tara Street. The significant location of the station at a crossing point between the city quays and close to the IFSC warrants such options.

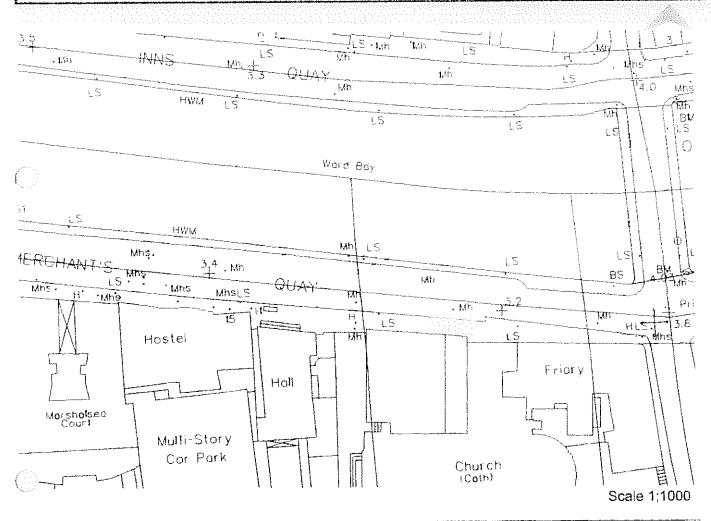
The location is central within an area targeted for significant rejuvenation under the Georges Quay and Environs Detailed Urban Design study. Bicycle stations in this local area would compliment proposals under this study to enliven the local street level and create a consolidated and vibrant city quarter. The station facility would strengthen connections to other areas of change (a synergy with movement with bicycle stations along the Pearse Street Corridor for example is possible) and would provide benefit to heightened levels of residential, employment, community and leisure facilities in the local area as rejuvenation proposals progress.

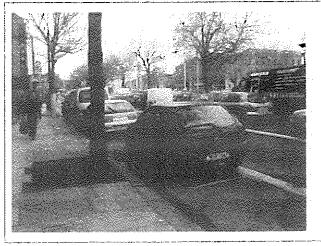
As stated for proposed stations on Georges Quay, a station facility at Luke Street would equally benefit and encourage movement along the city quays and facilitate looped trips using the bridge points to cross between the north and south quays. Bicycle station facilities along the river corridor promotes the river and quays as key streets within the city centre. Benefiting commuter patterns and office based employees, cycle stations along the quays would equally encourage tourists and visitors moving east to west and north to south across the quays. At this location, the Custom House is in prominent view to the north. The significant mixed use and cultural developments emerging at both the north and south dockland areas are within close proximity east of the location. A station at Luke Street would compliment the position of other stations on the city quays and encourage movement between the dockland area and the city centre.

Using Luke Street as a side street movement option, the location connects with Townsend Street to the south and in turn Pearse Street. There are a number of movement options therefore from the I

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### 50. BICYCLE SCHEME LOCATION MERCHANTS QUAY







### BICYCLE SCHEME LOCATION MERCHANTS QUAY

Station Location: Merchants Quay	
2005-2011 Development Plan Zoning Objective	The area is zoned 25 "to consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity". This quays are also part of a conservation zone. There are protected structures fronting the quays on the south side. The Four Courts is positioned prominently to the north of Merchants Quay
DED and 2006 Population Level	across the Liffey.     Merchants Quay A:2,062 persons which is a 13% increase from the 2002 Census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans for Merchants Quay. The area is close to the Markets FDA north of the river.
	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. Merchants Quay is an important section of the quays located opposite the Four Courts. A bicycle station facility close to the bridges connecting the north and south quays close to the Four Courts would recognise the printe location of this section of the quays and promote north to south linkages for greater permeability and inter connections. A similar justification would be advocated for the Custom House and placing it on the network to promote the River Corridor.
Transport 21 Proposals for the Area	The location is a short distance south of proposals for a Dart Interconnector Station at Christchurch. The location would not interfere with proposed locations for that station but would be conveniently close to it to benefit fitture commuter patterns. The existing Luas Red Line is a short distance north across the river. Smithfield and the Four Courts stations are a short distance north. A bicycle station could be a benefit to commuting patterns moving north to south across the Liffey. Other public transport initiatives in the wider area would include Luas Line F Option 1 which has a route from Thomas Street onto Commarket Street and High Street. Access to that alignment would be achieved via Bridge Street Lower and Upper. Heuston Station and proposals for a DART Inter-connector at Victoria Quay is also located further east. Connections between these facilities (proposed only) via a hicycle network would benefit commuter patterns.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Merchants Quay is on the SCN connecting with the quays further west. Via Bridge Street Lower and Bridge Street Upper, connections are made to the SCN corridor connecting Thomas Street with Dame Street.
Significant Developments Proposed close to site.	Owing to the protected structures in the locality and the restricted space adjacent to the quays, there are no significant redevelopment areas close to the site. The Markets Area to the north of the river will be the area of most significant change close to the site.

#### BICYCLE SCHEME LOCATION MERCHANTS QUAY

#### Justification for Site Selection:

The location is considered as an option as it is one of the few sections of the south city quays where potential space exists (by way of on street car parking) to position a station and service it. Sections of the quays further east towards the city centre are narrower with heavy traffic flows. Station options were feasible however on side streets a short distance from the quays. At this location, the quays widen providing on street parking at both sides of the road carriage. At this section of the quays, there is also a short distance between bridges (**) Donovan Rossa Bridge to the east and Fr Mathew Bridge to the west) to facilitate crossings north to south across the Liffey in a looped movement pattern. Crossing between the north and south sides of the quays would link areas of interest such as Smithfield, the Markets FDA and the Four Courts (a significant architectural monument in prominent view from this station site) to the north with Christchurch Cathedral to the south. Moving west along Merchauts Quay and looping back south onto Bridge Street Lower would connect with cycle stations proposed at Cornmarket and along the James Street/Thomas Street corridor. The location provides options therefore for local circulation on both the north and south sides of the mass.

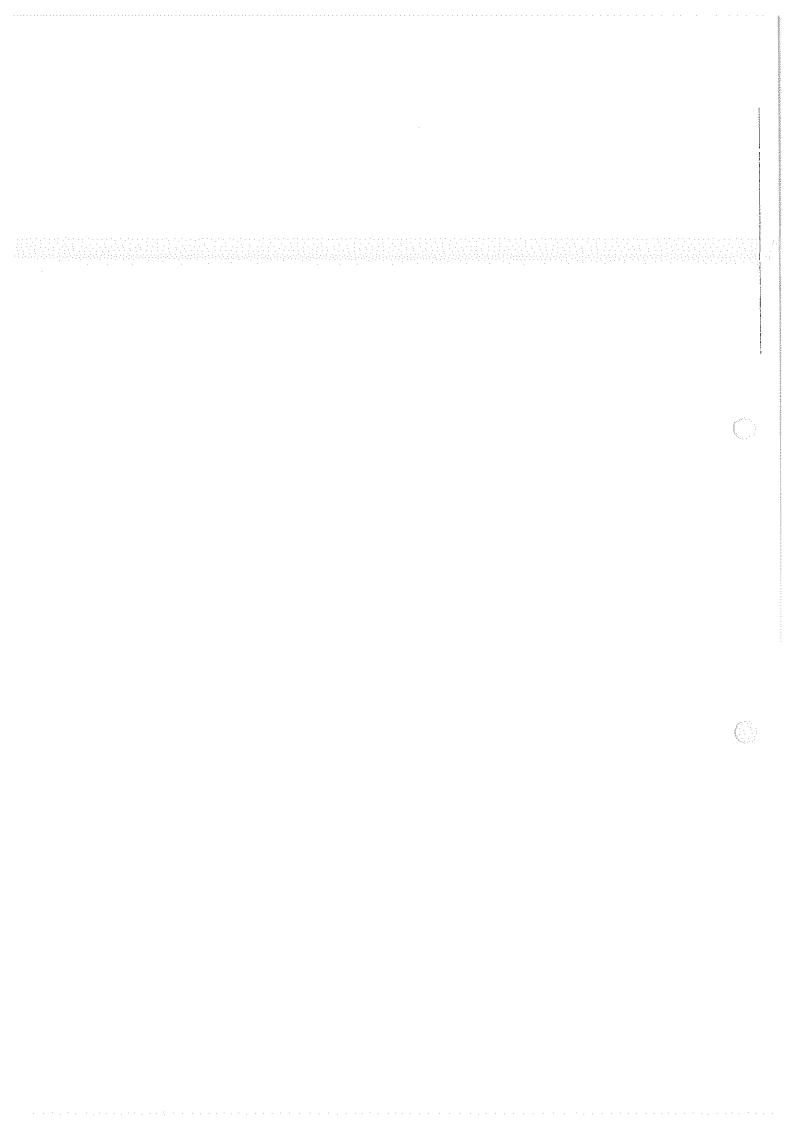
The location considered is on the south side of the quays as opposed to the river side. This is to facilitate movement patterns of cyclists who can arrive and continue a journey on the same side of the street as the flow of traffic.

Station options further west of the location on the quays (in the direction of Henston) are not proposed at present. It is noted that the James Street/Thomas Street corridor further south provides a stronger justification as the main east to west corridor owing to street activity, framework plan proposals and existing attractions such as the Guinness State House. The south quays by contrast after Merchants Quay have decreasing levels of activity. There is a long distance also between Heuston Station and this location. Notwithstanding this, it is recognised that whilst areas of interest for tourists may not promote the south quays to a large extent for visits on approach to Heuston, commuter movement patterns would benefit from a service on the south quays. In addition, future proposals under the Heuston FDA to enliven the quays and promote infift developments in the area of Victoria Quay and Transport 21 proposals for Dart inter-connector studions on Victoria Quay highlight the longer term prospects expanding the hicycle scheme network and strengthening links between the different sections of the city quays. In the interim, it is considered that there is sufficient areas of interest and activity in the area of Merchants Quay for inclusion.

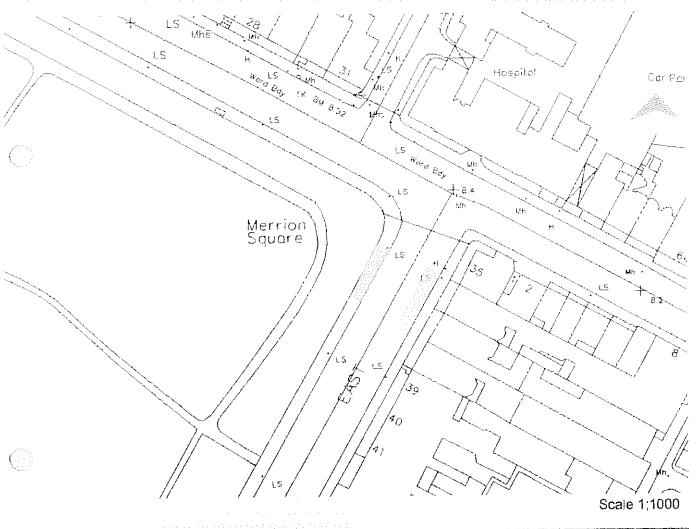
The station would benefit tourists moving between architectural landmarks such as Christchurch Cathedral and the Four Courts. In addition, the location would benefit local office based employees. The Dublin City Council offices are a short distance east. The area contains many professional services engaged in the legal practice owing to the proximity of the court services. There are several residential apartment schemes fronting the quays close to this location to benefit city centre residents.

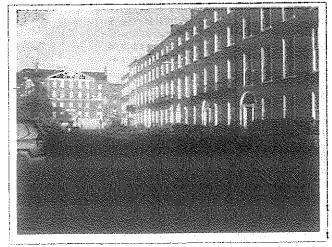
The location is close to proposals for a Dart Inter Connector station north of Christchurch Cathedral. The location in the longer term would benefit commuting patterns moving from such public transport facilities to cycling for local based journeys.

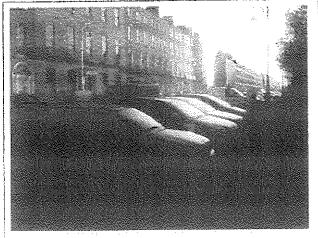
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### 51. BICYCLE SCHEME LOCATION MERRION SQUARE EAST







## BICYCLE SCHEME LOCATION MERRION SQUARE EAST

Station Location: Merrion Square	
	The feet Henry Engage for a file of a continuous contin
2005-2011 Development Plan Zoning Objective	The buildings fronting all sides to this square are zoned
	28 to project 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 29 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%
manufacture and the same and th	decrease from the 2002 census
Framework Plans/ Local Area Plans or similar	There are no specific framework plans or area based
initiatives for the area.	plans currently proposed for this area. The square is
	however in close proximity to the south dockland area
	where the DDDA have a Section 25 Planning Scheme
	in plaze. The area around Barrow Street is identified as
	having potential for a high density cluster. Synergies
	between the dockland was and the SE city centre are
	possible. Connections via the bicycle system would
	support these synergies.
Transport 21 Proposals for the Area	There are no specific Transport 21 proposals for this
	area. Merrion Square is close to Pearse Street Dan
	Station where a Dan Inter-Connector underground
	station is proposed. The location is also close to St
	Stephens Green and the existing Lies facilities and
	future proposals including a Metro Station and Luas
	Line BX. Whilst existing and future profic transport
	facilities are reasonably close, it can be assumed that
	considering the high office employment generated by
	activities in this area, a bicycle station would support
1 t	connections from this general zone to the nearest point
	of πιβικέ transport.
Lucation with respect to Strategic Cycle Network or	The north side of Merrion Square is part of the SCN.
future cycle rous proposals.	From that north side of the square, the setwork runs
The state of the s	south east along Mount Street Upper. This provides
	connection opportunities via the SCN to the city centre
	moving north and suburban area moving south east.
Existing Road Designation and Existing Flow of Traffic	All side of the square are ntain mads with the exception
Frank tage prastition and trustiff the Ot titliff	of the north side which is a Regional Road. This
	· · · · · · · · · · · · · · · · · · ·
	designation runs into Mount Street Lower moving south east. The square is highly accessible awing to the grid
	, , , , , , , , , , , , , , , , , , , ,
	pattern of local streets with a number of movement
	options including west movement towards Baggot
	Street. A number of side streets connect the canal to the
	square and are well suited to cycle movement ( traffic
	calmed off the main access corridors). Via Holes Street,
	the square connects with the streets adjoining the Grand
	Canal / South Dockhand area
Significant Developments Proposed close to site.	Considering the ZR zoning objective, conservation zone
그들이 나가 있는 사람들은 하는 것은 사람들은 것은 것이다.	status and amount of protected structures, the character
	of this area is unlikely to change significantly.
그들도 그 그는 얼굴이 들은 글로 얼굴을 돌릴 때를	Proximity of the area to Pearse Street, the area of
	Georges Quay (where urban design proposals for
	improvements and consolidation are being examined)
	and the South Docklands in general highlight areas of
	more significant change in the wider area. Synergies
	between these zones and the historic areas are likely.
	Stronger connectious between such areas, which a
	bicycle scheme would support, would encourage such
	synergies.

#### BICYCLE SCHEME LOCATION MERRION SQUARE EAST

#### 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 hieyele 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 Merrion Square, the location is significant for its historic attractions, its architectural attractions, cultural institutions and Government offices. The location is prime as a place to visit and experience. Bicycle station facilities would encourage movement to this area and connect it to a stronger extent with its hinterland moving both north towards the city centre and south / south east through other Georgian streets and squares.

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

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 (Si Stephens Green, Pearse Street Station, Grand Canal Station etc.), most locations are a good walking distance from the nearest significant public transport hab (bus stops excluded). Bicycle stations would service this employment zone by shorening judancy times between key transport nodes and this employment district. It would also be beneficial for visits between offices and companies within the locality.

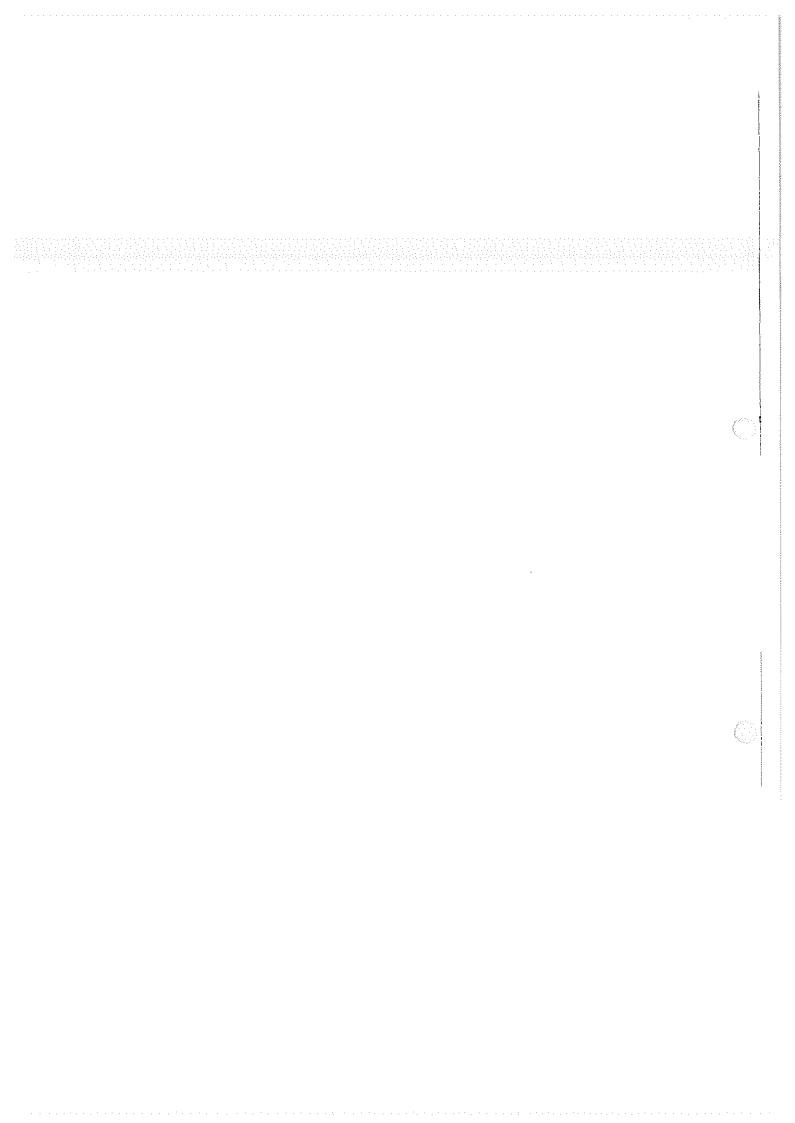
The Georgian Street pattern found throughout the area creates many side streets connecting in our with unportant north to south and east to west corridors. The advantage of the locations in this overall district are therefore that truffic cultural side streets connect with busier main corridors to encourage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

The Georgian Street pattern provides many spacious ageas at street level which in most instances include on street parking either parallel with the fogupath 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.

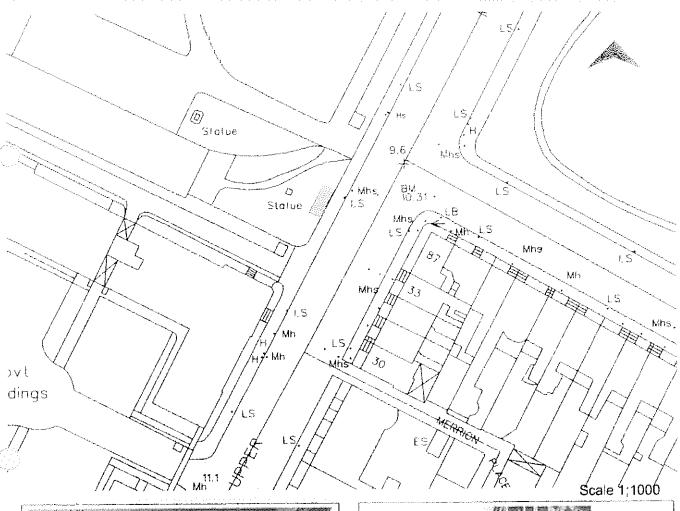
The area has a rich architectural legacy with several streetscapes of historic character. The combination of Georgian streetscapes, urban parks, cultural attractions and canal side amenities make the area attractive to vish. A network of regularly spaced stations through the area would facilitate and encourage towist filtration through the area. This is 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, an galleries etc.

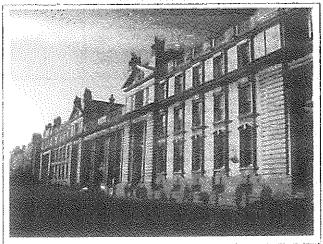
This SE quadram is at an interface between the suburbs beyond the canal and city centre zone. Whilst the spatial extent of the initial 50 stations may not extend beyond the canal ring (funce expansion should target these areas across both-the Royal and Grand Canals), having facilities close to the canal will benefit commuters and visitors moving towards the city centre. Considering the diverse mage 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 fourneys.

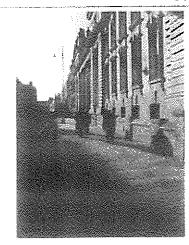
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### 51. BICYCLE SCHEME LOCATION MERRION STREET UPPER







### BICYCLE SCHEME LOCATION MERRION STREET UPPER

		<del></del>
WAVENA.	Station Location: Merrion Square	
NAVAN.	2065-2011 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 29 to preserve and provide
		recreation and open space unenities. The area is
		designated a conservation zone with protected Georgian
		properties surrounding the square.
	DED and 2006 Population Level	Massion House B: 869 persons which is a 12.7%
		ilecrease from the 2002 census
	Framework Plans/ Local Area Plans or similar	There are no specific framework plans or area based
	initiatives for the usea	plans currently proposed for this area. The square is
	probabilital Mi (1) (1) (1)	
		however in close proximity to the south dockland area
		where the DDDA have a Section 25 Planning Scheme
		in place. The area around Barrow Street is identified as
		having potential for a high density cluster. Synergles
		between the dockland area and the SE city centre are
		possible. Connections via the bicycle system would
		support these synergies.
	Transport 21 Proposals for the Area	There are no specific Transport 21 proposals for this
	, , , , , , , , , , , , , , , , , , ,	area. Merrion Square is close to Pearse Street Dart
		Station where a Dari Inter-Connector underground
		station is proposed. The location is also close to St
		Stephens Green and the existing Luas facilities and
		future proposals including a Metro Station and Leas
		Line BX. Whilst existing and future public transport
		facilities are reasonably close, 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 acarest point
		of public transport.
	Location with respect to Strategic Cycle Network of	
	future cycle route proposals.	The north side of Merrion Square is part of the SCN.
	mure cycle route proposals.	From that north side of the square, the network runs
		south east along Mount Street Upper. This provides
		connection opportunities via the SCN to the city centre
		moving north and suburban area moving south east.
	Existing Road Designation and Existing Flow of Traffic	All side of the square are main roads with the exception
	· · · · · · · · · · · · · · · · · · ·	of the north side which is a Regional Road. This
		designation runs into Mount Street Lower moving south
		east. The square is highly accessible owing to the grid
	·	pattern of local streets with a number of movement
		options including west movement towards Baggot
		Street. A number of side streets connect the canal to the
		square and are well suited to cycle movement ( traffic
		calmed off the main access corridors). Via Holes Street,
		the square connects with the streets adjoining the Grand
		Canal / South Dockland area
	Significant Developments Proposed close to site.	Considering the Z8 zoning objective, conservation zone
		status and amount of protected structures, the character
		of this area is unlikely to change significantly.
		Proximity of the area to Pearse Street, the area of
		Georges Quay (where urban design proposals for
		improvements and consolidation are being examined)
		and the South Docklands in general highlight areas of
		more significant change in the wider area. Synergies
		between these zones and the historic areas are likely.
		Stronger connections between such areas, which a
		hierarla religions trouble discussed about the array and the
	·	bicycle scheme would support, would encourage such syncreles.

#### BICYCLE SCHEME LOCATION MERRION STREET UPPER

#### Justification for Site Selection:

The focation is considered favourable as it is located at the north cast 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 like south and south east of the Grafton Street St Stephens Green West and Harcourn 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 could 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 Jouth cast of St Stephens Green and are repeated as such.

With regard to Merrion Square, the location is significant for its historic attractions, its architectural attractions, cultural institutions and Government offices. The location is prime as a place to visit and experience. Bicycle station facilities would encourage movement to this area and connect it to a stronger extent with its hinterland moving both north towards the city centre and south / south east through other Georgian sweets and squares.

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

Considering the high concentration of inflice activity within this overall district, the facility of a hicycle 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 incations 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.

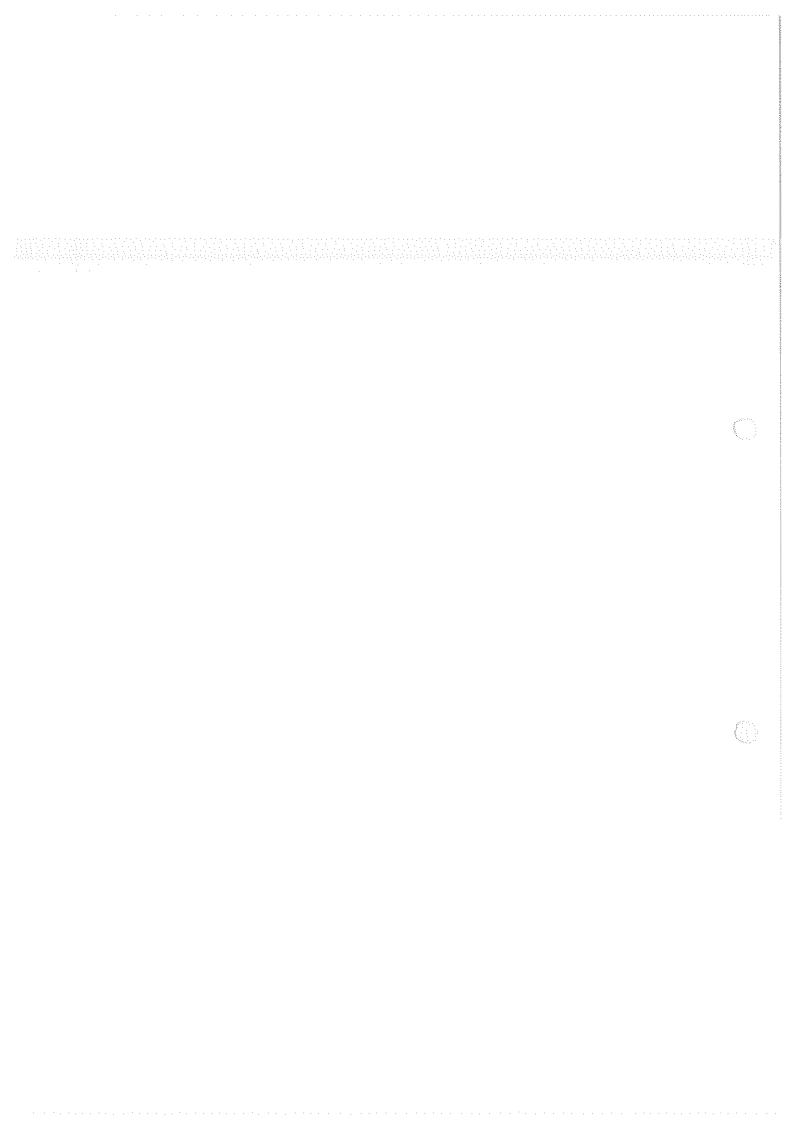
The Georgian Street pattern found throughout the area creates many side streets connecting in turn with important north to south and east to west corridors. The advantage of the locations in this overall district are therefore that haffic calmed side streets connect with busier main corridors to encourage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

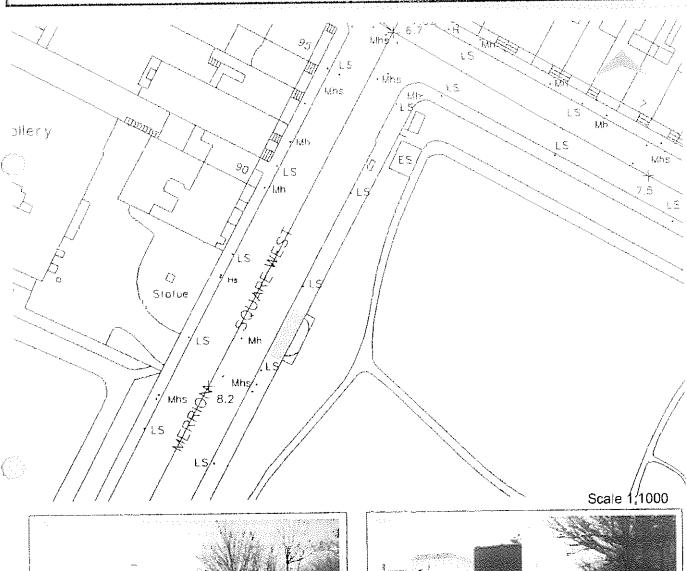
The area has a rich architectural legacy with several streetscapes of historic character. The combination of Georgian streetscapes, urban parks, cultural attractions and canal side amenities make the area attractive to visit. A network of regularly spaced stations through the area would facilitate and encourage tourist fibration 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, an gaileries 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 cast 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.

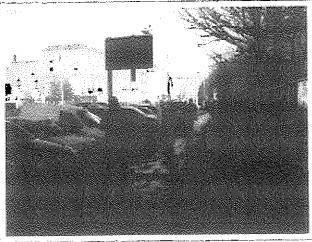
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### 51. BICYCLE SCHEME LOCATION MERRION STREET 1







### BICYCLE SCHEME LOCATION MERRION STREET 1

Station Location: Merriga Square	1900-000 and the second and the seco
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
va a se company	with the conservation objective. To allow primarily
A A A A A A A A A A A A A A A A A A A	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.
DFD 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	There are no specific framework plans or area based
initiatives for the area	plans currently proposed for this area. The square is
	however in close proximity to the south dockland area
	where the DDDA have a Section 25 Planting Scheme in place. The area around Barrow Street is identified as
	having potential for a high density cluster. Synergies
	between the dockland area and the SE city centre are
	possible. Connections via the bicycle system whelif
The second secon	support these synergies.
Transport 21 Proposals for the Area	There are no specific Transport 21 proposals for this
	area. Merrion Square is cluse to Pearse Street Dart
	Station where a Dart Inter-Connector underground station is proposed. The location is also close to St
	Stephens Green and the existing Luas facilities and
	future proposals including a Metro Station and Luas
	Line BX. Whilst existing and future public transport
	facilities are reasonably close, 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	The north side of Merrion Square is part of the SCN.
future cycle raute proposals.	From that north side of the square, the network runs
	south east along Mount Street Upper. This provides
	connection opportunities via the SCN to the city centre
Francisco 27 and 75 and	moving north and suburban aren moving south east.
Existing Road Designation and Existing Flow of Traffic	All side of the square are main roads with the exception
	of the north side which is a Regional Road. This designation runs into Mount Street Lower moving south
	cast. The square is highly accessible owing to the grid
	pattern of local streets with a number of movement
	options including west movement towards Boggot
. 9	Street. A number of side streets connect the canal to the
4.	square and are well suited to cycle movement ( traffic
	calmed off the main access corridors). Via Holes Street, the square connects with the streets adjoining the Grand
	Canal / South Dockland area.
Significant Developments Proposed close to site,	Considering the Z8 zoning objective, conservation zone
	surus and amount of protected structures, the character
	of this area is unlikely to change significantly.
	Proximity of the area to Pearse Street, the area of
	Georges Quay (where urban dezign proposals for
	improvements and consolidation are being examined) and the South Docklands in general highlight areas of
	more significant change in the wider area. Synergies
	between these zones and the historic areas are likely.
	Stronger connections between such areas, which a
ALANA	bicycle scheme would support, would encourage such
ari marakan marakan marakan marakan marakan marakan kan marakan	synergies.

#### BICYCLE SCHEME LOCATION MERRION STREET 1

#### 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, Baggor 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 Baggor 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 Merrion Square, the location is significant for its historic attractions, its architectural attractions, influral institutions and Government offices. The location is prime as a place to visit and experience. Bicycle station facilities would encourage movement to this area and connect it to a stronger extent with its hinterland moving both north towards the city centre and south a south east through other Georgian streets and squares.

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

Considering the high concentration of office activity within this overall district, the facility of a burytle network through the area would benefit communers and visitors to offices in the area. Whilst generally close to public transport I fit Stephens Green, Pearse Street Station, Grand Canal Station etc.), most locations are a good walking distance from the nearest significant public transport hub ( but 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.

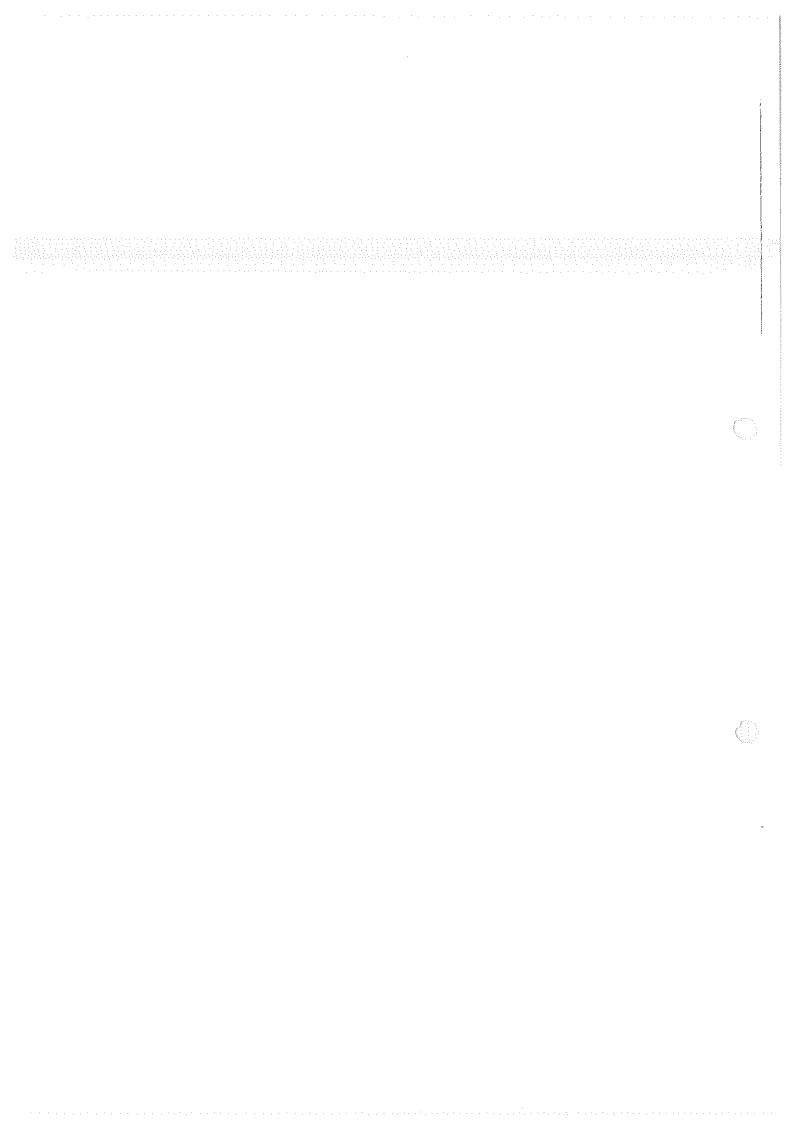
The Georgian Street pattern found throughout the area creates many side streets connecting in turn with impurtant north to south and east to west corridors. The advantage of the locations in this overall district are therefore that traffic calmed side streets connect with busier main corridors to encourage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

The Grougian Street pattern provises many spacious areas at street level which in most instances include on street parking either parallel with the fliotipath 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 lustiness 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.

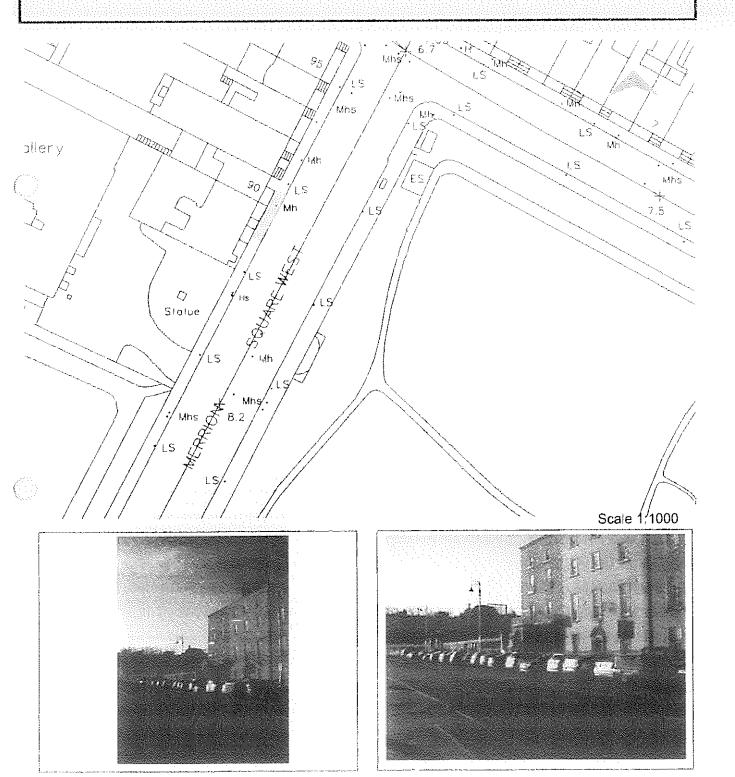
The area has a rich architectural legacy with several streetscapes of historic character. The combination of Georgian streetscapes, urban parks, cultural attractions and canal side amenities make the area attractive to visit. A network of regularly spaced stations through the area would facilitate and 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, tetail, 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 (fatore 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 conal 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 (but mutes) to access the bicycles for local based journeys.

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### 51. BICYCLE SCHEME LOCATION MERRION STREET 2



### BICYCLE SCHEME LOCATION MERRION STREET 2

VIII
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.
Mansion House B: 869 persons which is a 12.7%
decrease from the 2002 census
There are un specific framework plans or area based
plans currently proposed for this area. The square is
however in close proximity to the bouth dockland area
where the DDDA have a Section 25 Planning Scheme
in place. The area around Barrow Street is identified as
having potential for a high density cluster. Synergies
between the docktund area and the SE city centre are possible. Connections via the bicycle system would
support these synergies.
There are no specific Transport 21 proposals for this
area. Merrion Square is close to Pearse Street Dart
Station where a Dart Inter-Connector underground
station is proposed. The location is also close to St
Stephens Green and the existing Luas facilities and
future proposals including a Metro Station and Luas
Line BX. Whilst existing and future public transport
facilities are reasonably close, 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.
The north side of Merrion Square is part of the SCN.
from that north side of the square, the network runs
south east along Mount Street Upper. This provides
connection opportunities via the SCN to the city centre
moving north and suburban area moving south east.
All side of the square are main roads with the exception
of the north side which is a Regional Road. This
designation runs into Mount Street Lower moving south
east. The square is highly accessible owing to the grid
pattern of local streets with a number of inovement
options including west movement towards Baggot
Street. A number of side streets connect the canal to the
square and are well suited to cycle movement ( traffic
calmed off the main access corridors). Via Holes Street,
the square connects with the streets adjoining the Grand
Canal / Scuth Dockland area.
Considering the Z8 zoning objective, conservation zone
statua and amount of protected structures, the character
of this area is amlikely to change significantly.
of this area is unlikely to charge significantly. Proximity of the area to Pearse Street, the area of
of this area is smilkely to change significantly. Proximity of the area to Pearse Street, the area of Georges Quay (where urban design proposals for
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of this area is smilkely to change significantly. Proximity of the area to Pearse Street, the area of Georges Quay (where urban design proposals for improvements and consolidation are being examined) and the South Docklands in general highlight areas of
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of this area is suffikely to charge significantly. Proximity of the area to Pearse Street, the area of Georges Quay (where urban design proposals for improvements and consultation are being examined) and the South Ducklands in general highlight areas of more significant change in the wider area. Synergies between these zones and the historic areas are likely.
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#### BICYCLE SCHEME LOCATION MERRION STREET 2

#### 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 cast Georgian core of the city rentre 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, Haggor Street Lower and Mount Street Lower. There are good connections north to south across this area and requally 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 Haggor 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 Merrion Square, the location is significant for its historic arractions, its architectural attractions, cultural institutions and Government offices. The location is prime as a place to visit and experience. Bicycle station facilities would encourage movement to this area and connect it to a stronger extent with its himerland moving both north towards the city centre and south a south east through rober Cicurgian streets and squares.

The following points are stated for a quarter of locations in this area which share common duribules.

Considering the high concentration of office activity within this overall district, the facility of a bicycle network through the area would benefit communers 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 seneficial for visits between offices and companies within the locality.

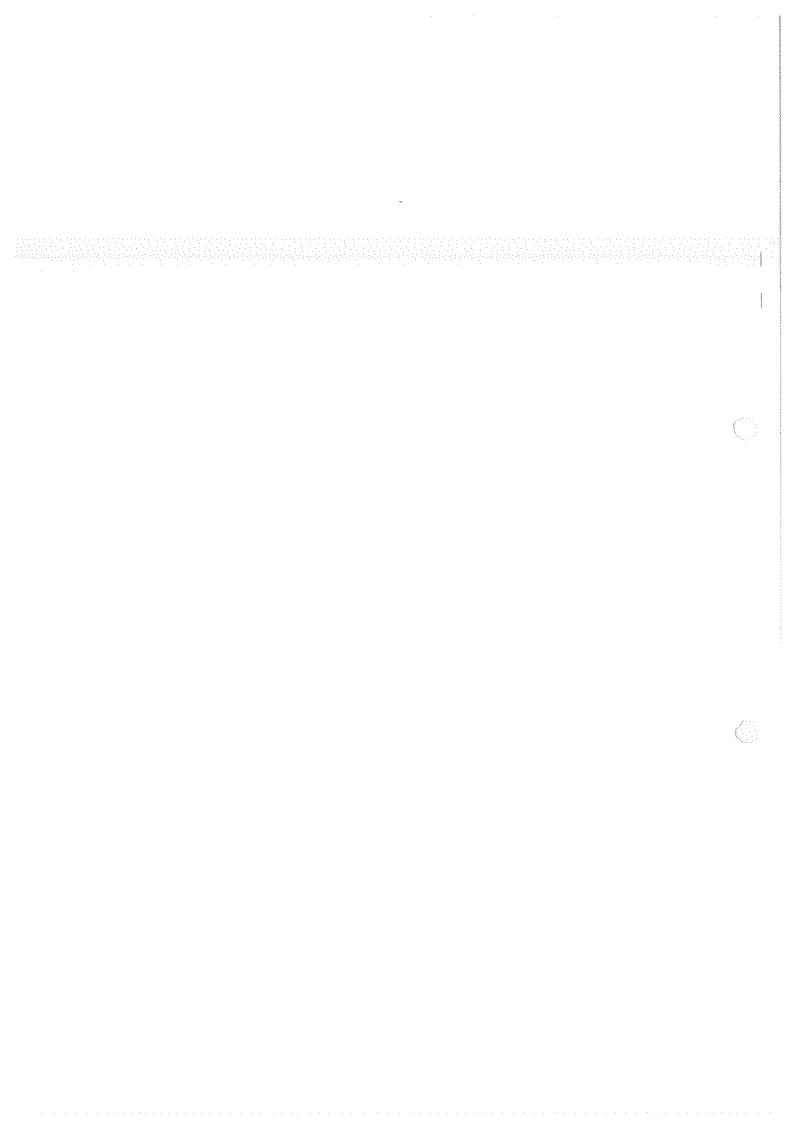
The Georgian Street pattern found throughout the area creates many site streets connecting in turn with impurant north to south and east to west corridors. The advantage of the locations in this overall district are therefore that traffic calried side streets connect with busies main corridors to encourage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

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.

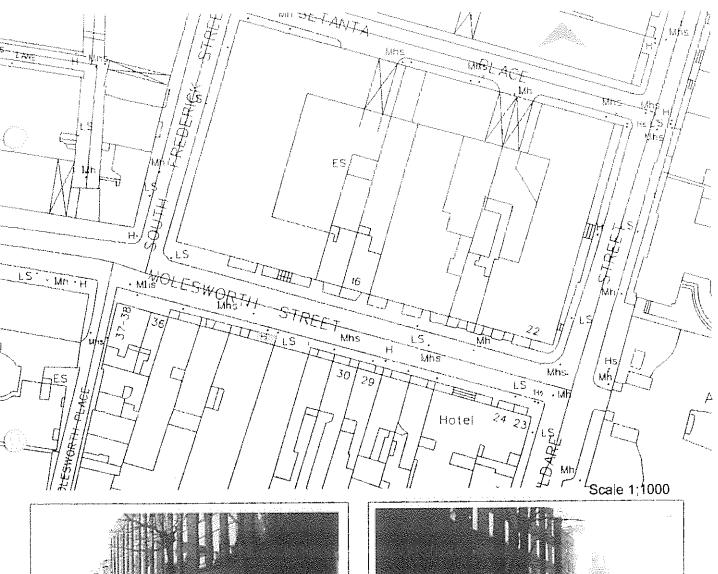
The area has a rich architectural legacy with several streetscapes of historic character. The combination of Georgian streetscapes, urban parks, cultural attractions and canal side amenities make the area attractive to visit. A network of regularly spaced stations through the area would facilitate and encourage tourist literation through the area. This in turn would promine 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 visiturs to the area would support a large number of businesses including enfes, retail, an 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 Canais), 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 in 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 (but routes) to access the bicycles for local based journeys.

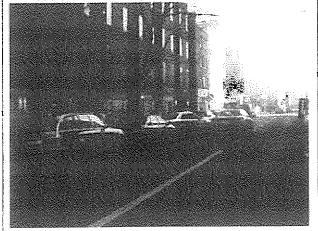
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### 52. BICYCLE SCHEME LOCATION MOLESWORTH STREET







#### BICYCLE SCHEME LOCATION MOLESWORTH STREET

Station Location: Molesworth Street	$- e^{i p \cdot p $
2005-2011 Development Plan Zoning Objective	Z5 in consolidate and facilitate the development of the
No. of	central area, and to identify, reinforce, strengthen and
	protect its civic design, character and dignity. The
	castern half of Molesworth Street is designated a
	conservation zone. There are several protected
	structures adjoining the steel.
DED and 2005 Population Level	Mansjon House B: 869 persons in 2006 which is a
	decline of 12.2% from 2007 Census.
Framework Plans/ Local Area Plans or similar	The extension to the Grafton Street ACA includes
initiatives for the area.	Dawson Street and adjoins Molesworth Street. The
	street itself is not within the extended ACA. The street
	is included within the Dublin City Centre-Developing
	the Retaji Core Framework Plan. Potential opportunity
	sites for redevelopment are identified at the junction of
er de la constitución de la cons	Molesworth Street and Dawson Street
Transport 21 Proposels for the Area	Dawson Street is included as a route option for Luas
	line BX connecting the existing Luas lines in the city
	centre. The junction of Molesworth Street and Dawson
	Street would be adjacent to this alignment.
Location with respect to Strategic Cycle New ork or	Dawson Street is part of the SCN. Mulesworth Street is
future cycle route proposals.	adjacent to this route. The grid pattern of local streets
	would facilitate cyclist connections to the SCN both
	north (Nusseu Street) and south (St Stephen' Green) of
	the location
Existing Road Designation and Existing Flow of Traffic	Molesworth Street is designated as a main screet with a
	two way traffic flow. The street lies between the one
	way flow of Dawson Street ( north bound) and Kildare
	Street (south bound).
Significant Developments Proposed close to site.	Two sites at the junction of Molesworth Street and
	Dewson Street are identified under the Retail Core
	Framework Plan as having potential for redevelopment.
	There are several projected structures along
	Molegworth Street which would ensure that the street
	retains its present character. Applications sought are
	largely alterations to existing buildings and change of
	use type applications.

#### Justification for Site Selection:

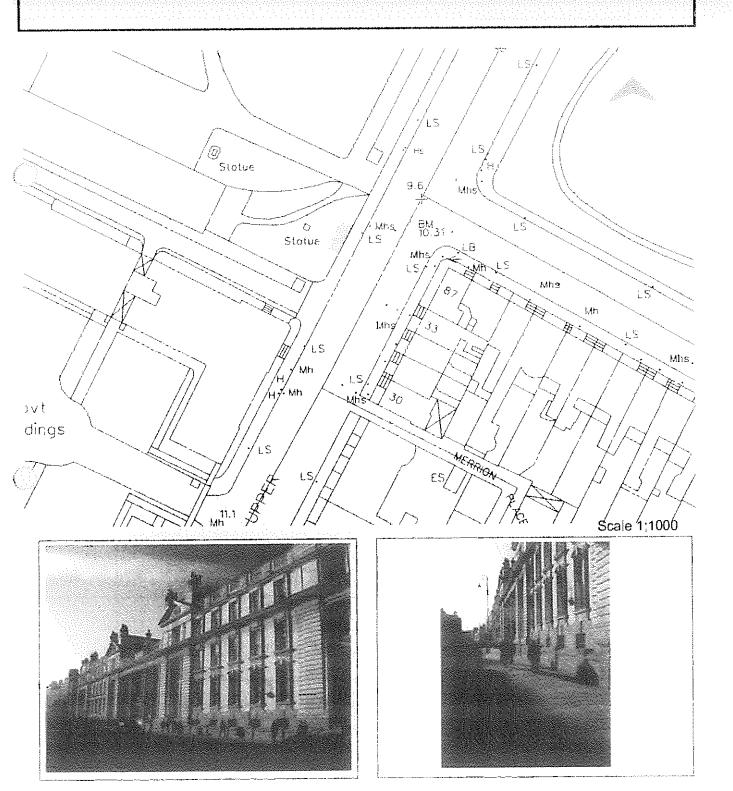
The site is located between Dawson Street and Kildare Street. It facilitates a station between these two streets to encourage movement through the grid pattern of streets in the locality. The station benefits visitors to the city exploring the local enforcement and architectural attractions. The station would be close to the Mansion House, St Stephen's Green, Leinster House, National Moseum. National Library etc. The location would also benefit to city centre employees working in the retail, office and services see or which are provided for within this mixed use zone. Dawson Street in particular accommodates a vibrant mix of uses that includes retail, offices, an galleries, restaurants, cafes and night clubs etc. The location would benefit the activities generated along that street.

The street possesses on street car parking which provides location options on Molesworth Street. Positioned between the two designated national roads of Dawson Street and Kildare Street, Molesworth Street benefits from a more traffic calmed environment.

The location is strategically close to the plauned Luzs Line BX which is aligned along Dawson Street and also the mean station at St Stephen's Green. The facility would benefit therefore madal change and compliment the provision of enhanced public transport facilities with a cycling option for shorter city centre trips.

Comments	
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### 53. BICYCLE SCHEME LOCATION MERRION STREET UPPER



### BICYCLE SCHEME LOCATION MERRION STREET UPPER

FOR THE STATE OF T	$\frac{1}{2} \left( \frac{1}{2} \left$
Station Location: Merrian Square	
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
	fecteation and open space amenities. The area is
	designated a consequation zone with protected Georgian
	properties surrounding the square.
DED and 3066 Population Level	Mansion House B: 869 persons which is a 12.2%
•	decrease from the 2002 census
Framework Plans/ Local Area Plans or similar	There are no specific humework plans or area based
initiatives for the area.	plans currently proposed for this area. The square is
	however in close proximity to the south deckland area
	where the DDDA have a Section 23 Plainting Scheme
	in place. The area around Barrow Street is identified as
	liaving potential for a high density cluster. Synergies
	between the dockland area and the SE city centre are
	possible. Connections via the bicycle system would
7 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	support these synergies
Transport 21 Proposals for the Area	There are no specific Transport 21 proposals for this
	area. Merrion Square is close to Pearse Street Dart Station where a Dart Inter-Connector underground
	station is proposed. The location is also close to St
	Stephens Green and the existing Luas facilities and
	future propozals including a Metro Stulion and Litas
	Line BX. Whilst existing and future public transport
	facilities are reasonably close, 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 transners.
Location with respect to Strategic Cycle Network or	The north side of Merrion Square is part of the SCN.
ibitare cycle route proposals.	From that north side of the square, the network runs
	south east along Mount Street Upper. This provides
	connection oppurtunities via the SCN to the city restre
	moving north and suburban area moving south east.
Existing Road Designation and Existing Flow of Traffic	All side of the square are main roads with the exception
	of the north side which is a Regional Read. This designation runs into Mount Street Lower moving south
	east. The square is highly accessible owing to the grid
	pattern of local streets with a number of movement
	options including west movement towards Baggor
	Street. A number of side streets connect the canal to the
	square and are well suited to eyele movement ( traffic
프로 프로그램	calmed off the main access corridors). Via Holes Street
	the square connects with the streets adjoining the Grand
	Canal / South Dockland area.
Significant Developments Proposed close to site.	Considering the Z8 zoning objective, conservation zone
	status and amount of protected structures, the character
	of this area is unlikely to change significantly.
	Proximity of the area to Pearse Street, the area of
	Georges Quay (where urban design proposals for
	improvements and consolidation are being examined)
	and the South Docklands in general highlight areas of
	more significant change in the wider area. Synergies
	between these zones and the historic areas are likely.
	Stronger connections between such areas, which g bicycle scheme would support, would encourage such
	synergies.
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#### BICYCLE SCHEME LOCATION MERRION STREET UPPER

Justification for Site Selection:

The location is considered favourable as it is located in 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 Harcouri Street corridor with the Grand Canal and is intersected with the key corridors of Leeson Street Lower, Baggor Street Lower and Mount Street Lower. There are good connections north to south across this area and equally east to west creating in 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 Baggor Street Lower, Mount Street Lower and Wilton Terrace. The high employment concentration and penticable layout of streets promotes this area for bicycle station options. The justifications for this location are therefore equally applicable to a large number of propused locations to the south east of St Stephens Green and are repeated as such.

With regard to Merrion Square, the location is significant for its historic attractions, its architectural altractions, cultural institutions and Government offices. The location is prime as a place to visit and experience. Bicycle station facilities would encourage movement to this area and connect it to a stronger extent with its hinterland moving both north towards the city centre and south / south east through other Georgian streets and squares.

The following points are stated for a number of lucations 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 cummuters and visitors to offices in the area. Whilst geocrally cluse to public transport (St Stephens Greeo, 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 shurtening 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 muvement.

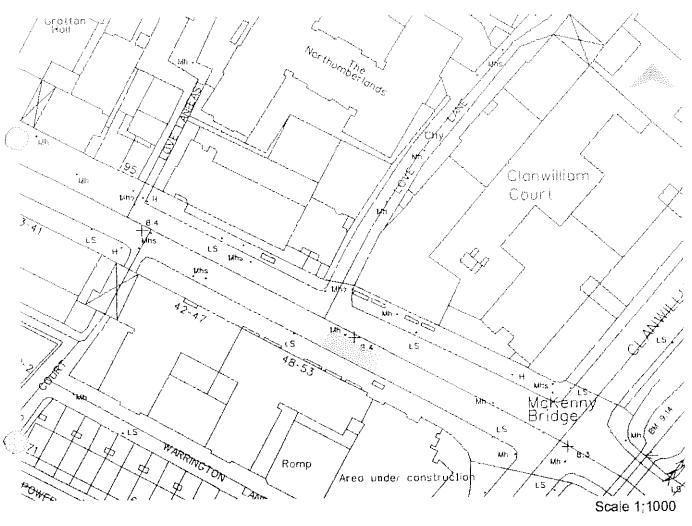
The Georgian Street pattern provides thany spacious areas at street level which io most instances include un street parking either parallel with the footpath or perpendicular to it. There are some streets with extensive areas of parking of this character. As the area is primarily an office base, these 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.

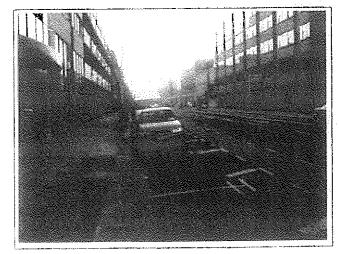
The area has a rich architectural legacy with several streetscapes of historic character. The combination of Georgian streetscapes, urban parks, cultural attractions and canal side amenities make the area attractive to visit. A network of regularly spaced stations through the area would facilitate and 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 husinesses including eafes, retail, an galleries etc.

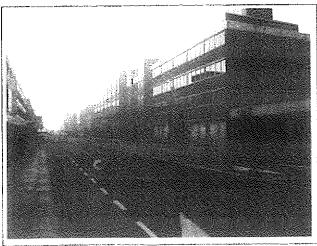
This SE quadrant is at an interface between the suburbs beyond the canal and city centre zooc. Whilst the spatial extent of the initial 50 stations may not extend beyond the canal ring (future expansion should target these areas across both the Royal and Grand Canals), having facilities close to the 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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## 54. BICYCLE SCHEME LOCATION MOUNT STREET LOWER EAST







## BICYCLE SCHEME LOCATION MOUNT STREET LOWER EAST

Station Location: Mount Street Lower	
2005-2011 Development Plan Zoning Objective	The stand is a color of 20 to material the coloring
contact the veroling in this ventile suitense	The street is a mix of Z8 to protect the existing
	architectural and civic design character and 2.6 to
Tagentina de la companya del companya de la companya del companya de la companya	provide opportunities for enterprise and employment
	creation. The Zh zoning applies mostly to the east end
	of the street with the corner approaching Merrion
	Square designated as a Z8 zone. Within the Z8 part of
b. anana	the street there are several protected structures.
PMD 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 tensus
Framework Plans/ Local Area Plans or similar	There are no specific framework plans or area based
initiatives for the area.	plans comently proposed for this area It is noted that
***	the Barrow Street area is identified as having potential
>	for a high density claster subject to framework plans in
\$ .	place. Considering the proximity of Mount Street
THE PARTY OF THE P	Lower to this location, there may be opportunity for
na volgonia	figure synergy between developments on Grand Canal
\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Dock and Mount Street Lower.
Transport 21 Proposals for the Area	There are no specific Transport Zi proposals for this
	area. The closest public transport access is Pearse
	Street where a Dart Inter-Connector station is proposed.
	The location is also close to St Stephens Green and the
**************************************	transport infrastructure existing ( Luas Green Line) and
	proposed ( Dan/Metro and Luas integration). St
T T T T T T T T T T T T T T T T T T T	Stephens Oreen would be a reasonable walking distance
	from the location but the advantages of a network of
	bicycle stations to stinnen faumey times between places
	of employment and public transport are apparent.
Lacation with respect to Strategic Cycle Network or	Mouse Street Lower is part of the SCN. The network
future cycle toute proposals.	runs extensively to the south east and north towards the
	city centre placing Mothi Street Lower strategically on
	the network. Considering that a large number of the
	side streets connecting with Mornt Street Lower and
	Baggot Street Lower itself are not on the SCN, the
	impertance of this route to service the SE quadrant of
	the city centre is recognised.
Existing Road Designation and Existing Flow of Traffic	Mount Street Lower is a Regional Road and an
	important corridor accessing the city centre from the SE
	suburbs. Where the street connects with Merrion
	Square, there are a number of options to move west and
	connect with Baggot Street and the side streets in
	between. Moving east from the street, connections with
	Grand Canal Street Lower and the south dockland area
	are possible.
Significant Developments Proposed close to site.	Mount Street Lower possesses a mixed building
•	typology and unlike the other streets in this area, it is
	not uniformly Georgian in character. Planning history
	trends indicate new office developments with
	permissions granted in recent years to demolish older 4
	and 5 sturey office blocks and replace them with 5-5
	storey modern office buildings Register references
	3416/04, 6485/06 and 6664/07 refer). The area is also a
	short distance south west of the Grand Canal
	Docklands, Developments under the DDD/s Section 25
	Planning Scheme include high density office and
	residential development. The Gas Works site and
	Google HQ are in this vicinity. These developments in
문화점 하는 사람들은 전략을 받고 있는 그는 그 문제	close proximity may encourage connections and greater
	activity along Lower Mount Street. The Ballabridge
	Area (where there are significant redevelopment
	proposals) is also a short distance further south
그들은 얼마른 하는 그리는 얼마를 먹어 하였다.	praviding potential future synergy and enlivenment
	along Mount Street Lower

## BICYCLE SCHEME LOCATION MOUNT STREET LOWER EAST

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 Conal. The street network in this area connects lands to the south and south east of the Grafton Street/Si Stephens Green West and Harconn 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 ore 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, nostly 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 Mount Street Lower in particular, this street has a mixed urban character, particularly moving west towards the canal. A bicycle station would promote the integration of this street with the adjoining areas to encourage better connectivity. The street is noted as more croded in quality than the other streets comprising the grid pattern through the local area.

Mount Street Lower offers opportunity to encourage movement from the South Docklands through to the Georgian area and office districts within it. Whilst geographically close, the dockland area is somewhat severed from this orea. Bicycle stations would encourage more frequent movement patterns and encourage synergy between that Dockland growth zone and the historic area close to it.

As a main radial corridor approaching the city centre from the south east, Mount Street Lower offers opportunity for modal change from the south suburbs.

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

Considering the high coocentration of office activity within this uverall 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 adventage of the locations in this overall district are therefore that traffic calmed side streets connect with busier main corridors to encourage cycle movement.

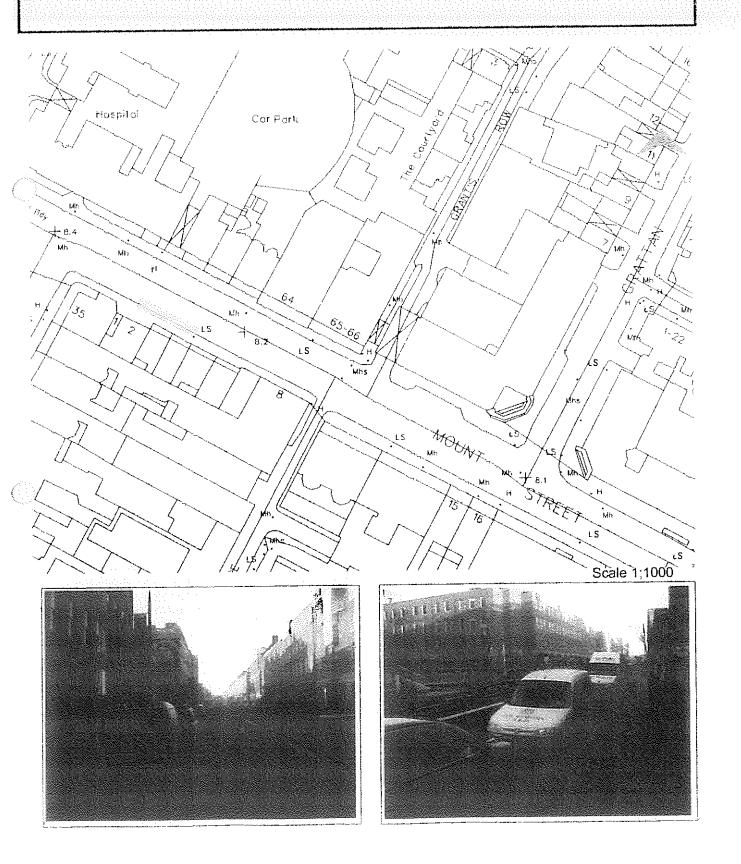
The Georgian Street pattern provides many spacious areas of street level which in most instances include on street parking either parallel with the footpath or perpendicular to it. There are some streets with extensive areas of parking of this character. As the area is primarily an office base, these 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 canol side ameoities 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, relail, art galieries 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.

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## 54. BICYCLE SCHEME LOCATION MOUNT STREET LOWER WEST



## BICYCLE SCHEME LOCATION MOUNT STREET LOWER WEST

Station Location: Mount Street Lower-Warrington Place	
2005-2011 Development Plan Zoning Objective	The east end of Mount Street Lower is mostly zoned Z6 to provide enterprise and employment opportunities. On approaching the canal, the conservation designation is applied.
DED and 2003 Papulation Level	South Dock: 5,123 persons which is an increase of 36% from the 2002 census
Framework Plans/ Local Area Plans or similar mitiatives for the area.	There are no specific framework plans or area based plans currently proposed for this area. The Dublin Duckland Development Authority boundary is a short distance north east of Mount Street Lower. The Grand Canal Planning Scheme (Section 23 Scheme) is in place for that area. It is noted that the Barrow Street area is identified as having potential for a high density cluster subject to framework plans in place. Considering the proximity of Mount Street Lower to this location, there may be opportunity for future synergy between developments on Grand Canal Dock and Mount Street Lower.
Transport 21 Proposals for the Area	There are no specific Transport 21 proposals for this area. The west end of Mount Street, close to Merrion Sq, is close to Pearse Street Dart Station where a Dart Inter-Connector station is proposed. The east end of Mount Street Lower is further removed and would have close access to the Grand Canal Dart Station. St Stephens Green, where major public transport interchanges with Metro/ Dart and Luas are proposed, is located to the north west. 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.	Mount Street Lower is part of the SCN. The network runs extensively to the south east and north towards the city centre placing Mount Street Lower strategically on the network. Considering that a large number of the side streets connecting with Mount Street Lower and Baggot Street Lower isself are not on the SCN, the importance of this route to service the SE quadrant of the city centre is recognised.
Existing Road Designation and Existing Flow of Traffic	Mount Street Lower is a Regional Road and an important corridor accessing the city centre from the SE suburbs. Where the street connects with Merrion Square, there are a number of options to move west and connect with Baggot Street and the side streets in between. Moving east from the street, connections with Grand Canal Street Lower and the south dockland area are possible.
Significant Developments Proposed close to site.	Mount Street Lower possesses a mixed building typology and unlike the other streets in this area, it is not uniformly Georgian in character. Planning history trends indicate new office developments with permissions granted in recent years to demolish older 4 and 5 storey office blocks and replace them with 5-5 storey modern office buildings Register references 3416/04, 6485/06 and 5664/07 refer). The area is also a short distance south west of the Grand Canal Docklands. Developments under the DDDA Section 25 Planning Scheme include high density office and residential development. The Gas Works site and Google HQ are in this vicinity. These developments in close proximity may encourage connections and greater activity along Lower Mount Street. The Ballsbridge Area (where there are significant redevelopment proposals) is also a short distance further south providing potential future synergy and enlivenment along Mount Street Lower.

# BICYCLE SCHEME LOCATION MOUNT STREET LOWER WEST

Justification for Site Sciention:

The location is considered favourehle 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 ernnects lands to the south and south east of the Grafton Street/St Stephens Green West and Harcourn 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 not 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 oreo fur bleyele station options. The justifications for this location are therefore equally applicable to a large number of proposed lucations to the south east of St Stephens Green and are recognited as such.

With regard to Mount Street Lower in particular, this street has a mixed urban character, particularly thoving west towards the canol. A bicycle stadon would promote the integration of this street with the alljoining areas to encourage better connectivity. The street is noted as more croded in quality than die uther streets comprising the grid pattern through the local area.

Mount Street Lower offers opportunity to encourage movement from the South Docklands through to the Georgian area and uffice districts within it. Whilst geographically close, the dockland area is somewhat severed from this area. Bicycle stations would encourage more frequent movement patterns and encourage synergy between that Dockland growth zone and the historic area close to it.

As a main radial corridor approaching the city centre from the south cast, Mount Street Lower offers oppurusity for modal change from the south suburbs.

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

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. Whitst generally close to public transport (St Stepheos Green, Pearse Street Statioo, Grand Canal Station etc), most locations are a good walking distance from the nearest significant public transport hub (bus stops excluded). Bicycle stotions 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 to turn with important north to south ond 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.

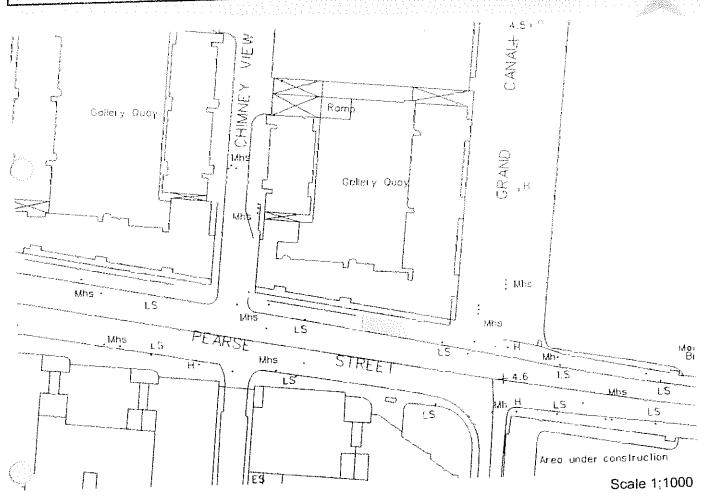
The Georgian Street pattern provides many spacious areas at street level which in most instances include on street parking either parallel with the footpath or perpendicular to it. There are some streets with extensive areas of parking of this character. As the area is primarily an office base, these 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 to the area.

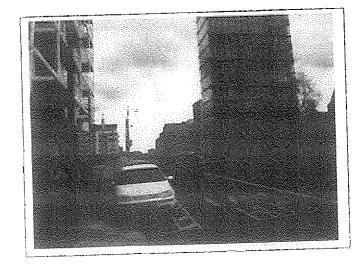
The area has a rich architectural legacy with several streetscapes of historic character. The combination of Georgian streetscapes, urban paiks, cultural outractions and canal side amenities make the area attractive to visit. A network of regularly spaced statioos through the area would facilitote ond cocourage tourist filtratioo 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 will the city centre zone. Increased visitors to the area would support a large number of businesses including cafes, retail, art galleries cic.

This SE quadrant is at an interface between the suburbs beyond the canal and city ecotre zooe. Whilst the spatial extent of the initiol 50 stations may out 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. Coosidering 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 (but routes) to access the hicycles for local based journeys.

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# 55. BICYCLE SCHEME LOCATION PEARSE STREET / GRAND CANAL QUAY JUNCTION







# BICYCLE SCHEME LOCATION PEARSE STREET / GRAND CANAL QUAY JUNCTION

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# BICYCLE SCHEME LOCATION PEARSE STREET / GRAND CANAL QUAY JUNCTION

Justification for Site Selection:

This location is one of a number of stations proposed to service the Pearse Street curridur that cannects the city centre and south docklands area and provide intermediate stations to get between these points. The stations are proposed to help forge stronger linkages between the city centre, the Dart stations at Pearse Street and Taro Street and the south docklands area along a key corridor route. The stations proposed relate to the traffic flow which is partly one way directional from the junction of Pearse Street and Sandwith Street. The locations are recognised as being of benefit to strengthen east to west links but of equal note provide possibilities for side street connections to the city quays and commercial areas such as Georges Quay.

A similar justification is repeated for all four stotions along this route. Owing to the distance between College Circeo area and the docklands, they are more or less interdependent to cusure a regular pattern of station options moving along this route. Moving east to west they include l'earse Street/Londbard Street East Junction. Townsend Street/Sandwith Street Junction, Pearse Street/ Pearse Square Junction and Pearse Street/ Grand Canal Quay intention.

Other stations are proposed in the wider area including seations off City Quity and Sir John Rogersons Quay to the north, Georges Quay and Brugh Quoy to the north west and options in the vicioity of the Tara Street area, all of which willid compliment movement options to service the wider area.

Pearse Street/ Lonibard Street East: This location is proposed as it is located close to Pearse Street Staden to provide a benefit cummuters moving to and from it. There is limited space to consider a station option on Westalnd Row where the front entrance to the settion is located. A location has been considered a short distance west adjacent to the Naughton Institute on Pearse Street. This location could provide an overspill option close to this other proposol. Having two stations close by is warranted considering the significance of the public transport node at Pearse Street. There are pay and display parking bays on the west side of the street on approach to the junction with Pearse Street. The traffic flow moves south from Chy Quay in a one direction flow but it is considered beneficial that a station would intercept this flow and provide a facility for commuter movement from the direction of Chy Quay southwards lowards Pearse Station. The location would compliment block missenging patterns between the quays and Pearse Street to encourage interents hence the quays and Pearse Street or encourage interents hence in the quays and Pearse Street.

Towascod Street/Sandwith Street Lower: This location is proposed to respond to the one way flow of traffic 1 for east bound movement) and ensure that if cyclists moving on the system are travelling from the direction of College Green towards the docklands, a station mid way along the one way loop system is available. At this particular location, the street widens significantly at the junction between Townsend Street, Sandwith Street Lower and Hanover Street East. The widened area includes a condoned off parking area which is Pay and Display. This provides a wide space for station options and servicing clear of the traffic flow. The area is adjoined by residential apartment blocks including social housing complexes. There are a number of side street movement options, nonhwards, alternative to accessing Pearse Street, such as the connection to City Quay via Creightun Street. Whilst the immediate lucal area may oot bave significant levels of street from activity, the mid way location along this one way traffic flow system and the wide area available to consider a layout option make the location worth considering.

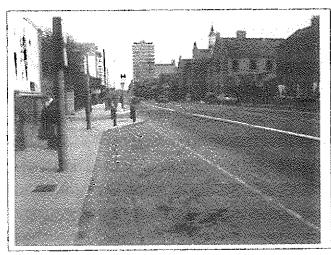
Pearse Street/ Pearse Square Junction: The suggested location includes a Pay and Display/Permit parking area east of the junction with Erne Street Lower and close to the entrance to Pearse Square. This location is close to the Holiday Inn hotel, residential areas fronting Pearse Street and Pearse Square, a number of community facilities including a library and is close to the high density apartment and commerciol developments surrounding the Grand Canal Docks. These landmark buildings are visually promitoed on approach and signal arrival of an important destination and area of activity. It is noted that along this route, to the south side of Pearse Street, a number of education and enterprise related activities have a presence including the Trinity Enterprise Campus. Providing stations along Pearse Street would provide a benefit to students and employees moving hetween this campus and the maio college area further cost. The location would olso have a positive visual exposure onto Pearse Street to encourage its use.

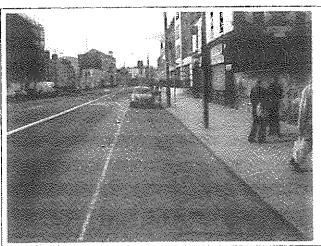
Pearse Street/Grand Canal Quay Junction: An other station is proposed a short distance further west close to the junction of Grand Canal Quay and Pearse Street. This could compliment the positioning of staticos further west of if distances are considered satisfactory provide an either/or option with the location referenced above. A small group of pay and display and permit parking is laid out close to the junction with Grand Canal Quay and adjacent to a landmark commercial and apartment building. The location is again close to the Trinity Enterprise Campus and is also almost opposite the landmark residential tower at the bridge over the Grand Conal Basio. The landmark buildings of Bolands Mills and Charlotte Quay buildings are also prominent landmarks looking east. Pedestrian access to the Grand Canal Dock and the Grand Canal Square is achieved at the side street junction of Grand Canal

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# 56. BICYCLE SCHEME LOCATION PEARSE STREET / PEARSE SQUARE JUNCTION







### BICYCLE SCHEME LOCATION PEARSE STREET / PEARSE SQUARE JUNCTION

Station Location: Pearse Street/ Pearse Square Junction	
2005-2011 Development Plan Zoning Objective	The street is zoned with a Z4 designation for commercial mixed uses at this location. The Days tan hotel is located along this zone. I carse Square is a Z¹ residential conservation zone with protected structures orientated onto a central park. Opposite the location on the south side of the street the zoning is Z1 residential. A shon distance east, the zoning objective is Z6 for light industrial use and Z13 fur the social, economic and physical rejuvenation of the area.
DED and 2006 Population Level	South Dock: 5,123 persons which is a 36% increase from the 2003 Census.
Francework Plans/ Local Area Plans or similar initiatives for the area.	This area is not directly within the boundaries of the Georges Quay Urban Design study. The close proxinity however is noted for potential of connections with that targeted rejuvenation area.
	The Georges Quay Urban Design Study has a central aint 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) ond Moss Street (to the east), Landmark building and infill opponunities are identified. Synergies to connecting streets are promoted liteluding links to City Quay, Townsend Street and Pearse Street. Two of the proposed locations (Pearse Street/Lombard Street East Junction and Townsend Street/ Saodwith Street junction] are located within this targeted rejuvenation area. Bicycle station facilities would compliment the alms of the rejuvenation plans and help promote the key themes of increased access, activity and connectivity with the wider city area. There are station proposals on City Quay which would also compliment the aims of this plan.
	Of the stations considered on the Pearse Street corridor route, one is located within the Grand Canal Planning Scheme area (the location at the junction with Grand Canal Quay). The others are located on approach to the Grand Conal l'tanning Scheme area. This panicular tocation is within close proximity of the Grand Canal basin and the key side streets of Erne Street Lowet and Macken Street. The approach is considered a gateway approach to the grand canal basin. The design and density of buildings emerging indicates this. As noted for the Barrow Street station proposals, the Grand Canal Dart Stotioo is a public transpon focal point for the area. Urban design objectives include strong frontages to Pearse Street, a landmark destination at Grand Canal Square and permeable toute options to this square along streets that have a 60:40 tesideotial to commercial ratio split. Safe cycle movements through the waterside amenities of the area are advocated under the Planning Scheme. Significant progress has been made on the rejuvenation of the Grand Canal Basin. Work is in progress on the Samuel Beckett Bridge which will link the south and oorth docklands.
	Cycle station facilities would compliment the movement panems locally and encourage connections both north to south between the dockland area and east to west to the city centre.
Transpon 21 Proposals for the Area	The location is strategically located close to Pearse Street station which is an existing public transpon hub and the location for the proposed Dart Intet-Connector lice connecting Pearse Station with the new north docklands station. The station is also close to the Grand Canal Station at Barrow Street, which is included as a proposed location option. The oew
	Samuel Beckett Bridge, at the junction of Cardiff Lane and Sit John Rogersons Quay will link the north and south docklands and have a public transpon bus priority.
Location with respect to Strategie	The location is positioned on the nonh side of Pearse Street which is on the
Cycle Network or future cycle route proposols.	SCN and a key route along that network linking Ringsend and the docklands to the city centre. Side street connections to the north will link with the city quays. Side street connections to the south link with Grand Canal Street Upper and Lower and, by further side street movement, Mount Street Lower which is on the SCN.
Existing Road Designation and Existing Flow of Traffic	Pearse Street is a Regional Road and an important east to west connection between the Docklands and the city centre. Along this toute there are a oumbet of side street connections to the north linking with the city quays and equally to the south linking with Grand Canal Street Lower/Upper, a radial toute from Ballsbridge towards the city centre. Such key junctions include Macken Street and Eme Street Upper/Lower. Continuing west to the city centre, the traffic flow has priority to move close to College Green with a bus/taxi and cycle option straight through to College Green and a vehicular flow channelled nonh oato Tara Street. Continuing east of the location, the junction with Barrow Street provides access to the Grand Canal Dara Station and an important location of mixed use high density developments.
Significant Developments Proposed close to site.	Whilst the immediate local area is adjacent to an important conservation zone, in the wider area the local character contloues to evolve and ronsolidate with key sites still to be development within the Grand Canal Planning Scheme orea and to the west within the Georges Quay urban design study area.

### BICYCLE SCHEME LOCATION PEARSE STREET / PEARSE SQUARE JUNCTION

Justification for Site Selection:

This tocation is nue of a number of stations proposed to service the Pearse Street corridor that cennests the city centre and south docklands area and provide intermediate stations to get between these points. The stations are proposed to help forge stronger linkages between the city centre, the Dart stations at Pearse Street and Tara Street and the south docklands area along a key corridor route. The stations proposed relate to the traffic flow which is panly one way directional from the junction of Pearse Street and Sandwith Street. The locations are recognised as being of benefit to strengthen east to west links but of equal note provide possibilities for side street ennocetions to the city quays and commercial meas such as Georges Quay.

A similar justification is repeated for all four stations along this route. Owing to the distance between College Green area and the docklands, they are note of less interdependent to ensure a regular pattern of station optims moving along this route. Moving east to west they include Pearse Street/Lomberd Street East Junction, Townsend Street/Sandwith Street Junction, Pearse Street/ Pearse Square Junction and Pearse Street/ Grand Canal Quay junction.

Other stations are proposed in the widet eren including stations off City Quay and Sir John Rugersons Quay to the north, Georges Quay and Brugh Quay to the north west and options in the vicinity of the Tora Street area, all of which would compliment movement options to service the widet area.

Pearse Street Lombard Street East: This location is proposed os it is located close to Pearse Street Station to provide a benefit commuters moving to and from it. There is timited space to consider a station op/ion on Westaltot Row whete the front entrance to the station is tocated. A location has been considered a short distance west adjacent to the Natighton Institute on Pearse Street. This tocation could provide an overspill option close to this other proposat. Having two stations close by is warranted considering the significance of the public transpon node at Pearse Street. There are pay and disptay parking bays on the west side of the street on approach to the junction with Pearse Street. The traffic flow moves south from City Quay in a one direction flow but it is considered beneficial that a station would intercept this flow and provide a facility for commuter movement from the direction of City Quay southwards towards Pearse Station. The location would compliment block innvenient patterns between the quays and Pearse Street to encourage movement hetween the quays and Pearse Street

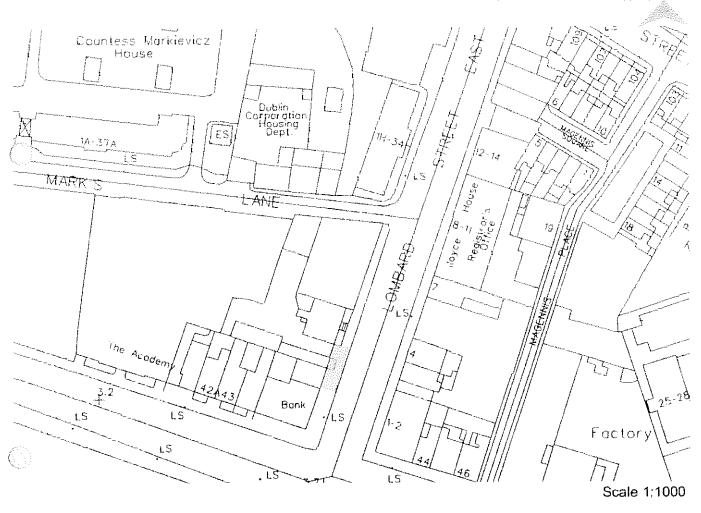
Townsend Street/Sandwith Street Lower. This location is proposed to respond to the one way flow of traffic (for east bound movement) and ensure that if cyclists moving on the system are travelting from the direction of Coltege Green towards the docklands, a station mid way along the one way loop system is available. At this particular location, the street wideos significantly at the junction between Townsend Street. Sandwith Street Lower and Haoover Street East. The widened area includes a cordoned off parking area which is Pay and Display. This provides a wide space for station options and servicing clear of the traffic flow. The area is adjoined by residential apartment blocks including social housing complexes. There are a number of side street movement options, northwards, alternative to accessing Pearse Street, such as the connection to City Quay via Creighton Street. Whits the Immediate local area may not have significant levels of street from activity, the mid way location along this one way traffic flow system and the wide area available to consider a layout option make the location wonh considering.

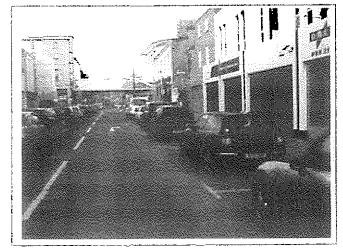
Pearse Street/ Pearse Square Junction: The suggested locadoa includes a Pay and Display/Permit parking area cast of the junction with Erne Street Lower and close to the entrance to Pearse Square. This location is close to the Huliday Inn hotel, residential areas fronting Pearse Street and Pearse Square, a number of community facilities including a library and is close to the high density apartment and commercial developments surrounding the Grand Canal Docks. These landmark buildings are visually prominent on approach and signal arrival at an imponant destination and area of activity. It is noted that along this route, to the south side of Pearse Street, a number of education and enterprise related activities have a presence including the Trinity Enceptise Campus. Providing stations along Pearse Street would provide a benefit to students and employees moving between this campus and the main college area further east. The tocation would also have a positive visual exposure onto Pearse Street to encourage its use.

Pearse Street/Grand Canal Quay Junction: An other station is proposed a short distance further west close to the junction of Grand Canal Quay and l'earse Street. This could cumpliment the positioning of stations further west or if distances are considered satisfactory provide an either/or option with the location referenced above. A small group of pay and display and permit parking is laid out close to the junction with Grand Canal Quay and adjacent to a landmark commercial and apartment building. The location is again close to the Trioity Enterprise Campus and is also almost opposite the landmark residential tower at the bridge over the Grand Canal Basin. The landmark buildings of Bolands Mills and Charlotte Quay buildings are also prominent landmarks looking cast. Pedestrian access to the Grand Canal Dock and the Grand Canal Square is achieved at the side street junction of Grand Canal

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# 57. BICYCLE SCHEME LOCATION LOMBARD STREET EAST / PEARSE STREET JUNCTION







### BICYCLE SCHEME LOCATION LOMBARD STREET EAST / PEARSE STREET JUNCTION

Station Location: Pearse Strept/ Londurd Street East Junction	
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. Zoning objectives moving cast include Z1 residential, Z4 mixed commercial uses, Z2 residential conservation, Z6 light industry and Z13 social, equicanic and physical rejuvenation of the area.
DED and 2006 Papulation 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 Lirhan 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. Two of the proposed locations (Pearse Street/Lombard Street East Junction and Townsend Street/Sandwith Street junction) are located within this targeted rejuvenation area. Bicycle station facilities would compliment the aims of the rejuvenation plans and help promote the key themes of increased access, activity and connectivity with the wider city area. There are station proposals on City Quay which would also compliment the aims of this plan.
	Of the strtions considered on the Pearse Street corridor mute, one is located within the Grand Canal Planning Scheme area (the location at the junction with Grand Canal Quay). The others are located on approach to the Grand Canal Planning Scheme area. The approach is considered a gateway approach to the grand canal basin. The design and density of buildings emerging indicates this. As noted for the Barrow Street station proposels, the Grand Canal Dart Station is a public transport focal point for the area. Urban design objectives include strong frontages to Pearse Street, a landmark destination at Grand Canal Square and permeable route options to this square along streets that have a 60:40 residential to commercial ratio split. Safe cycle movements through the waterside amenities of the area are advocated under the Planning Scheme. Significant progress has been made on the rejuvenation of the Grand Canal Basin. Work is in progress on the Samuel Beckett Bridge which will link the south and north docklands. Cycle station facilities would compliment the movement patterns locally and encourage connections both north to south between the dockland area and east to west to the city centre.
Transport 21 Proposals for the Area	The location is strategically located close to Pearse Street station which is an existing public transport hub and the location for the proposed Dart Inter-Connector live connecting Pearse Station with the new docklands
Location with respect to Strategic Cycle Network or future cycle route proposals.	connecting Ringsend and the ducklands with the city centre.
Existing Road Designation and Existing Flow of Traffic	Lombard Street East is a Regional Road which connects with Pearse Street (also a Regional Road) to the south and City Quay (a Regional Road) to the north. A one way traffic flow movement system provides south bound movement on Lombard Street East from City Quay towards Pearse Street From the Pearse Street junction, traffic flows east towards the city centre. To flow west, the junction with Sandwith Street could be taken on the east side of the street. Westland Row can be accessed continuing south for grid pattern movement through the local area or to access to the south east city centre and Merrion Square area.
Significant Developments Proposed close to site.	The local area has potential for significant consolidation with key sites recognised under the Georges Quay urban design study and in the vicinity of the key public transport huns at Tara Street and Pearse Street.

### BICYCLE SCHEME LOCATION LOMBARD STREET EAST / PEARSE STREET JUNCTION

Justification for Site Scientian:

This toeation is one of a number of stations proposed to service the Pearse Street corridor that controls the city centre and south docklands area and provide intermediate stations to get between these points. The stations are proposed to help forge stronger linkages between the city cettre, the Dan stations at Pearse Street and Tara Street and the south docklands area along a key corridor toute. The stations proposed telate to the traffic flow which is partly one way directional from the junction of Pearse Street and Sandwith Street. The locations are recognised as being of benefit to strengthen east to west links but of equal onte provide possibilities for site street connections to the city quays and commercial areas such as Georges Quay.

A similar justification is repeated for all four stations along this route. Owing to the distance between College Green area and the docktands, they are more or less interdependent to ensure a regular pattern of station options moving along this route. Moving east to west they include Pearse Street/Londard Street East Junction. Townsend Street/Sandwith Street Junction, Pearse Street/ Pearse Square Junction and Fearse Street/ Grand Canal Quay function.

Other stations are proposed in the wider area including stations off City Quay and Sir John Rogersons Quay to the torth, Georges Quay and Brugh Quay to the earth west and uptions in the vicinity of the Tara Street area, all of which would compliment innvenient options to service the widet area.

Pearse Street/ Lombard Street East: This location is proposed as it is tocated close in Fearse Street Station to provide a benefit commuters moving to and from it. There is limited space to consider a station option on Westalnd Row where the front cotrance to the station is located. A location has been considered a shon distance west adjacent to the Naughton Institute on Pearse Street. This location could provide an averspill option close to this other propusal. Having two stations close by is wateranted considering the significance of the public transport node at Pearse Street. There are pay and display parking bays on the west side of the street on approach to the junction with Pearse Street. The traffic flow moves south from City Quay to a one direction flow but it is considered beneficial that a station would intercept this flow and provide a facility for commuter movement front the direction of City Quay soudwards rowards Pearse Station. The location would compliment block movement patterns between the quays and Pearse Street in encourage movement between the quays and Pearse Street

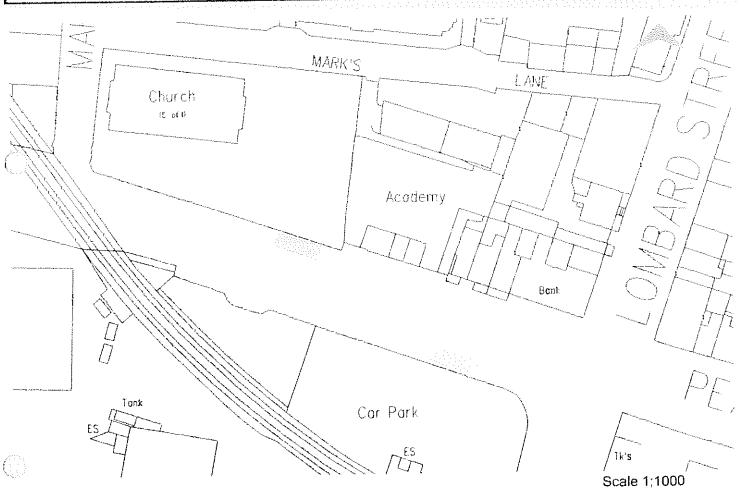
Towascod Street/ Sandwith Street Lowet: This tocation is proposed to respond to the one way flow ut traffict for east bound movement) and ensure that if cyclists moving on the system are travelling from the direction of Cotlege Green towards the docklands, a station mid way along the one way loop system is available. At this particular location, the street widens significantly at the junction between Towosend Street, Sandwith Street Lower and Hanover Street East. The widened area includes a cordoned off parking area which is Pay and Display. This provides a wide space for station options and servicing clear of the traffic flow. The area is adjuined by residential apartment blocks including social housing complexes. There are a number of side street movement options, nonhwards, alternative to accessing Pearse Street, such as the connection to City Quay via Creighton Street. Whilst the Immediate local area may not have significant levels of street front activity, the mid way location along this one way traffic flow system and the wide area available to consider a layout option make the location worth considering.

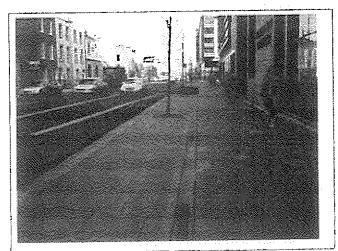
Pearse Street/ Pearse Square Junction: The suggested location includes a Pay and Display/Permit parking area east of the junction with Erne Street Lower and close to the entrance to Pearse Square. This tocation is close to the Holiday lan hotel, residential areas fronting Pearse Street and Pearse Square, a number of cummunity facilities including a library and is close to the high density apartment and commercial developments surrounding the Grand Canal Docks. These landmark buildings are visually prominent on approach and signal arrival at an important destination and area of activity. It is noted that along this toute, to the south side of Pearse Street, a number of education and enterprise related activities have a presence including the Trinity Enterprise Campus. Providing stations along Pearse Street would provide a benefit to students and employees moving between this eampus and the maio college area further east. The location would also have a positive visual exposure onto Pearse Street to encourage its use.

Pearse Street/Grand Canal Quay Junction: An other station is proposed a short distance further west close to the junction of Grand Canal Quay and Pearse Street. This could compliment the positioning of stations further west or if distances are considered satisfactory provide an either/or option with the location referenced above. A small group of pay and display and permit parking is laid out close to the junction with Grand Canal Quay and adjacent to a landmark commercial and apartment

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# 58. BICYCLE SCHEME LOCATION PEARSE STREET / WESTLAND ROW JUNCTION







# BICYCLE SCHEME LOCATION PEARSE STREET / WESTLAND ROW JUNCTION

Station Location: Pearse Street/Westland Row Junction	
2005-2011 Development Plan Zoning Objective	The south side of Pearse Street is zoned objective Z8 to protect the existing architectural and civin design character of the area. The north side of Pearse Street is designated a Z5 zoning objective to consolidate and facilitate the development of the central area.
DED and 2006 Population Level	Mansion House A: 4,462 persons which is 4.5% increase from the 2002 census.
Framework Plays/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans for this location although the location is close to the Georges Quny study a short distance west which is examining the potential for greater consolidation, high quality public domain, greater street level activities and increased permeability through the side streets connecting Tawnsend Street, Pearse Street etc with the quays. A short distance east of the site, the DDDA Grand Canal Planning Schame area is located within which a large number of key projects are advanced and still proposed. The wider area is therefore undergoing significant positive transformation which should help to address the poor vitality along local streets such as Pearse Street.
Transport 21 Proposals for the Area	The location is proposed to provide benefit to commuters at Pearse Street station. This station is an existing significant public transport node in the city centre. The DART Inter-Connector linkages to the docklands from this station will further increase the important central role of the station in city centre public transport provision. Cycle station facilities close by would compliment the public transport proposals.
Location with respect to Strategic Cycle Network or future cycle reute proposals.	Pearse Street is on the SCN. The network at this location would connect directly with the south Duckland area. The corridge provides a cycle path network between College Green and the south docklands. Additionally, cycle paths on the city quays moving north and along Mount Street Lower and the Merrion Square area are accessible by side street connection at short distance.
Existing Road Designation and Exi≘ting Flow of Traffic	Pearse Street is a key east to west city centre road with a Regional Road designation. A one way system ( west bound) is in place from the junction with Sandwith Street to channel traffic flows north towards the city quays. Bus and taxi modes can continue west to College Green whereas car movement moves north onto Tara Street. The flow of traffic is important for city centre traffic management. There are a number of connecting regional roads and main roads to provide options of moving south and north. The traffic flow system also connects with important bridge crossing points over the Liffey to facilitate north to south city centre movements.
Significant Developments Proposed close to site.	The Naughton Institute is a newly completed R& D development linked with the Trinity Campus. The Z8 zoning objective to the south side of Pearse Street will retain its existing character mostly although in a short distance east and west of the location, rejuvenation of the area under the Georges Quay plan proposals and under the Grand Canal Planning Scheme will help to consolidate and revitalise the local area.

### BICYCLE SCHEME LOCATION PEARSE STREET / WESTLAND ROW JUNCTION

#### vification for Site Selection:

Westland Row has limited opportunity to accommodate a bicycle station that would service Pearse Street Dart Station. A short distance north west of the station along Perase Street, there may be opportunities to position a station and adequately service it. The location is along a wide area of pavement to the south side of Pearse Street and adjacent to the street façade of the newly completed Naughton Institute, a Research and Development Institute at the eastern end of the Trinity College Campus. A location close to the junction with Westland Row would be close to Pearse Street Dart Station. The location would also have positive visual prominence along Pearse Street to encourage use of the facility.

A second station option may be available on the north side of Pearse Street almost opposite the Naughton Institute where a row of pay and display on street car parking spaces are positioned.

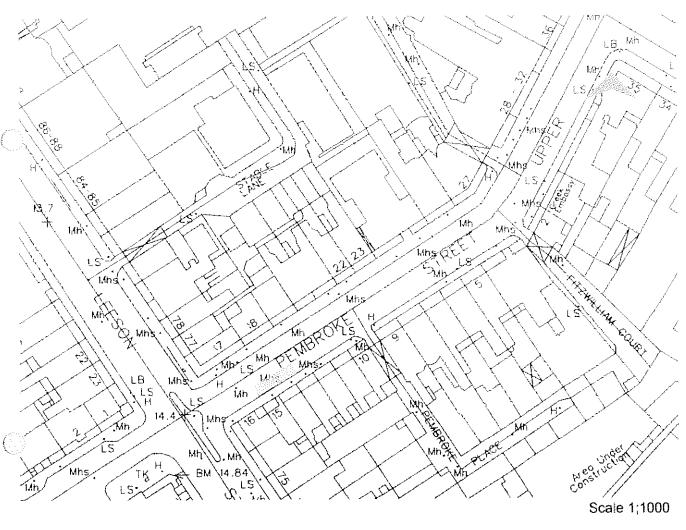
The station facility would provide benefit to commuters moving from the Dart Station and using Pearse Street as a route access towards the city centre. In addition, the location would benefit employees and visitors to the new Naughton Institute and provide a facility for students of Trinity College moving between different college buildings in the general area.

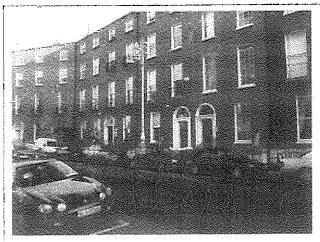
Pearse Street is an important access route moving between the Grand Canal Basin and South Docklands towards the College Green area of the city. Additionally it provides options to move north to the city quays at key junctions along its route. There are also side street options at key junctions to move south towards the Merrion Square area. The street is considered therefore an important east to west route from the city centre to the South Docklands and a centre positioned route from which north and south movements to other key locations in the city centre are reached. Servicing this corridor with bicycle station options is considered beneficial to compliment the flow of movement between other bicycle stations proposed on the network and additionally to strengthen links between the Grand Canal area of the Docklands and the city centre.

A sequence of stations servicing the Pearse Street corridor would provide linkages with a key number of existing and proposed activities in the Grand Canal basin. In addition to new residential schemes and high density office developments, there are a number of world class leisure and cultural venues in progress iocluding the oew Grand Canal Theatre at the Grand Canal Square. Cycle station facilities would help to integrate these employment, residential and cultural locations with the wider city area. Routes along Pearse Street would compliment parallel routes along City Quay and promote several options for permeable movement and side street connections between the city centre and south Dockland Area.

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## 59. BICYCLE SCHEME LOCATION PEMBROKE STREET UPPER







## BICYCLE SCHEME LOCATION PEMBROKE STREET UPPER

Station Location: Pembroke St Upper	
2065-2011 Development Plan Zening Objective	The street is round ZB to protect the existing architectural and civic design character, to allow for fimited expansion consistent with the conservation objective. To allow primarily residential and compatible office and institutional uses
DED 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 Avea	There are no specific Transport 21 proposals for this area. The Luns Green line is a short distance west of the location.
Location with respect to Strategic Cycle Network or future rycle route proposals.	Pembroke Street Upper is not part of the SCN. However, Lesson Street Lower, which Pembroke Street Upper adjoins at its west end, is on the SCN. Vis this connection, it is possible to inter-connect with the SCN.
Existing Road Designation and Existing Flow of Traffic	Pembroke Street Upper is a national secondary mod- Movement along it has a two way flow. There are a mamber of options for interconnection with the adjoining area moving either direction from a station on this road. Movement towards Baggot Street is facilitated moving east. Alternatively, the grid pattern of local streets can be negotiated to connect with fitzwilliam Plane East. Merrion Square or movement south towards the Grand Canal and affice districts off Wilton Terrace. Movement west links with Leeson Street Lower with connections back to St Stephens Green or thovement further west along Haich Etreet Lower or Adelaide Road to connect with the Luns Green line route.
Significant Developments Proposed close to site.	Owing to the character of the Georgian Streets with respect to their protected status and conservation designation, there are no significant re-development sites along Fitzwillium Place East. The area does however peasesses a high intensity of office usage

#### Justification for Site Selection:

The street is considered suitable twing to the availability of 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 eligned 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 model 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.

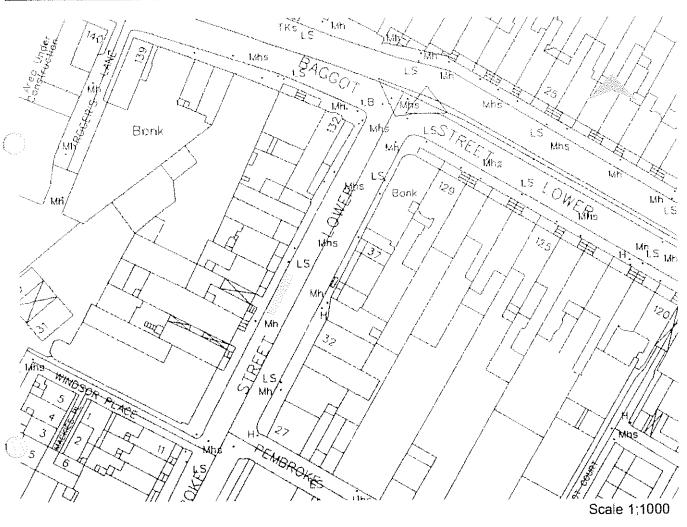
The grid pattern of local streets provides various options for cycle movement with connections to the canal achieved via Lesson Street Lower, connections to Baggot Street Lower to the north via Pembrake Street Lower and connections to St Stephens Green again using Leesen Street Lower. Movement to the west via Hatch Street Lower links with Earlsfort Terrace and Harchurt 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. Positiosing station facilities at the side streets such as Pembroke Street Upper just off Lesson Street Lower services this important corridor.

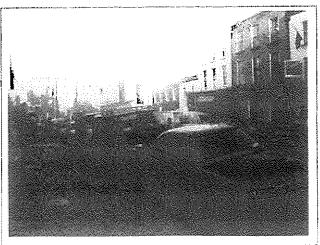
A station at this location would haneful from positive visual exposure, in particular from passing traffic to encourage use of the system.

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## 60. BICYCLE SCHEME LOCATION PEMBROKE STREET LOWER







## BICYCLE SCHEME LOCATION PEMBROKE STREET LOWER

Station Location: Pembroke 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. A Z4 mixed use commercial zoning is designated at the corner junction with Baggot Street Lower.
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.  Transport 21 Proposals for the Area	There are no specific framework plans or area based plans currently proposed for this area.
Gransport 21 Proposais for Inc. 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 Dan 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 suppert connections from this general zone to public transport.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Pembroke Street Lower is not part of the SCN. Connections to the network are close by however with options of inovement west towards Leeson Street Lower or east towards Mount Street Lower, both on the SCN and both offering extensive inter-connection with the wider network.
Existing Road Designation and Existing Flow of Traffic	Pembroke Street Lower is a National Primary Road connecting with Baggot Street Lower (part a national primary and part a regional road) and Leeson Street Lower (via Pembroke Street Upper). There are several movement options to and from this site using the permeable grid pattern of local streets to filer north towards St Stephens Green or south towards the canel. Both the Baggot Street Lower and Leeson Street Lower corridors provide strong links towards the city centre and residential 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.

## BICYCLE SCHEME LOCATION PEMBROKE STREET LOWER

Justification for Site Selection:

The location is considered fitrourable as it is located at the north east end of a grid network of streets that spatially connects the small cast 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 enricher with the Grand Canal and is intersected with the key corridors of Lesson Street Lower, Baggin Street Lower and Mount Street Lower. There are good connections north to south aeries 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, wostly contained within historic protected buildings although there are areas of modern office throughout, especially along Baggot Street Lower, Muunt Street Lower and Wilton Terrace. The high employment concentration and penneable layout of streets promotes this area for bleyele station options. The justifications for this location are repeated as such.

With regard to Fitzwilliam Square and the surmoiding streets of Pembroke Street ( Upper and Lower), Fitzwilliam Place and Fitzwilliam Street Upper, the area is prime as no 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 spacinus 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 lucations in position bicycle stotions that service Lesson Street Lower, an important corridor to the city centre and an important street on the Strategic Cycle Network. Lesson Street Lower does not provide the same opportunities for principal locations as these important side streets.

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

Considering the high concentration of office activity within this overall district, the facility of a hieyele 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 Stotion, Grand Canal Station etc.], must locations are a good walking distance from the nearest significant public transporn hub t bus stops excluded). Bieyele stations would service this employment zone by shonening journey times between key transport nodes and this employment district, it would also be beneficial for visits between offices and companies within the locatity.

The Georgian Street pattern found throughout the area creates many side streets cooncering in turn with important north to south and east to west corridors. The advantage of the Incations in this overall district are therefore that traffic callined side streets connect with busier moin 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 occopied by parking during business hours but largely empty beyond business hours. There are several options available to explore hieyele station locations and use the advantages of wide streets and extensive street parking in the area.

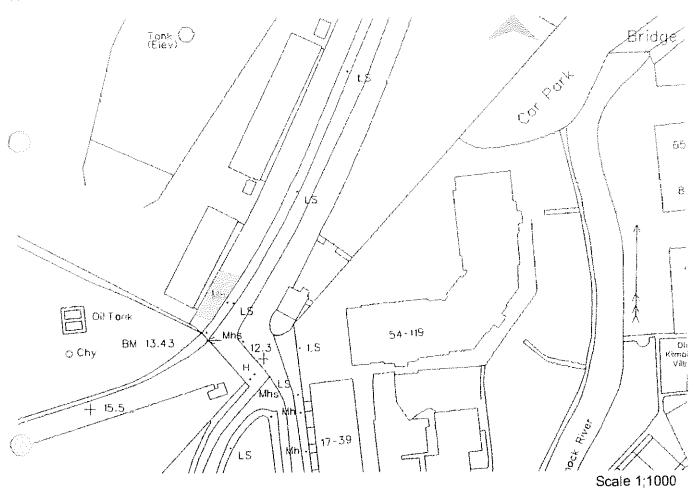
The area has a rich architectural legacy with several streetscapes of historic character. The combination of Georgian streetscapes, urban parks, cultural attractions and canal side amenities make the area attractive to visit. A network of regularly spaced stations through the area would facilitate and 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 gallenes etc.

This SE quadrant is at an interface between the suburbs beyond the canal and city centre zoite. 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 due city centre. Considering the diverse range of uses further south, stations close to the canal to the south east of the city centre cauld benefit pedestrians walking towards the city centre in complete their journeys of benefit people chaoging from public transport (bux routes) to access the bicycles for local based journeys.

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## 61. BICYCLE SCHEME LOCATION ROYAL HOSPITAL, KILMAINHAM, SOUTH







## BICYCLE SCHEME LOCATION ROYAL HOSPITAL, KILMAINHAM SOUTH

Station Location: Royal Hospital Kilmainham	
(RHK ) Military Road Entrance.	
2005-2611 Development Plan Zoning Objective	29 to preserve, provide and improve recreational amonity and open space. The area adjoins a Z12 zone ( the site of current construction for the HSQ thevelopment) which is designated to ensure that the environmental amenities are protected in any future use of these lands. The HSQ development is providing a significant quantum of office, commercial, residential and other mixed use services in addition to significant cultural facilities and landmark buildings. The entrance to the RHK is a protected structure. The area is a
DED and 2006 Population Level	Ushers A: 1,928 persons increased 14.8% from 2002 census.
Framework Flans/ Local Area Plans or similar initiatives for the area.	The area is immediately adjacent to the Heuston Framework Development Area and adjains the boundary of one of the main and most progressed development sites within that FDA plan ( Heuston South Quarter -HSQ). The overall plan will include the
	opening of new streets into the HSQ site and OPW site adjoining creating east to west movement between the two schemes intersecting with Military Road. A fume sequence of movement between significant new character areas is therefore possible. The area will witness a significant increase in offices, commercial development, residential, cultural and leisure facilities.
Transport 21 Proposals for the Area	Luas Lirie F does not include proposals for Military Road. The area is already close to significant public transport facilities and interchanges between suburban and intercity rail, bus and Luas at Heuston Station.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Military Road is not included within the SCN. St Johns Road West to the north and James Street to the south east are however. There may be opportunity for future connection in both directions to link with the SCN via Military Road.
Existing Road Designation and Existing Flow of Traffic	Military Road is designated as a local road. Traffic moves north to the junction with St Johns Road West. At present, with significant construction works ongoing, the road is congested with construction related traffic.
Roads and Traffic Division Proposals for the Aren.	
Significant Developments Proposed close to site.	The HSQ site is well progressed but has several key phases to complete. The OPW site on the opposite side of Military Road has permission established for a substantial development (including a landmark 30 storey plus tower) although amendments are being made to that permission. This area will emerge as a significant destination in its own right. Both schemes are planned as open developments with new streets and squares accessible to the public. The long term character of the area will be transformed.

### BICYCLE SCHEME LOCATION ROYAL HOSPITAL, KILMAINHAM SOUTH

#### Justification for Site Selection:

The Military Road entrance is the ntain entrance into the RHK. Thought presently Military Road is undergoing significant construction works with two large sites under construction, the longer term character of this road is intended as a tree lined avenue fronted by ground level retail, office and other services ond overlooked by residential development. Wide pavements adjoining this tree line avenue will crente opportunities to position a bike station.

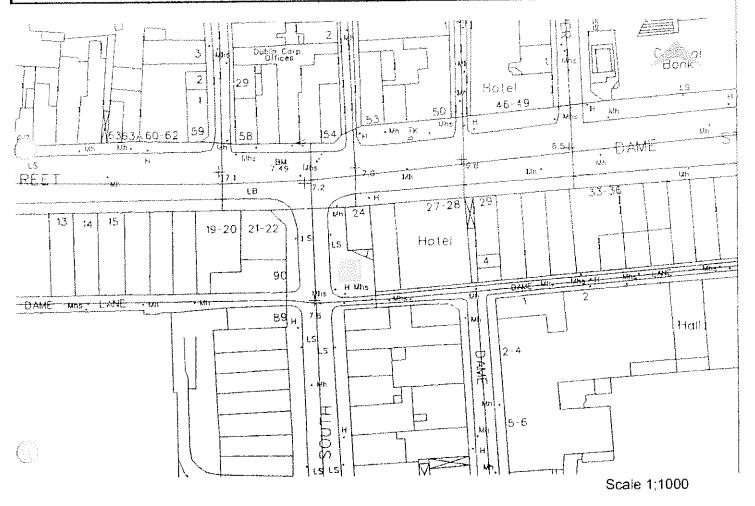
The RHK is one of the city's most significant historic and cultural destinations but presently lacks contectivity with the city centre. A bike station at the RHK will promote its connection. Encouraging movement along Military Road will improve connections to the RHK via the redevelopment sites (all part of the wider Heuston Framework masterplan) and city centre in turn. The longer term proposals for this area will include re-routing of main velticular traffic, traffic calming, creating public spaces at key locations such as Heuston Station and creating distinct new city quarters with mixed use commercial, office, residential, cultural and leisure developments (the HSQ site, the OPW site, Victoria Quay etc). These areas will become destinations in their own right but the overall impact will be integrate this area with the wider urbao form of the city. The bike station will promote connections throughout the area and be accessible for tourists, employees of the new office and commercial developments, residents and commuters (the location is close to Heuston and Luas interchanges).

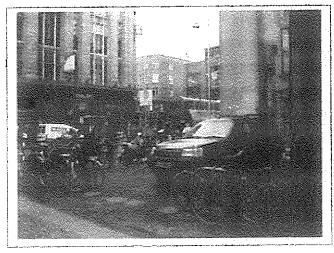
It is also noted that via alternative routes, the RHK and Military Road is accessible from James Street via Bow Lane West and Bow Bridge. A loop route for cyclists (moving west along Thomas Street, James Street and accessing Military Road/ Johns Road West and the Quays via Bow Lane West and Bow Bridge) could encourage alternative connections for greater legibility through the urban area. An option could exist therefore to move as a cyclist from the RHK entrance either north along Military Road to Johns Road West and Fleuston Station or south via Bow Bridge and Bow Lane West to cycle stations along James Street.

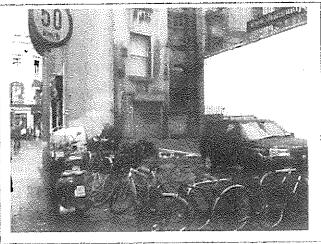
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# 62. BICYCLE SCHEME LOCATION SOUTH GREAT GEORGES STREET/DAME STREET JUNCTION







### BICYCLE SCHEME LOCATION SOUTH GREAT GEORGES STREET/ DAME STREET JUNCTION

Station Location: South Great Georges Street/ Dame Street 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"
	The area is also a conservation zone with several important protected structures froming the streets.
DED and 2006 Population Level	Royal Exchange A: 3,602 persons which is a 0.9% increase from the 2002 census.
Francwork Plans/ Local Area Plans or similar initiatives for the area.	The location is included within the Dublin City Centre Developing the Retail Core Francework 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. This particular piece of land is proposed as a space suitable as a small pocket park with seating to benefit shoppers moving through the area. A bicycle station facility could compliment such proposals. There are key sites identified under that plan on the west side of South Great Georges Street and on Exchequer Street for retail development. Such sites, if redeveloped, with enhance the retail provisions west of Graftoa Street to encourage movement cast to west across the south city retail centre. The location is well positioned to compliment such objectives.
Transport 21 Proposals for the Area	The location is close to two key Luas proposals in the city centre. The Luas Line F ( Lucan to City Centre) Option I route travels along Dame Street and cooncets at College Greeo 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 route continues north along Westmorland Street Both Luas services would intercoance at College Green. 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.	Both Dame Street and South Great Georges Street are on the SCN.  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  Significant Developments Proposed close	South Great Georges Sireci is a Regional Road with a two way traffic flow. It is part of a key north/south aligned radial road merging with Aungier Street and Candem Street further south. This corridor links Rathmines to the city centre. Side street movement to the east of this corridor provides connection to the south city retail core and St Stephens Green Area. Side street connections to the west of it would liak with the Shipstreet/Werburgh Street area, area around Dublin Castle and the cathedral district between St Patrick's and Christchurch. Movement options from the location can take advantage therefore of a number of route options. Moving west along Dame Street (a National Secondary route designation) would link with other station proposals at City Hall and Christchurch. Moving cast would liok with College Green and station options at Foster Place South or the Graftoo Street junction. Moving north through temple bar (pedestrian crossing at the junction would facilitate this) would link with the city quays and north city retail centre. A short distance south and west of the site would provide side street connections through the south city centre readil area via such streets at Dame Lane, Exchequer Street, Fade Street etc. There are a number of other station proposals through that local area to cneourage connectioos and movement along the side streets between Grafton Street and South Great Georges Street.
10 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 primary of the area as a city centre destination. The proposed bicycle station is well positioned to compliment such regeneration proposals.

### BICYCLE SCHEME LOCATION SOUTH GREAT GEORGES STREET/ DAME STREET JUNCTION

### Justification for Site Selection:

A location at the south end of South Grent Georges Street and particularly close to Dame Street focilitates a number of key intovement options to journey through the south city centre retail area, move north through Temple Bar or move east/west along Dame Street to visit significant historic and cultural attractions. The junction of Dante Street and South Great Georges Street is a key junction in this regard in the south city centre. It provides a centre point moving between different character areas such as the medieval district of the cathedrals and castle further west and Trinity/College Green intoving east. In addition, South Great Georges Street is a key north to south city centre corridor continuing south to Aungier Street, Candent Street, the Grantd Canal and Rathmines. There are several movement options to either side of this corridor, many locations of which are serviced by proposed stations. Having a bicycle station at a key point on South Great Georges Street would compliment and be a benefit to city centre movement patterns.

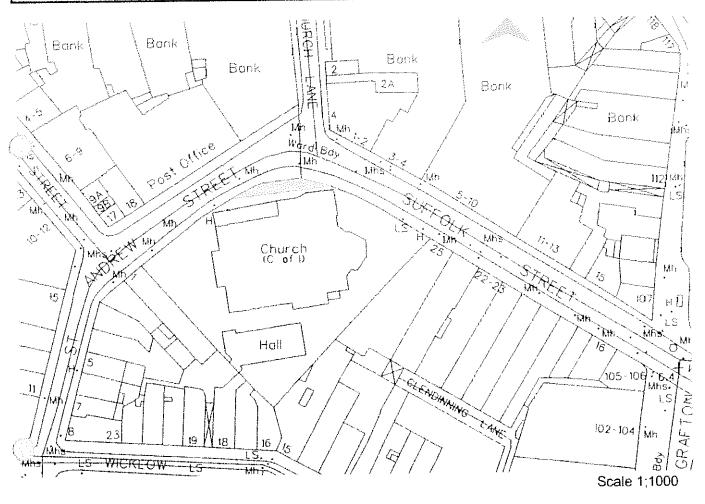
The location is currently characterised by a vacant piece of land to the rear of properties facing Dame Street and is used partly for cycle parking and car parking. The sight does ltave a blighted appearance and is an obvious opportunity site for visual enhancement considering its visual prominence on approach to Datne Street and its boundary willt Dame Lane, a popular pedestrian route between Exchequer Street and the south city retail centre and Dame Street. A bicycle station could provide a catalyst for civic enhancements to this key space. The opportunity for this space to provide a small pocket park or civic space is recognised itt the Dublin City Centre Developing the Retail Core Framework Plan. In addition, the off street location provides opportunities for positioning and servicing a bicycle station clear of the bust junction.

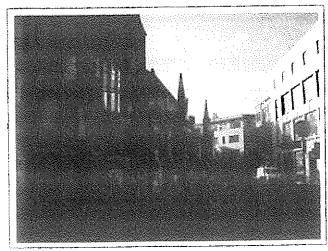
The location would have a positive visual prominence to promote use by passing pedestrian traffic along South Great Georges Street and Dame Lane. It would benefit a wide range of potential users including city centre retail visitors, local employees engaged in mixed use services, lourists moving between cultural and historic attractions locally, commuters moving to the city centre from radial routes to the south etc. The station would compliment the close proximity of other station sites locally to provide an overspill option as such. The diverse activities and prime location of this part of the city centre would warrant such consideration.

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 transport to local based cycle movements.

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## 63. BICYCLE SCHEME LOCATION ST. ANDREW STREET







### BICYCLE SCHENE LOCATION ANDREW STREET

Station Location: Dubbin Tourist Centre Andrew.	
Street 2008-2011 Development Plan Zoning Objective	ZS 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. There are several reduced structures on this street.
DED and 2006 Population Level	Boundary between Royal Exchange A and Royal Exchange B. Royal Exchange A 3,602 persons which is a decline of 0.0% from the 2002 census. Royal Exchange B 2,020 persons which is an increase of 4.3% from the 2002 census.
Framework Plans' Lucal Area Plans or similar initiatives for the area	The area is included under the Dublin City Centre. Retail Core Framework Plan. Andrew Street is recognised as an important street for north/south connections. There are no specific proposats outlined for the street. A potential relevelopment site is identified adjoining Dame Court and Exchequer Street a shart distance west of the ligeation.
Transport 21 Proposals for the Area	The location is not directly impacted upon by Luas Line F Option 1 but it is in close proximity to that alignment (south of Dane Street) and the link up with Luas Line BX at College Green. The location is a prime city center site in this regard.
Encation with respect to Strategic Cycle Nerwork or future cycle route proposals.	A small section of the SCN is designated in Andrews Lane. The location is close however to the wider SCN and routes on Dame Street and South Great Georges Street.
Existing Road Designation and Existing Flow of Traffic	St Andrews Lane is a local street. There is a one way flow system for walfie movement in this area. A number of side streets interconnect giving numerous options for univerself in each direction. Negatiating the grid pattern of streets through this area provides cycling options in a traffic calmed environment.
Significant Developments Proposed clase (q site.	Owing to the protected status of structures along this street, the area is unlikely to after character significantly. There is evidence of former uses such as the felephone exchange building on Exchequer Street changing use to a food and wine retailing, restaurants etc showing a gradual move to higher end settivities. The Dublin City Centre Retail Core Framework Plan identifies key sites to the west of the location for potential retail development.

### Justification for Site Selection:

The site is located in the heart of a prime retail area and directly adjacent to a large tourist information centre. The location would benefit visitors to the city centre, shoppers, employees and in particular tourists. The station would benefit from positive visual expansive at the tourist information centre to encourage its use and encourage exploration of the city by bizyels.

The location would compliment the possibility of other station locations in this area and encurrage cycle movement through the grid pattern of streets west of Grafton Street. By encouraging permeable trips through the local area, the objectives of the Dublin City Centre: Developing the Retail Core strategy will be promoted.

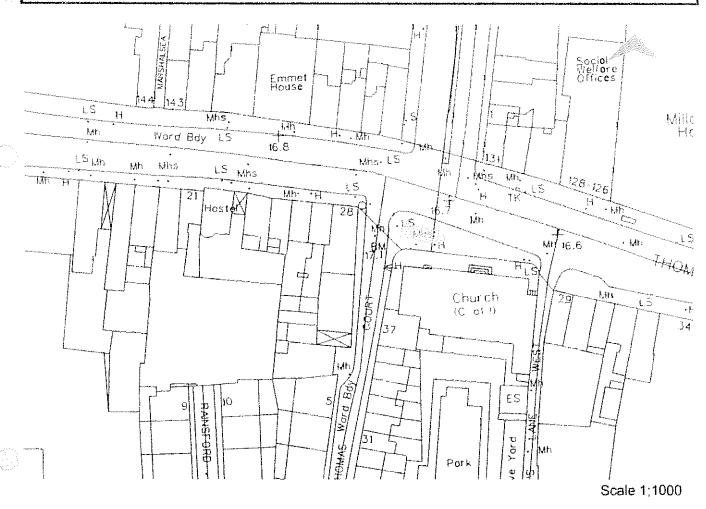
The location is adjacent to cycle lanes as part of the SCN. There is an existing bicycle hire facility advertised at the tourist centre. Combined, both facilities should compliment each other and promote cycling in the inner city.

The location is just south of Dame Street which is included in the Option 1 Luas Route F proposals. The location would be close to proposed public transport routes and premote intermedal change from public transport to local based cycling trips.

There are no un street car parking spaces available for a station option. However use of the wide paving area could be explored for station options.

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# 64. BICYCLE SCHEME LOCATION ST CATHERINE'S CHURCH / THOMAS STREET,







### BICYCLE SCHEME LOCATION THOMAS STREET, EAST DIGITAL HUB

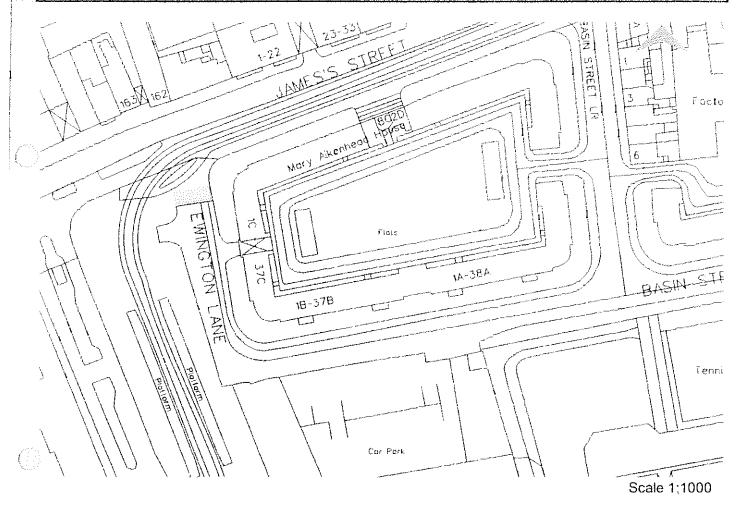
Station Location: St Catherlne's Church Thomas Street	
2005-2011 Development Plan Zoning Objective	The area is zoued a Z2 Residential Conservation Zone. St Catherine's Church is a Protected Structure. The street frontage is part of a conservation zone. The surrounding area is zoned Z5 To consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its eivie design, choracter and dignity. The street frontage is also part of a conservation zone.
DED and 2006 Population Level	Merchants Quay B: 3,901 persons which is an increase of 13.1% from 2002.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The location is adjacent to the boundary of the Digital Hub Francework Development Area.
Transport 21 Proposals for the Area	Luas Line F Option 1 aligns partly with the existing Luas Red Line. At the junction with Steevens Lane, the Luas Line F will continue to run along James Street/ Thomas Street to Commarker. The location is positioned adjacent to this potential route.
Location with respect to Strategic Cycle Network or future cycle route proposals.	James Street/Thomas Street is part of the Strategie Cycle Network. The cycle tracks are indicated for both sides of the street.
Existing Road Designation and Existing Flow of Traffic	James Street and Thomas Street are Regional Roads. A two way traffic flow is accommodated along its route. The bike station location is on the south side of the street. Traffic moves west towards the Guinness Store House at this location.
Roads and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	The site is within a conservation zone and includes a significant Protected Structure. The area is adjacent to the Digital Hub however where ongoing and future redevelopment sites will provided significant mixed use and landmark developments.

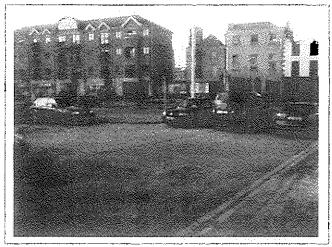
### Justification for Site Selection:

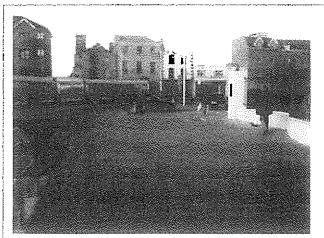
The location is adjacent to an historic landmark which is both a visitor attraction for the area and a centre point along Thomas Street. It is well positioned as a half way point between the Guinness Store House and Digital Hub further west, and the theatre/ markets area ( lveagh Markets redevelopment / Vicar Street Theatre/Tivoli Theatre) further east. The location has a prominent position at the junction with Bridgefoot Street and Thomas Street and would provide positive visual exposure for the station. The footpath at this location is widened and has potential as a small plaza area. There are existing bicycle parking facilities at the location. A blke scheme would be of beoefit for tourists moving between the Guinness Brewery and Christellurch Area. It would also henefit local employees (the Digital Hub is raising employment numbers locally) and residents of the area. A bike station at this location also promotes the area in general with respect to promoting visitors and enhancing connections with the city centre,

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# 65. BICYCLE SCHEME LOCATION ST. JAMES HOSPITAL / JAMES STREET / EWINGTON STREET LANE JUNCTION







# BICYCLE SCHEME LOCATION JAMES HOSPITAL / JAMES STREET / EWINGTON STREET LANE JUNCTION

DED and 2006 Population Level   Ushers F: 2.37 persons which is a 5.6% increase for the 2002 census.		<u>a kan tahun halan nga tikin mili dia dia dia matapak ngi tan hijaka a tiki a alipatin kiliki kiliki ng</u>
Community uses. At the cut de sac of Ewington Lar Street Upper, the zoning is 21 residential.  DED and 2006 Population Level  Framework Plans' Local Area Plans or similar initiatives for the area.  Framework Plans' Local Area Plans or similar initiatives for the area.  The area is close to the Heiston FDA area and a particular the 27 Guinness had bank. The area is also close to the Digital Hub rejevenation area and by Marrowbone Lane area. All will significantly improvise the urban profile, legibility and character of the area.  Transport 31 Proposals for the Area  The hospital is serviced by an existing station on the Luss Red Line (Tallaght to Controlly Station). The station is close to the entitace of the hospital campu from James's Street. The Old Kilmainham Road an James's Street. The Old Kilmainham Road an James's Street. The location is port of the proposal which the city centre. This line will interconnect with the Lus Red Line and branch from it to continue east alun. Thomas Street and lowards the city centre via Dam Street. The location is also close to Heiston Station, significant but under the Transport 21 proposals which include a Dan Underground Interconnector station Access to Heatson is achieved as the next stop on the Luss Red Line or by short walking distance from the beating and proposals.  Location with respect to Strategic Cycle Network or future cycle route proposals.  Existing Road Designation and Existing Fidw of Traftic  Existing Road Designation and Existing Fidw of Traftic  Existing Road Designation and Existing Fidw of Traftic  Significant between the spital terms of extensions in the future would provide possibilities for approaching and counceting the beation from the direction on the current bicycle scheme in apatial terms of extensions in the future would provide possibilities for approaching and counceting the beation from the direction and Thomas Street son the Luss line. There are side street movement possibilities along Box Lane West, Bow Bridge and Military Road on turn to p	Station Lucation: St James's Hospital	
Street Upper, the zoning is 21 residential.	2005-2011 Development Plan Zoning Objective	The hospital campus is zoned Z15 for Institutional and
Street Upper, the zoning is 21 residential.		community uses. At the cul de sac of Ewington Lane
the 2002 census.  Tramework Plans' Local Area Plans or similar initiatives for the area.  The area is close to the Digital Hub regiovenation area and particular the 27 Guinness land bank. The area is also close to the Digital Hub regiovenation area and behavior or the area.  Transport 31 Proposals for the Area  Transport 31 Proposals for the Area  The hospital is serviced by an existing station or the Luss Red Line (Tallagh to Connelly Station). The station is close to the entrance of the hospital campulation is close to the entrance of the hospital campulation in the cary centre. This line will interconnect with the Lus Red Line and branch from it to continue east along. Thomas Street and lowards the city centre will be a part of the proposed Line Carlotter. This line will interconnect station Access to Heuston Station, significant hub under the Transport 21 proposals which include a Dart Underground interconnect station Access to Heuston is achieved as the next stop on the Luss Red Line or by short walking distance from the Losa Red Line or by short walking distance from the Losa Red Line or by short walking distance from the Losa Red Line or by short walking distance from the Losa Red Line or by short walking distance from the Losa Red Line or by short walking distance from the Losa Red Line or by short walking distance from the Losa Red Line or by short walking distance from the Losa Red Line or by short walking distance from the Losa Red Line or by short walking distance from the Losa Red Line or by short walking distance from the Losa Red Line or by short walking distance from the Losa Red Line or by short walking distance from the Losa Red Line or by short walking distance from the Losa Red Line or by short walking the Red Line and Thomas Street distance as where it connects with Thomas Street distance as where it connects with Thomas Street and the city centre.  Existing Road Designation and Existing Flow of Traffic Line Red Line Re		Street Upper, the zoning is Z1 residential.
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6 FTT PORT FOR FIRE PARTIES STEP AR FIRE STEP AR FIRE STEP STEP STEP STEP STEP STEP STEP STE		area (the new emerging developments of Heuston South
Quarter are a short distance north west of the site) the		Quarter are a short distance north west of the site), the
Digital Hub and Marrow Bone Lane area The Innoer		Digital Hub and Marrow Bone Lane area. The longer
term location context of the station will therefore be		term location context of the station will therefore he
that significant new mixed use city quanters will have	j	that significant new mixed use city quarters will have
cmerged along the route to the site which will integrate		emerged along the route to the site which will integrate
this local area with the city centre.	·	this local area with the city centre.

# BICYCLE SCHEME LOCATION JAMES HOSPITAL / JAMES STREET / EWINGTON STREET LANE JUNCTION

### Justification for Site Selection:

The location is considered an important location servicing an important city centre institutional use. In a similar manner to proposals for stations close to the Mater Hospital in the north city centre. St James's Hospital is a significant hospital facility in the south city centre. A bicycle station facility will have benefit to visitors of the hospital and employees. When linked within a wider city centre network, a station here would improve connectivity between the hospital and the city centre to the benefit of visitor and staff movement patterns.

The location is located close to the existing Luas station at St James's Hospital. A station facility close to this station would be of benefit to commuters on the Luas and provide opportunity for modal change between public transport and cycle facilities for local based journeys. The proximity to Heuston Station and proximity to proposed alignment of Luas Line F Option 1 reinforces the importance of the location generally to integrate cycling facilities with existing and future proposed public transport facilities.

The wider area includes inner suburban residential areas of both an established housing character and recent apartment infill developments. Servicing this area with a bicycle station would promoter cycling as a mode of transport for local residents to varies destination points in the city centre.

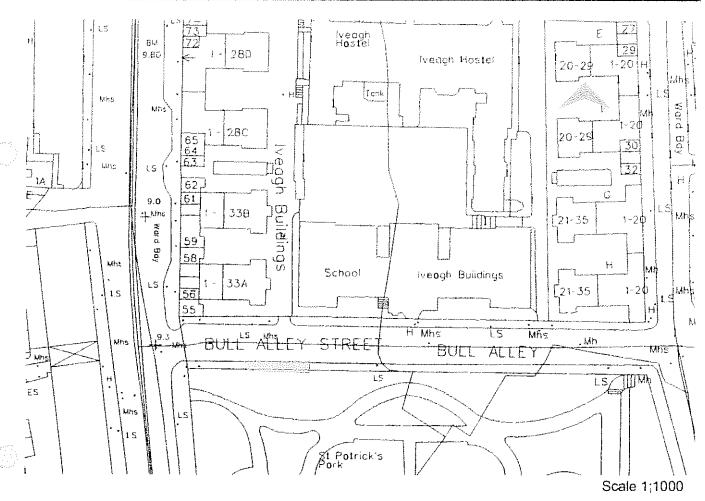
The location is proposed where the residential cul de sac of Ewington Lane Street Upper adjoins James's Street. At this location there is an area of widened footpaths and car parking at the end of the cui de sac. The location provides an opportunity to consider a number of layout options using the advantage of either the widened pavements or surface parking area. There is sufficient space therefore to consider location options and service requirements.

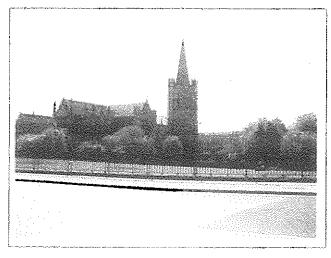
The location would have positive visual exposure at this location from James's Street, the Luas line and main entrance to the hospital. Such prominence would promote usage of the scheme.

Servicing the area with bicycle stations (a similar justification for other positions advocated along the James's Street/Thomas Street corridor) promotes the rejuvenation of the local area and encourages permeable movements through it. The area is subject to several programmes of redevelopment and renewal including the Heuston Area, Digital Hub etc. Promoting the area, its existing attractions and other visitor attractions further west is complimented by its inclusion as part of a city centre bicycle scheme network. This proposed location would link in turn with suggested locations at the Sun Dial monument, St Catherine's Church and Commarket, all located further east.

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





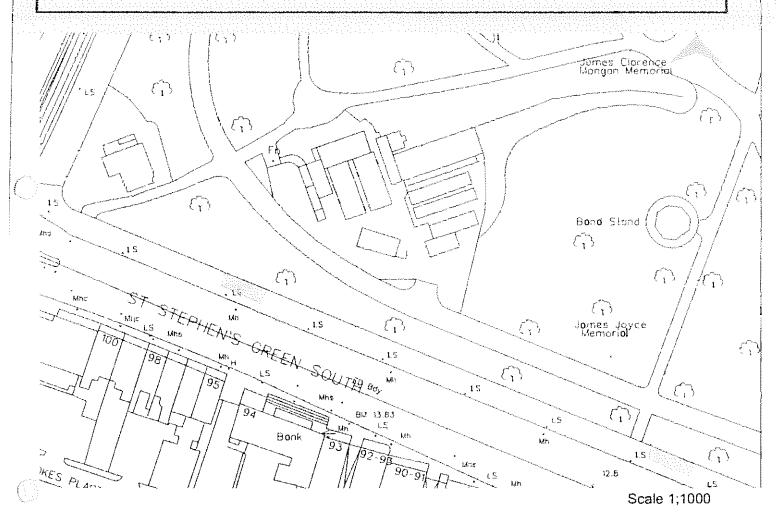


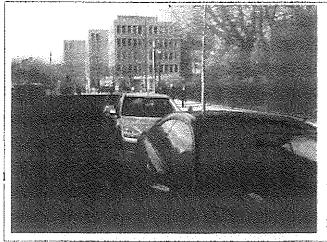
## BICYCLE SCHEME LOCATION BULL ALLEY

Station Location: St Patrick's Cathedral Bull Alley Street	
2005-2011 Development Plan Zoning Objective	St Patrick's Park adjacent to Bull Alley Late is zoned Z9 to protect, provide and improve recreational amenity and open space. The park and adjoining Z8 zoned grounds of St Patrick's Cathedral are all part of a conservation zone. The Iveagh Trust buildings to the north are zoned Z1 To protect, provide and improve residential amenity. These buildings are protected structures.
DED and 2006 Population Level	Woodquay A: 2,743 persons which is a decline of 4.3% from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	Christehurch 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 ebaracter. 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. The junction of Bull Altey Street and Bride Street is identified as an important link to St Patrick's Park to promote movement from the east. Enhancements to St Patricks Park are indicated. Bull Altey Street is an important location in the sequence of movement between enhancements to street enhancements to street is an important location in the sequence of movement between enhancement and tilstorical attractions through the area.
Transport 21 Proposals for the Area	The location is not impacted on by Transport 21 proposals. The location will be a short distance south of proposed Luas Line F Option 1 and the proposed Dart Inter connector stations at Christelturch. The location is north of Luas Line F Option 2 which has an alignment along Dean Street and Kevin Street Upper.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Bull Alley Street is on the SCN with connections to Bride Street and Werburgh Street moving east and
Existing Road Designation and Existing Flow of Traffic	Patrick Street moving east.  The street is a local street with a one way flow moving west. On street ear parking along this street has been replaced with mostly bus parking. The street connects with a National Secondary Street to the west and local streets to the east. There are several options for movement going any direction from this site.
Significant Developments Proposed close to site.	There are no significant redevelopment sites close to this location and the character of the immediate area is unlikely to change significantly owing to the protected status of the lyeagh Trust buildings and the location of St Patrick's Park adjoining. The redevelopment of sites under the Ship Street-Werburgh Framework Plan in the vicinity of Golden Lane and Chancery Lane have however progressed the local area. This rejuvenated area is a short distance east of the site.

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### 67. BICYCLE SCHEME LOCATION ST STEPHENS GREEN SOUTH







## BICYCLE SCHEME LOCATION ST STEPHENS GREEN SOUTH

5.6	
Station Location St Stephens Green South	
2005-2011 Development Plan Zoning Objective	The buildings on the south side of St Stephens Green
	are zoued Z8 to protect the architectural and civic
	dignity of the zone. Most buildings are Protected
	Structures and included within a conservation zone,
	The square is also within a conservation zone and is
	zoned Z9 to provide open space and recreational
DED and 2006 Population Level	amenity.
DED and 2000 Population Level	Mansion House B: 869 persons reduced 12.2% from
	2002 Census.
Framework Plans/ Local Area Plans or similar	i and so that is not part of any speciate framework pidit
initiatives for the area.	but is located south of the Retail Core Framework Plan
	This study explores opportunities to enliance 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.
Transport 21 Proposals for the Area	
stamport at a topositis for the Vien	Major public transport provisions for this area are
	envisaged under Transport 21. St Stephens Green South
	is not directly on any of the proposed routes but is
	located close to these 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 Si Stephen's
	Green North and turn onto Dawson Street.
Location with respect to Strategic Cycle Network or	The east and south sides of St Stephen's Green are
future cycle route proposals.	included within the Strategie Cycle Network at present.
	Neither the west or north sides of the Green are, Radial
	rection the west of north sides of the Green are, Radial
	cycling routes from the south east converge on the
	Green however (along Leeson Street). Cycle lanes are
	provided along Dawson Street and Aungier Street all
	close to the Green. The west and north sides are
	important steps therefore to connect with cycle paths in
	the wider vicinity.
Existing Road Designation and Existing Flow of Traffic	The roads around the Green are part of both the
	national primary road system (the north and east sides)
	local road system (west side) and regional road system
	(south side). Traffic moves east to west along the north
	side of the Green with bus/ taxi priority and local
	access to the College of Surgeons Car Park continuing
	past the junction with Dawson Street. The main flow of
	vehicular traffic is channelled and the Tall How of
	vehicular traffic is channelled north up Dawson Street
	off the Green. Along St Stephens Green South, the
	traffic moves east in a one way flow. Cyclist
	movements could follow the directional flow of traffic
	around the Green to move north or alternatively
	continue south along Earlsfort Terrace or south east
	along Leeson Street Lower, both of which are on the
the continue of the continue o	SCN.
Significant Developments Proposed close to site.	The area is consolidated as a city centre zone with St
	Stephens Green and Conservation zones surrounding
	likely to maintain the present character. The significant
;	change of the future will be the creation of the major
	public transport hub at the NW corner of the Green.
	Commercial office blocks, which are not protected, and
	prime retail cites within the setail seems from the
	prime retail sites within the retail core framework area
	are potential areas for future change on an infill site
	basis.

### BICYCLE SCHEME LOCATION ST STEPHENS GREEN SOUTH

### Justification for Site Selection:

The location is considered a prime site located on a side street close to the existing Luas line (Green Route St Stephens Green to Sandyford) terminus at St Stephens Green and equally close to future proposed public transport terminals including Luas extension BX (city centre Luas inter connection) and the Dart City Centre Underground Inter-Connector.

The St Stephens Green South and similarly proposals at St Stephens Green West, York Street and a short distance west along Mercer Street Upper 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 St Stephens Green South.

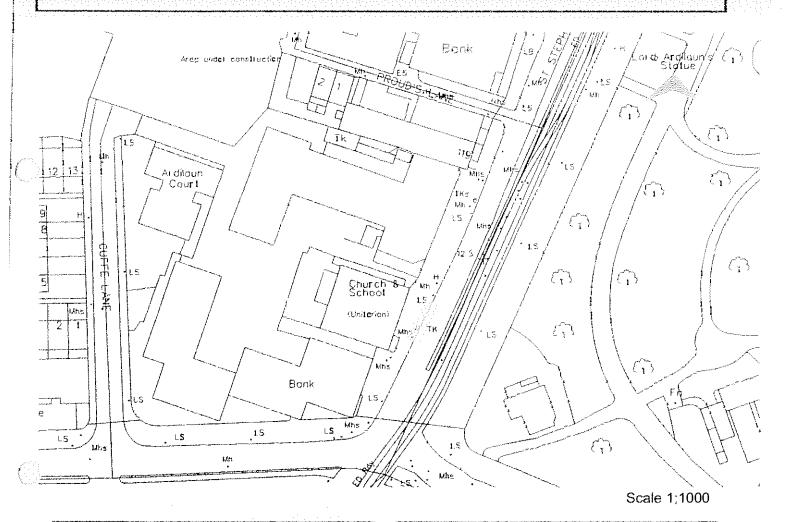
As stated within the earlier analysis of possible sites at St Stephens Green North and close to the Grafton Street/St Stephen's Green junction, the location in general is considered prime with the surrounding attractions of the south retail core, pedestrian area of Grafton Street, St Stephen's Green Shopping Centre, the leisure amenity of the park, office and hotel uses etc located here. The Georgian character of St Stephens Green and architectural quality of protected structures surrounding it provides a strong visitor attraction for tourists. The convergence of existing public transport and the future expansion of it signifies the hub nature of the location.

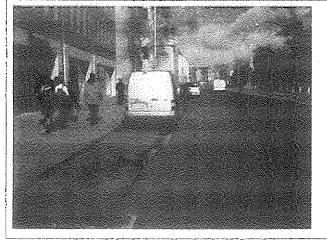
At St Stephens Green South, long sections of the road adjacent to the Green are designated for pay and display parking. Options for bicycle stations would include a position close to the Harcourt Street/ St Stephens Green junction which would be close to the Luas line and facilitate movement along the important north/south axis between Harcourt Street and Grafton Street. Further options in a centre location along the south green boundary would service movements around the square and facilitate office generated use and movements towards Leeson Street and Earlsfort Terrace which are part of the Strategic Cycle Network.

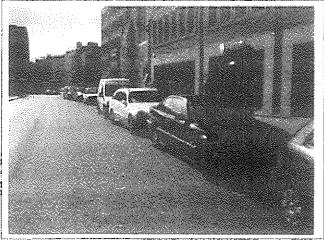
A station at St Stephens Green South would therefore benefit commuters from Luas providing an alternative transport mode for local based journeys. It would service a mix of retail, office and tourist generated trips moving along the north to south Grafton Street to Harcourt Street axis. As stated for the other local stations, the station would compliment the network of station sites which include proposals throughout the south city centre further south and east. The location could for example serve as a convenient terminus for south city centre destinations moving from locations further south and east. The location would equally compliment the placing of other station options close by including proposals along St Stephens Green West, York Street and Mercer Street Upper. The area would warrant a clustering of regular stations considering the public transportation proposals, prime retail functions and high office based employment functions of the area.

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### 68. BICYCLE SCHEME LOCATION ST STEPHENS GREEN WEST







## BICYCLE SCHEME LOCATION ST STEPHENS GREEN WEST

	Station Location St Stephens Green West.	
	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" 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
	DED and 2006 Population Level	a designated conservation zone.  Royal Exchange B: 2020 Persons. 4.3% increase in DED population from 2002.
	Framework Plans/ Local Arca Plans or similar initiatives for the area.	The street is not part of any specific framework plan but is located south of 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.
	Transport 21 Proposals for the Area	Major public transport provisions for this area are envisaged under Transport 21. St Stephens Green West is not directly on any of the proposed routes but is located close to these 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.	The cast and south sides of St Stephen's Green are included within the Strategic Cycle Network at present. Neither the west or north sides of the Green arc. Radial cycling routes from the south cast converge on the Green however (along Leeson Street). Cycle lanes are provided along Dawson Street and Aungier Street all close to the Green. The west and north sides are important steps therefore to connect with cycle paths in the wider vicinity.
ASSESSED THE RESIDENCE OF THE PROPERTY OF THE	Existing Road Designation and Existing Flow of Traffic	The roads around the Green are part of both the oational primary road system (the north and east sides) local road system (west side) and regional road system (south side). Traffic moves cast to west along the north side of the Green with bus/ taxi priority and local access to the College of Surgeons Car Park continuing past the junction with Dawson Street. The main flow of vehicular traffic is channelled north up Dawson Street off the Green. Moving from a station on St Stephens Green West, cyclists could move west along York Street and use Mercer Street Upper and Cuffe Street for a loop trip movement to move back east onto St Stephens Green South.
		The area is consolidated as a city centre zone with St Stephens Green and Conservation zones surrounding likely to maintain the present character. The significant change of the future will be the creation of the major public transport hub at the NW corner of the Green. Commercial office blocks, which are not protected, and prime retail sites within the retail core framework area are potential areas for future change on an infill site basis.

### BICYCLE SCHEME LOCATION ST STEPHENS GREEN WEST

### Justification for Site Selection:

The St Stephens Green West site and similarly proposals at St Stephens Green South, York Street and a short distance west along Mercer Street Upper are proposed as viable alternatives to locating stations at the Grafton Street/ 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 St Stephens Green West.

As stated within the earlier analysis of possible sites at St Stephens Green North and close to the Grafton Street/St Stephen's Green junction, the location in general is considered prime with the surrounding attractions of the south retail core, pedestrian area of Grafton Street, St Stephen's Green Shopping Centre, the leisure amenity of the park, office and hotel uses etc located here. The Georgian character of St Stephens Green and architectural quality of protected structures surrounding it provides a strong visitor attraction for tourists. The convergence of existing public transport and the future expansion of it signifies the hub nature of the location.

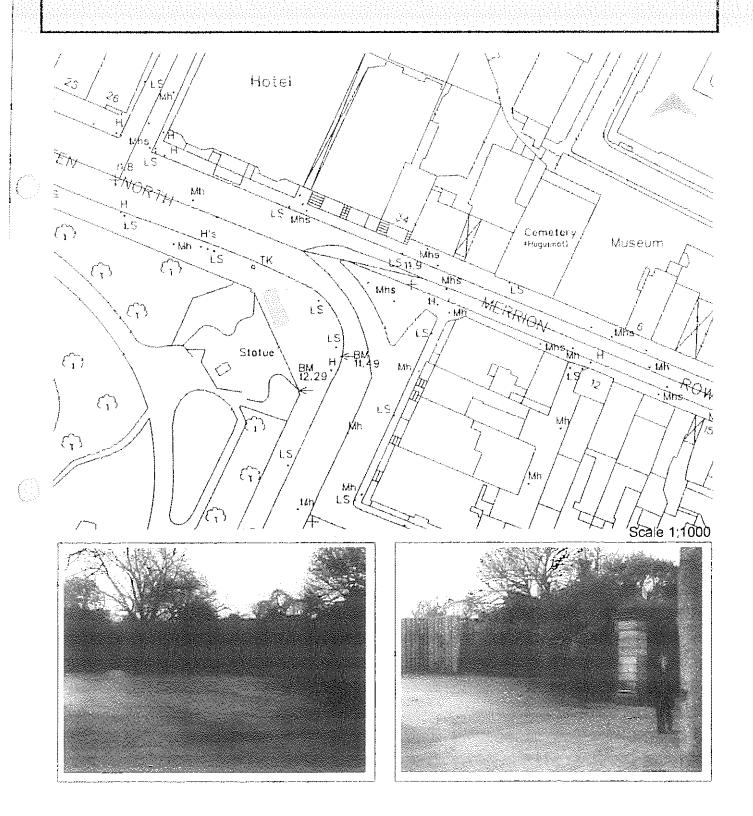
At the southern end of St Stephens Green West, in the area to the front of the Eircom offices and Unitarian Clturch, a number of on street pay and display parking spaces are positioned. These spaces provide options for a bicycle station location with a considerable advantage of being visually prominent from St Stephens Green and closely accessible to the Luas line station terminus. This side of the Green is also on a direct route to the junction with Grafton Street. Considering the necessity to exclude area further north closer to the Grafton Street Junction, this part of St Stephens Green offers a best alternative being located both on a direct access to Grafton Street and having positive visual exposure to pedestrians and commuters on the Luas.

This section of the Green has a traffic flow moving north for local access only. In this way, the street is more traffic calmed than the north and east sides and is therefore better suited for accessing and servicing a station option.

A station at St Stephens Green West would benefit commuters from Luas providing an alternative transport mode for local based journeys. It would service a mix of retail, office and tourist generated trips moving along the north to south Grafton Street to Harcourt Street axis. As stated for the other local stations, the station would compliment the network of station sites which include proposals throughout the south city centre further south and east. The location could for example serve as a convenient terminus for south city centre destinations moving from locations further south and east. The location would equally compliment the placing of other station options close by including proposals along St Stephens Green South. York Street and Mercer Street Upper. The area would warrant a clustering of regular stations considering the public transponation proposals, prime retail functions and high office based employment functions of the area.

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### 69. BICYCLE SCHEME LOCATION ST. STEPHEN'S GREEN/ NORTH-EAST



### BICYCLE SCHEME LOCATION ST. STEPHEN'S GREEN/ NORTH-EAST

Station Location: Stephen's Green/Grafton Street Junction Opilons A, B and C	
2005-2011 Development Plan Zoning Objective	Un-zoned but located in the comext 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 the serve, provide and improve recreational amenity and open space". The area around St Stephen's Green is a
DED and 2006 Population Level	designated conservation zone.  Royat Exchange B: 2020 Persons, 4.3% increase in
Framework Plans/ Locat Area Plans or similar initiatives for the area.	DED population from 2002.  The junction of Grafton Street, St Stephen's Green North and St Stephen's Green West is included under the following: The Scheme of Special Planning Control for Grafton Street (ACA), Viniation No 15 of the 2005-2011 DCC Developtue of Plan (extension of ACA boundaries) and Variation No 16 for the expansion of the city centre retail core. Consultations with the Conservation Team of DCC will be required when
Transport 21 Proposals for the Area	locating such structures within an ACA.  Major public transport provision on this junction is envisaged under Transport 21. The Dubtin Dart Underground Interconnector will be located at this junction and run parallel with St Stephen's Green North. The public footpaths, toad surface and existing configuration of the Luas Green Line terminal will change. 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. Both services will have impact on the design of the streets and footpaths at this location.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The east and south sides of St Stephen's Green are included within the Strategic Cycle Network at present. Neither the west or north sides of the Green are. Radial cycling routes from the south east converge on the Green however (along Leeson Street). Cycle lanes are provided aloog Dawson Street and Aungier Street alt close to the Green. The west and north sides are important steps therefore to connect with cycle paths in the wider vicinity.
Existing Road Designation and Existing Flow of Traffic  Roads and Traffic Division Proposals for the Area.	The roads around the Green are part of both the national primary road system (the north and east sides) local road system (west side) and regional road system (south side). Traffic moves east to west along the north side of the Green with bus/ taxi priority and local access to the College of Surgeons Car Park continuing past the junction with Dawson Street. The main flow of vehicular traffic is channelled north down Dawson Street off the Green. The circulation movement means therefore that cycle movement from stations at this location will run against the traffic flow if cycle movements seek to move east. A counter clockwise movement would be required to move in the same direction as traffic.
Significant Developments Proposed close to site.	The area is consolidated as a city centre zone with the Green and conservation area maintaining the present character. The significant change of the future will be the creation of the major public transport hub at the nw corner of the Green.

### BICYCLE SCHEME LOCATION ST. STEPHEN'S GREEN/ NORTH-EAST

### Justification for Site Selection:

The location is prime considering the surrounding attractions of the south retail core, pedestrian Grafton Street, St Stephen's Green Shopping Centre, the leisure amenity of the park, office and hotel uses and the Georgian Character which is a strong draw for tourists. The convergence of existing public transport and the future expansion of it signifies the hub nature of the location.

There are a number of options for locating a bicycle station on this site. All three are presented. An option includes locating a station at the Grafton Street side. At present this space is occupied by existing bicycle parking and public sculpture. A location on this side would be at the same side for the continuation of pedestrian movement down Grafton Street or into the St Stephen's Green Shopping Centre. This location does have an advantage in being likely to remain outside areas of change when Transport 21 construction commences. The area is congested however. In addition to high volumes of pedestrian movement, existing cycle facilities, sculpture and performing arts, the bicycle scheme would add an additional layer of activity generation.

An option includes placing the station at the west boundary of the Green close to the terminus of the Luas Green Line and close to the entrance to the Green. The advantage of this location is that the public footpath is wide and the bike station would service the Luas stop in addition to the amenity, cultural and retail attractions of the location. The disadvantage of this location may however be changes to the footpath, boundaries to the Green, metro station works, changes to the road layout and construction works to facilitate Luas Line BX and the underground inter-connector.

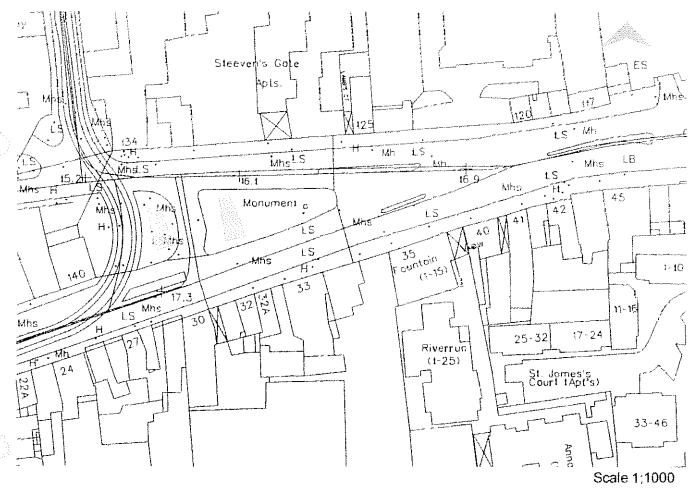
An option includes placing the station on the west side of St Stephen's Green West close to the entrance to the Shopping Centre and possibly using existing on street parking spaces. An advantage of this location is that it may be positioned so as to avoid disruption during Transport 21 works on the opposite side of this road. The location is still reasonably close to the junction of Grafton Street for convenient access. A disadvantage could be that at this location it is less visually exposed than the other two options at a prime location.

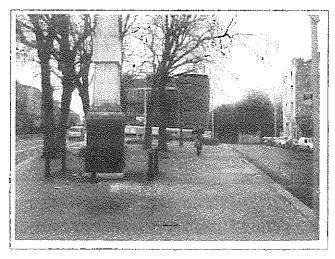
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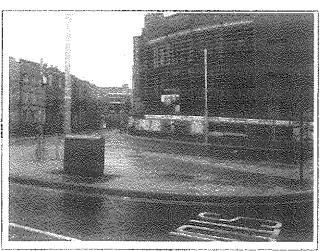
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### 70. BICYCLE SCHEME LOCATION JAMES'S STREET- MEDIAN SUN DIAL







## BICYCLE SCHEME LOCATION JAMES'S STREET- MEDIAN SUN DIAL

Station Location: Sen Dial Monument/ Junction of James Street and Stee ens Lane	
2005-2011 Development Plan Zoning Objective	Zoned Z9 to preserve, provide and improve recreational amenity and open spare. The serrounding land uses incitate Z4 mixed use facilities (where local shops, pubs and services one presently located), the Guinness Biowery lands which are zoned Z7 for heavy industries, Z1 residential zone and Z15 institutional zone. The institutions close to this zone include S1 Patrick's Hospital, D1 Stee sens Hospital (HSE offices) and Jomes Hospital (Further West). The Sun Dial monument is a protected structure and local landmark.
DED and 2006 Population Level	Ushers A: 1,928 persons increased 14,8% from 2002 census.
Frame work Plans/ Local Area Plans or similar inflintives for the area.	The area is adjacent to the Heaston FDA area and in particular the Z7 Guinness land bank. The area is also close to the Digital Hub refu senation area and the Marrowbone Lane area. All stift significantly imptore the urban profile, legibility and claracter of the area. The triangle of open space will in the longer teno be a significant centre point within the stides rejuscenated area.
Transport 21 Proposals for the Area	At this location, Luas Line F Option 1 is proposed to branch from the Luas Red Line and continue cast along James Street and Thomas Street. The location will be at a significant interconnection between the two tines.
Location with respect to Strategic Cycle Network or future cycle route proposals.	It is from this location that the cycle tracks as part of the SCN re-continute (cycle tracks are not indicated along Old Kilmainham Road or the local streets further west). The cycle tracks are indicated for both sides of the street.
Existing Road Oesignation and Existing Flow of Traffic	At this location, James Street [a Regional Road with a two way flow) merges with Bow Lane West to local road with a one way flow moving east). Depending on the location for the bike stution, the cyclist would access either the James Street side or Bow Lane West side. The flow of traffic therefore on the same side of the street as the stution would be east lowards the city centre. A cyclist would cross the street to access the station if arriving from the Geinness Store House and Digital Hab stutions.
Roads and Traffic Disision Proposals for the Area.	
Significant Developments Proposed close to site.	The immediate area is unlikely to have potential for significant developments. The close proximity however to the Heuston Framework area boundary and in panieular the 27 Guinness tand bank adjacent to Victoria Quay may open the area for greater legibility and activity. The area is olso close to the Digital flub and Marrowbone Lane FDA's which will significantly improve the integration of this part of the city centre with the wider city area.

### Justification for Site Selection:

The Sundial Monument is a local tandmark located at a V in the road way where James Street and Bow Lane West converge. It is at this location also where the existing Red Luas Line turns north after passing St James Hospital and continues along Steevens Lane to Heustoo Station. The future proposols for Luas Line F located Option 1 which will interconnect with the Luas Red line and branch east to travel along James Street and Thomas Street. This location is therefore already an important junction and is destined, if Luas Line F Option 1 proceeds, to become a significant public transport junction.

The location offers the advaotage of large areas of pavement at the V junction. The pavement area serves as a hard landscaped plaza adjacent to the Sun Dia) monument. This pavement area (which is divided between two sections) could provide space for a bike station facility.

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