BICYCLE SCHEME LOCATION
FITZWILLIAM STREET UPPER

Justification for Site Selection:

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

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

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

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

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

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

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

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

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

Comments

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30. BICYCLE SCHEME LOCATION FLEET STREET

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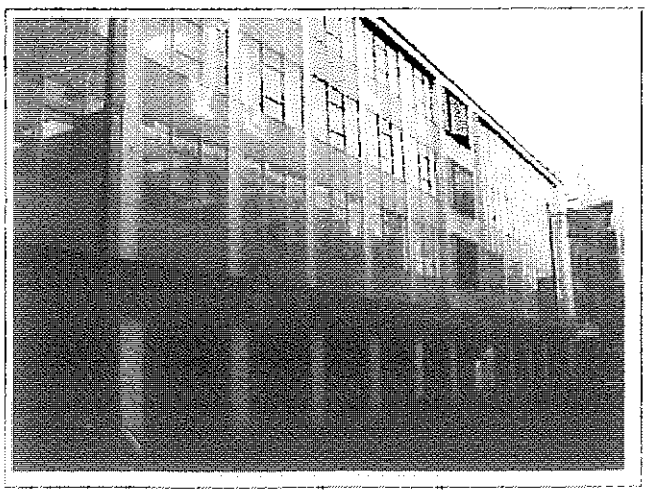

BICYCLE SCHEME LOCATION FLEET STREET

Station Location: Fleet Street	
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 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 former Temple Bar Masterplan Area. The location is strategically close however to the zones studied within the Dublin City Centre: Developing the Retail Core 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 movements between key retail streets. The retail core study promotes heightened activity levels along side streets to provide incentives to the pedestrian for permeable side street movements. The location is along Fleet Street which continues east of Westmorland Street and merges with Townsend Street. Townsend Street is an important street within the Georges Quay study which promotes consolidation of low quality and inactive urban blocks around Tara Street. Aims of this project are to increase activity levels and rejuvenate the commercial districts of the south east inner city.
Transport 21 Proposals for the Area	The street is not directly on a proposed rail corridor but it is a short distance south of the proposed Luas Line F Option 1 route which has an alignment along Dame Street and College Green and is just west of the Luas Line BX Route connecting Parnell Square and St Stephens Green. In addition, Westmorland Street is an important corridor for city centre bus routes with many stations. The location would benefit inter modal journeys and movements between public transport 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 connections 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 Street 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 Connell 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 movement 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 bays 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 east 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 east 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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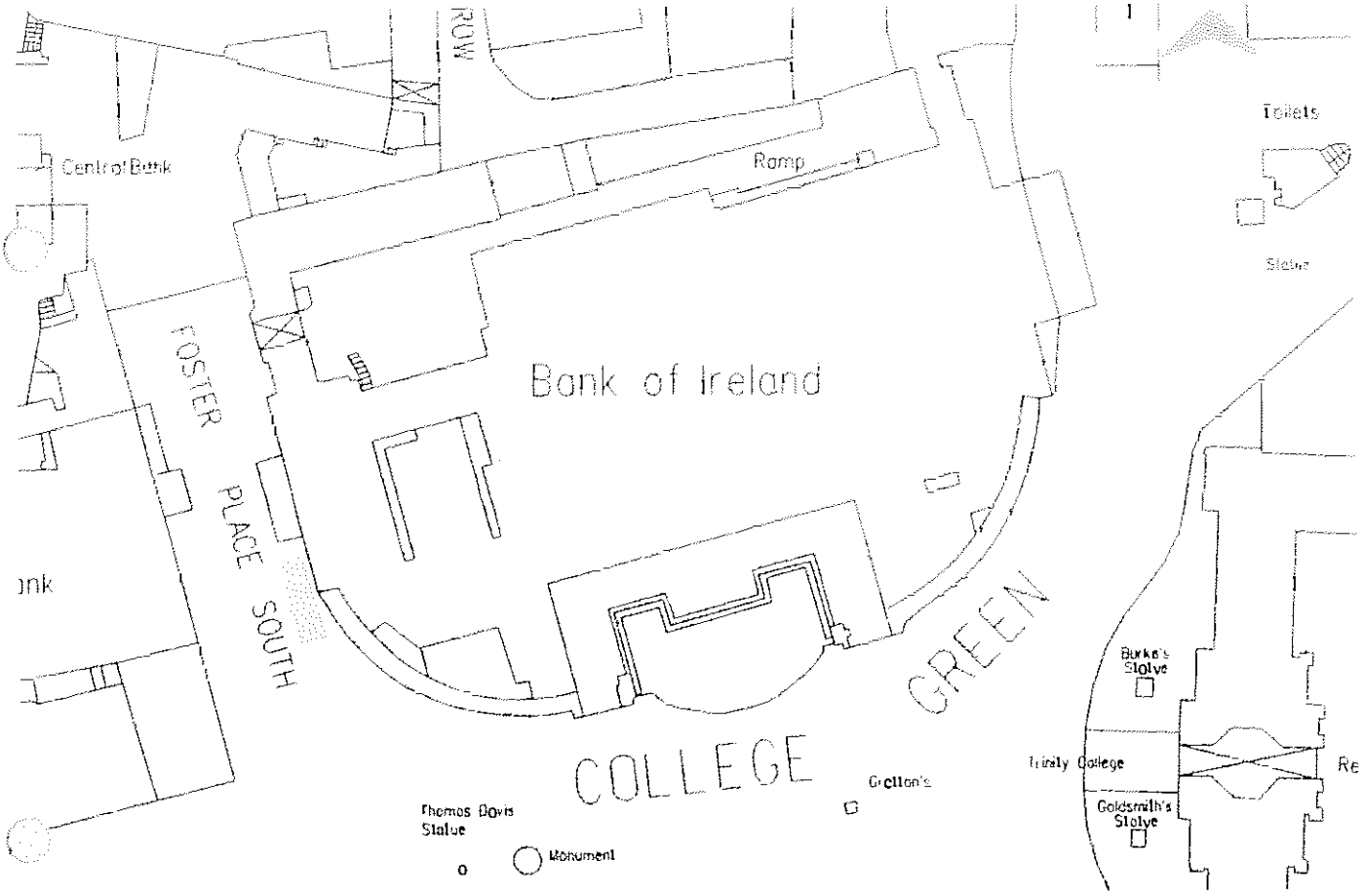
31. BICYCLE SCHEME LOCATION FOSTER PLACE SOUTH



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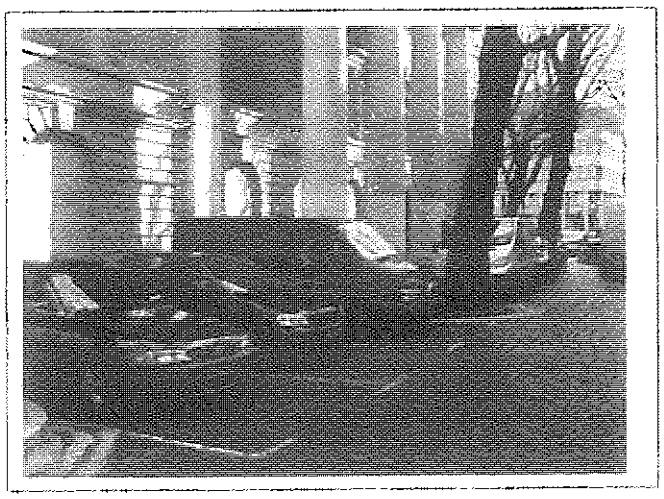

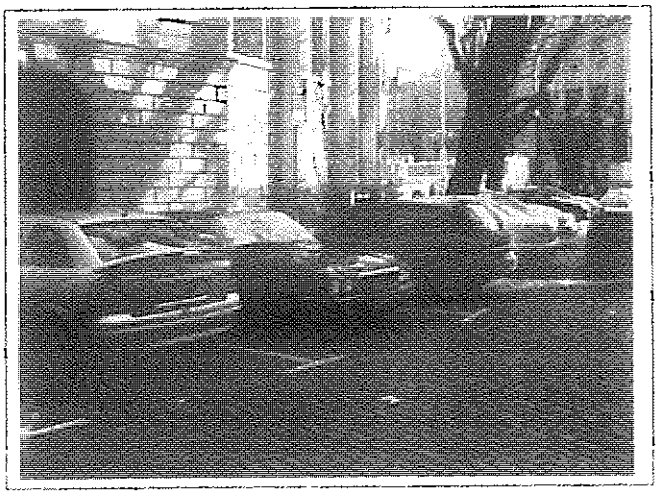

BICYCLE SCHEME LOCATION
FOSTER PLACE SOUTH

Station Location: Foster Place South	
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 including the Bank of Ireland adjoining.
DED and 2006 Population Level	Royal Exchange A: 3,602 persons which is a 0.9% increase from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The location is included within the Dublin City Centre Developing the Retail Core Framework Plan. This study explores opportunities to enhance the shopping character of the north and south retail cores, promote connectivity between shopping areas and strengthen linkages between shopping streets and in particular the north and south retail core areas. Whilst there are no specific proposals for this location within that plan, the location is close to 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 1 route travels along Dame Street and connects at College Green with Luas Line BX (the city centre luas link) which moves north along Dawson Street, down Nassau Street and the lower end of Grafton Street. The route continues north along Westmorland Street Both Luas services would interconnect at the location. The location is considered prime therefore although the proposals are optional only at this stage.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Dame Street is on the SCN. From this location it is possible to link south to South Great Georges Street/Aungier Street sections of the network or west along Dame Street in the direction of Christchurch and St Patrick's Cathedral. A number of side street options moving either south through the south retail centre or north through Temple Bar will link with the wider SCN.
Existing Road Designation and Existing Flow of Traffic	College Green is part of a National Secondary Road merging with a National Primary Road designation east of the location (Westmorland Street connecting with the quays). Movement from the site is likely to require eastward movement initially with options to move north towards O Connell 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 Dame Street axis to move between key sites such as City Hall, Dublin Castle, Christchurch 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 movement options therefore from this location.
Significant Developments Proposed close to site.	Owing to the conservation status of the location and the significant amount of protected structures in the area, the character of the area is unlikely to alter significantly. Key opportunity sites within the south city centre retail core, as identified under the framework plan, will augment the retail functions of the area if developed.

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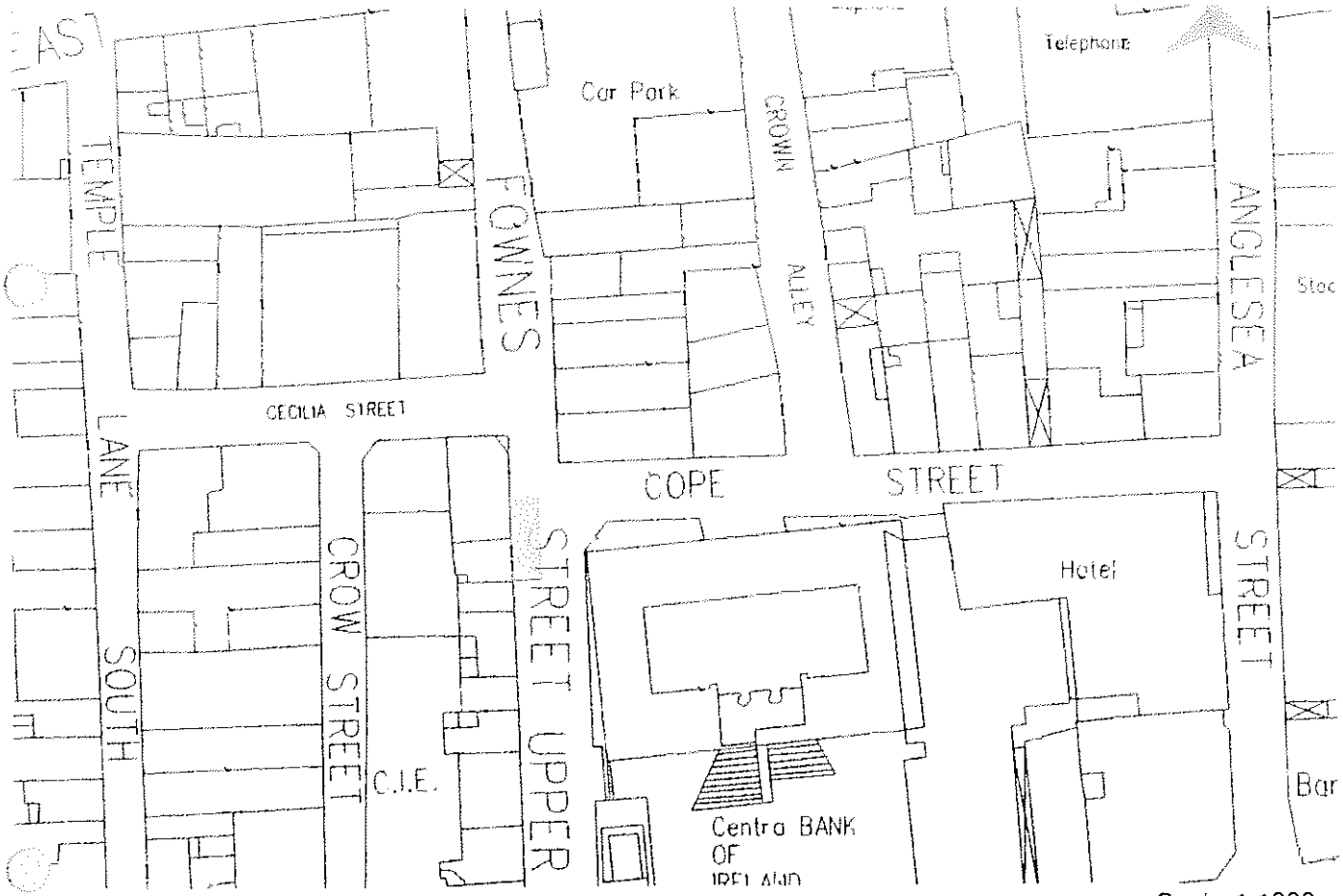
32. BICYCLE SCHEME LOCATION FOWNES STREET UPPER / COPE STREET JUNCTION



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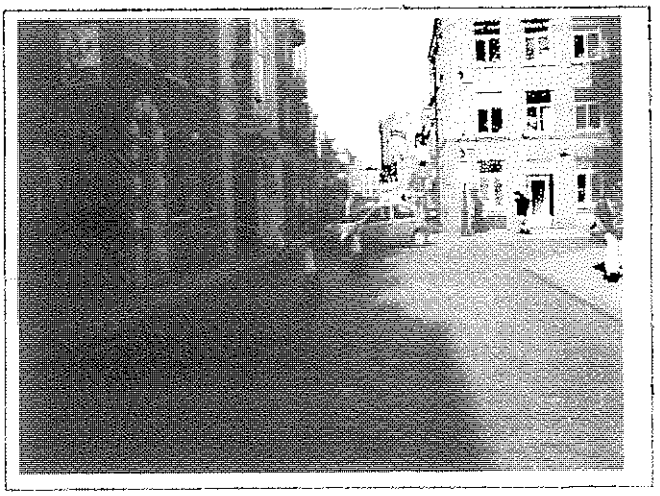

BICYCLE SCHEME LOCATION FOWNES STREET UPPER / COPE STREET JUNCTION

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: 3,602 persons. 0.9% increase in population since 2002.
Framework Plans/ Local Area Plans or similar initiatives for the area.	N/A. Part of the Temple Bar area but no current plans 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 Trinity provides a surface rail alignment along the Dame Street axis. The location would be positioned adjacent to this route. Luas Line F Option 1 interconnects with the Luas city centre extension Line BX at College Green.
Locaónn with respect to Strategic Cycle Network or future cycle route proposals.	Dame Street is included in strategic cycle network with on street cycle facilities.
Existing Designation of Street and Existing Direction of Traffic Fltw	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 Trinity). To travel west towards Dublin Castle, a cyclist would need to cross the street to travel west.
Significant Developments Proposed close to site.	N/A

Justificatinn 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 Temple 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 in 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 layouts.

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 location 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 Dame Street (the Central Bank) and whilst located north of Dame Street, the station would still benefit from visual exposure from Dame Street to attract movement. The street is an important connection to the centre of Temple Bar. A station facility at this locaóon would attract the attention of passing pedestrians to encourage use of the facility.

The location is also on the City's main Civic Route (Parnell Square to Christchurch). 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 emerge as the agreed alignment. A cycle station facility along the routes would benefit commuter movement patterns providing a modal change choice from public transport to cycling for local based journeys. In addition Dame Street is an important corridor for existing city centre bus routes. The cycle station facility would compliment existing commuter patterns moving from bus facilities to destinations in the city centre.

Comments

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33. BICYCLE SCHEME LOCATION FREDERICK STREET

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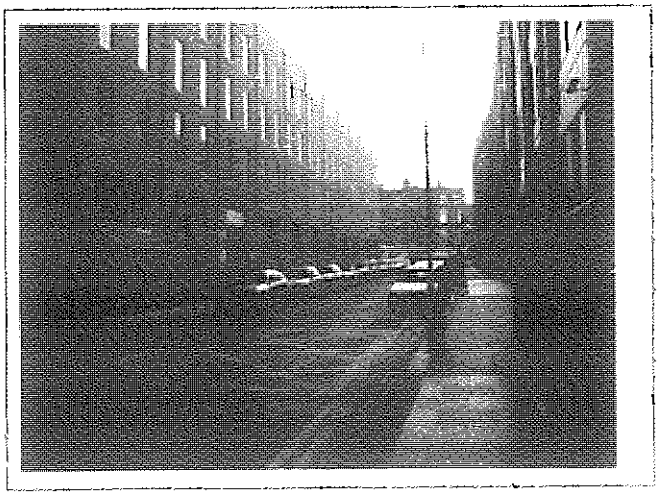

BICYCLE SCHEME LOCATION FREDERICK STREET

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 Population Level	Mansion House B: 869 persons in 2006 which is a decline of 12.2% from 2002 Census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The street is a short distance west of the south city centre retail core identified under the Dublin City Centre-Developing the Retail Core Framework Plan. There are no specific 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 area.
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 proposed. 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 future cycle route proposals.	Although Frederick Street South is not on the SCN, connections are achieved at short distance to Dawson 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 routes converging on St Stephens Green or in the direction of Merrion Square moving 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 Nassau Street and Leinster Street South (National Primary and Secondary 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 or 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 linking Frederick Street South back to Kildare Street.
Significant Developments Proposed close to site.	The conservation designations and protected structures 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.

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 Mansion 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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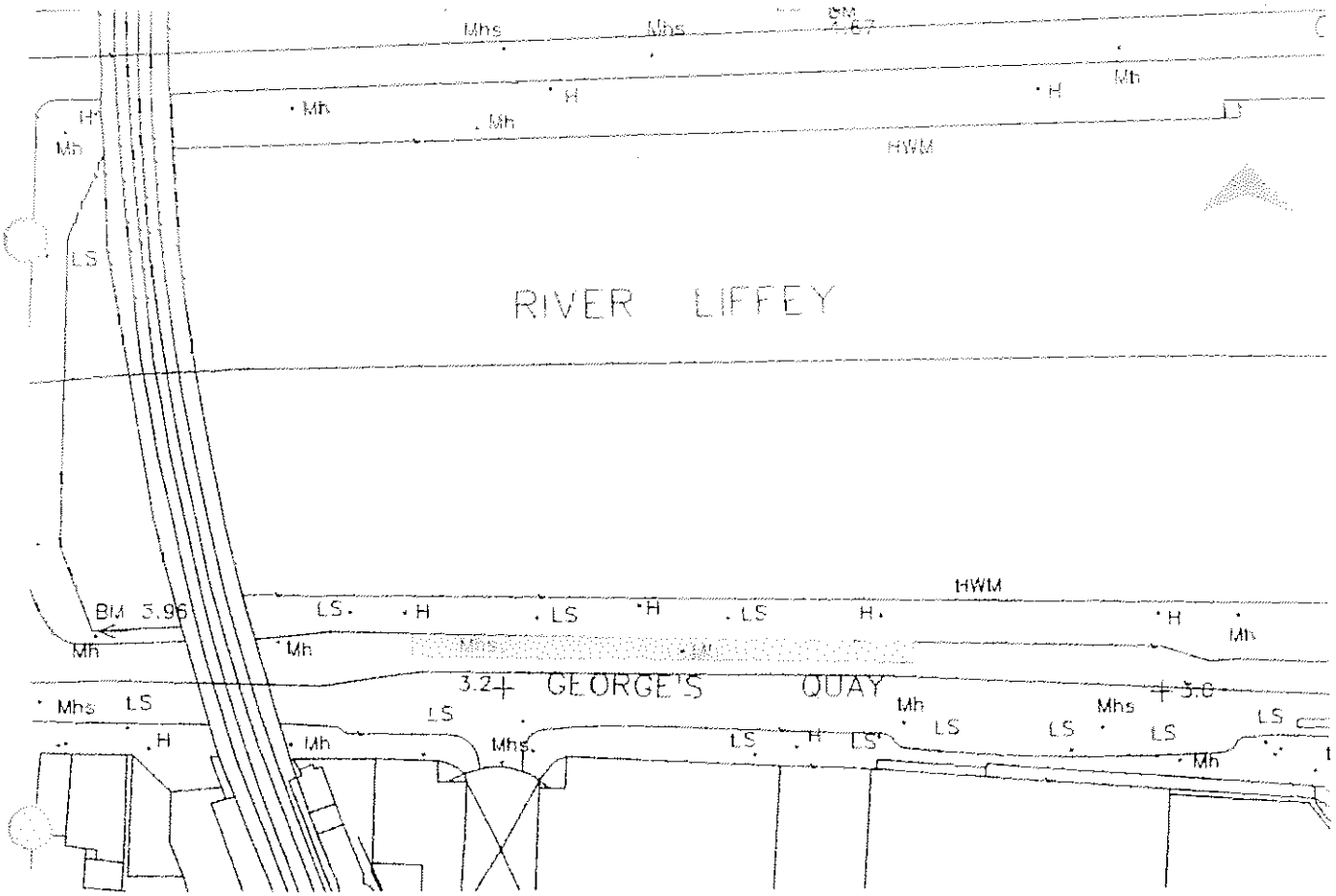
34. BICYCLE SCHEME LOCATION GEORGES QUAY



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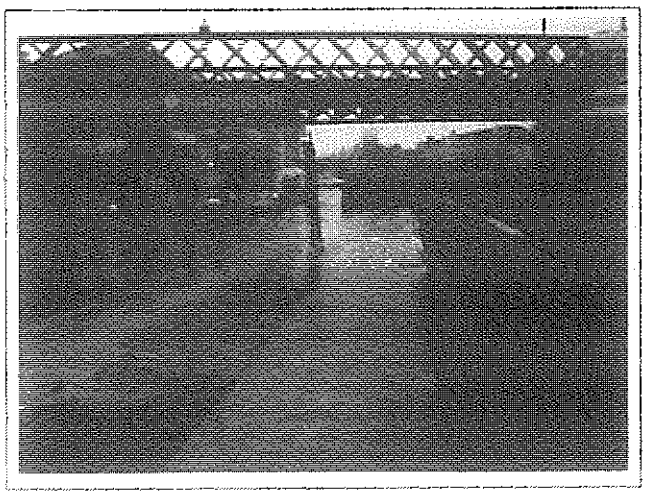

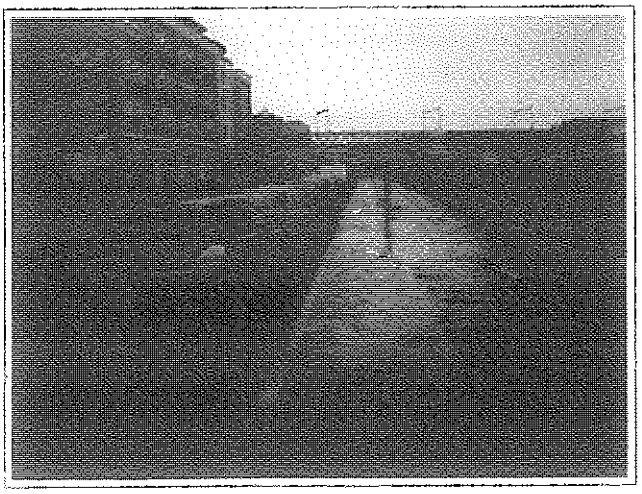

BICYCLE SCHEME LOCATION GEORGES QUAY NO.1

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 civic 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.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The site is located within Georges Quay and Environs Urban Design Study. This section of the quays is 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 front 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 Dart 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 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 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 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 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 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 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 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 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.

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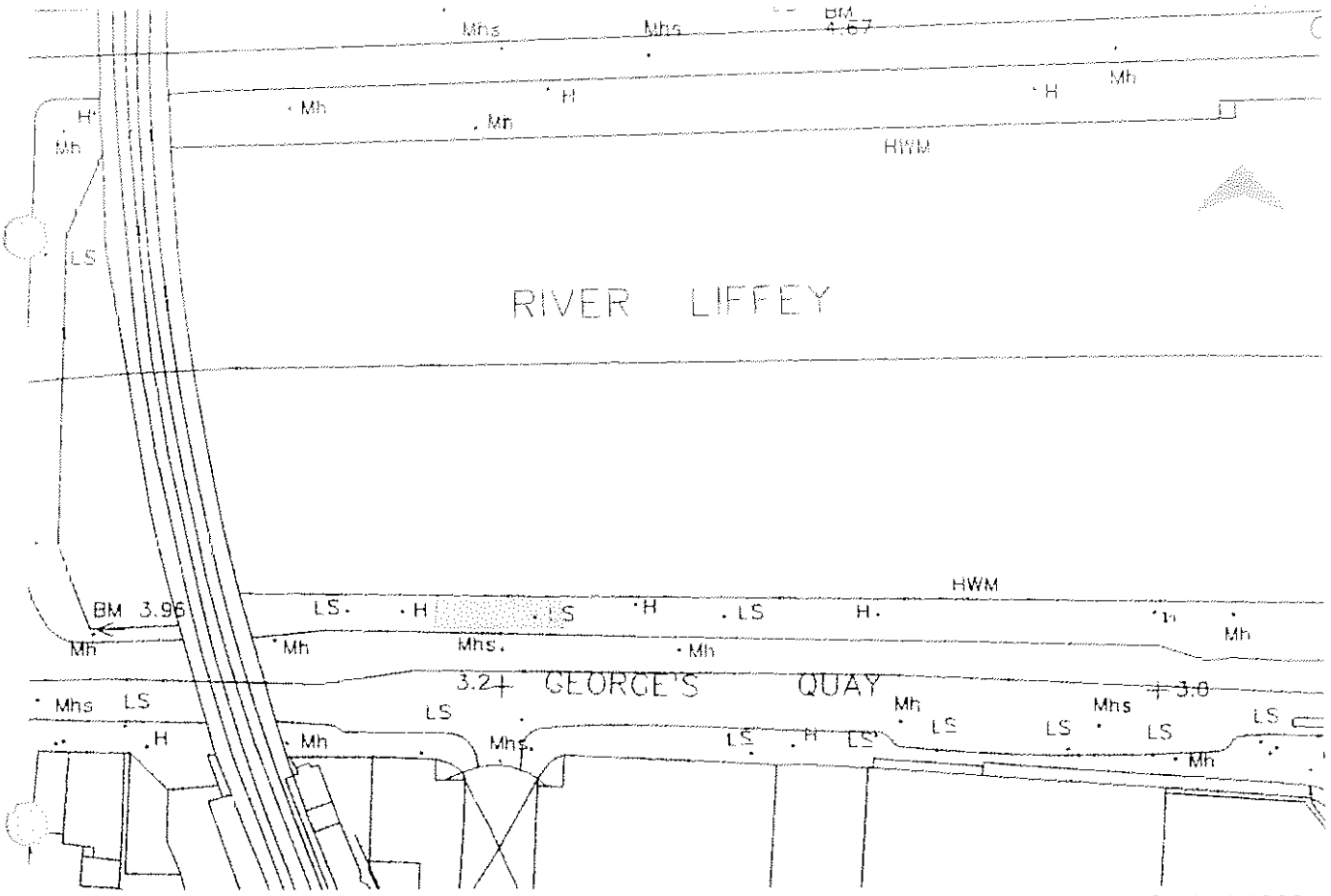
34. BICYCLE SCHEME LOCATION GEORGES QUAY



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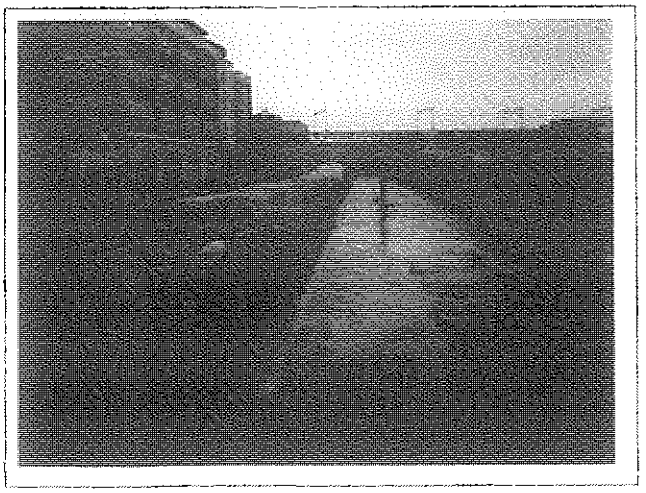

BICYCLE SCHEME LOCATION GEORGES QUAY NO.2

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	Mansion House A : 4462 persons increase of 4.5% from 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The site is located within Georges Quay and Environs Urban Design Study. This section of the quays is 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 front 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 Dart 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 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 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 office 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 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 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 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 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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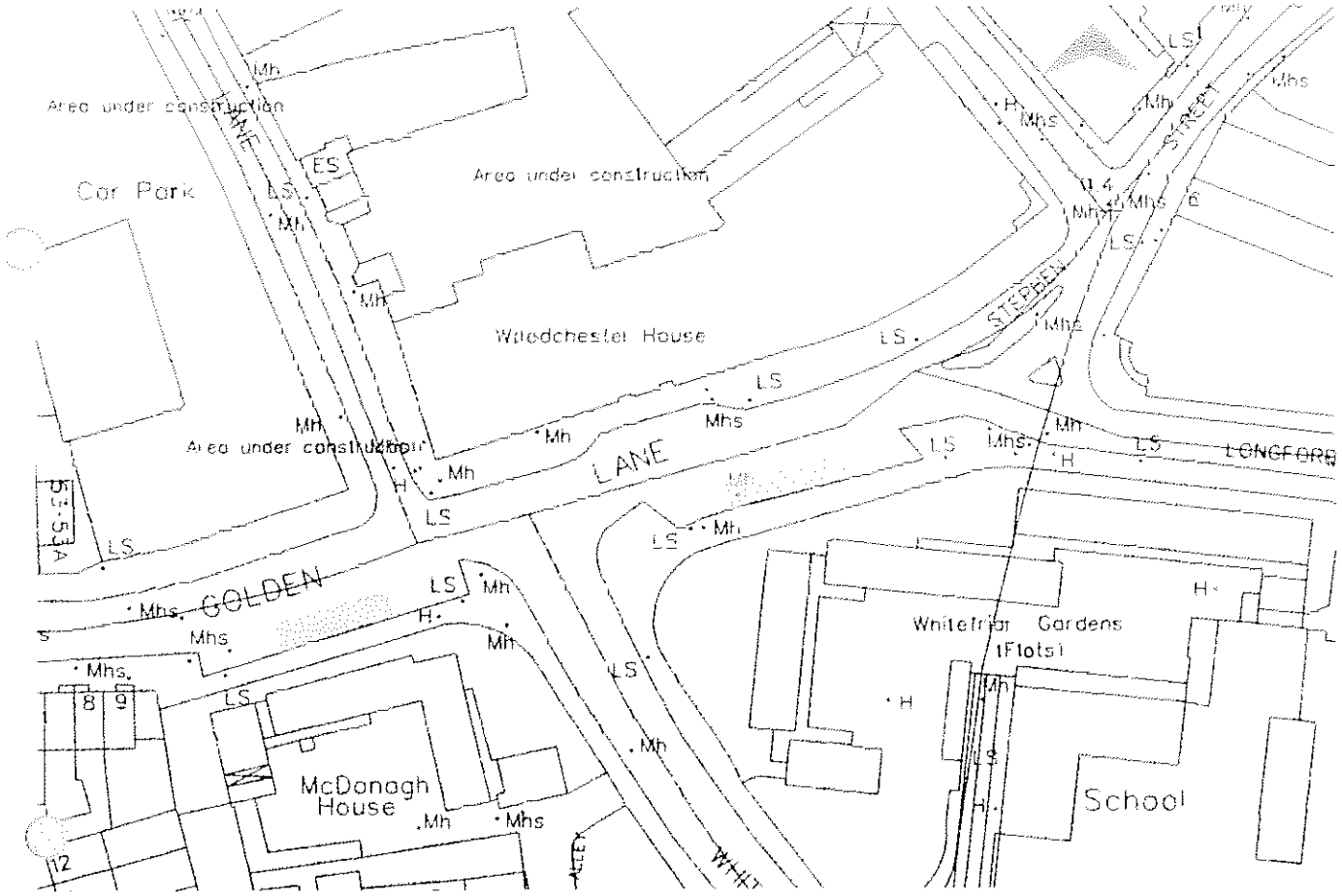
35. BICYCLE SCHEME LOCATION GOLDEN LANE



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BICYCLE SCHEME LOCATION
GOLDEN LANE

Station Location: Golden Lane	
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.
DED and 2006 Population Level	Royal Exchange A: 3,602 persons which is a decline of 0.9% from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	Golden Lane is part of the Ship Street/Werburgh Street Framework Plan area. The plan aims to promote the area so it recovers its former strong physical character. Urban planning solutions are proposed for key spaces which will act as nodes for growth, promote linkages between sites and linkages to the wider city centre. The recent emergence of new development on Golden Lane (the Radison Hotel) and Chancery Lane are evidence of progress under this regeneration plan. Golden Lane was identified as an important corridor with possibilities 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 route options along Chancery Lane and Ship Street. The key cultural and historical attractions of the area (St Patrick's , Christchurch, St Werburghs Church , City Hall and Dublin Castle) are all promoted as more accessible and integrated into a sequence of movement along rejuvenated streets.
Transport 21 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 1 and north of Luas Line F option 2.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Golden Lane is not on the SCN although Bride Street is and forms a junction with Golden Lane. It is possible 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 east and west. A one way flow is in place moving east at the junction with Stephen Street Upper to get access to South Great Georges Street. Moving east therefore towards the Grafton 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 site to the south , Reg Ref 3990/07, 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 moving 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 blocks to benefit city centre residents. The location is also a short distance north of the proposed alignment of Luas Line F Option 2 which takes a course along Kevin Street Upper. The proximity to public transport in general (Luas 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 Lane has a two way flow. Arriving or exiting the station would have a number of movement options to connect with other stations in the network.

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

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

Station Location: Grantham Street/Candem Street Lower Junction	
2005-2011 Development Plan Zoning Objective	The buildings fronting Candem 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 the west contain several protected structures.
DED and 2006 Population Level	Saint 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 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 series of interventions were proposed including the promotion of Candem Street as a civic space as opposed to a through route. 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 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 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 Harcourt 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 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 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 turn with St Stephens Green. Continuing north towards 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 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 south east of Stephens Green (a prime city centre office district).
Significant Developments Proposed close to site.	There are no significant redevelopment proposals 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 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 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 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 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.

Comments

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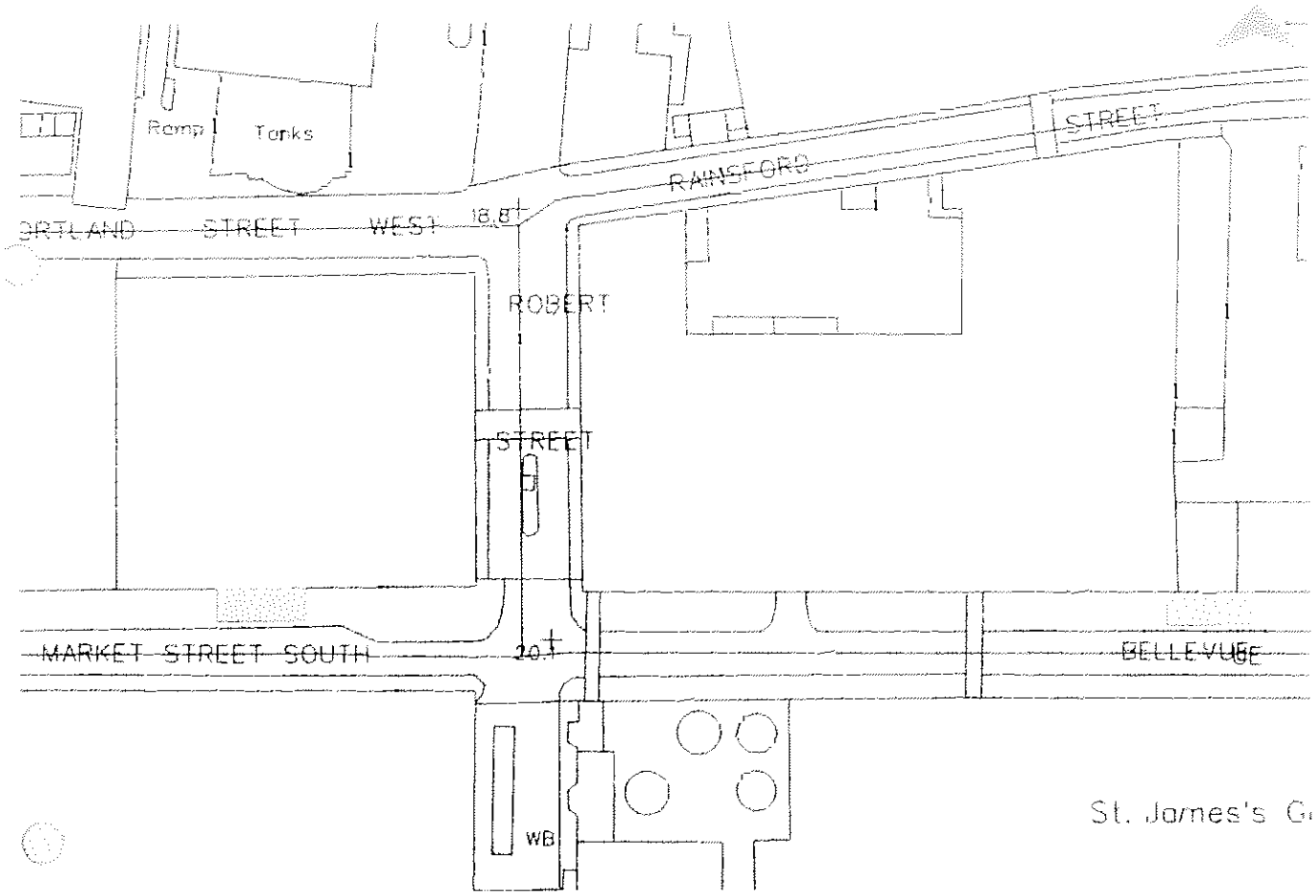
37. BICYCLE SCHEME LOCATION BELLEVUE / GUINNESS STOREHOUSE ENTRANCE



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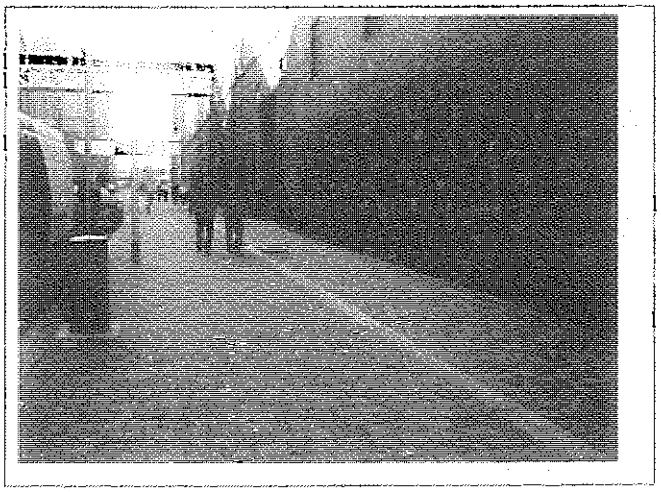

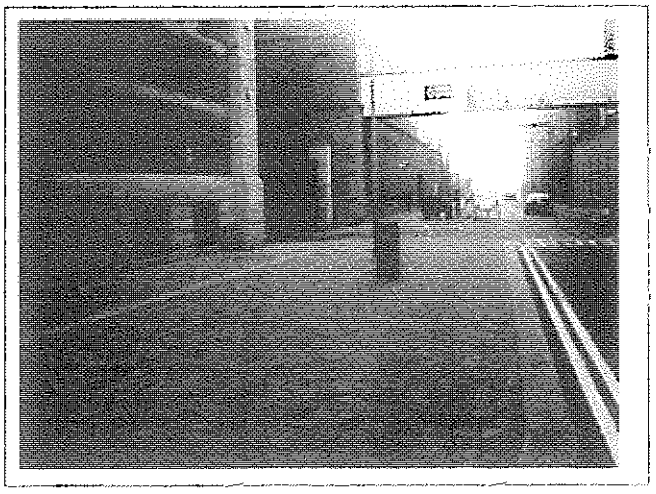

BICYCLE SCHEME LOCATION
BELLEVUE /
GUINNESS STOREHOUSE ENTRANCE

Station Location: Guinness Store House	
2005-2011 Development Plan Zoning Objective	The location is Zone Z7 to provide for the protection and creation of industrial uses. To the east, the zoning 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 zoned 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 regenerate the local area and create vibrant city centre 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 initiatives for the area.	The Guinness Store House is located centrally within an area of planned social and physical regeneration. The Marrow Bone Lane/Liberties Regeneration Plan. This plan is targeting a social and physical rejuvenation of the area which primarily focuses on social housing regeneration but also includes proposals for physical regeneration building on the historic industrial building 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 Store house, as one of the city's top visitor attractions, is a major asset to the local area.
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 James's Street/Thomas Street corridor.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The Guinness Store House is south of the SCN which 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 number of side street options south of Thomas Street (a Regional Road). The most commonly used route would be accessing the local designated streets of Crane Street and at the end of the street moving onto Bellvue and Market Street South. Side street movements further west and north would loop back onto 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 Heuston 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 longer term surrounding context of the local area will place the location more centrally within a consolidated city centre zone than the present fragmented and largely inactive streets context.

BICYCLE SCHEME LOCATION
BELLEVUE /
GUINNESS STOREHOUSE ENTRANCE

Justification for Site 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 Christchurch 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 re-connect 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 Church and Cornmarket moving east towards the city centre. The location would have linkages at short distance to the wider cycle scheme network in this regard.

Comments

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

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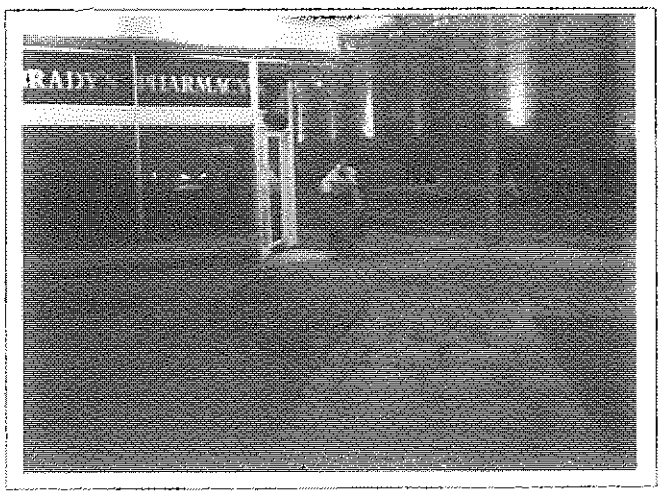

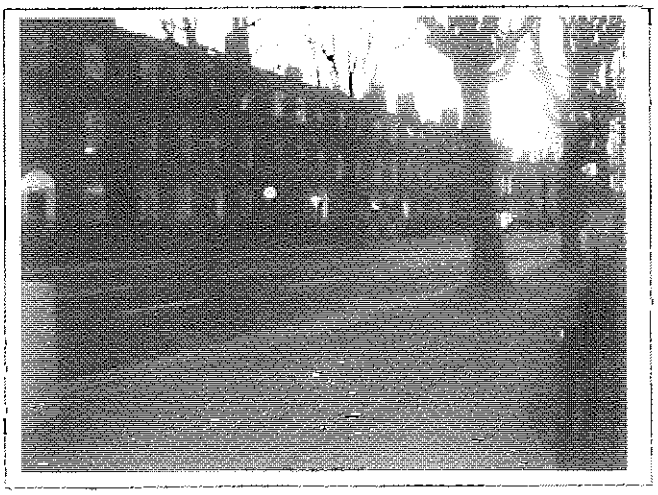

BICYCLE SCHEME LOCATION HARRINGTON STREET / CAMDEN STREET UPPER JUNCTION

Station Location: Harrington Street-Camden Street Upper Junction	
2005-2011 Development Plan Zoning Objective	The buildings fronting Camden 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 the west contain several protected structures.
DED and 2006 Population Level	Saint 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 Camden 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 series of interventions were proposed including the promotion of Camden Street as a civic space as opposed to a through route. 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 Camden 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 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 Harcourt Street which is accessed at close walking distance east of Camden Street
Location with respect to Strategic Cycle Network or future cycle route proposals.	Camden 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 Flow of Traffic	Camden 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 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 towards 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 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 south east of Stephens Green (a prime city centre office district).
Significant Developments Proposed close to site.	There are no significant redevelopment proposals close to the site.

BICYCLE SCHEME LOCATION HARRINGTON STREET / CAMDEN STREET UPPER JUNCTION

Justification for Site Selection:

This location is one of three locations proposed as side street junction locations along the Camden Street Lower-Camden 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 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 Camden Street Upper/Lower are more restricted owing 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 a widened pavement on the north side of Harrington Street at the junction with Camdem Street Upper. This is a prominent junction connecting the South Circular Road to Adelaide Road (moving 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 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 city area. The location is also close to Portobello College, 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 Camdem 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 Portobello 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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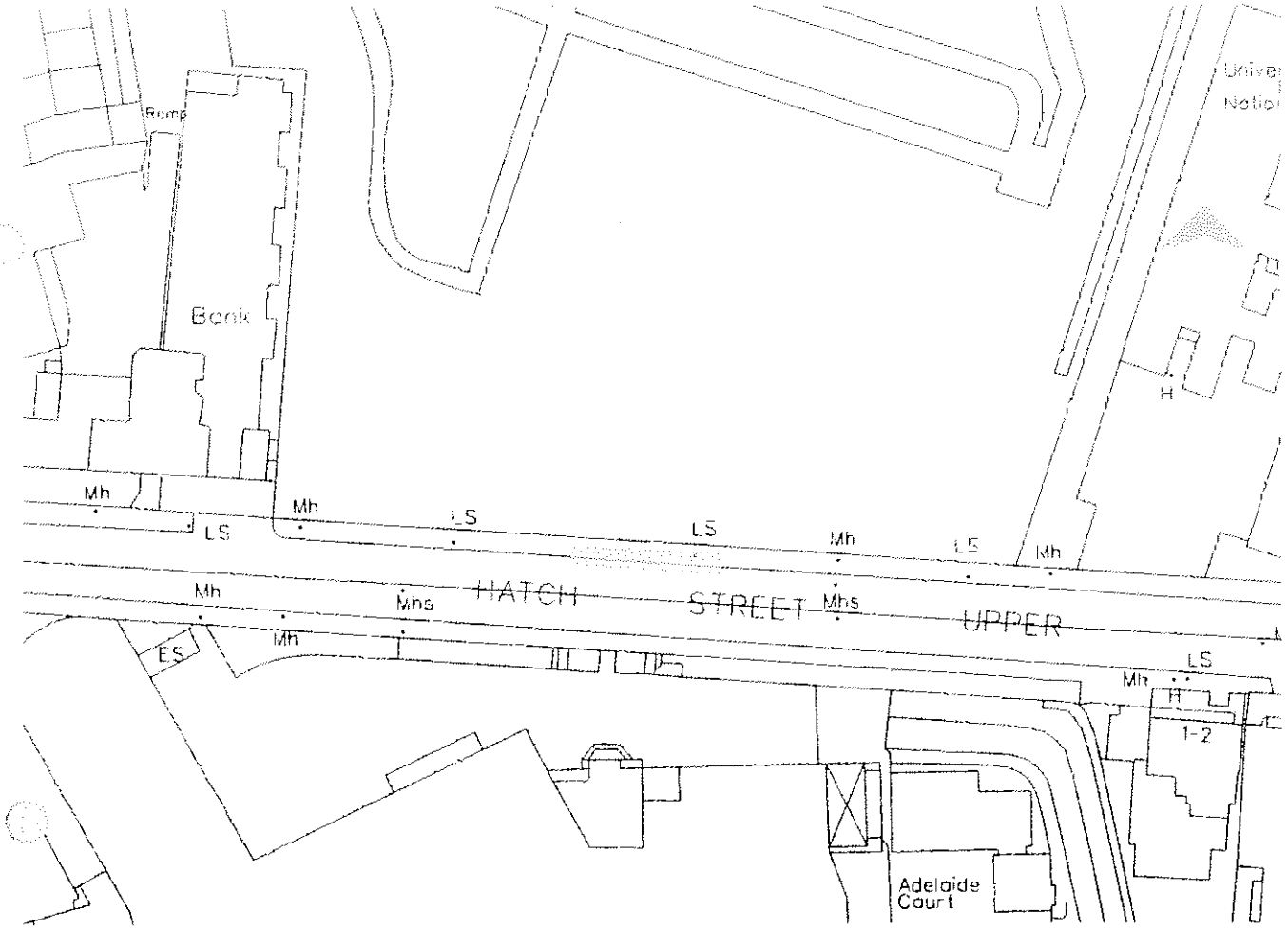
39. BICYCLE SCHEME LOCATION HATCH STREET UPPER



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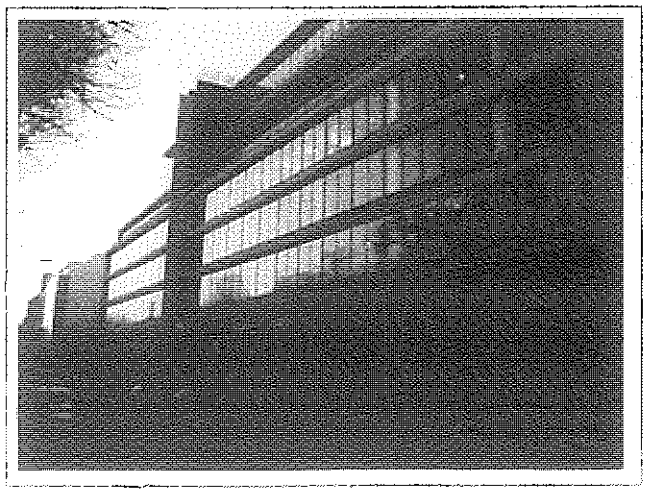

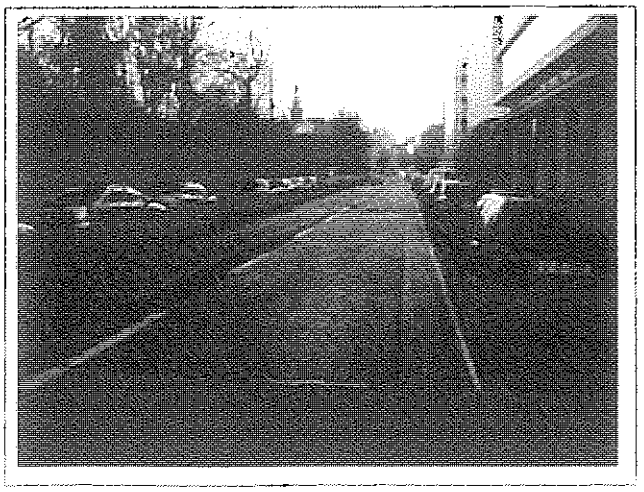

BICYCLE SCHEME LOCATION HATCH STREET UPPER

Station Location: Hatch Street Upper	
2005-2011 Development Plan Zoning Objective	The south side of Hatch Street upper is zoned Z6 for the creation and protection of enterprise and facilities opportunities for employment creation. The north side of this street adjoins a boundary wall shared with the Iveagh 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 Area	There are no specific Transport 21 proposals impacting on Hatch St Upper. The location is close to the existing Luas Green line stop at Harcourt Street.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Hatch St Upper is not part of the SCN. Connections to it are achieved at Earlsfort Terrace, a short distance east of the site.
Existing Road Designation and Existing Flow of Traffic	The street is a regional road with a two way traffic flow. Moving to and from the location has a number of options
Significant Developments Proposed close to site.	Most of the available sites for redevelopment are completed on the east side of Hatch Street Upper which contains the Z6 zoning objective. Six and seven storey office developments containing significant office floor space and other mixed uses (retail, 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 National Concert Hall and is unlikely to change in character.

Justification for Site Selection:

The location is considered prime for locating a bicycle station owing to its proximity to the Luas Green line and Luas station at Harcourt Street. Owing 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 creating congestion at the Luas stop. The cycle station facility will provide choice for inter modal change from public transport to cycling for local journeys.

The location is positioned 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 network. There are a number of options for movement to and from the location including eastward movement to the Georgian streets and squares , southward movement to the canal and westward movement towards 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 benefit a number of other uses in addition to office use. The station is close to the National Concert Hall, the Iveagh Gardens and a number of historic and architecturally rich streetscapes. The location would benefit tourists in this regard exploring 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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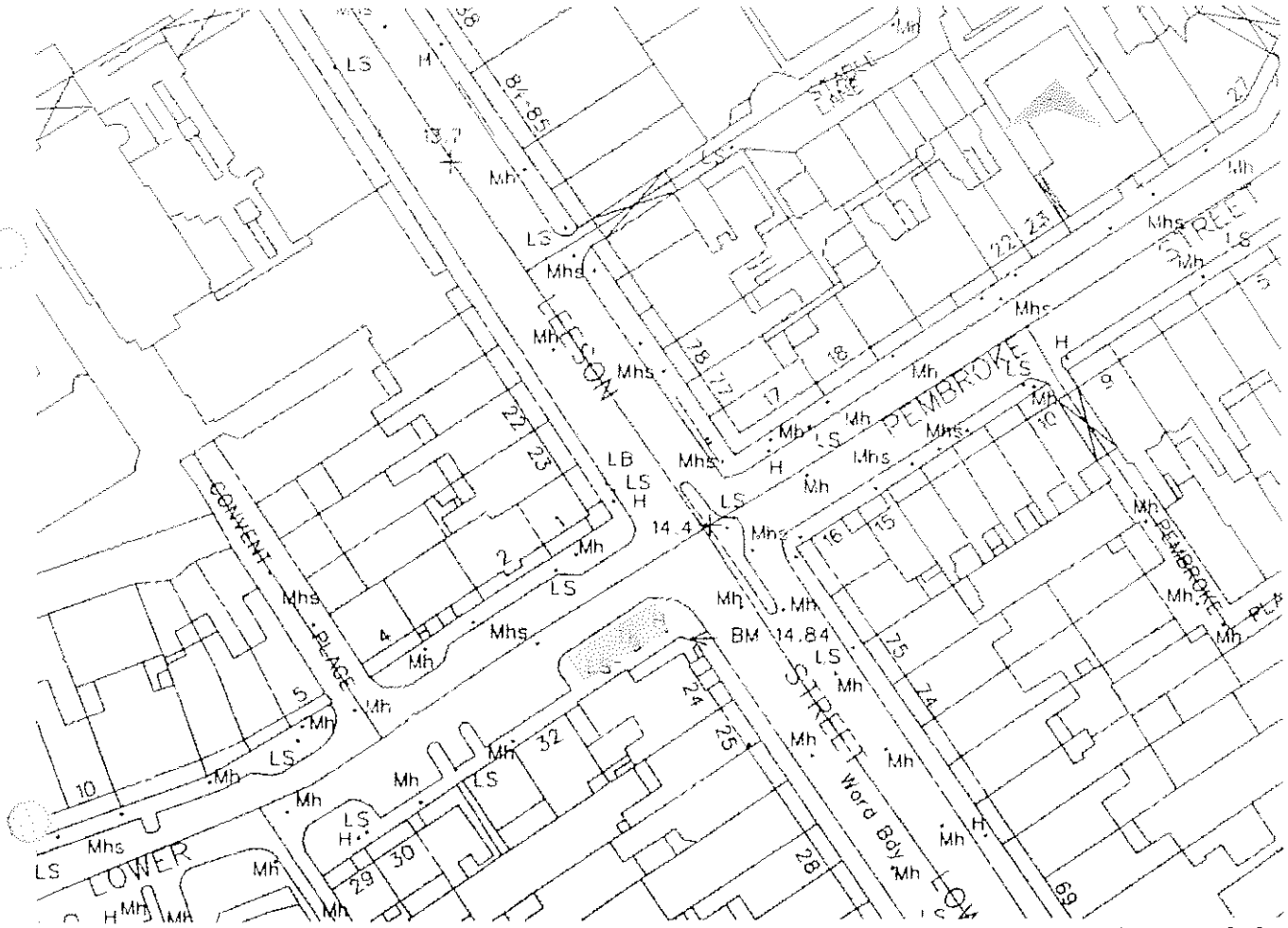
40. BICYCLE SCHEME LOCATION HATCH STREET LOWER



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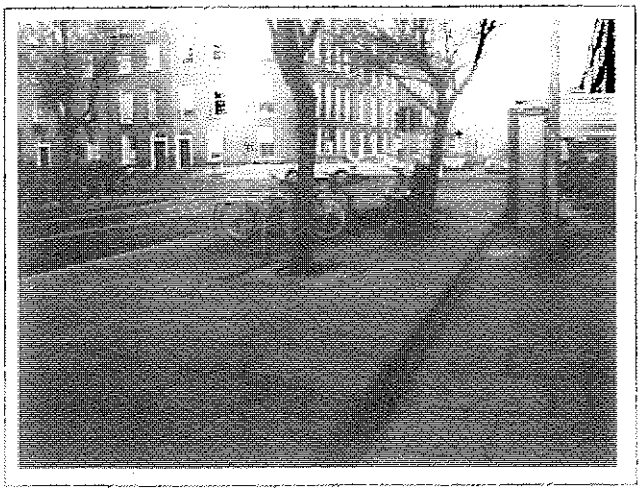

BICYCLE SCHEME LOCATION
HATCH STREET LOWER

Station Location: Hatch Street Lower	
2005-2011 Development Plan Zoning Objective	The zoning designation is Z8 at the eastern end of this street 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 Z8 area is a conservation zone containing several protected structures. The western end of the street is zoned Z6 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 initiatives for the area.	There are no specific framework plans or area based plans currently proposed for this area.
Transport 21 Proposals for the Area	There are no specific proposals under Transport 21 for this location. The Luas Green line is a short distance west of the location.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Hatch Street Lower is not part of the SCN route. Connections to the network are facilitated however to the east on Leeson Street Lower and north (Earlsfort Terrace and St Stephens Green).
Existing Road Designation and Existing Flow of Traffic	Hatch Street Lower is a local road with a two way flow. It is an important road however for connections to Leeson Street Lower at its east end and Earlsfort Terrace on its west end. Continuing with movement west to Hatch Street Upper connects with Harcourt Street and the Luas Green line.
Significant Developments Proposed 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 Z8 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 employment 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 its 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 Hatch 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 Leeson Street Lower does not possess on street parking for location options, having a location close to the street but at a side street off it is considered positive to service that key corridor.

Comments

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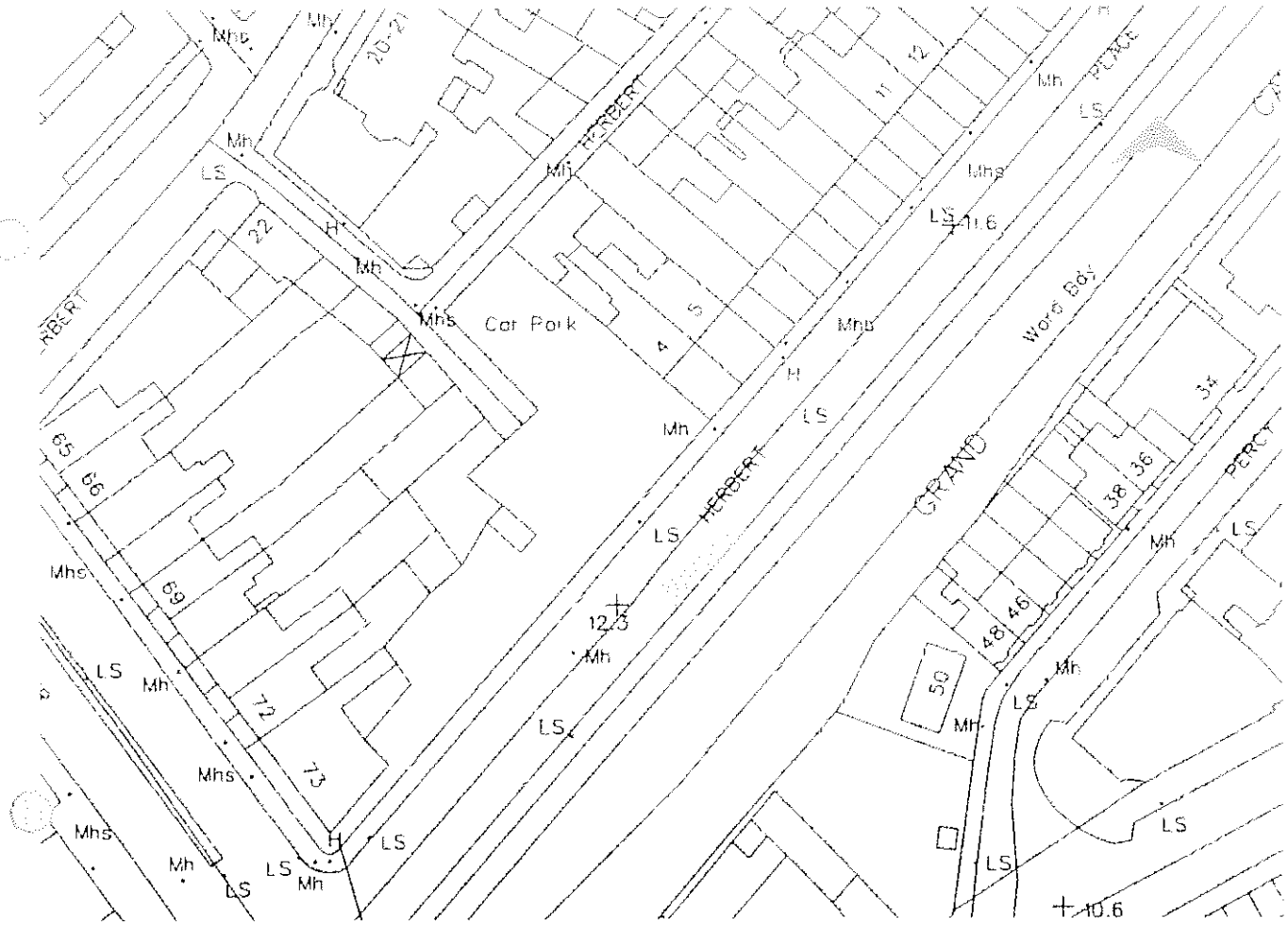
41. BICYCLE SCHEME LOCATION HERBERT PLACE



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 56% from the 2002 census
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans or area based plans currently proposed for this area
Transport 21 Proposals for the Area	There are no specific Transport 21 proposals for this area. The closest public transport access (apart from Bus) is the Dart line to the north east and east where stations at Grand Canal Dock and Lansdowne Road are located respectively. The Luas Green line is located to the west and St Stephens Green (where major public transport interchanges with Metro/ Dart and Luas are proposed) are located to the north west. The Dart Underground Inter-Connector has a proposed station at Pearse Station which is a short distance north of Merrion Square. All these existing and future proposed public transport nodes are close to the general area although long walking time journeys would be required. It can be assumed that considering the high office employment generated by activities in this area, a bicycle station would support connections from this general zone to the nearest point of public transport.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Herbert 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 Grafton Street/ St Stephens Green West and Harcourt Street corridor with the Grand Canal and is intersected with the key corridors of Leeson Street Lower, Baggot Street Lower and Mount Street Lower. There are good connections north to south across this area and equally east to west creating a distinct grid pattern to the street layout. This area has a high concentration of office uses, mostly contained within historic protected buildings although there are areas of modern office throughout, especially along Baggot Street Lower, Mount Street Lower and Wilton Terrace. The high employment concentration and permeable layout of streets promotes this area for bicycle station options. The justifications for this location are therefore equally applicable to a large number of proposed locations to the south east of St Stephens Green and are repeated as such.

Herbert 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 Mount 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 spaces adjacent to the canal facilitate opportunities for positioning a station and servicing it.

Whilst the street is residential in character and does not contain 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 suburbs 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 ring.

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

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

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

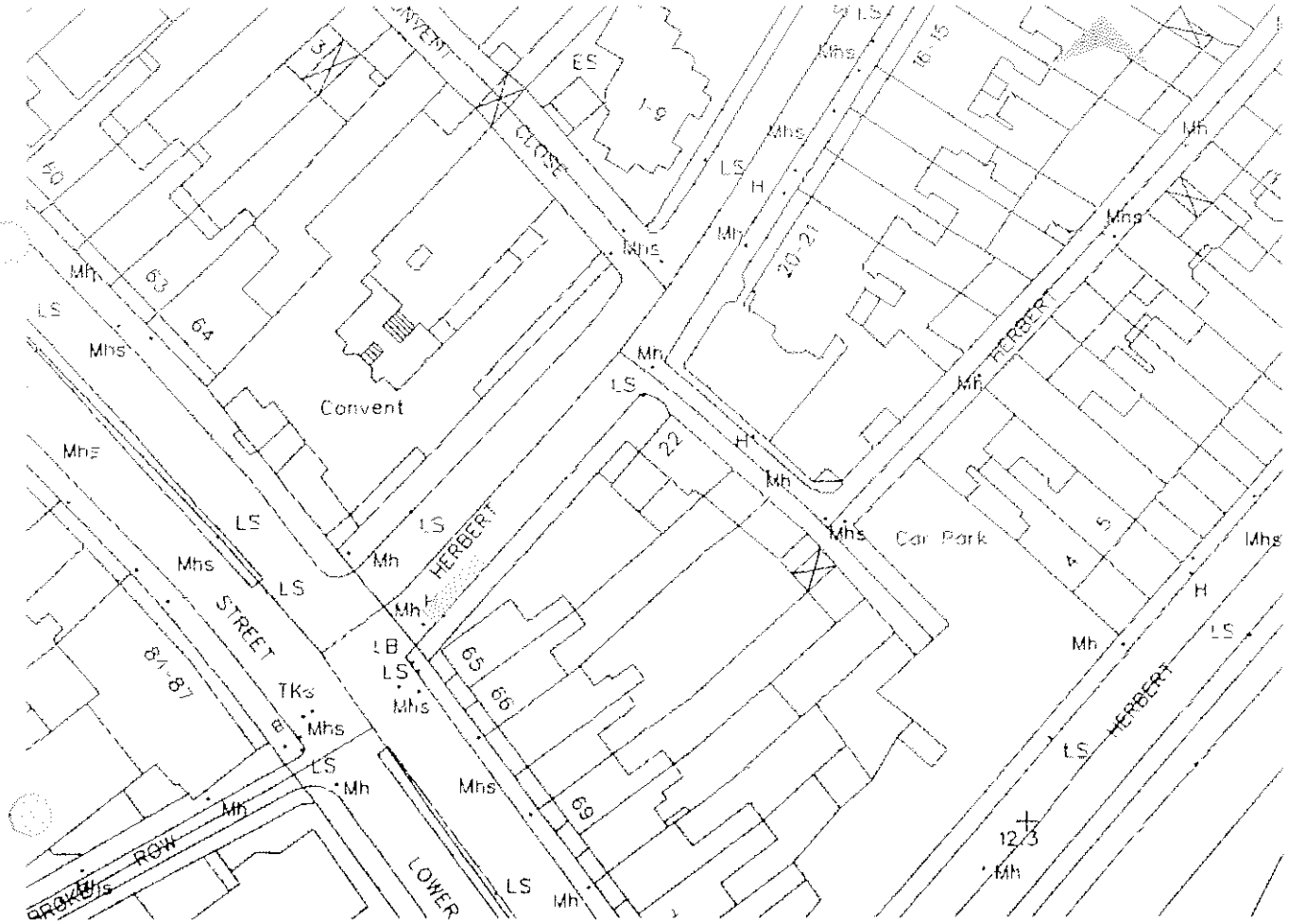
The Georgian Street pattern provides many spacious areas at street level which in most instances include on street parking either parallel with the footpath or perpendicular to it. There are some streets with extensive areas of parking of this character. As the area is primarily an office base, these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

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

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

Comments

42. BICYCLE SCHEME LOCATION HERBERT STREET



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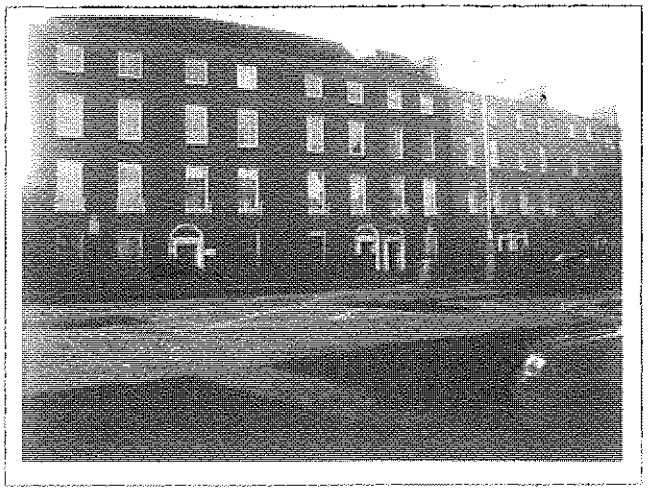


BICYCLE SCHEME LOCATION
HERBERT STREET

Station Location: Herbert Street	
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 Z6 zone for enterprise and employment activity is designated a short distance east of the site.
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 Area	There are no specific Transport 21 proposals for this area. The closest public transport access (apart from Bus) is the Dart line to the north east 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 Station which is a short distance north of Merrion Square. All these existing and future proposed public transport nodes are close to the general area although long walking time journeys would be required. It can be assumed that considering the high office employment generated by activities in this area, a bicycle station would support connections from this general zone to the nearest point of public transport.
Location with respect to Strategic Cycle Network or future cycle route proposals.	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 Z8 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 east end of a grid network of streets that spatially connects the south east Georgian core of the city centre with the Grand Canal. The street network in this area connects lands to the south and south east of the Grafton Street/ St Stephens Green West and Harcourt Street corridor with the Grand Canal and is intersected with the key corridors of Leeson Street Lower, Baggot Street Lower and Mount Street Lower. There are good connections north to south across this area and equally east to west creating a distinct grid pattern to the street layout. This area has a high concentration of office uses, mostly contained within historic protected buildings although there are areas of modern office throughout, especially along Baggot Street Lower, Mount Street Lower and Wilton Terrace. The high employment concentration and permeable layout of streets promotes this area for bicycle station options. The justifications for this location are therefore equally applicable to a large number of proposed locations to the south east of St Stephens Green and are repeated as such

With regard to 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 spacing 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 traffic calmed streets coupled 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 Stephens Green, Pearse Street Station, Grand Canal Station etc) , most locations are a good walking distance from the nearest significant public transport hub (bus stops excluded). Bicycle stations would service this employment zone by shortening journey times between key transport nodes and this employment district. It would also be beneficial for visits between offices and companies within the locality.

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

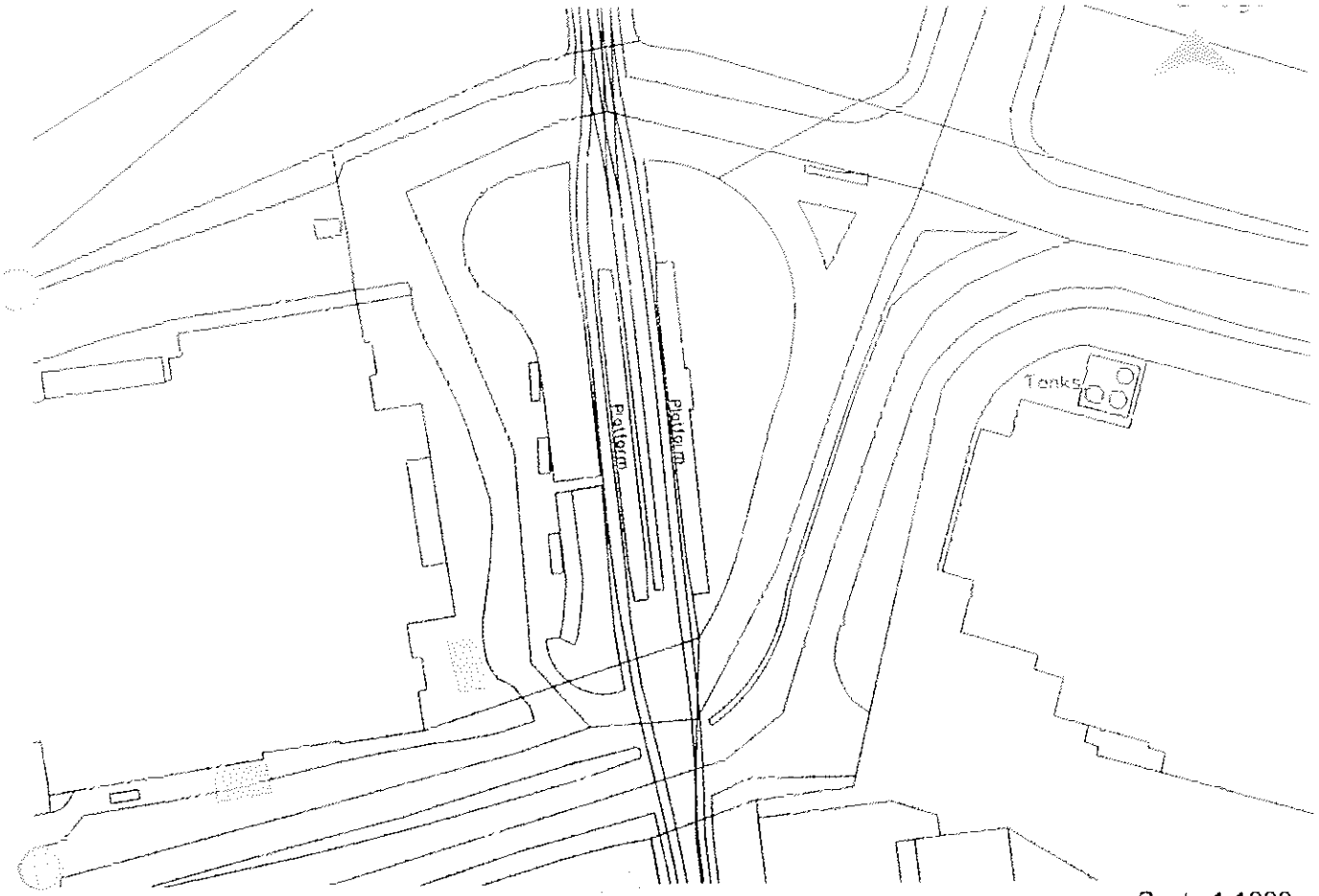
The Georgian Street pattern provides many spacious areas at street level which in most instances include on street parking either parallel with the footpath or perpendicular to it. There are some streets with extensive areas of parking of this character. As the area is primarily an office base, these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

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

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

Comments

43. BICYCLE SCHEME LOCATION HEUSTON STATION



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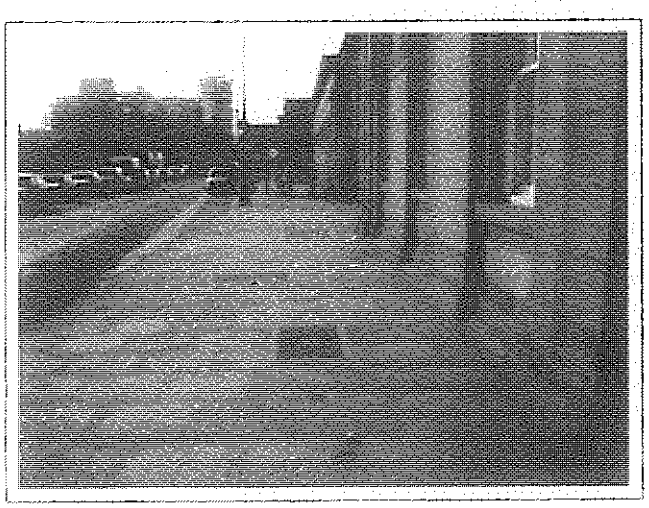
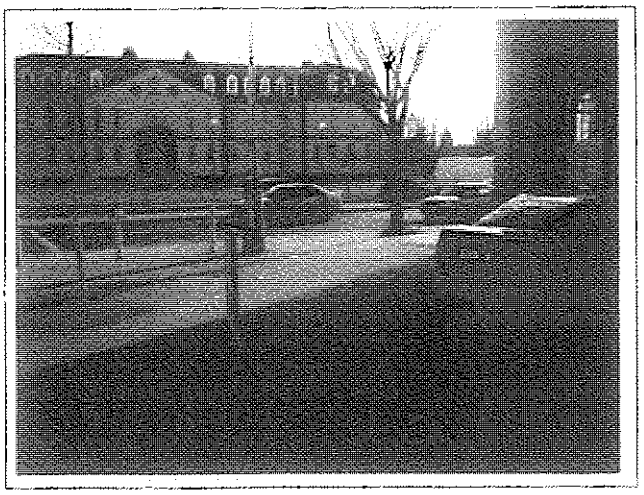




BICYCLE SCHEME LOCATION HEUSTON STATION 2

Station Location: Heuston Station	
2005-2011 Development Plan Zoning 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 dignity. The forecourt area where the Luas station is located is within a Z9 open space and recreation zone. The area is a designated conservation zone. The station is also a Protected Structure.
DED and 2006 Population Level	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 area.	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 re-development 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 main public transport gateway to the city centre arriving from the south and west. As future Transport 21 objectives proposed interconnections between all modes 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 Victoria Quay are 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	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 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 quays allows the long run of the city quays to be modularised and separated into more manageable segments.
Significant Developments Proposed close to site.	As part of the ongoing Heuston FDA programme, there are significant developments already underway. In the longer term, developments adjoining Victoria Quay on part of the Guinness lands may occur. 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 inter city) 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

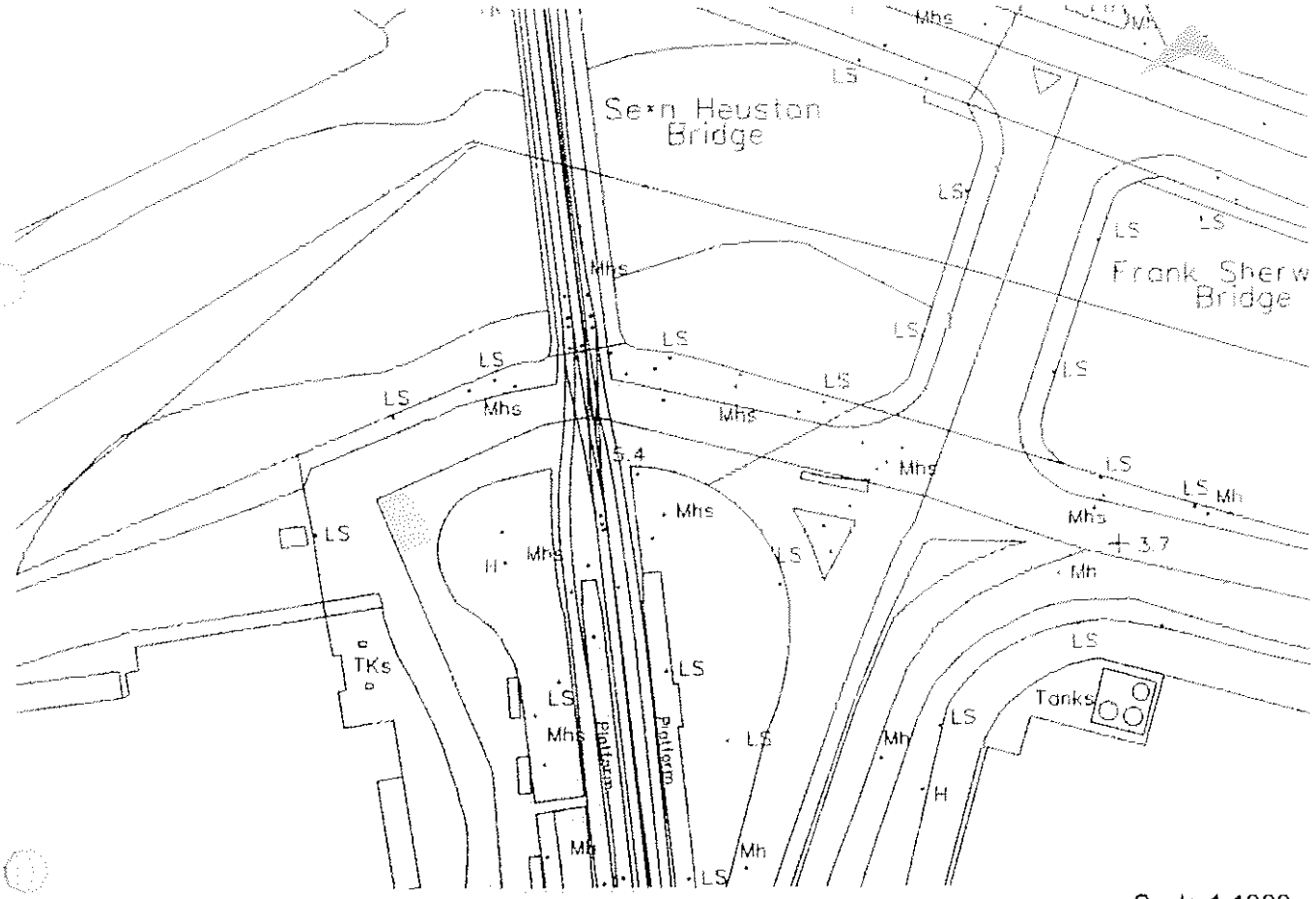
The location is also favoured for promoting the Heuston area itself and in particular the new character areas emerging in the vicinity of the station (the OPW, HSQ and Hickeys Fabrics sites), the Royal Hospital Kilmainham etc. Ideas under the Heuston FDA will promote more civic uses and spaces with a future scenario of traffic calmed city quays, the opening of Guinness lands for possible development along Victoria Quay and a re-imagining 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 righ (the Eircom HQ) and would serve local based employment and residents of these emerging schemes.

Location choices at Heuston could include options in the area of wide pavement adjacent to the Luas station or areas of widened pavement to the front (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.

Comments

43. BICYCLE SCHEME LOCATION HEUSTON STATION NO.2



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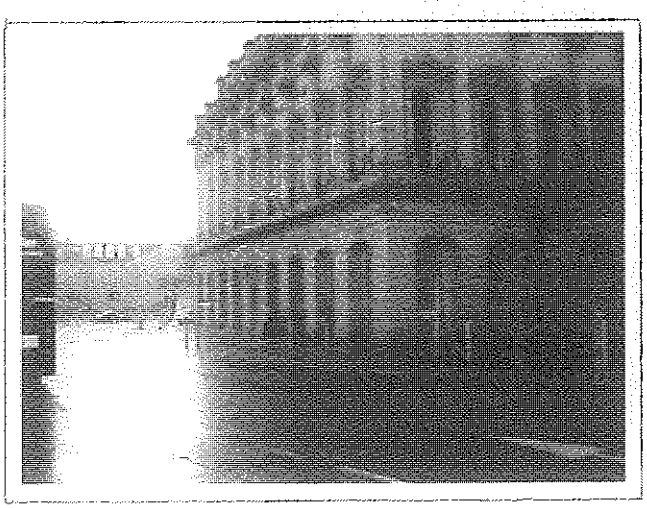

BICYCLE SCHEME LOCATION
HEUSTON STATION

Station Location: Heuston Station	
2005-2011 Development Plan Zoning 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 dignity. The forecourt area where the Luas station is located is within a Z9 open space and recreation zone. The area is a designated conservation zone. The station is also a Protected Structure.
DSD and 2006 Population Level	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 area.	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 re-development and new frontages on Guinness lands fronting Vittoria 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 main public transport gateway to the city centre arriving from the south and west. As future Transport 21 objectives proposed interconnections between all modes 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 Victoria Quay are 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	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 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 quays 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 ongoing Heuston FDA programme, there are significant developments already underway. In the longer term, developments adjoining Victoria Quay on part of the Guinness lands may occur. 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

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 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 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 re-imagining 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.

Comments

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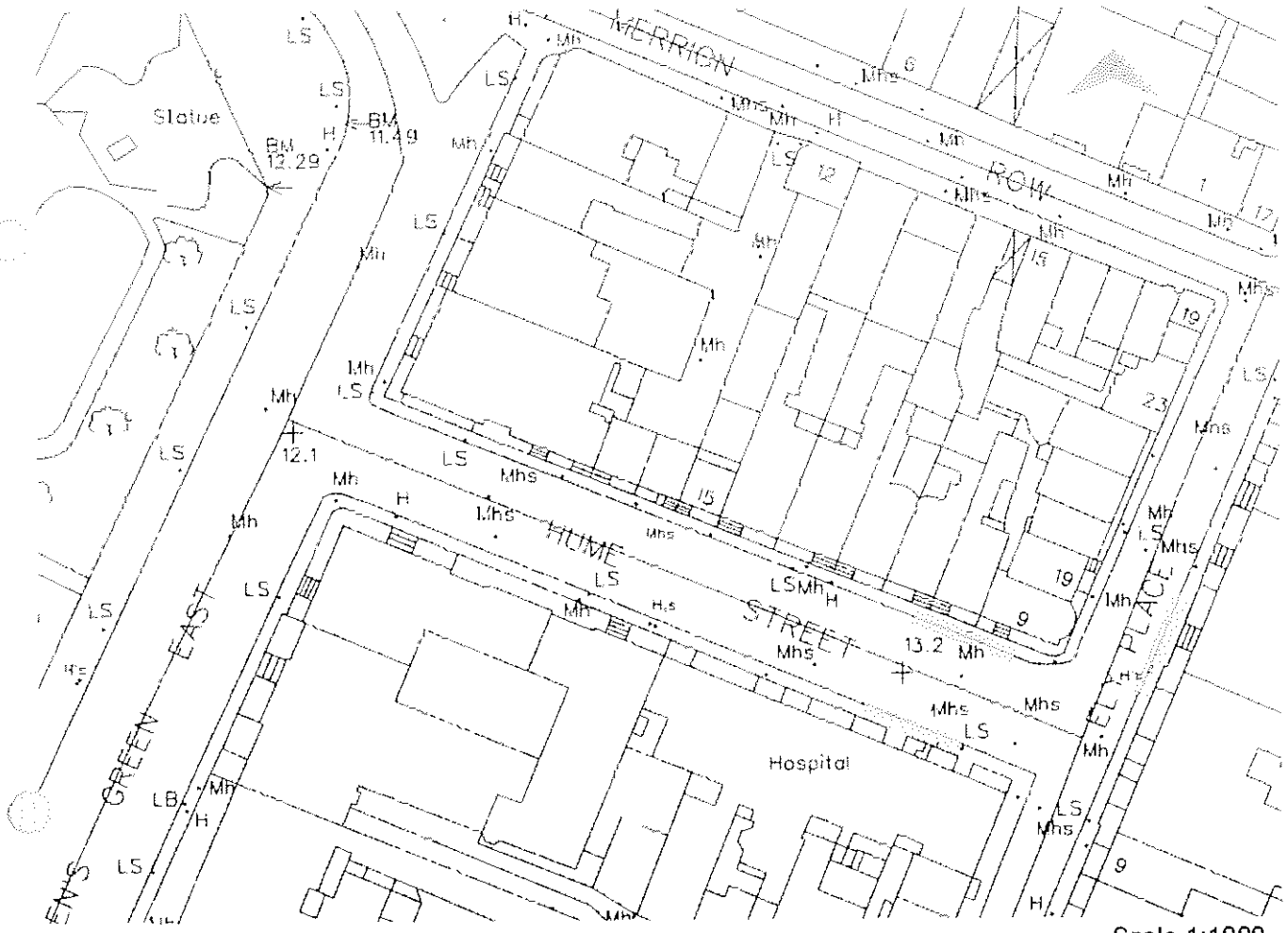
44. BICYCLE SCHEME LOCATION HUME STREET



BICYCLE SCHEME LOCATION
HUME STREET

Station Location: Hume Street-Ely Place	
2005-2011 Development Plan Zoning Objective	Z8 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 zone is a short distance north east at the 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.	There are no specific framework plans or area based plans currently proposed for this area.
Transport 21 Proposals for the Area	The location is close to St Stephens Green and the alignment of Luas Green line and proposed Metro, Dart and Luas interchanges at St Stephens Green North. Whilst the street is not directly impacted upon by future public transport works, its 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 Stephens 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 connects the south east Georgian core of the city centre with the Grand Canal. The street network in this area connects lands to the south and south east of the Grafton Street/ St Stephens Green West and Harcourt Street corridor with the Grand Canal and is intersected with the key corridors of Leeson Street Lower, Baggot Street Lower and Mount Street Lower. There are good connections north to south across this area and equally east to west creating a distinct grid pattern to the street layout. This area has a high concentration of office uses, mostly contained within historic protected buildings although there are areas of modern office throughout, especially along Baggot Street Lower, Mount Street Lower and Wilton Terrace. The high employment concentration and permeable layout of streets promotes this area for bicycle station options. The justifications for this location are therefore equally applicable to a large number of proposed locations to the south east of St Stephens Green and are repeated as such.

With regard to 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 buildings 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 locations in this area which share common attributes:

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

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

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

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

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

Comments

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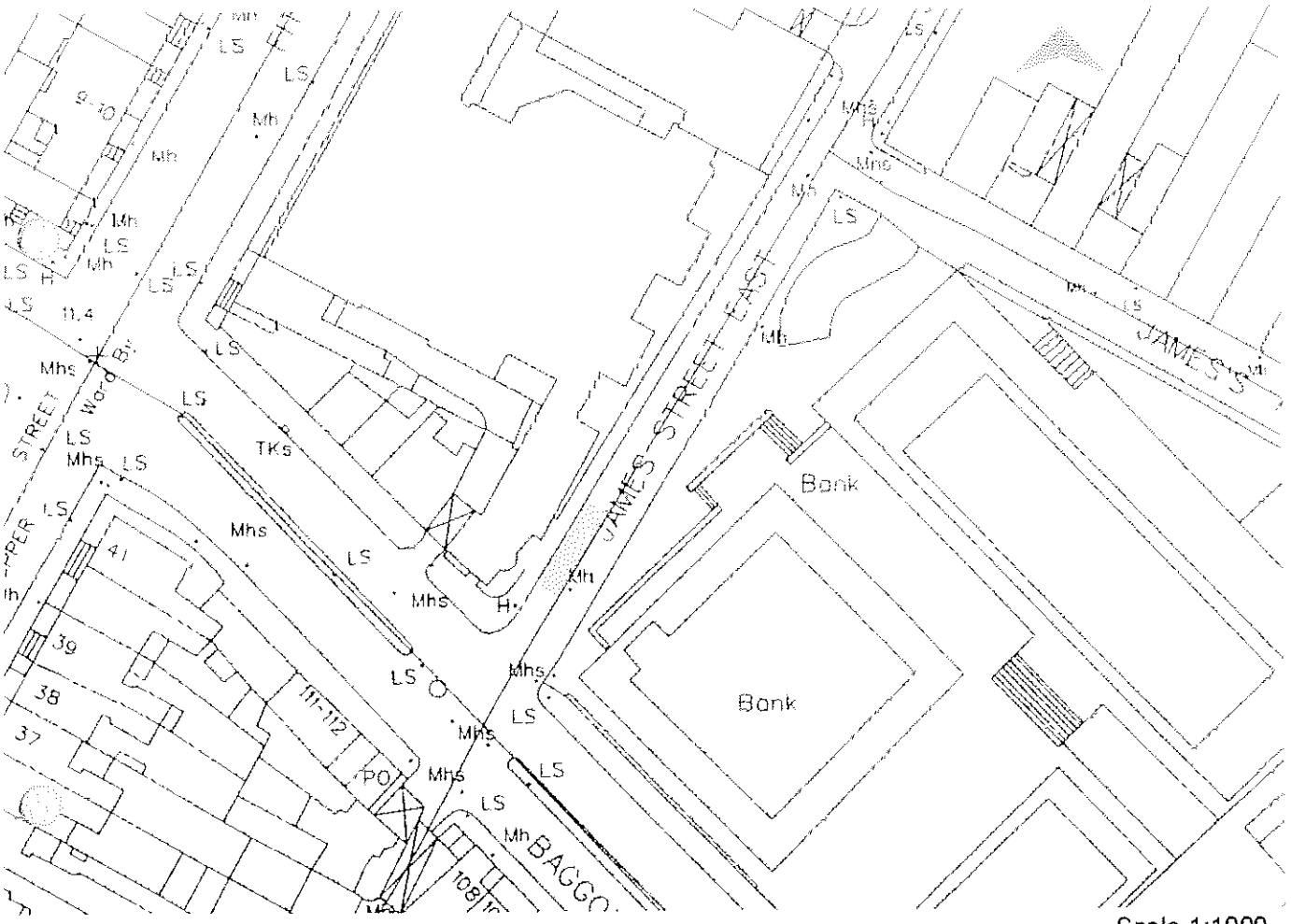
45. BICYCLE SCHEME LOCATION JAMES STREET EAST



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BICYCLE SCHEME LOCATION
JAMES STREET EAST

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

With regard to 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 east to Merrion Square via Mount Street Upper.

This street adjoins one of the few Z6 zoned sites in the heart of a mostly Z8 and conservation designated area. The location would benefit employees within this Z6 zones including employees at the DoI 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, Pearse Street Station, Grand Canal Station etc) , most locations are a good walking distance from the nearest significant public transport hub (bus stops excluded). Bicycle stations would service this employment zone by shortening journey times between key transport nodes and this employment district. It would also be beneficial for visits between offices and companies within the locality.

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

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

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

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

Comments

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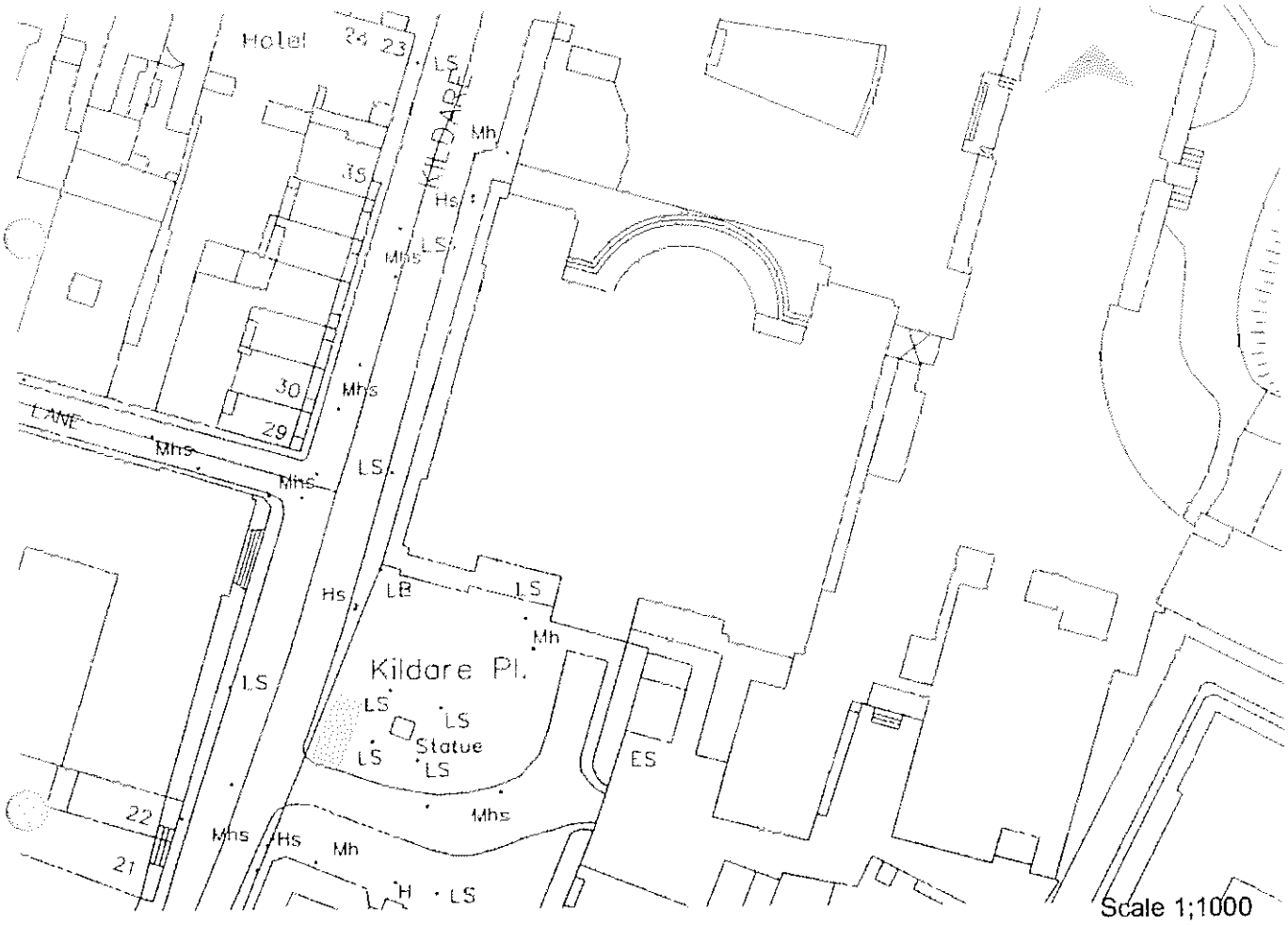
46. BICYCLE SCHEME LOCATION KILDARE PLACE



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.
DED and 2006 Population Level	Mansion House B: 869 persons in 2006 which is a decline of 12.2% from 2002 Census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	Kildare Street marks the east boundary of the south city centre retail core area reviewed under the Dublin City Centre-Developing the Retail Core 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 location to future transport links is strategic (the metro station at Stephens Green is a short distance south).
Location with respect to Strategic Cycle Network or future cycle route 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 proposals likely therefore as the character of this area is historic and likely to remain as it currently is. Improvements to cultural facilities adjoining this street strengthen the character of this zone as a key cultural location.

Justification for Site Selection:

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 benefit 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 Merrion Square for example) as part of a sequence of stations.

The location is prime with respect to its proximity 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 Dawson Street and Metro proposals at St Stephens Green. The station would benefit therefore modal change within the city centre from public transport to cycling trips 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 square could provide an interesting visual break for rows of bicycle stands.

Comments

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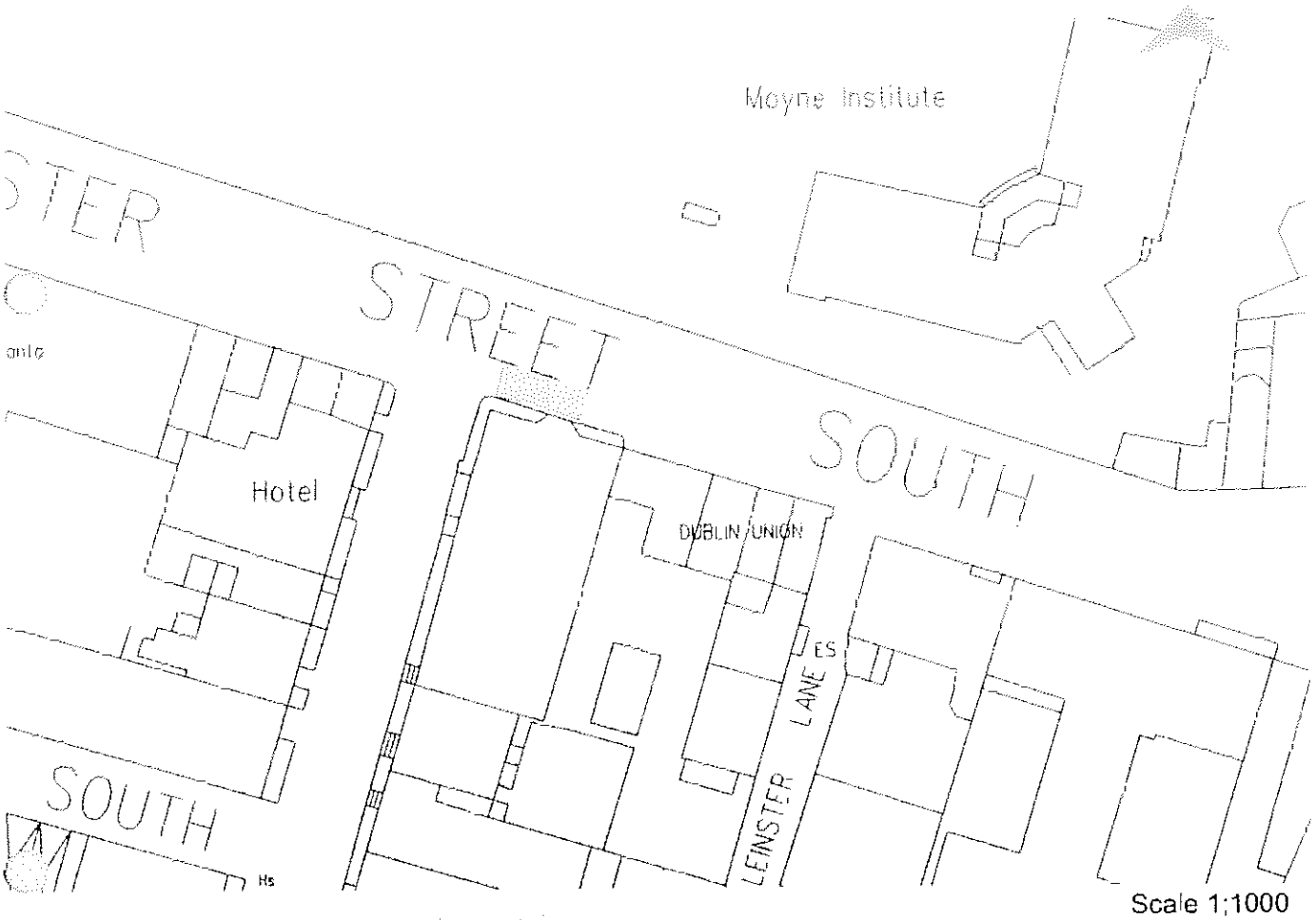
47. BICYCLE SCHEME LOCATION LEINSTER STREET SOUTH



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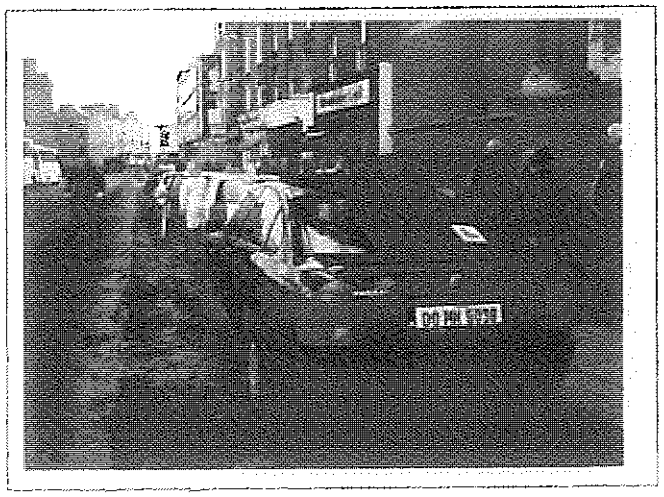

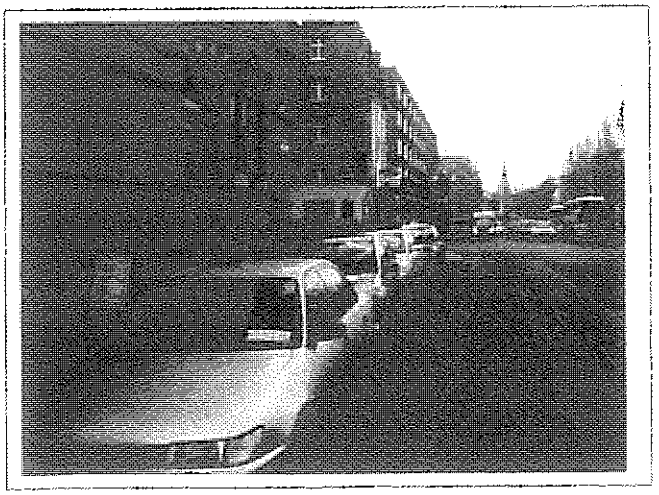

BICYCLE SCHEME LOCATION
LEINSTER STREET SOUTH

Station Location: Leinster Street South	
2005-2011 Development Plan Zoning Objective	The area is zoned a combination of Z5 and Z8. The Z5 zoning seeks to consolidate and facilitate the development of the central area and to identify, reinforce, strengthen and protect its civic design, character and dignity. The Z8 zoning seeks to protect the existing architectural and civic design character. The area is part of a conservation zone. There are a number of protected structures to the south side of the street. The boundary with the grounds of Trinity College is located on the north side of the street.
DED and 2006 Population Level	The location is on the boundary of Mansion House A and Mansion House B DED's. Mansion House A: 4,462 persons (4.5% growth from 2002 Census) Mansion House B 869 persons (12.2% decline from 2002 Census).
Framework Plans/ Local Area Plans or similar initiatives for the area.	The street is close to the extended ACA east of Grafton Street but is not included within that designation. Leinster Street South is also a short distance west of the south city centre retail core identified under the Dublin City Centre-Developing the Retail Core Framework Plan. There are no specific 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 area. .
Transport 21 Proposals for the Area	The street is not directly on a Transport 21 alignment but it is close to Pearse Street Station where Transport 21 proposals include a Dart Underground Interconnector station. Luas Line BX is proposed a short distance west with a route along Dawson Street, moving west at the junction with Nassau Street and continuing towards College Green. The location is strategically close to these city centre public transport proposals.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The eastern end of Leinster Street South is part of the SCN where it connects with Merrion Square North and Mount Street Lower. Connections to the wider network are also possible moving north along Westland Row and connecting with Pearse Street.
Existing Road Designation and Existing Flow of Traffic	Leinster Street South is partly designated a National Primary Road east of the junction with Kildare Street and a Regional Road west of the junction with Kildare Street. A one way traffic flow system is in place facilitating clockwise movements north along Dawson Street, east along Nassau Street and Leinster Street South , south along Kildare Street and west along St Stephens Green North. From the proposed location, movement options include continuing west to Merrion Square or moving north towards Pearse Station via Westland Row. To reach St Stephens Green using the one way traffic flow system, Merrion Square West provides a link (initially move east and south to head west again). Whilst the traffic flow system may appear complicated, the grid pattern and permeable nature of local streets makes interconnections through the area convenient for cycle movements.
Significant Developments Proposed close to site.	The area includes many protected structures. The character of the area is unlikely to change significantly as a result. Planning histories would indicate smaller scaled applications for alterations to existing retail/office premises, façade works etc. The city centre retail core framework plan has indicated opportunity sites for commercial re-development in the wider vicinity. Other developments close to the location include the Naughton Institute, a significant medical and scientific research and development centre to the eastern end of the Trinity Campus.

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 Kildare 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 footpath. 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 boundary to a grid pattern 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 looped trip cycle movements. Whilst Dawson Street is likely to accommodate the Luas corridor, side locations off it ensure that stations are positioned conveniently to encourage movement through this grid pattern of local streets. Other station proposals include Kildare Street, Molesworth 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 turn 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

Comments

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48. BICYCLE SCHEME LOCATION LENNOX STREET / RICHMOND STREET LOWER

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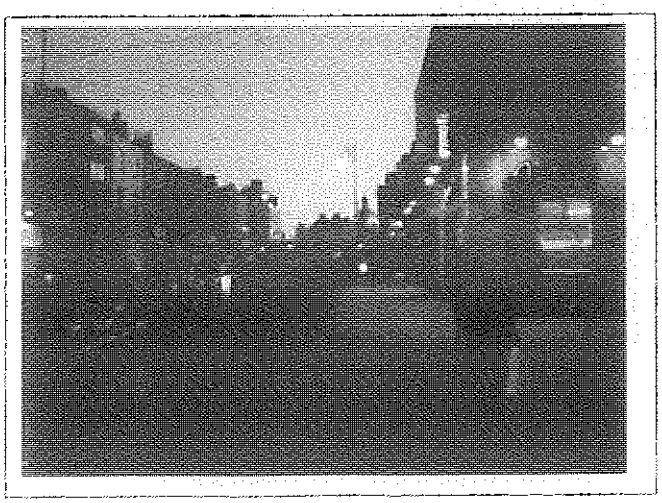

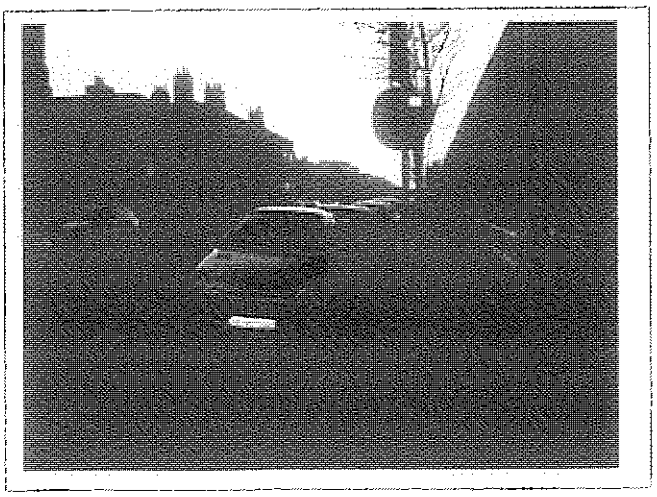

BICYCLE SCHEME LOCATION LENNOX STREET / RICHMOND STREET LOWER

Station Location: Lennox Street/ Richmond Street Junction	
2005-2011 Development Plan Zoning Objective	The buildings fronting Camden 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 the west contain several protected structures.
DED and 2006 Population Level	Saint 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 Camden 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 series of interventions were proposed including the promotion of Camden Street as a civic space as opposed to a through route. 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 Camden 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 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 Harcourt Street which is accessed at close walking distance east of Camden Street
Location with respect to Strategic Cycle Network or future cycle route proposals.	Camden 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 Flow of Traffic	Camden 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 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 towards 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 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 south east of Stephens Green (a prime city centre office district).
Significant Developments Proposed close to site.	There are no significant redevelopment proposals close to the site. There are a row of derelict buildings to the south of Portabello House fronting Richmond Street South which have been the subject of proposals for redevelopment including façade retention and infill development for college related uses.

BICYCLE SCHEME LOCATION LENNOX STREET / RICHMOND STREET LOWER

Justification for Site Selection:

This location is one of three locations proposed as side street/ junction locations along the Camden Street Lower-Camden 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 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 Camden Street Upper/Lower are more restricted owing 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 Camden 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 Portobello College , a short 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 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 Camden 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 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.

Comments

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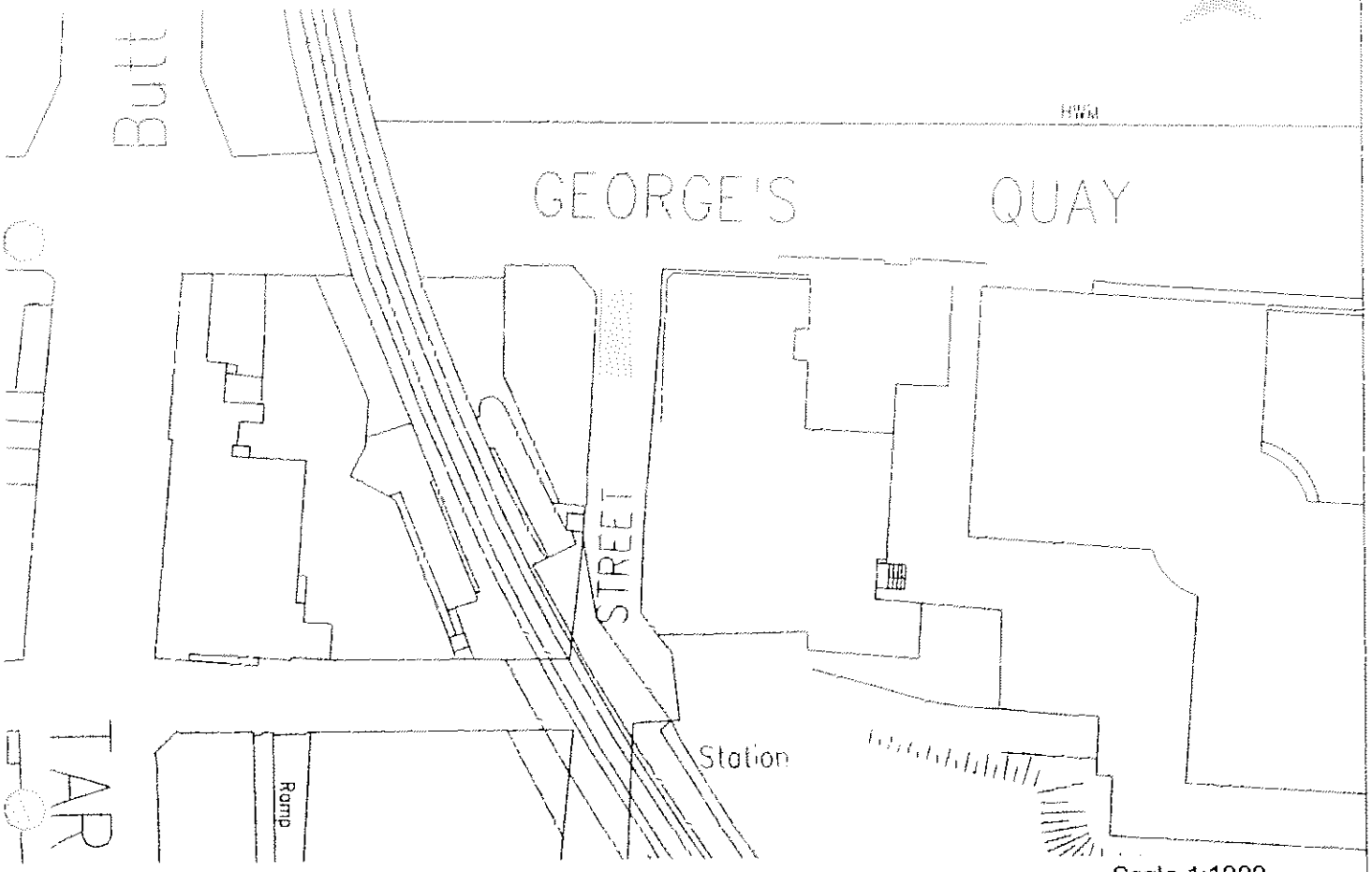
49. BICYCLE SCHEME LOCATION
LUKE STREET / NEAR TARA STREET



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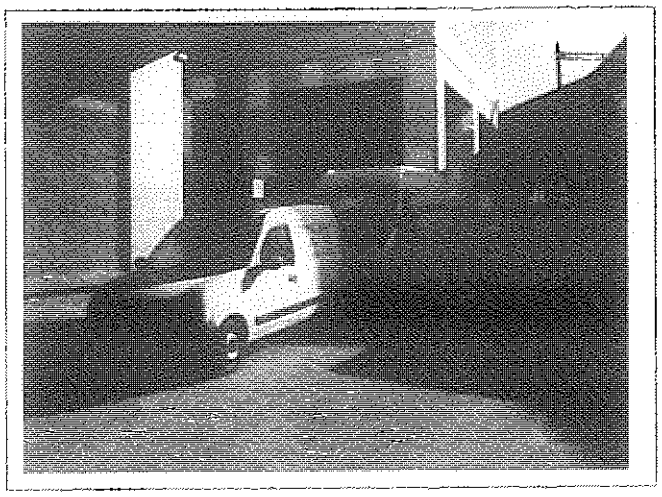

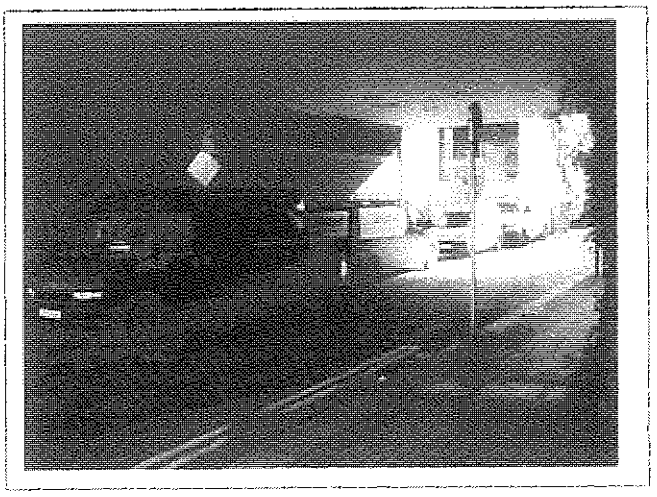

BICYCLE SCHEME LOCATION
LUKE STREET / NEAR TARA STREET

Station Location: Luke Street	
2005-2011 Development Plan Zoning Objective	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 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 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
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 movement options to and from the station using Townsend Street and Pearse Street.
Significant Developments Proposed 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 area 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 entrance. 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 l

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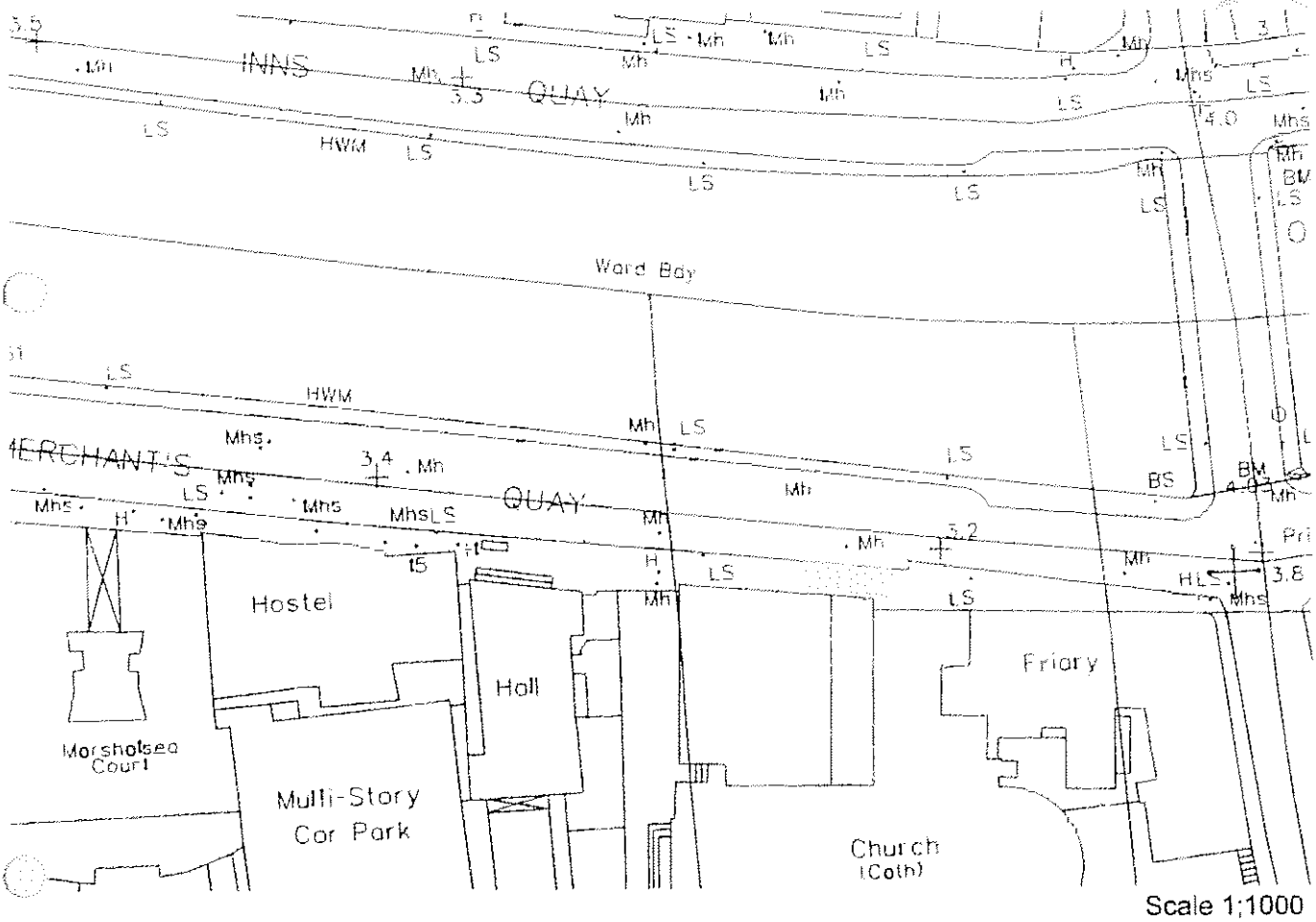
50. BICYCLE SCHEME LOCATION MERCHANTS QUAY



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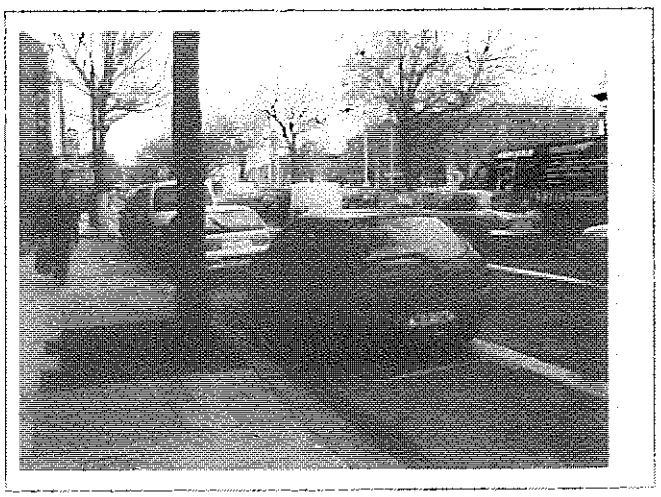

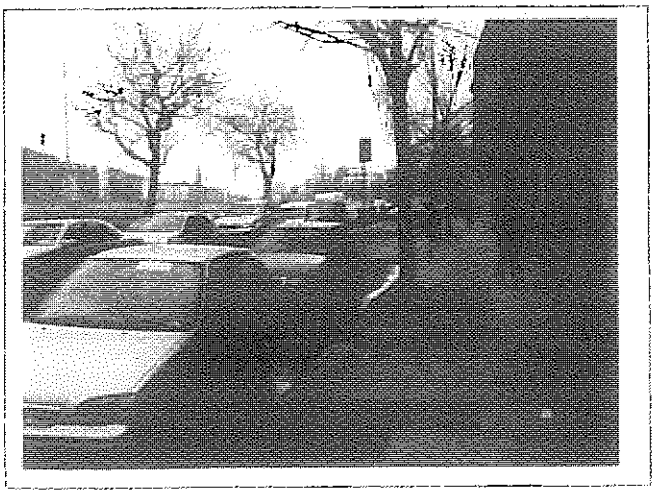

BICYCLE SCHEME LOCATION MERCHANTS QUAY

Station Location: Merchants 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". 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 across the Liffey.
DED and 2006 Population Level	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 prime 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 future 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 Cornmarket 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 bicycle 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 (O 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 Merchants 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 quays.

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 Heuston) 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 Store 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 infill developments in the area of Victoria Quay and Transport 21 proposals for Dart inter-connector stations on Victoria Quay highlight the longer term prospects expanding the bicycle 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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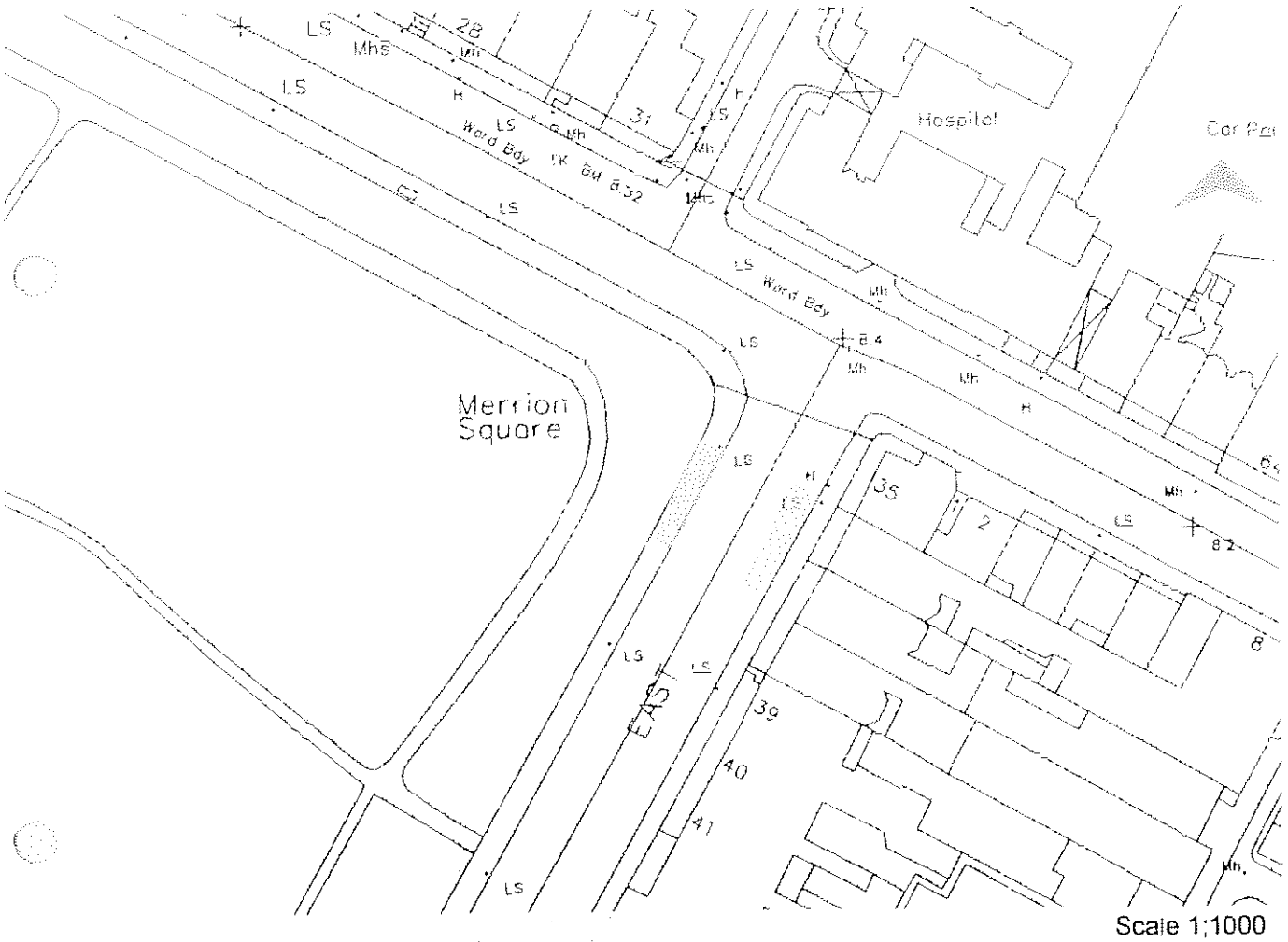
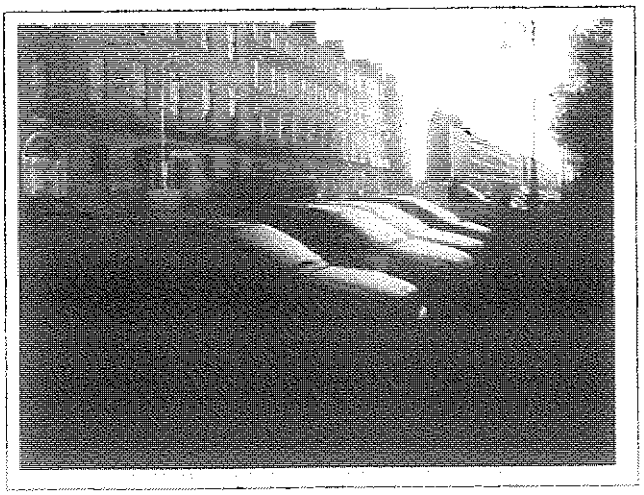
51. BICYCLE SCHEME LOCATION MERRION SQUARE EAST





BICYCLE SCHEME LOCATION MERRION SQUARE EAST

Station Location: Merrion Square	
2005-2011 Development Plan Zoning Objective	The buildings fronting all sides to this square are zoned Z8 to protect the existing architectural and civic design character, to allow for limited expansion consistent with the conservation objective. To allow primarily residential and compatible office and institutional uses. The square itself is Zoned Z9 to preserve and provide recreation and open space amenities. The area is designated a conservation zone with protected Georgian properties surrounding the square.
DED and 2006 Population Level	Mansion House B: 869 persons which is a 12.2% decrease from the 2002 census
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans or area based plans currently proposed for this area. The square is 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. Synergies 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 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 future cycle route proposals.	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.
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 Holles 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 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 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, 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 attributes.

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

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

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

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

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

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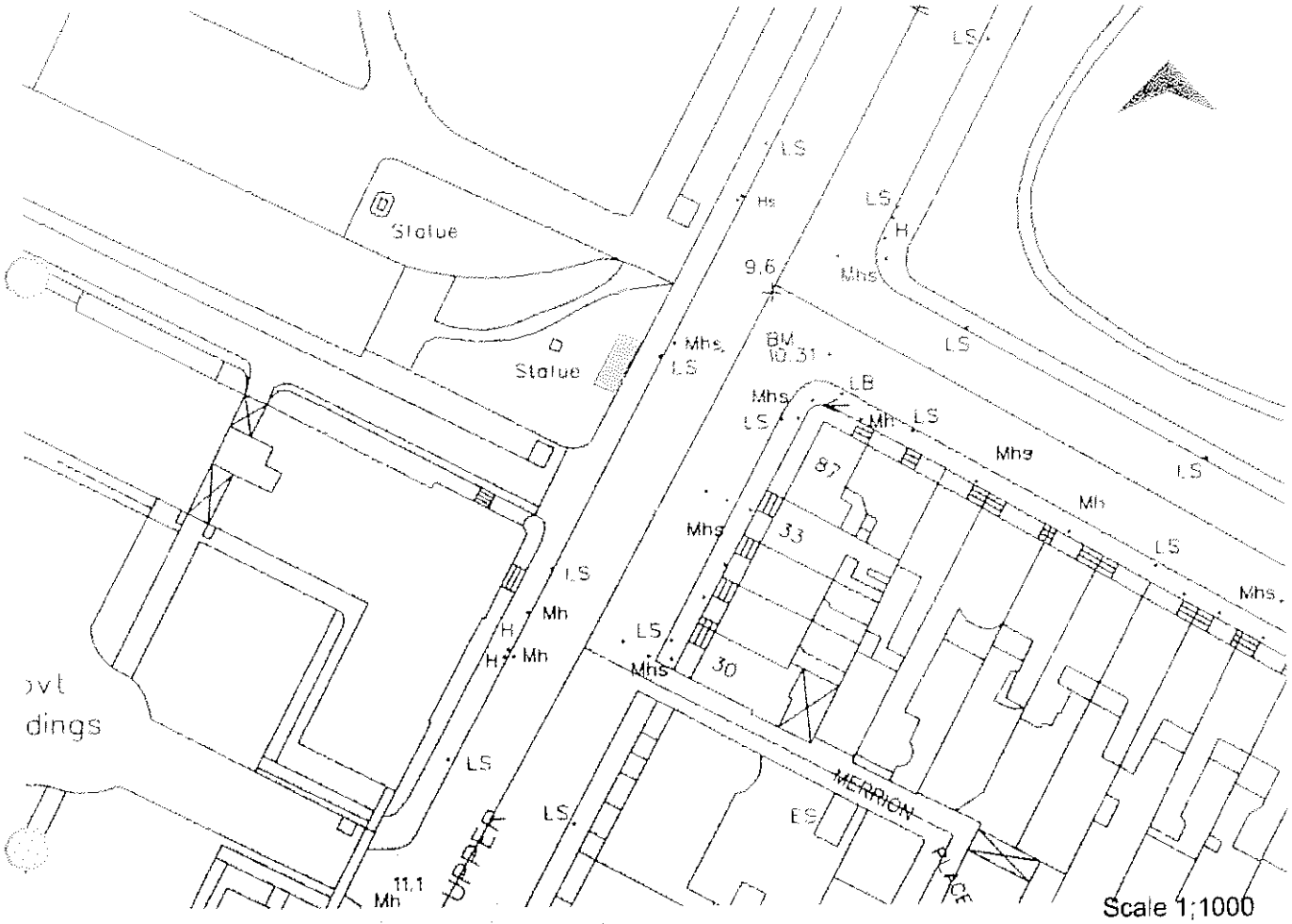
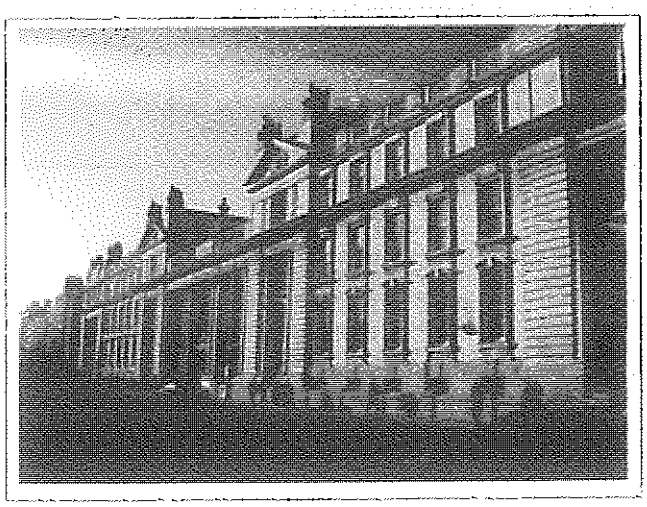
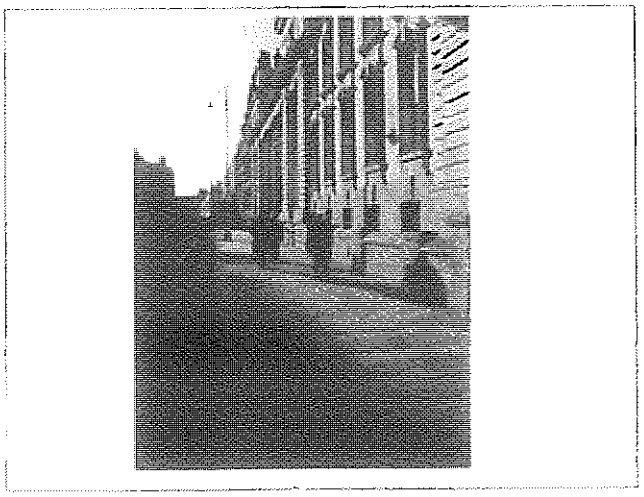
51. BICYCLE SCHEME LOCATION MERRION STREET UPPER







BICYCLE SCHEME LOCATION
MERRION STREET UPPER

Station Location: Merrion 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 recreation and open space amenities. The area is designated a conservation zone with protected Georgian properties surrounding the square.
DED and 2006 Population Level	Mansion House B: 869 persons which is a 12.2% decrease from the 2002 census
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans or area based plans currently proposed for this area. The square is 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. Synergies 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 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 future cycle route proposals.	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.
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 Holles 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 bicycle scheme would support, would encourage such synergies.

BICYCLE SCHEME LOCATION
MERRION STREET UPPER

Justification for Site Selection:

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

With regard to 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 attributes

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

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

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

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

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

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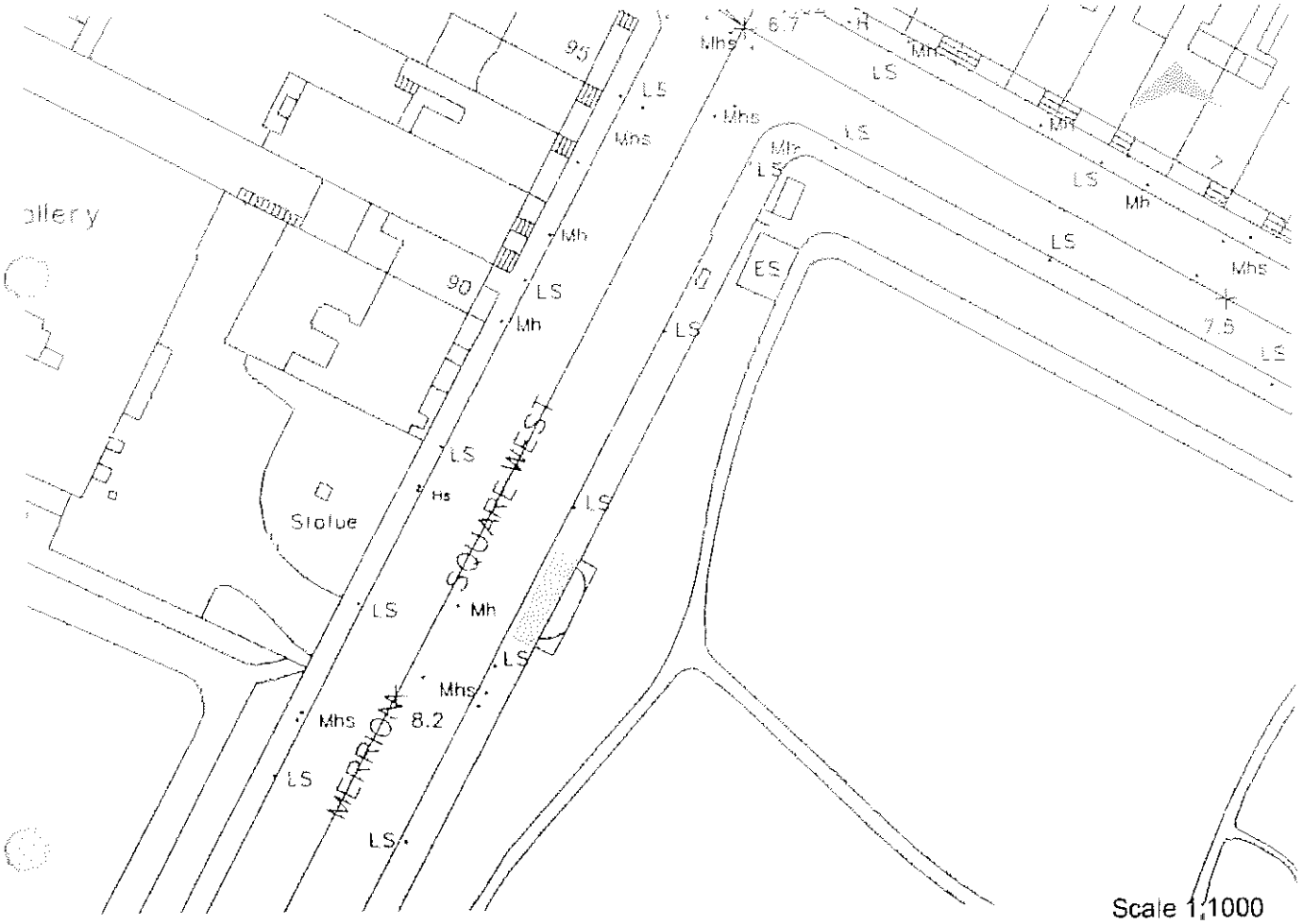
51. BICYCLE SCHEME LOCATION MERRION STREET 1



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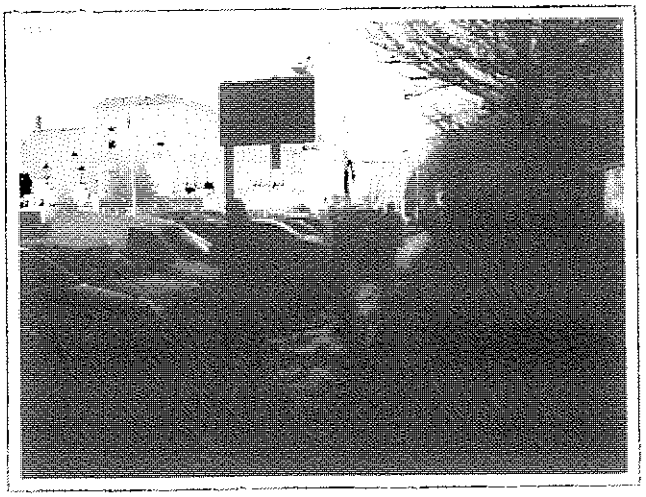


BICYCLE SCHEME LOCATION MERRION STREET 1

Station Location: Merrion 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 recreation and open space amenities. The area is designated a conservation zone with protected Georgian properties surrounding the square.
DED and 2006 Population Level	Mansion House B: 869 persons which is a 12.2% decrease from the 2002 census
Framework Plans/ Local Area Plans or similar initiatives for the area	There are no specific framework plans or area based plans currently proposed for this area. The square is 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. Synergies 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 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 future cycle route proposals.	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.
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 bicycle scheme would support, would encourage such 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, Baggot Street Lower and Mount Street Lower. There are good connections north to south across this area and equally east to west creating a distinct grid pattern to the street layout. This area has a high concentration of office uses, mostly contained within historic protected buildings although there are areas of modern office throughout, especially along Baggot Street Lower, Mount Street Lower and Wilton Terrace. The high employment concentration and permeable layout of streets promotes this area for bicycle station options. The justifications for this location are therefore equally applicable to a large number of proposed locations to the south east of St Stephens Green and are repeated as such.

With regard to 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 attributes:

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

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

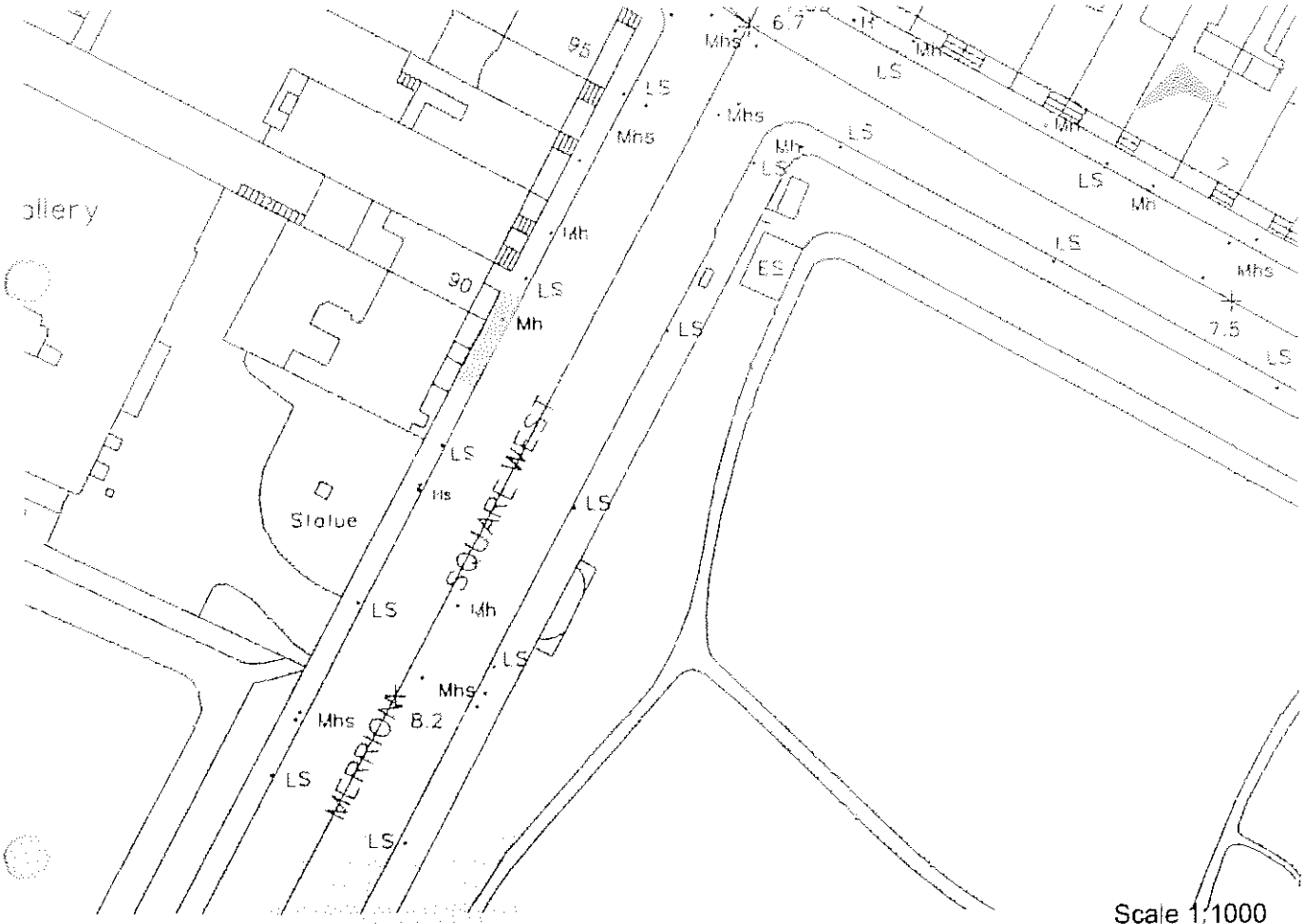
The Georgian Street pattern provides many spacious areas at street level which in most instances include on street parking either parallel with the footpath or perpendicular to it. There are some streets with extensive areas of parking of this character. As the area is primarily an office base, these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

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

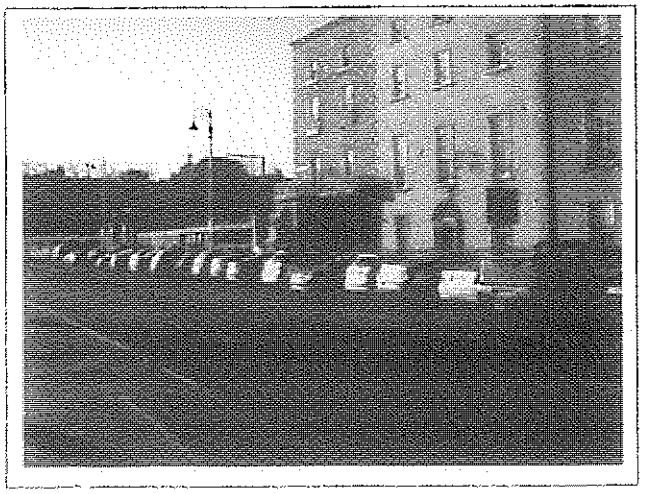
This SE quadrant is at an interface between the suburbs beyond the canal and city centre zone. Whilst the spatial extent of the initial 50 stations may not extend beyond the canal ring (future expansion should target these areas across both the Royal and Grand Canals), having facilities close to the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

Comments

51. BICYCLE SCHEME LOCATION MERRION STREET 2



Scale 1:1000



BICYCLE SCHEME LOCATION MERRION STREET 2

Station Location: Merrion 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 recreation and open space amenities. The area is designated a conservation zone with protected Georgian properties surrounding the square.
DED and 2006 Population Level	Mansion House B: 869 persons which is a 12.2% decrease from the 2002 census
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans or area based plans currently proposed for this area. The square is 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. Synergies 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 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 future cycle route proposals.	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.
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 bicycle scheme would support, would encourage such synergies.

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

With regard to 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 attributes:

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

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

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

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

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

Comments

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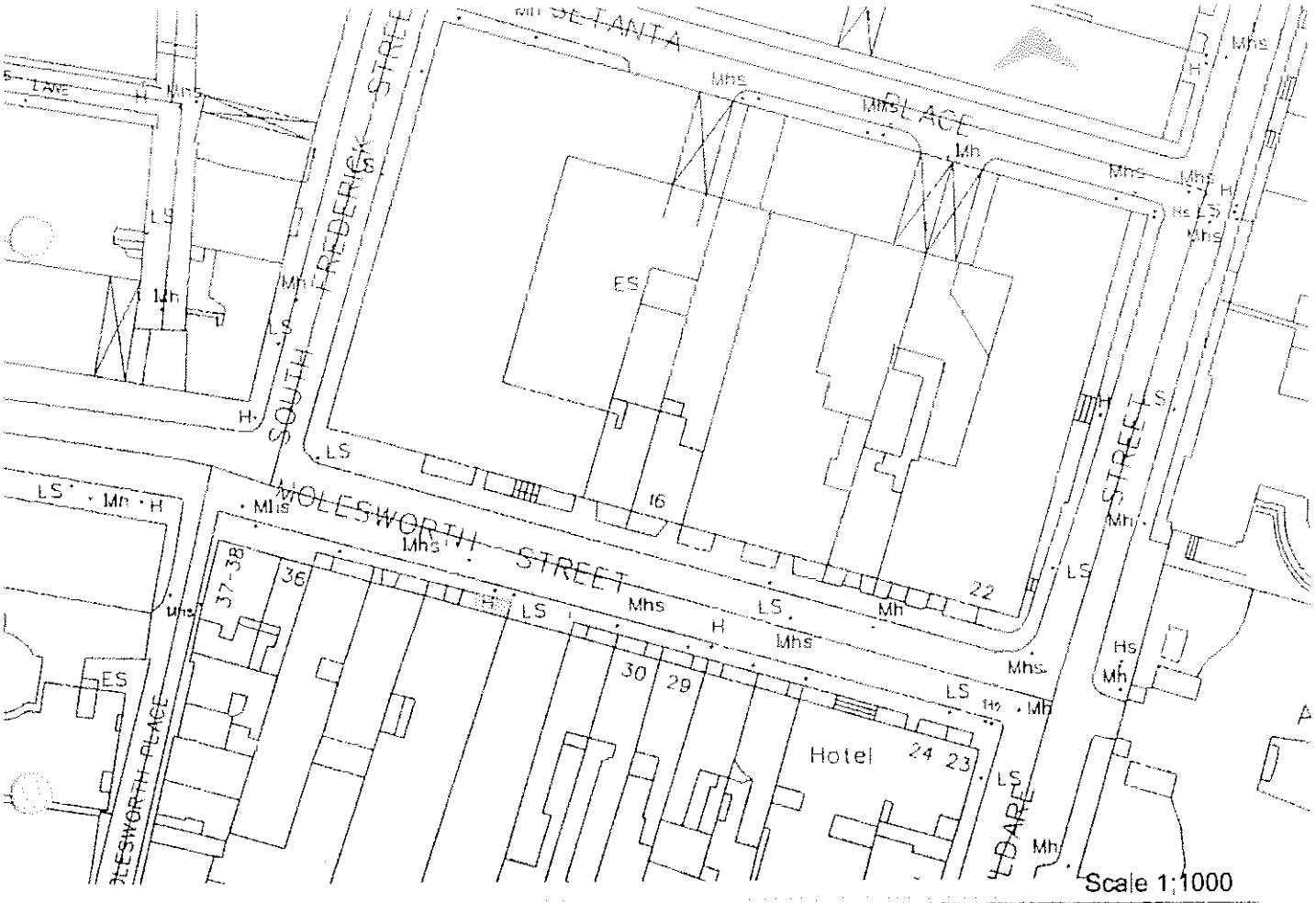
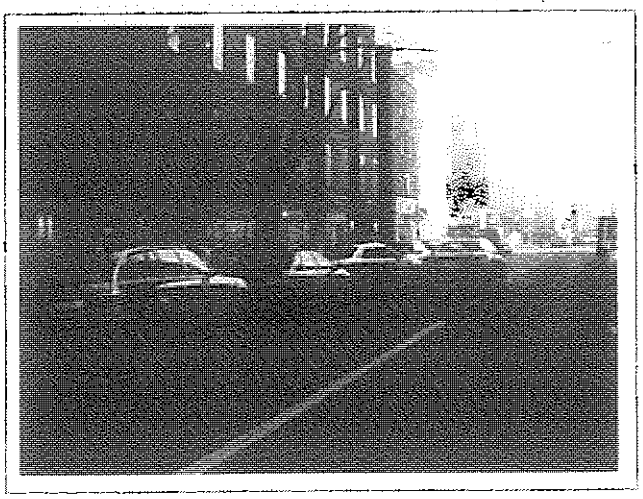
52. BICYCLE SCHEME LOCATION MOLESWORTH STREET





BICYCLE SCHEME LOCATION MOLESWORTH STREET

Station Location: Molesworth Street	
2005-2011 Development Plan Zoning Objective	Z5 to consolidate and facilitate the development of the central area, and to identify , reinforce, strengthen and protect its civic design, character and dignity. The eastern half of Molesworth Street is designated a conservation zone. There are several protected structures adjoining the street.
DED and 2005 Population Level	Mansion House B: 869 persons in 2006 which is a decline of 12.2% from 2002 Census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The extension to the Grafton Street ACA includes 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 Retail Core Framework Plan. Potential opportunity sites for redevelopment are identified at the junction of Molesworth Street and Dawson Street.
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. The junction of Molesworth Street and Dawson Street would be adjacent to this alignment.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Dawson Street is part of the SCN. Molesworth Street is adjacent to this route. The grid pattern of local streets would facilitate cyclist connections to the SCN both north (Nassau Street) and south (St Stephen' Green) of the location.
Existing Road Designation and Existing Flow of Traffic	Molesworth Street is designated as a main street 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 protected structures along Molesworth 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 cultural; and architectural attractions. The station would be close to the Mansion 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 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 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.

Comments

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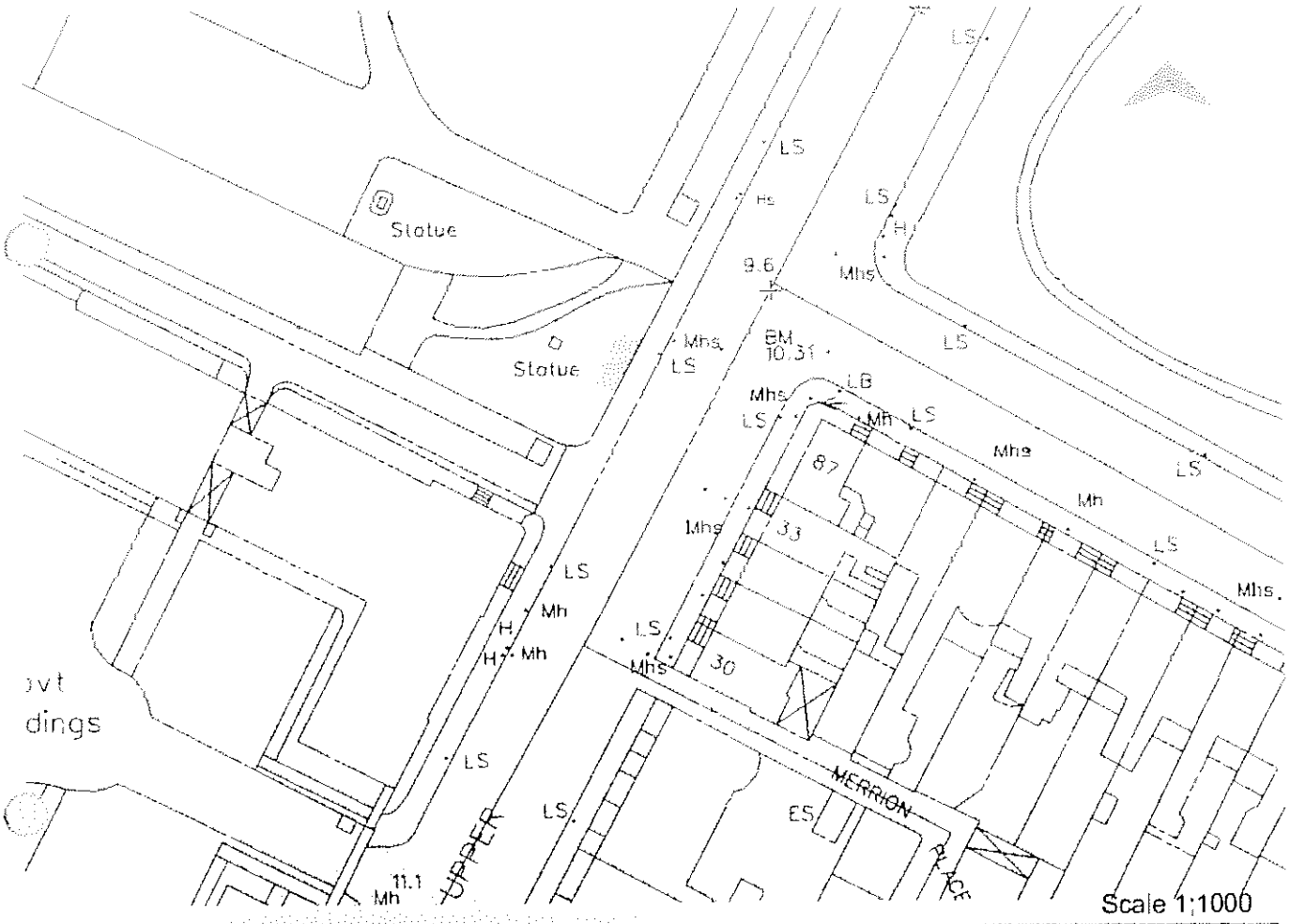
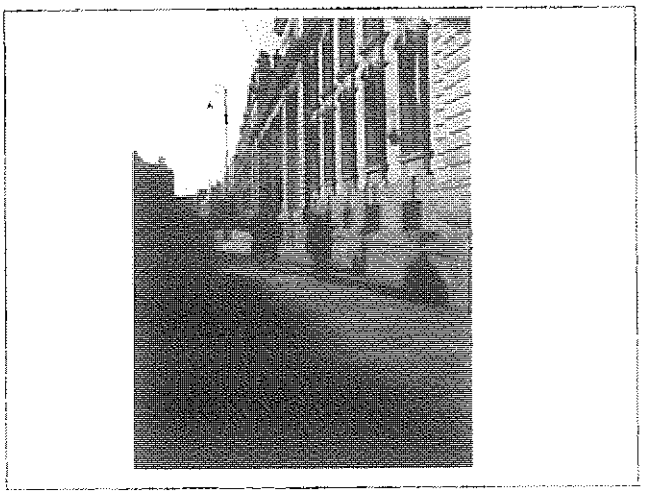
53. BICYCLE SCHEME LOCATION MERRION STREET UPPER





BICYCLE SCHEME LOCATION
MERRION STREET UPPER

Station Location: Merrion 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 recreation and open space amenities. The area is designated a conservation zone with protected Georgian properties surrounding the square.
DED and 2006 Population Level	Mansion House B: 869 persons which is a 12.2% decrease from the 2002 census
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans or area based plans currently proposed for this area. The square is 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. Synergies 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 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 future cycle route proposals.	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.
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 bicycle scheme would support, would encourage such synergies.

BICYCLE SCHEME LOCATION MERRION STREET UPPER

Justification for Site Selection:

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

With regard to 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 attributes:

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

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

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

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

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

Comments

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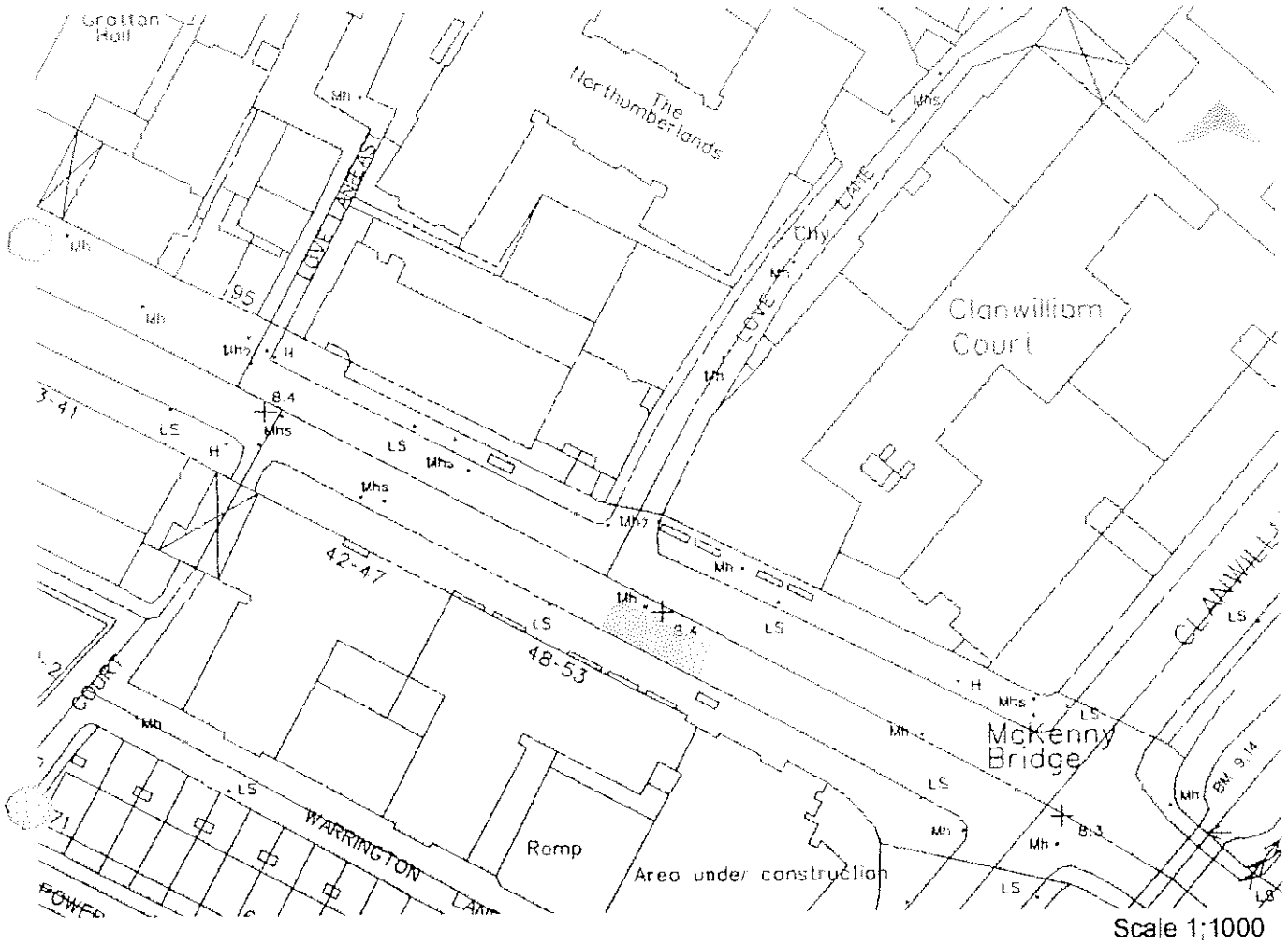
54. BICYCLE SCHEME LOCATION MOUNT STREET LOWER EAST



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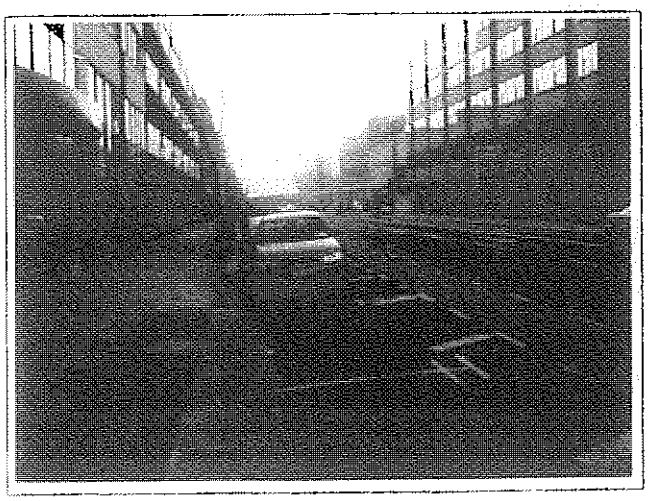

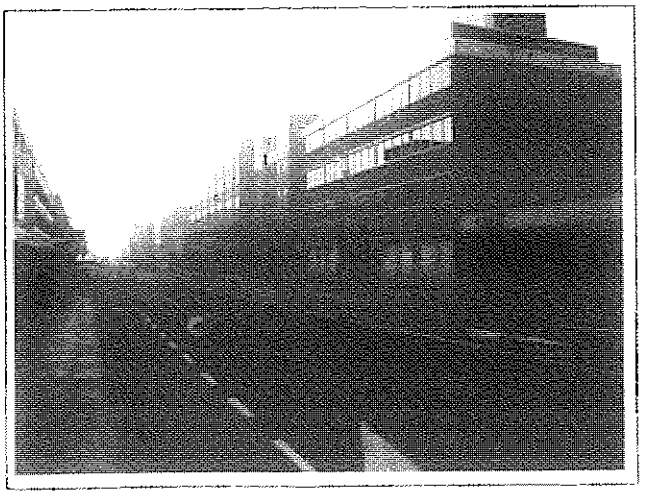

BICYCLE SCHEME LOCATION
MOUNT STREET LOWER EAST

Station Location: Mount Street Lower	
2005-2011 Development Plan Zoning Objective	The street is a mix of Z8 to protect the existing architectural and civic design character and Z6 to provide opportunities for enterprise and employment creation. The Z6 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 the street there are several protected structures.
PED and 2006 Population Level	Boundary with South Dock and Mansion House B. Mansion House B 869 persons decline of 12% from the 2002 census. South Dock 5,123 persons which is an increase of 36.1% from the 2002 census
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans or area based plans currently proposed for this area. . 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 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 (Dart/Metro and Luas integration). St Stephens Green would be a reasonable walking distance from the location but the advantages of a network of bicycle stations to shorten journey times between places of employment and public transport are apparent.
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 itself 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 6664/07 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 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 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 eroded 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 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 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 concentration of office activity within this overall district, the facility of a bicycle network through the area would benefit commuters and visitors to offices in the area. Whilst generally close to public transport (St Stephens Green, Pearse Street Station, Grand Canal Station etc) , most locations are a good walking distance from the nearest significant public transport hub (bus stops excluded). Bicycle stations would service this employment zone by shortening journey times between key transport nodes and this employment district. It would also be beneficial for visits between offices and companies within the locality.

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

The Georgian Street pattern provides many spacious areas 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 canal side amenities make the area attractive to visit. A network of regularly spaced stations through the area would facilitate and encourage tourist filtration through the area. This in turn would promote to a better extent the rich architectural legacy of the city and integrate the area in a stronger way with the city centre zone. Increased visitors to the area would support a large number of businesses including cafes, retail, art galleries etc.

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

Comments

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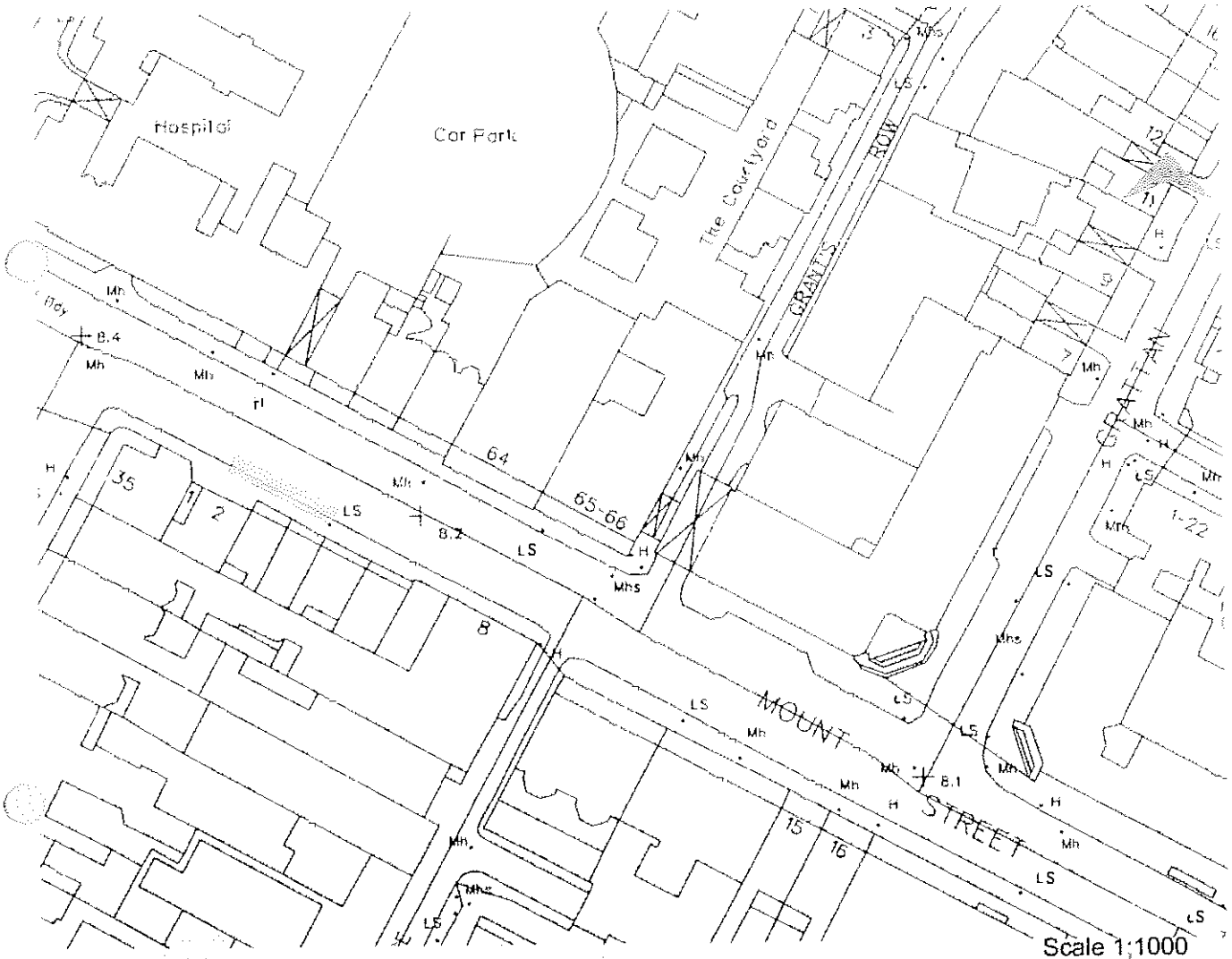
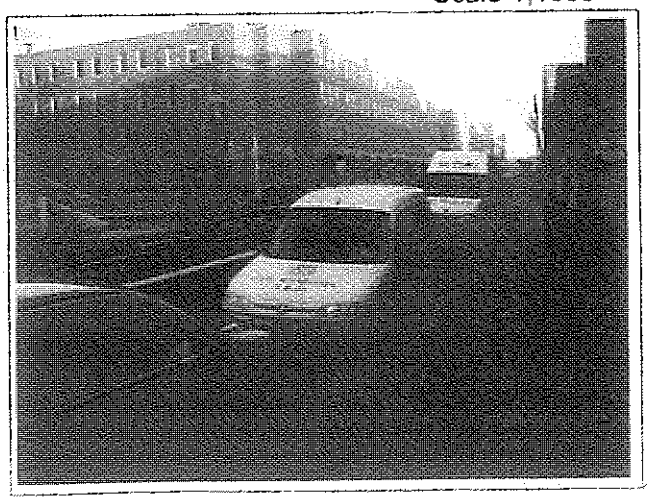
54. BICYCLE SCHEME LOCATION MOUNT STREET LOWER WEST





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 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. The Dublin Dockland Development Authority boundary is a short distance north east of Mount Street Lower. The Grand Canal Planning Scheme (Section 25 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 itself 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 6664/07 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 Selection:

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

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

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

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

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

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

Comments

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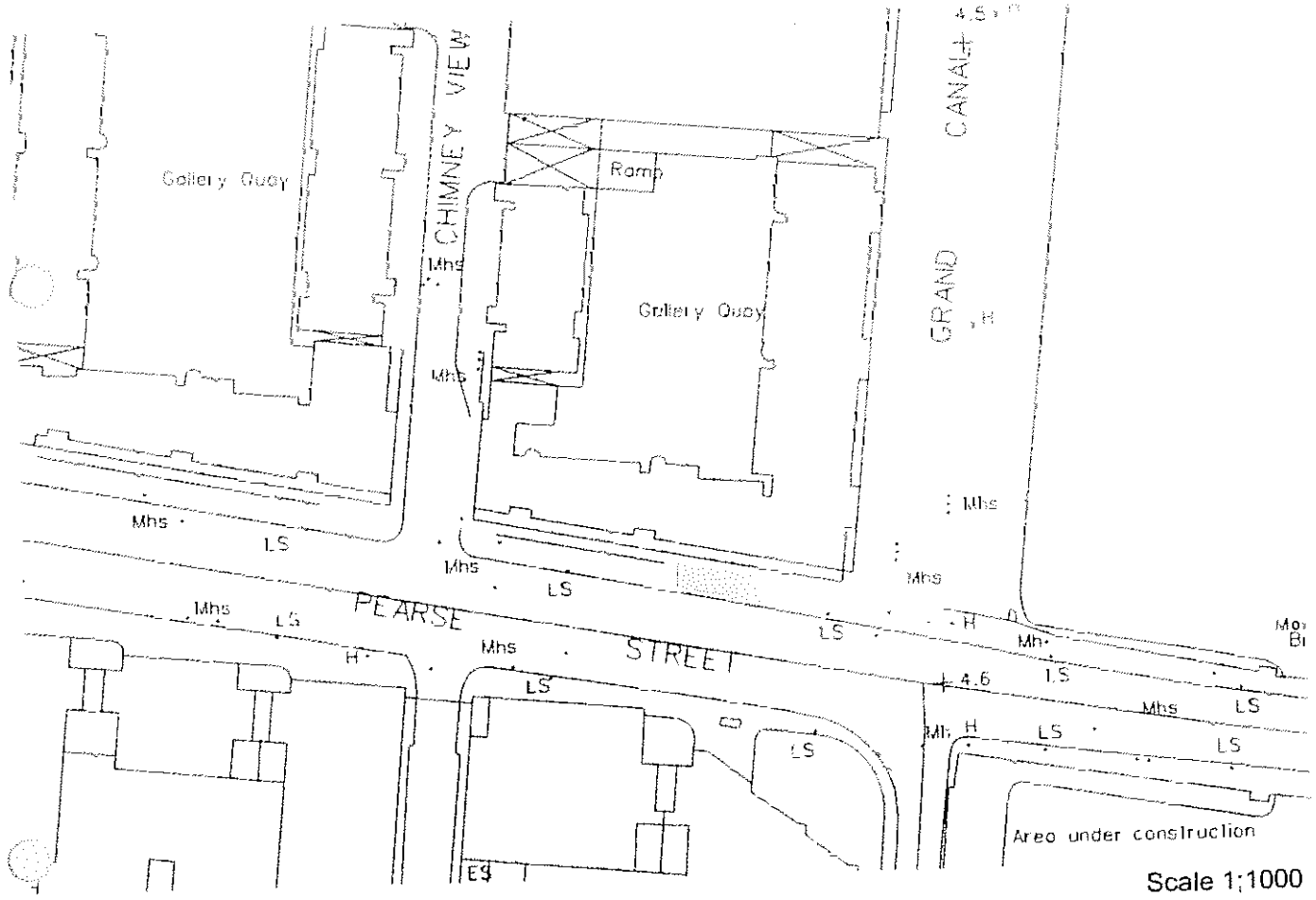
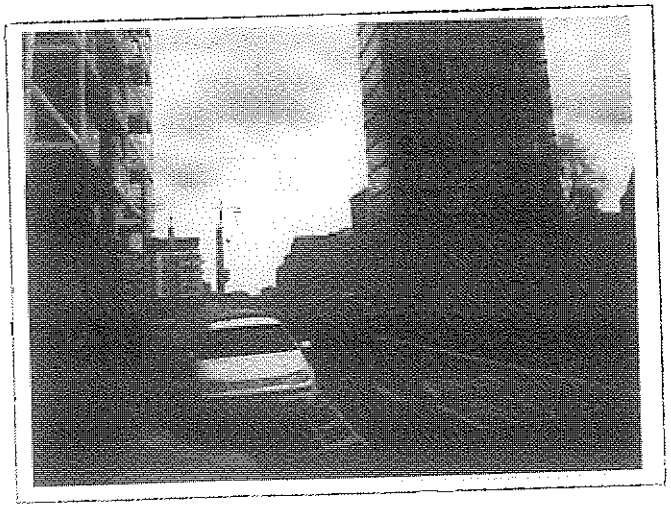
55. BICYCLE SCHEME LOCATION PEARSE STREET / GRAND CANAL QUAY JUNCTION





BICYCLE SCHEME LOCATION PEARSE STREET / GRAND CANAL QUAY JUNCTION

Station Location: Pearse Street/ Grand Canal Quay Junction.	
2005-2011 Development Plan Zoning Objective	The street is zoned Z13 for the social, economic and physical rejuvenation of the area in this location. A Z6 zone of light industrial activity is located on the opposite side of the street.
DHT and 2006 Population Level	South Dock: 5,123 persons which is a 36% increase from the 2002 Census.
Framework Plans/ Local Area Plans or similar initiatives for the area	This area is not directly within the boundaries of the Georges Quay Urban Design study. The close proximity however is noted for potential of connections with that targeted rejuvenation area. The Georges Quay Urban Design Study has a central aim of promoting the regeneration of streets in the vicinity of Georges Quay and Tara Street station including proposals to consolidate the local streets with high density mixed use developments, provide attractive and active streetscapes and encourage greater movement and pedestrian flow along side streets in the locality. The key streets are Georges Quay, Tara Street (to the west) and Moss Street (to the east). Landmark building and infill opportunities are identified. Synergies to connecting streets are promoted including links to City Quay, Townsend Street and Pearse Street. 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 stations considered on the Pearse Street corridor route, this location is within the Grand Canal Planning Scheme area. The other locations are located on approach to the Grand Canal Planning Scheme area. This particular location is adjacent to a gateway development on approach to the bridge over the Canal Basin and at an important pedestrian street junction linking Pearse Street to the Grand Canal Square. The design and density of buildings emerging indicates the gateway nature of the location. As noted for the Barrow Street station proposals, 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 docklands area and east to west to the city centre.
Transport 21 Proposals for the Area	The location is located close to Pearse Street station which is an existing public transport hub and the location for the proposed Dart Inter-Connector line 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. Connecting the stations at Grand Canal and Pearse within the cycle scheme network promotes connectivity between the important transport hubs. The new Samuel Beckett Bridge, at the junction of Cardiff Lane and Sir John Rogerson Quay will link the north and south docklands and have a public transport bus priority.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The location is positioned on the north side of Pearse Street which is on the 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 route there are a number 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 route from Ballybridge towards the city centre. Such key junctions include Macken Street and Erne 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 north onto Tara Street. Continuing east of the location, the junction with Barrow Street provides access to the Grand Canal Dart 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 continues to evolve and consolidate with key sites still to be development within the Grand Canal Planning Scheme area and to the west within the Georges Quay urban design study area.

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 corridor that connects 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 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 stations along this route. Owing to the distance between College Green area and the docklands, 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/Lombard 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 wider area including stations off City Quay and Sir John Rogersons Quay to the north, Georges Quay and Bragh Quay to the north west and options in the vicinity of the Tara Street area, all of which would compliment movement options to service the wider area.

Pearse Street/ Lombard Street East: This location is proposed as it is located close to Pearse Street Station to provide a benefit commuters moving to and from it. There is limited space to consider a station option on Westaind Row where the front entrance to the station 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 proposal. 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 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 movement patterns between the quays and Pearse Street to encourage movement between the quays and Pearse Street corridor.

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 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 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. 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 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 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 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 between this campus and the main 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 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 Canal Basin. 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

Comments

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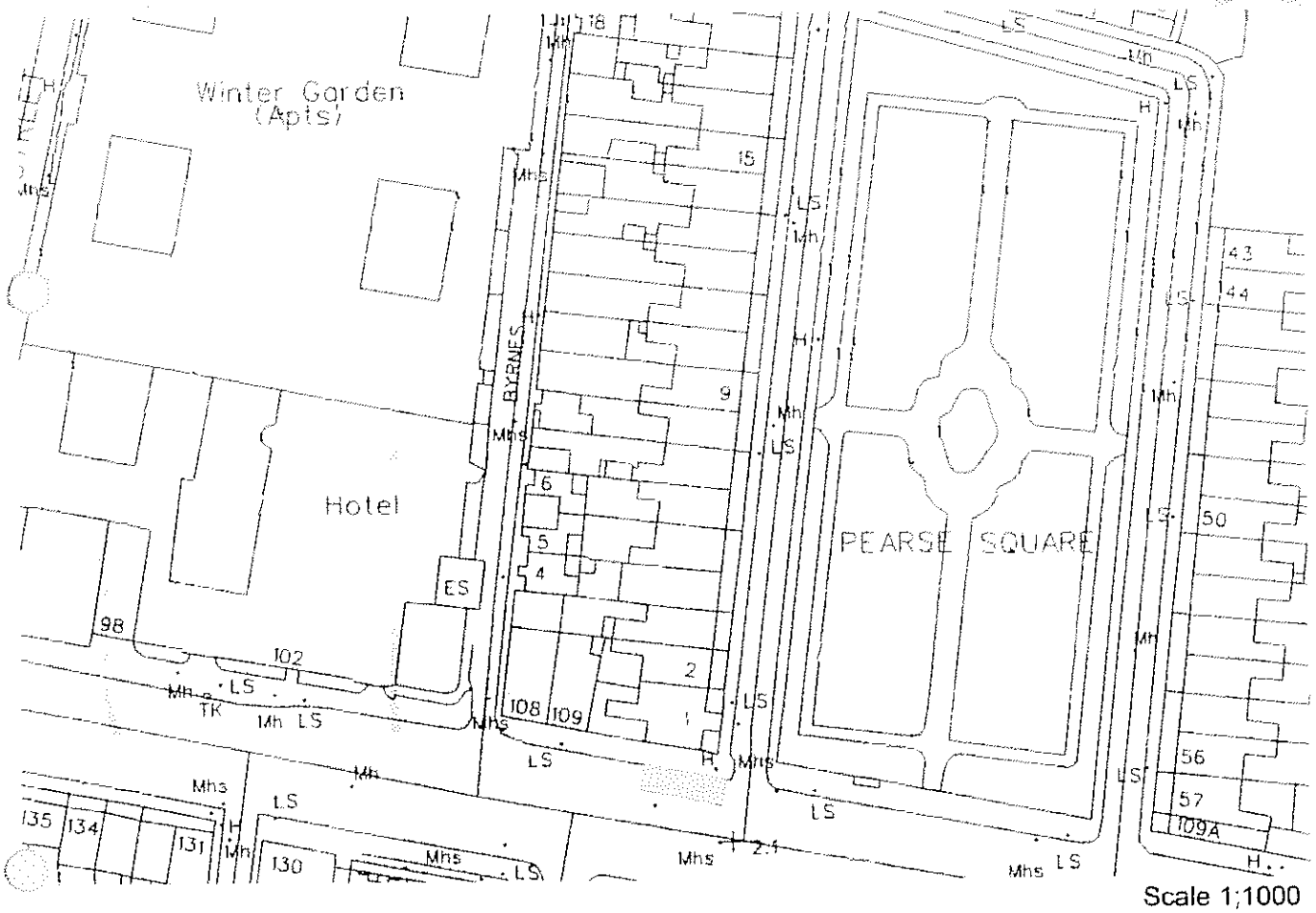
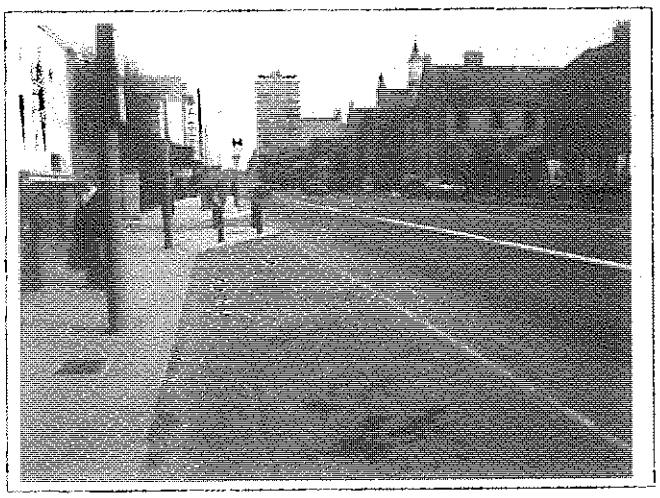
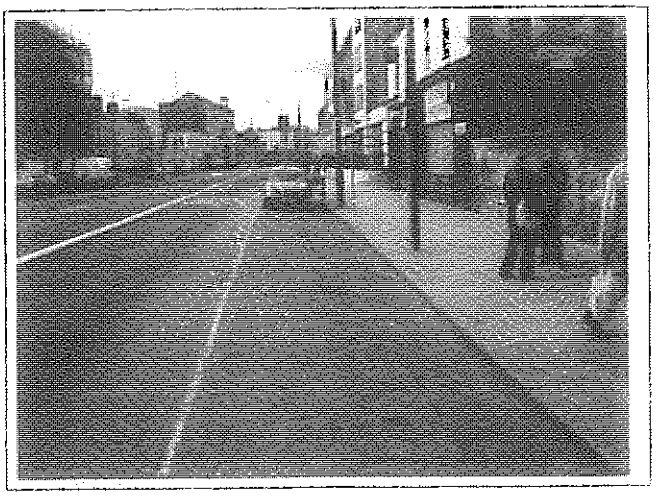
56. BICYCLE SCHEME LOCATION PEARSE STREET / PEARSE SQUARE JUNCTION







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 Inn hotel is located along this zone. Pearse Square is a Z2 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 short distance east, the zoning objective is Z6 for light industrial use and Z13 for 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 2002 Census.
Framework 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 proximity however is noted for potential of connections with that targeted rejuvenation area. The Georges Quay Urban Design Study has a central aim of promoting the regeneration of streets in the vicinity of Georges Quay and Tara Street station including proposals to consolidate the local streets with high density mixed use developments, provide attractive and active streetscapes and encourage greater movement and pedestrian flow along side streets in the locality. The key streets are Georges Quay, Tara Street (to the west) and Moss Street (to the east). Landmark building and infill opportunities are identified. Synergies to connecting streets are promoted including links to City Quay, Townsend Street and Pearse Street. 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 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 Canal Planning Scheme area. This particular location is within close proximity of the Grand Canal basin and the key side streets of Erne Street Lower 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 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 line 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 new Samuel Beckett Bridge, at the junction of Cardiff Lane and Sir John Rogersons Quay will link the north and south docklands and have a public transport bus priority.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The location is positioned on the north side of Pearse Street which is on the 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 route there are a number 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 route from Ballsbridge towards the city centre. Such key junctions include Macken Street and Erne 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 north onto Tara Street. Continuing east of the location, the junction with Barrow Street provides access to the Grand Canal Dart 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 continues to evolve and consolidate with key sites still to be development within the Grand Canal Planning Scheme area 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 location is one of a number of stations proposed to service the Pearse Street corridor that connects 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 front 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 stations along this route. Owing to the distance between College Green area and the docklands, 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/Lombard 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 wider area including stations off City Quay and Sir John Rogersons Quay to the north, Georges Quay and Brugh Quay to the north west and options in the vicinity of the Tara Street area, all of which would compliment movement options to service the wider area.

Pearse Street/ Lombard Street East: This location is proposed as it is located close to Pearse Street Station to provide a benefit commuters moving to and from it. There is limited space to consider a station option on Westmint Row where the front entrance to the station 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 proposal. 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 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 movement patterns between the quays and Pearse Street to encourage movement between the quays and Pearse Street corridor.

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 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 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. 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 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 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 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 between this campus and the main 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 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 Canal Basin. 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

Comments

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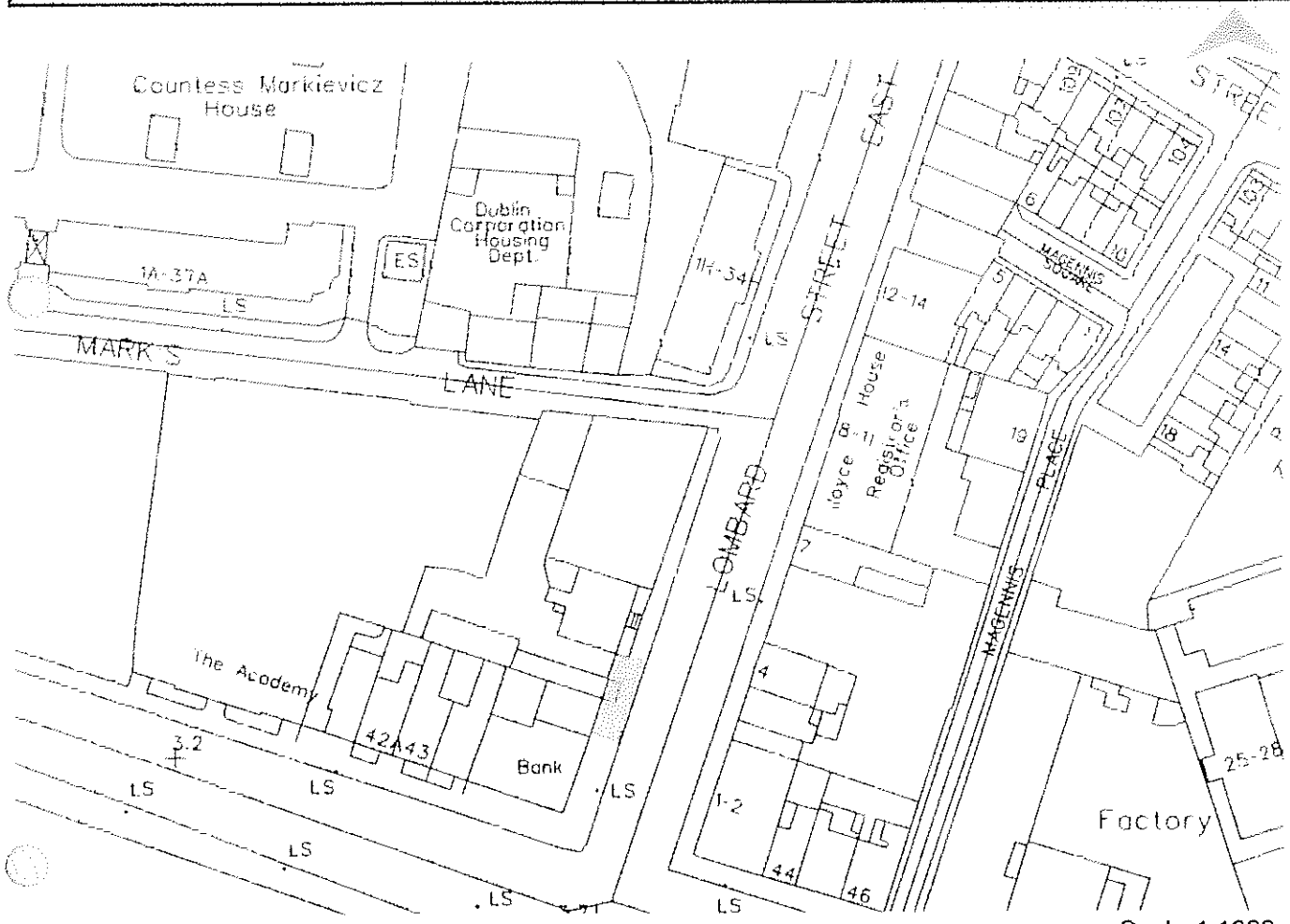
57. BICYCLE SCHEME LOCATION LOMBARD STREET EAST / PEARSE STREET JUNCTION



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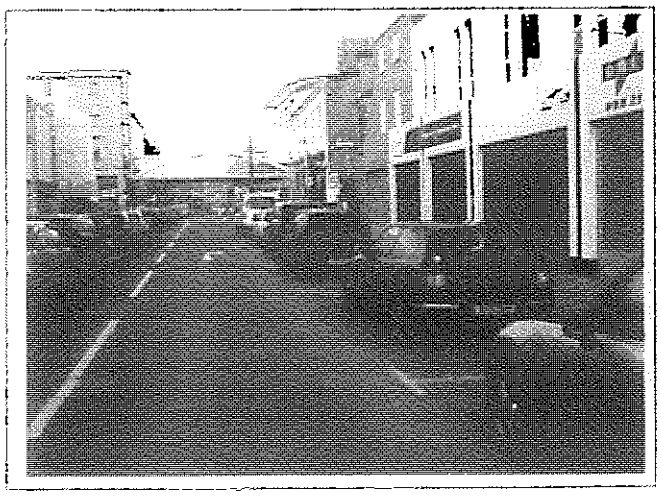

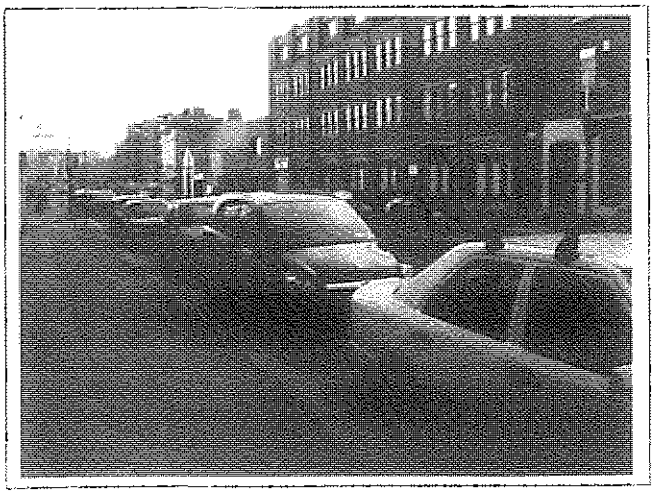

BICYCLE SCHEME LOCATION LOMBARD STREET EAST / PEARSE STREET JUNCTION

Station Location: Pearse Street/ Lombard 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 east include Z1 residential, Z4 mixed commercial uses, Z2 residential conservation, Z6 light industry and Z13 social, economic and physical rejuvenation of the area.
DED and 2000 Population Level	Mansion House A: 4,462 persons which is a 4.5% increase from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The Georges Quay Urban Design Study has a central aim of promoting the regeneration of streets in the vicinity of Georges Quay and Tara Street station including proposals to consolidate the local streets with high density mixed use developments, provide attractive and active streetscapes and encourage greater movement and pedestrian flow along side streets in the locality. The key streets are Georges Quay, Tara Street (to the west) and Moss Street (to the east). Landmark building and infill opportunities are identified. Synergies 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 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 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 proposals, 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 line connecting Pearse Station with the new docklands station.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Lombard Street East is on the SCN providing a connection between City Quay and Pearse Street. Pearse Street is a key corridor on the SCN connecting Ringsend and the docklands 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 hubs at Tara Street and Pearse Street.

BICYCLE SCHEME LOCATION LOMBARD STREET EAST / PEARSE STREET JUNCTION

Justification for Site Selection:

This location is one of a number of stations proposed to service the Pearse Street corridor that connects 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 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 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 docklands, 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/Lombard 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 wider area including stations off City Quay and Sir John Rogersons Quay to the north, Georges Quay and Brugh Quay to the north west and options in the vicinity of the Tara Street area, all of which would compliment movement options to service the wider area.

Pearse Street/ Lombard Street East: This location is proposed as it is located close to Pearse Street Station to provide a benefit commuters moving to and from it. There is limited space to consider a station option on Westaind Row where the front entrance to the station 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 proposal. 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 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 movement patterns between the quays and Pearse Street to encourage movement between the quays and Pearse Street corridor.

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 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 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. 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 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 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 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 between this campus and the main 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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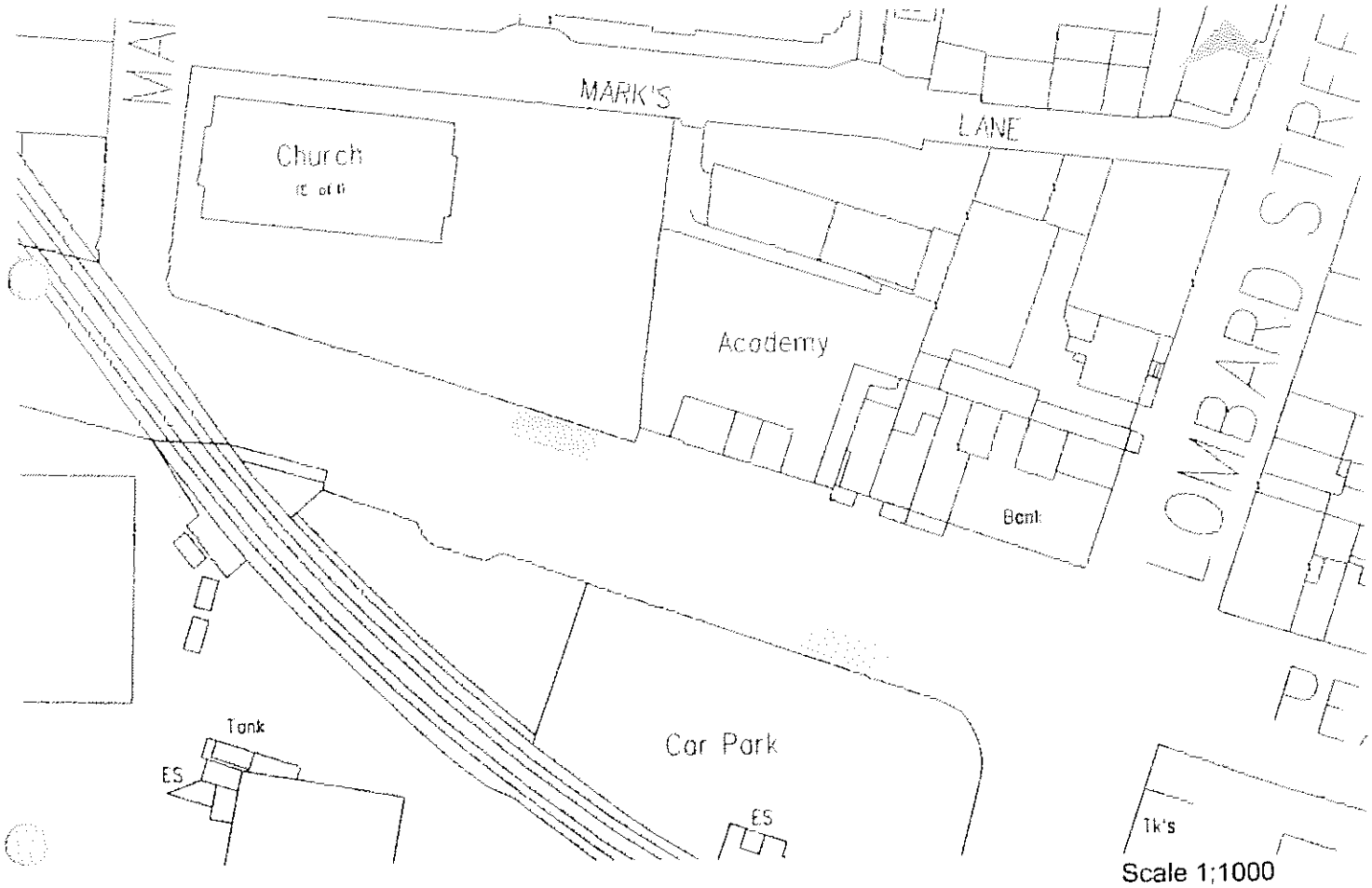
58. BICYCLE SCHEME LOCATION PEARSE STREET / WESTLAND ROW JUNCTION



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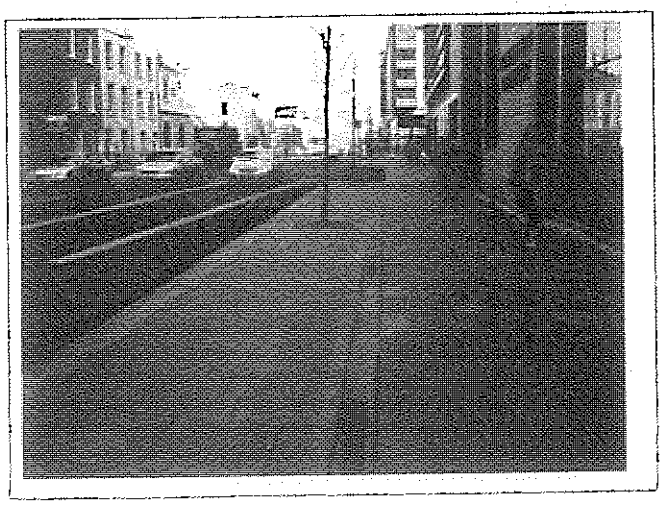

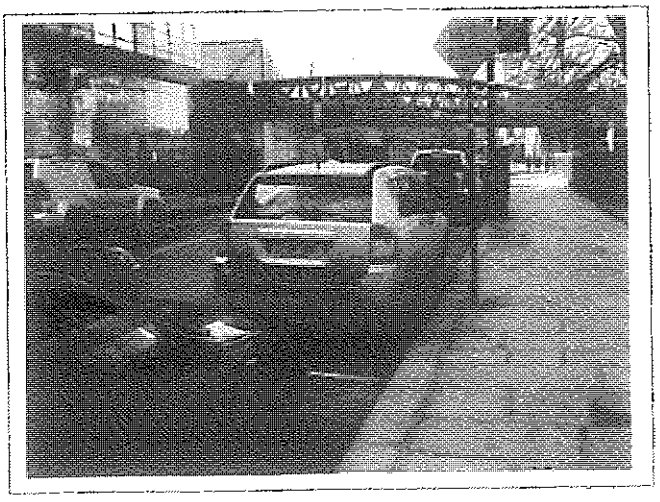

BICYCLE SCHEME LOCATION PEARSE STREET / WESTLAND ROW JUNCTION

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 architecural and civic 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 Plans/ 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 Quay 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 Townsend Street, Pearse Street etc with the quays. A short distance east of the site, the DDDA Grand Canal Planning Scheme 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 route proposals.	Pearse Street is on the SCN. The network at this location would connect directly with the south Dockland area. The corridor 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 Existing 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

ification 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 movemeot 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 statioos 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 Graod 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 optioos for permeable movement and side street connections between the city centre and south Dockland Area.

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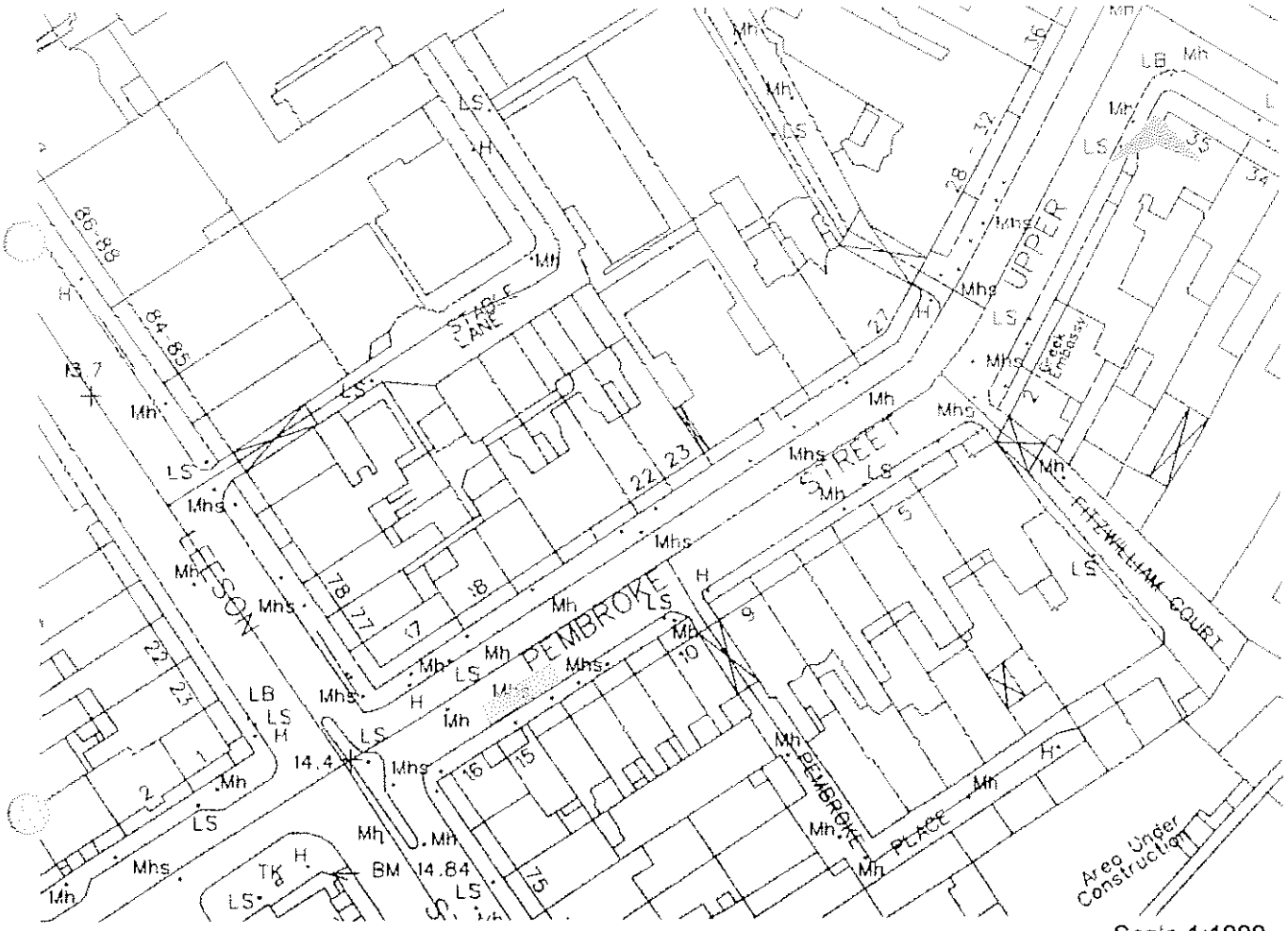
59. BICYCLE SCHEME LOCATION PEMBROKE STREET UPPER



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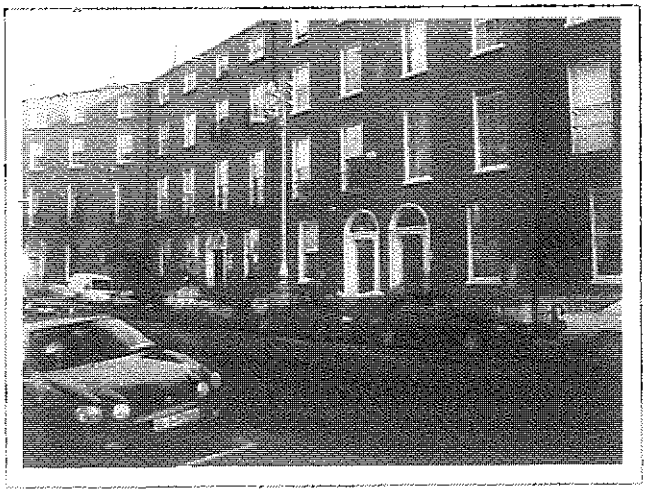

BICYCLE SCHEME LOCATION
PEMBROKE STREET UPPER

Station Location: Pembroke St Upper	
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
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 Area	There are no specific Transport 21 proposals for this area. The Luas Green line is a short distance west of the location.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Pembroke Street Upper is not part of the SCN. However, Leeson Street Lower, which Pembroke Street Upper adjoins at its west end, is on the SCN. Via this connection, it is possible to inter connect with the SCN.
Existing Road Designation and Existing Flow of Traffic	Pembroke Street Upper is a national secondary road. Movement along it has a two way flow. There are a number 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 Place East, Merrion Square or movement south towards the Grand Canal and office districts off Wilton Terrace. Movement west links with Leeson Street Lower with connections back to St Stephens Green or movement further west along Hatch Street Lower or Adelaide Road to connect with the Luas 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 Fitzwilliam Place East. The area does however possesses a high intensity of office usage

Justification for Site Selection:

The street is considered suitable owing to the availability of on street car parking on both sides of the street. There are a number of potential localities for a bicycle station along this street.

The street is aligned by extensive rows of protected structures , many of which are in office use. The location is prime with respect to its benefit for office employees and promotion of 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 Leeson Street Lower, connections to Baggot Street Lower to the north via Pembroke Street Lower and connections to St Stephens Green again using Leeson Street Lower. Movement to the west via Hatch Street Lower links with Earlsfort Terrace and Harcourt Street in turn. Access to the Luas would be facilitated moving in this direction.

Leeson Street Lower does not contain on street parking to facilitate bicycle station options. Positioning station facilities at the side streets such as Pembroke Street Upper just off Leeson Street Lower services this important corridor.

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

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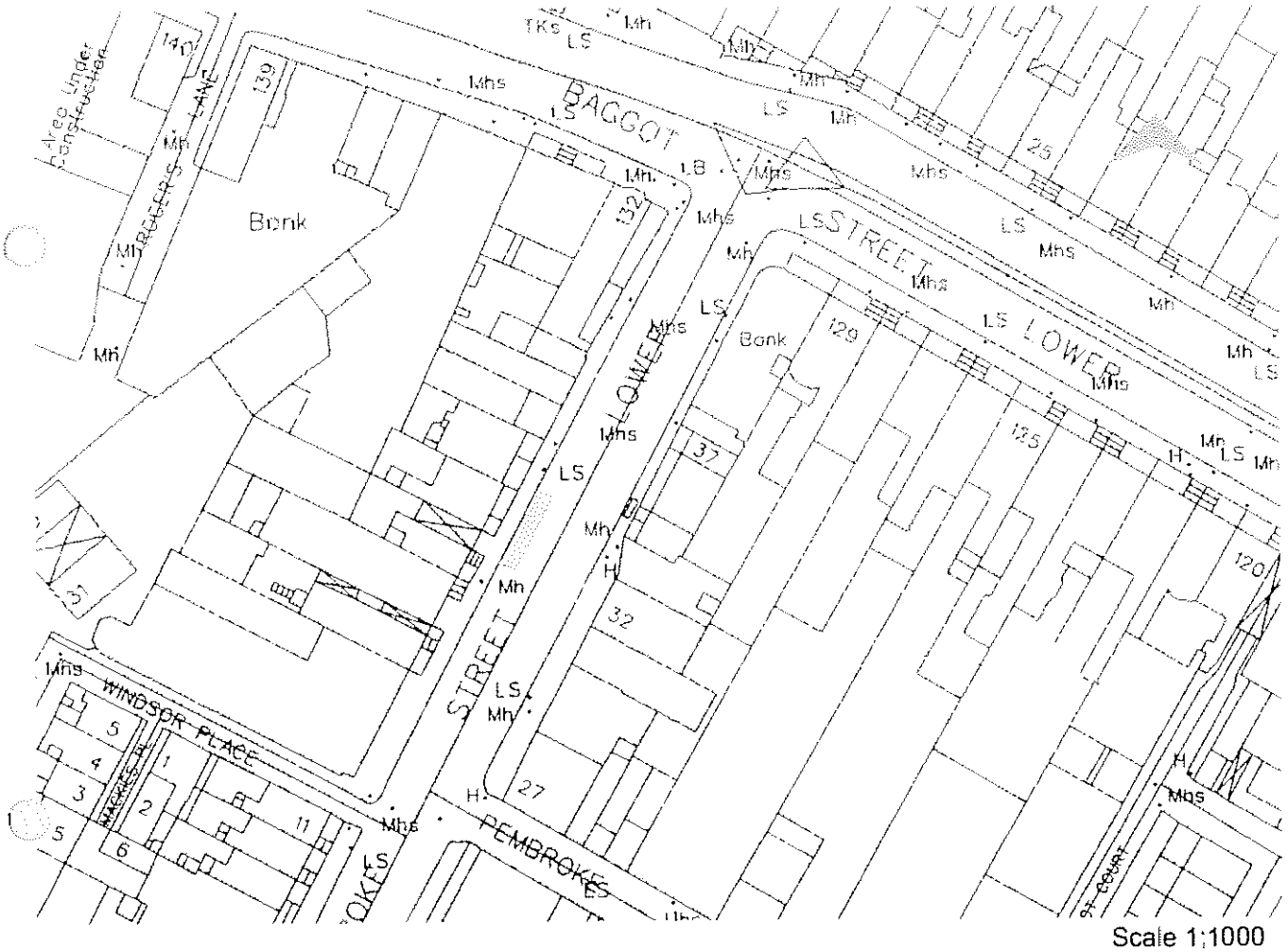
60. BICYCLE SCHEME LOCATION PEMBROKE STREET LOWER



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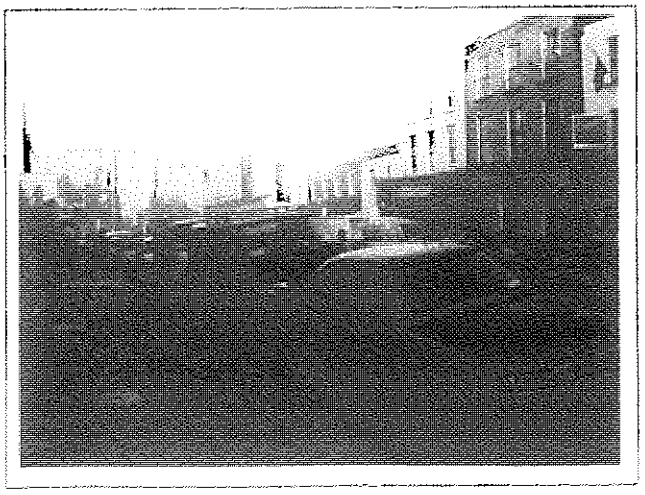

BICYCLE SCHEME LOCATION
PEMBROKE STREET LOWER

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.	There are no specific framework plans or area based plans currently proposed for this area.
Transport 21 Proposals for the Area	This street is a short distance east of St Stephens Green. Although it is not impacted directly by Transport 21 proposals, the location is close to existing and future planned public transport connections including Luas line BX, the Dart and Metro interchanges etc. Considering the high office content of the locality and walking distance journeys to the nearest mode of public transport, a bicycle station would support connections from this general zone to public transport.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Pembroke Street Lower is not part of the SCN. Connections to the network are close by however with options of movement 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 canal. 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 favourably as it is located at the north east end of a grid network of streets that spatially connects the south east Georgian core of the city centre with the Grand Canal. The street network in this area connects lands to the south and south east of the Grafton Street/ St Stephens Green West and Harcourt Street corridor with the Grand Canal and is intersected with the key corridors of Leeson Street Lower, Baggot Street Lower and Mount Street Lower. There are good connections north to south across this area and equally east to west creating a distinct grid pattern to the street layout. This area has a high concentration of office uses, mostly contained within historic protected buildings although there are areas of modern office throughout, especially along Baggot Street Lower, Mount Street Lower and Wilton Terrace. The high employment concentration and permeable layout of streets promotes this area for bicycle station options. The justifications for this location are therefore equally applicable to a large number of proposed locations to the south east of St Stephens Green and are repeated as such.

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

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

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

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

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

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

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

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

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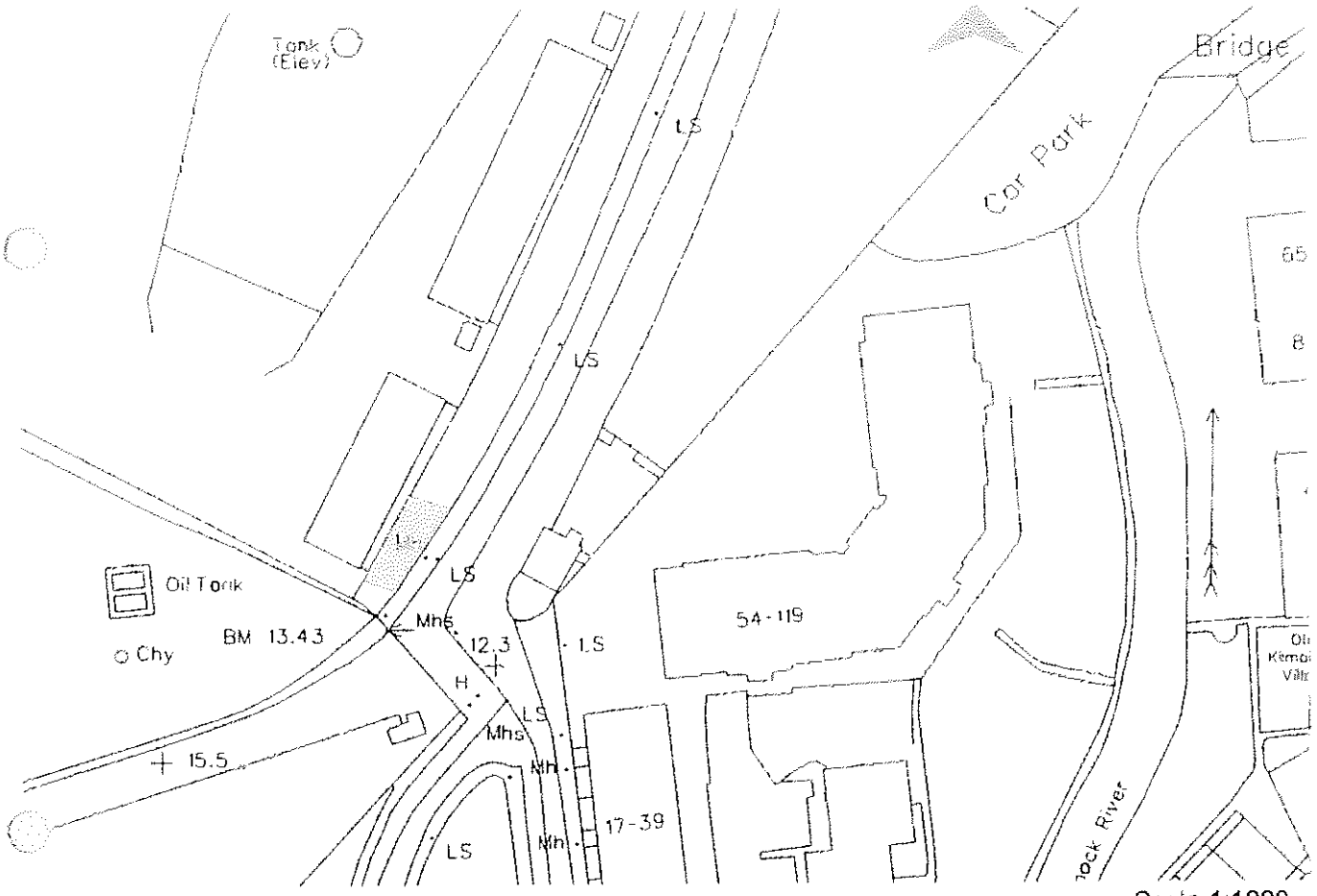
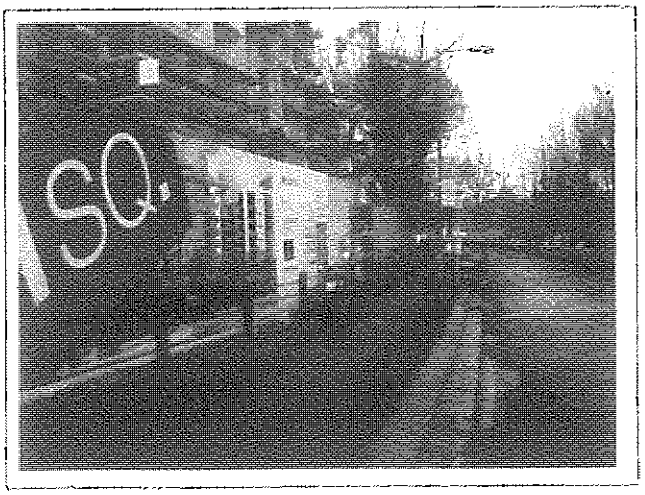
61. BICYCLE SCHEME LOCATION ROYAL HOSPITAL, KILMAINHAM, SOUTH





BICYCLE SCHEME LOCATION
ROYAL HOSPITAL, KILMAINHAM SOUTH

Station Location: Royal Hospital Kilmainham (RHK) Military Road Entrance.	
2005-2011 Development Plan Zoning Objective	Z9 to preserve, provide and improve recreational amenity and open space. The area adjoins a Z12 zone (the site of current construction for the HSQ development) 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 conservation zone.
DED and 2006 Population Level	Ushers A: 1,928 persons increased 14.8% from 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The area is immediately adjacent to the Heuston Framework Development Area and adjoins 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 future 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 Line F does not include proposals for Military Road. The area is already close to significant public transport facilities and interchanges between suburban and inter city 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 Area.	
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 main entrance into the RHK. Though 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 and overlooked by residential development. Wide pavements adjoining this tree line avenue will create opportunities to position a bike station.

The RHK is one of the city's most significant historic and cultural destinations but presently lacks connectivity 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 vehicular 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 urban 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 Heuston Station or south via Bow Bridge and Bow Lane West to cycle stations along James Street.

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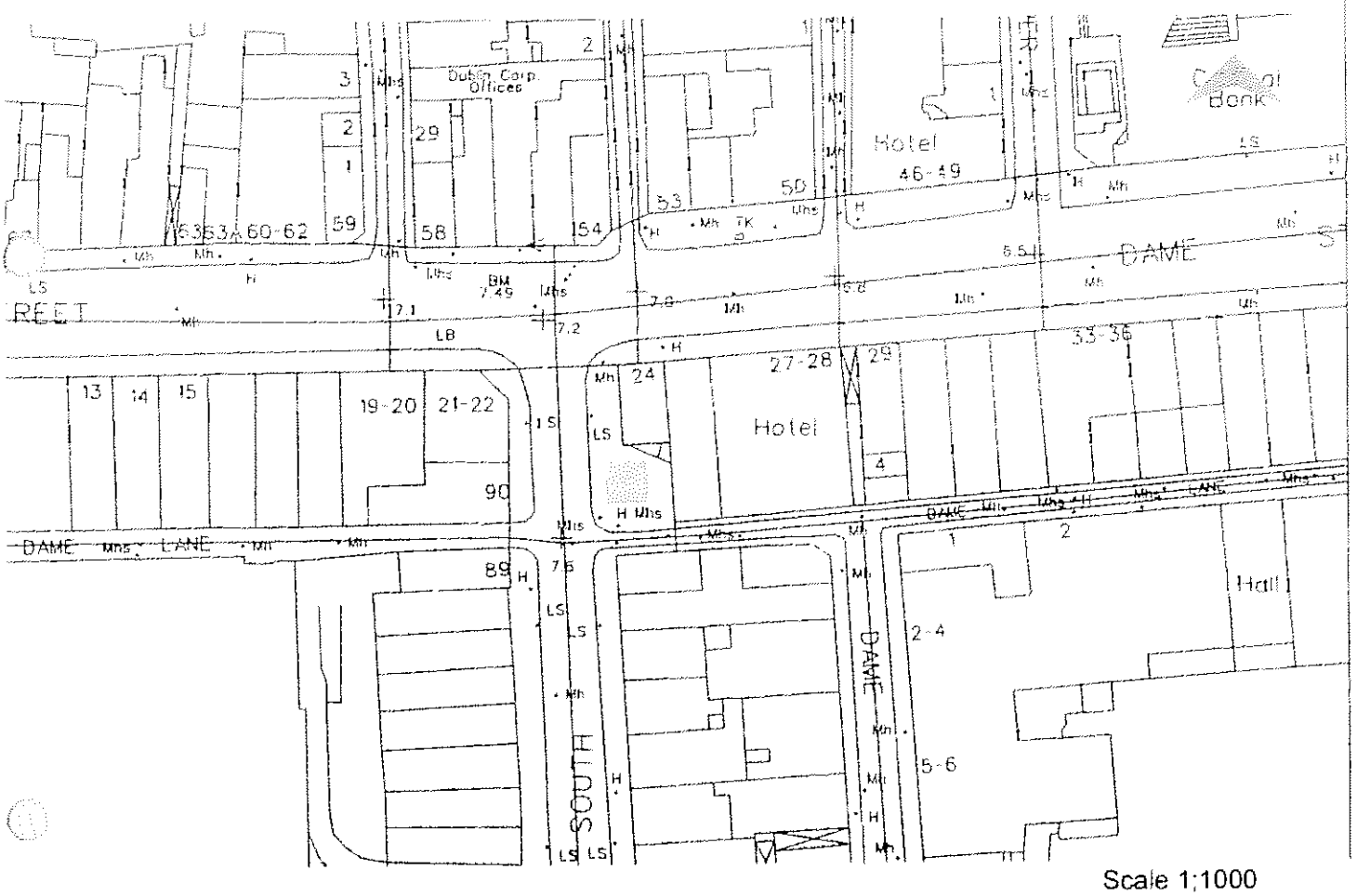
62. BICYCLE SCHEME LOCATION SOUTH GREAT GEORGES STREET/ DAME STREET JUNCTION



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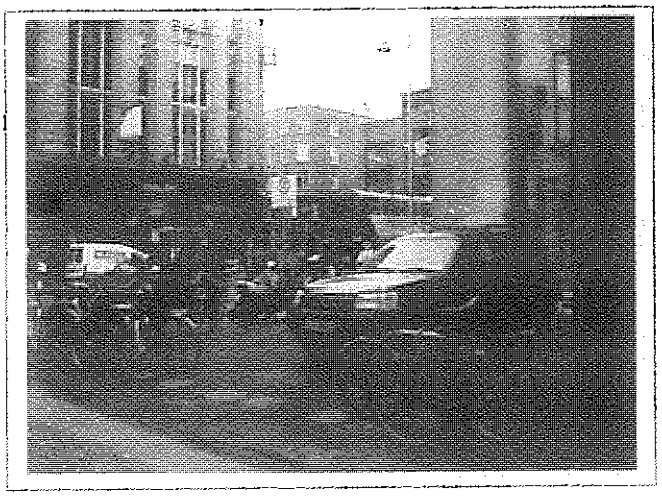

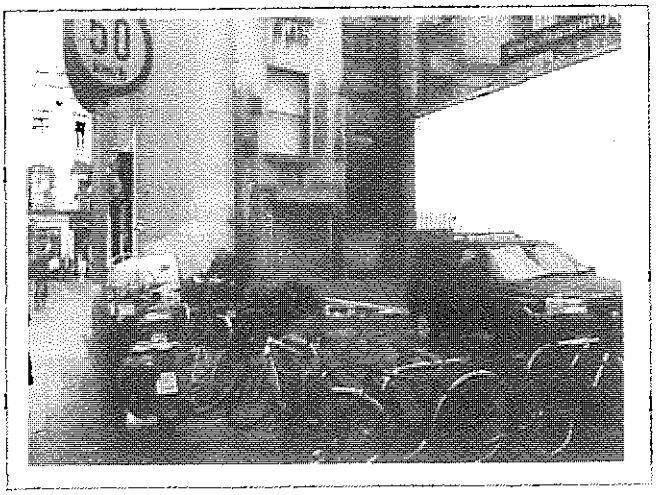

BICYCLE SCHEME LOCATION SOUTH GREAT GEORGES STREET/ DAME STREET JUNCTION

Station Location: South Great Georges Street/ Dame Street Junction.	
2005-2011 Developntent 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 fronting the streets.
DED and 2006 Population Level	Royal Exchange A: 3,602 persons which is a 0.9% increase from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The location is included within the Dublin City Centre Developing the Retail Core Framework Plan. This study explores opportunities to enhance the shopping character of the north and south retail cores, promote connectivity between shopping areas and strengthen linkages between shopping streets and in particular the north and south retail core areas. 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 developmeot. Such sites, if redeveloped, with enhance the retail provisioos west of Graftoa Street to encourage movement east 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 1 route travels aloog 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. The route continues north along Westmorland Street Both Luas services would interconoect at College Green. The location is considered prime therefore although the proposals are optional only at this stage.
Locatioo with respect to Strategic Cycle Network or future cycle route proposals.	Both Dame Street aod 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.
Existiog Road Designation and Existing Flow of Traffic	South Great Georges Street 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 Camden 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 east 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 retail 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 encourage connectioos and movement along the side streets between Grafton Street and South Great Georges Street.
Significant Developments Proposed close to site.	The retail core framework plan has identified possible sites of future retail redevelopment potential along South Great Georges Street and Exchequer Street. Such developments, if materialised, would eobance the retail offer of the area west of Graftoo Street aod coosolidate the primacy of the area as a city centre destination. The proposed bicycle station is well positiooed 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 Great Georges Street and particularly close to Dame Street facilitates a number of key movement 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 Dame 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 moving east. In addition, South Great Georges Street is a key north to south city centre corridor continuing south to Aungier Street, Camden Street, the Grand 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 have a blighted appearance and is an obvious opportunity site for visual enhancement considering its visual prominence on approach to Dame Street and its boundary with 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 in 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, tourists 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.

Comments

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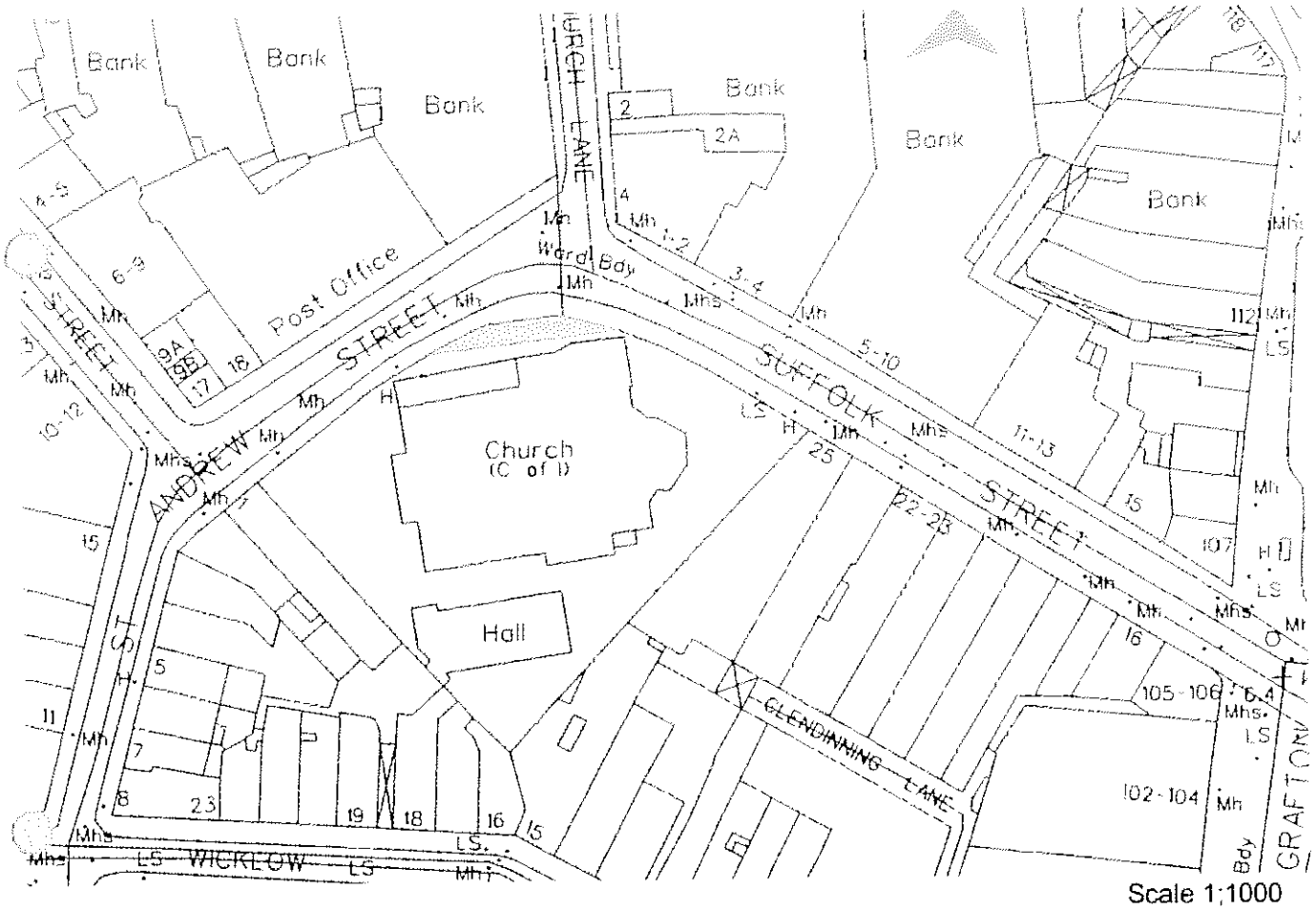
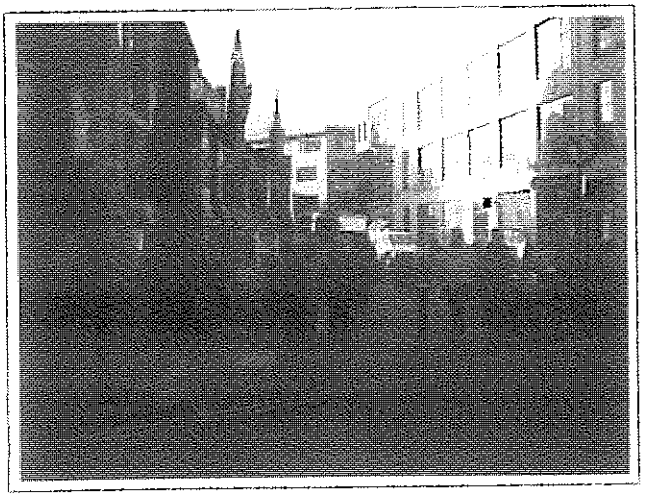
63. BICYCLE SCHEME LOCATION
ST. ANDREW STREET





BICYCLE SCHEME LOCATION ANDREW STREET

Station Location: Dublin Tourist Centre Andrew Street	
2005-2011 Development Plan Zoning Objective	Z5 to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design, character and dignity. The street is part of a conservation zone. There are several protected 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 0.6% from the 2002 census. Royal Exchange B 2,020 persons which is an increase of 4.3% from the 2002 census.
Framework Plans' Local 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 proposals outlined for the street. A potential redevelopment site is identified adjoining Dame Court and Exchequer Street a short distance west of the location.
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 Dame Street) and the link up with Luas Line BX at College Green. The location is a prime city centre site in this regard.
Location with respect to Strategic Cycle Network or future cycle route proposals.	A small section of the SCN is designated on 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 traffic movement in this area. A number of side streets interconnect giving numerous options for movement in each direction. Negotiating the grid pattern of streets through this area provides cycling options in a traffic calmed environment.
Significant Developments Proposed close to site.	Owing to the protected status of structures along this street, the area is unlikely to alter character significantly. There is evidence of former uses such as the telephone exchange building on Exchequer Street changing use to a food and wine retailing, restaurants etc showing a gradual move to higher end activities. 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 exposure at the tourist information centre to encourage its use and encourage exploration of the city by bicycle.

The location would compliment the possibility of other station locations in this area and encourage 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 promote inter modal change from public transport to local based cycling trips.

There are no on 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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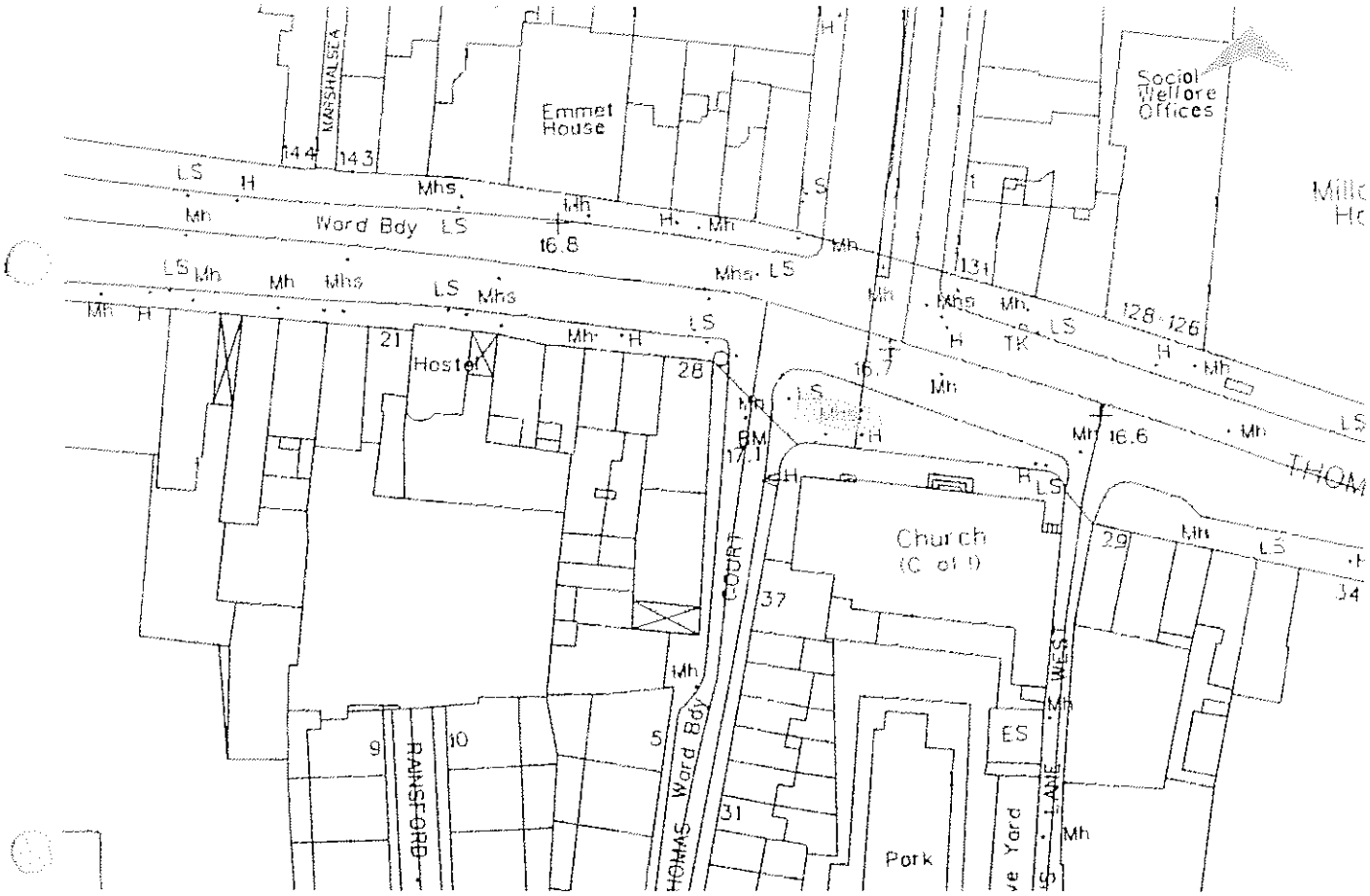
64. BICYCLE SCHEME LOCATION
ST. CATHERINE'S CHURCH / THOMAS STREET,



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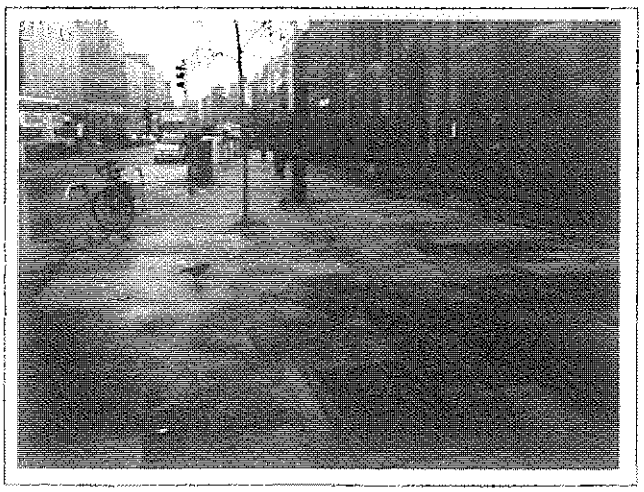

BICYCLE SCHEME LOCATION THOMAS STREET, EAST DIGITAL HUB

Station Location: St Catherine's Church Thomas Street	
2005-2011 Development Plan Zoning Objective	The area is zoned 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 civic design, character 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 Framework 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 Cornmarket. 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 Strategic 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 (Iveagh 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 bike scheme would be of benefit for tourists moving between the Guinness Brewery and Christchurch Area. It would also benefit 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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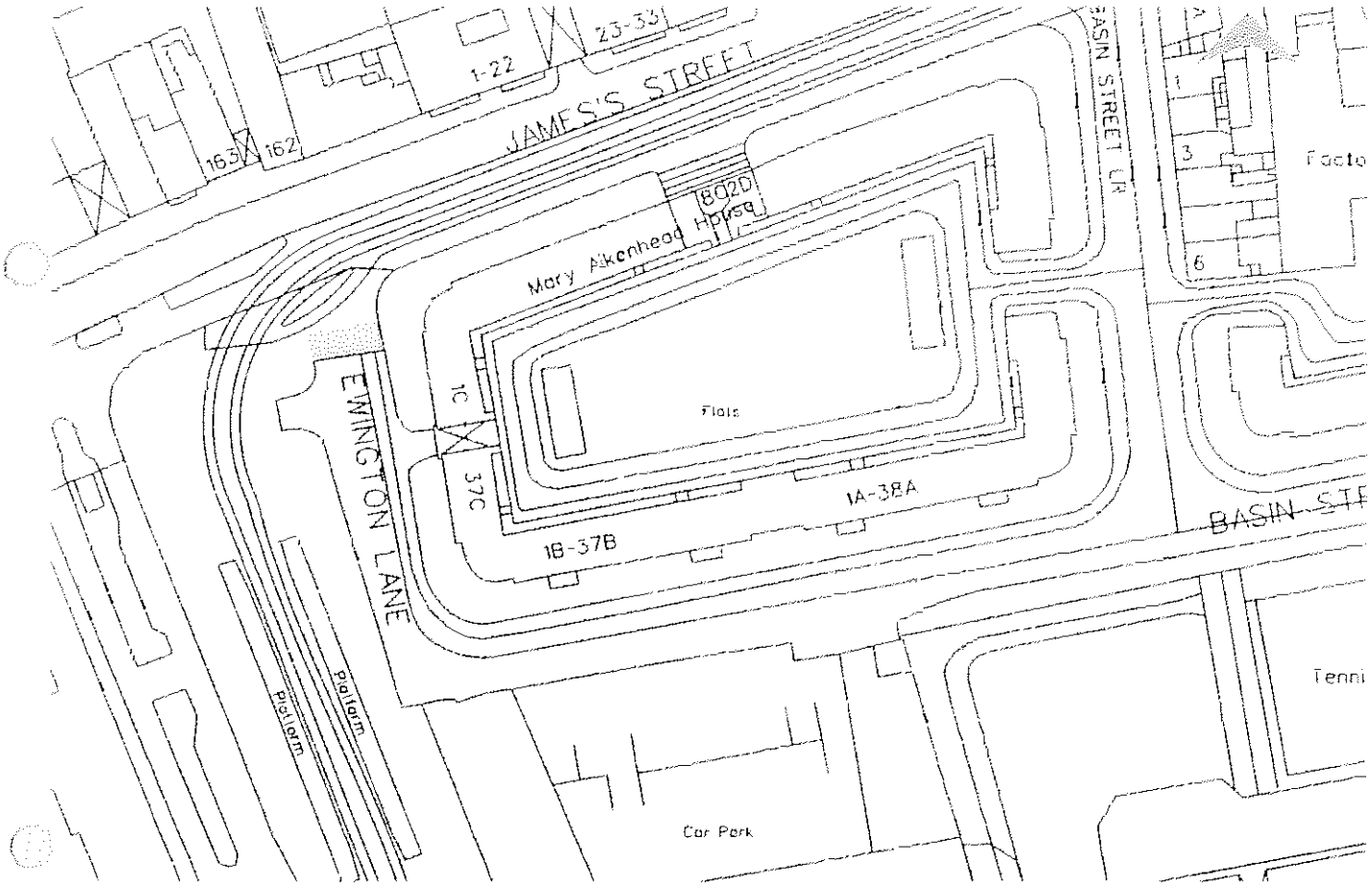
65. BICYCLE SCHEME LOCATION
ST. JAMES HOSPITAL / JAMES STREET / EWINGTON STREET LANE JUNCTION



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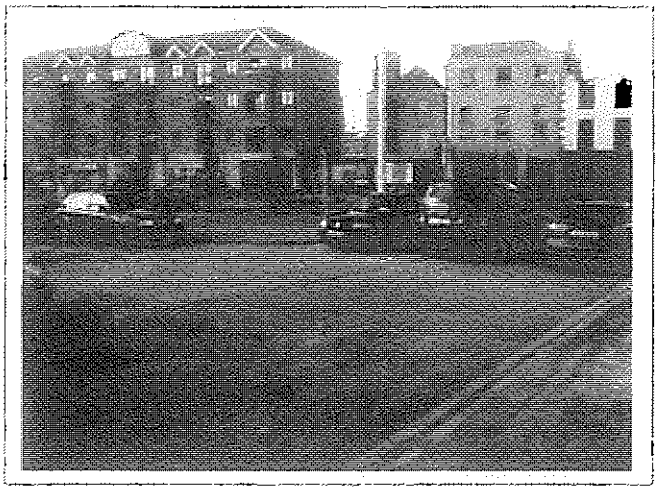

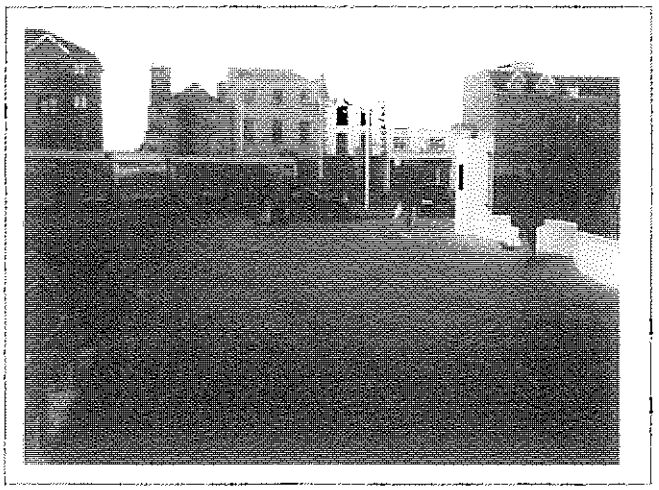

BICYCLE SCHEME LOCATION JAMES HOSPITAL / JAMES STREET / EWINGTON STREET LANE JUNCTION

Station Location: St James's Hospital	
2005-2011 Development Plan Zoning Objective	The hospital campus is zoned Z15 for institutional and community uses. At the cul de sac of Ewington Lane Street Upper, the zoning is Z1 residential.
DED and 2006 Population Level	Ushers F: 3,237 persons which is a 5.6% increase from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The area is close to the Heuston FDA area and in particular the Z7 Guinness land bank. The area is also close to the Digital Hub rejuvenation area and the Marrowbone Lane area. All will significantly improve the urban profile, legibility and character of the area.
Transport 21 Proposals for the Area	The hospital is serviced by an existing station on the Luas Red Line (Tallaght to Connolly Station). The station is close to the entrance of the hospital campus from James's Street. The Old Kilmainham Road and James's Street corridor is part of the proposed Luas Line F Option 1 route which will connect Lucan with the city centre. This line will interconnect with the Luas Red Line and branch from it to continue east along Thomas Street and towards the city centre via Dame Street. The location is also close to Heuston Station, a significant hub under the Transport 21 proposals which include a Dart Underground interconnector station. Access to Heuston is achieved as the next stop on the Luas Red Line or by short walking distance from the location along Steeven's Lane.
Location with respect to Strategic Cycle Network or future cycle route proposals.	This section of James's Street is not on the existing SCN but the network is reached a short distance east where it connects with Thomas Street and the city centre.
Existing Road Designation and Existing Flow of Traffic	James's Street is a Regional Road with a two way traffic flow. Movement to and from the location is likely to come from the Thomas Street/James's Street axis as the location at James's Hospital is likely to represent the western limit of the current bicycle scheme in spatial terms (extensions in the future would provide possibilities for approaching and connecting the location from the direction of Inchicore for example). Access to Heuston can be achieved via Steeven's Lane but this direct route is on the Luas line. There are side street movement possibilities along Bow Lane West, Bow Bridge and Military Road in turn to provide access to Heuston via the Royal Kilmainham Hospital. Continuing east along the James's Street and Thomas Street corridor would link with other proposed stations to service the Guinnes Store House and Digital Hub Areas and further east the city centre.
Significant Developments Proposed close to site.	The site is located adjacent to the hospital entrance. Developments of an institutional nature are the most likely form of development in the immediate vicinity of the site. The location is however close to areas of continued regeneration and change as part of framework plan areas including the Heuston Station area (the new emerging developments of Heuston South Quarter are a short distance north west of the site), the Digital Hub and Marrow Bone Lane area. The longer term location context of the station will therefore be that significant new mixed use city quarters will have emerged along the route to the site which will integrate 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 cul 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 Cornmarket, all located further east.

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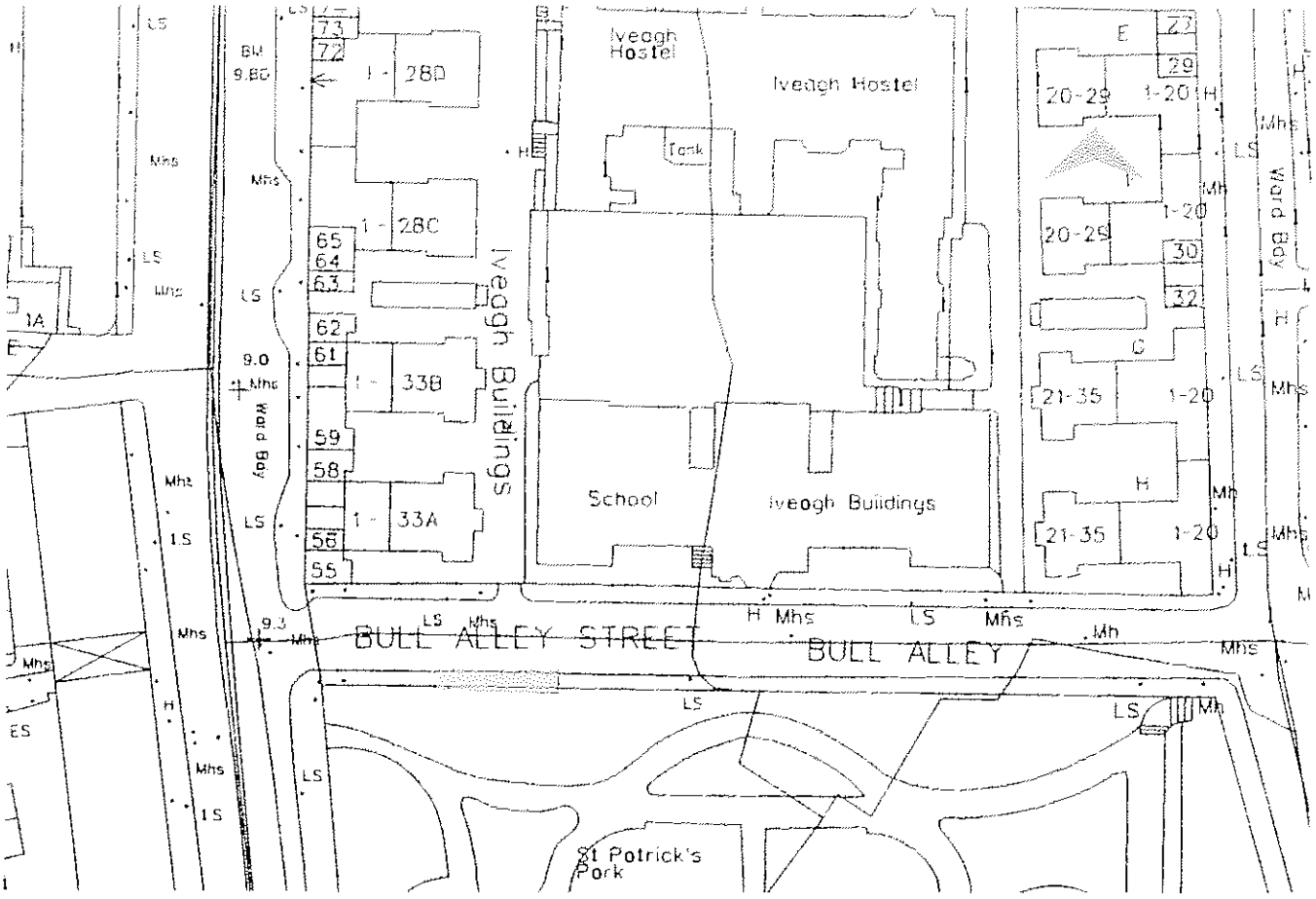
66. BICYCLE SCHEME LOCATION
ST. PATRICK'S / BULL ALLEY



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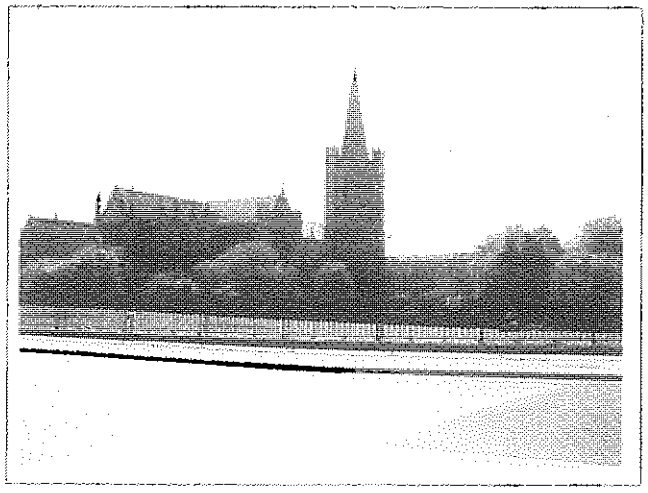

BICYCLE SCHEME LOCATION
BULL ALLEY

Station Location: St Patrick's Cathedral Bull Alley Street	
2005-2011 Development Plan Zoning Objective	St Patrick's Park adjacent to Bull Alley Lane 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.	Christchurch Place is part of the Ship Street/Werburgh Street Framework Plan area. The plan aims to promote the area so it recovers its former strong physical character. Urban planning solutions are proposed for key spaces which will act as nodes for growth, promote linkages between sites and linkages to the wider city centre. The junction of Bull Alley 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 Alley Street is an important location in the sequence of movement between cultural and historical 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 Christchurch. 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 Patrick Street moving east.
Existing Road Designation and Existing Flow of Traffic	The street is a local street with a one way flow moving west. On street car 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 Iveagh 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.

Comments

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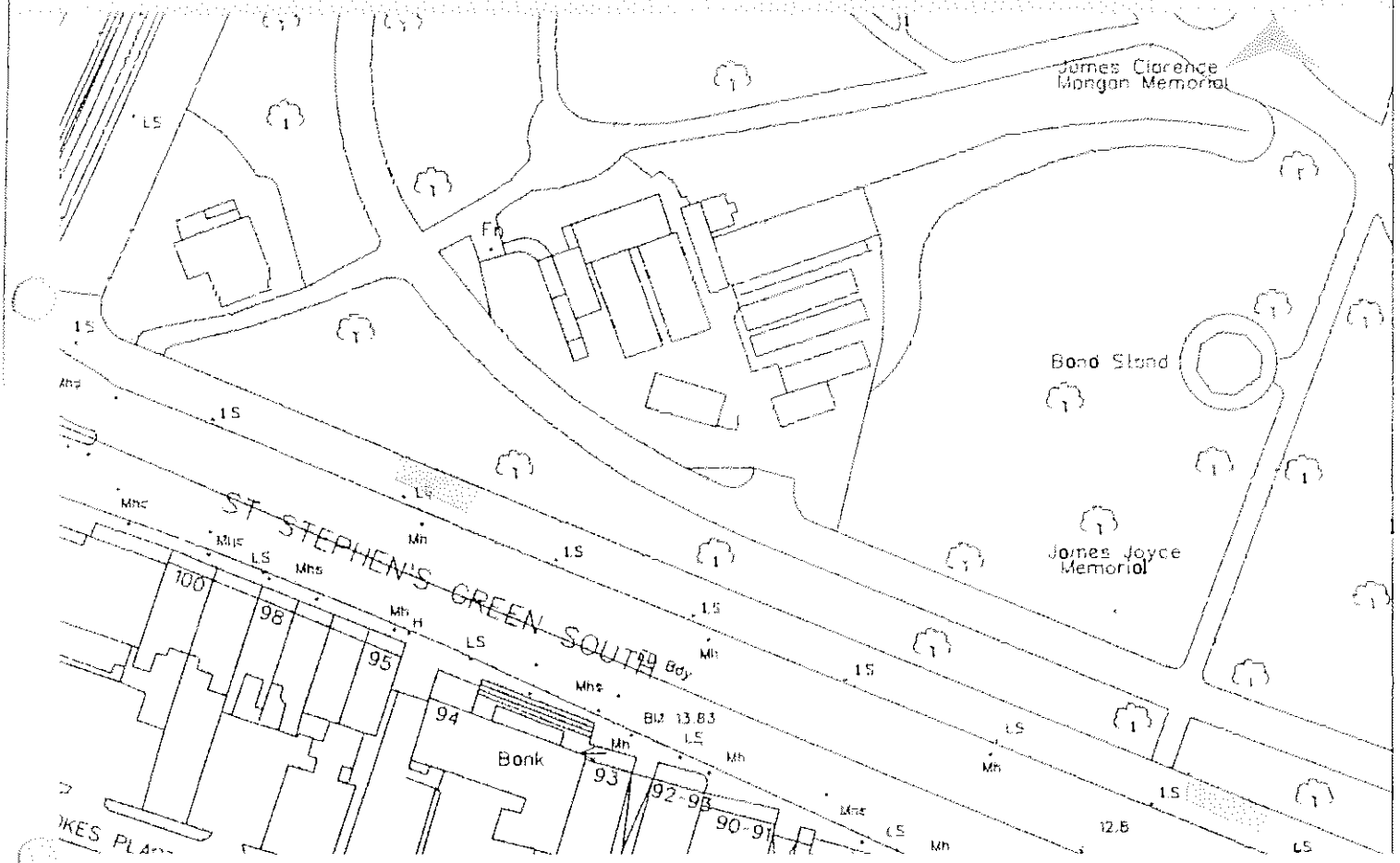
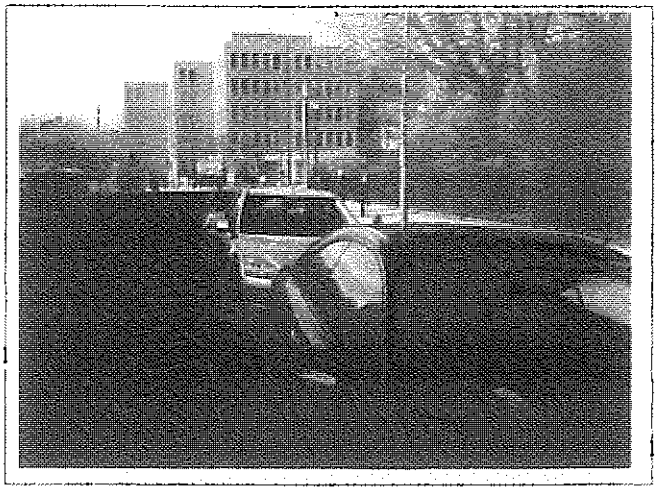
67. BICYCLE SCHEME LOCATION ST STEPHENS GREEN SOUTH





BICYCLE SCHEME LOCATION
ST STEPHENS GREEN SOUTH

Station Location St Stephens Green South	
2005-2011 Development Plan Zoning Objective	The buildings on the south side of St Stephens Green are zoned 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 amenity.
DED and 2006 Population Level	Mansion House B: 869 persons reduced 12.2% from 2002 Census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	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 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 St Stephen's Green North and turn onto Dawson Street.
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 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 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 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 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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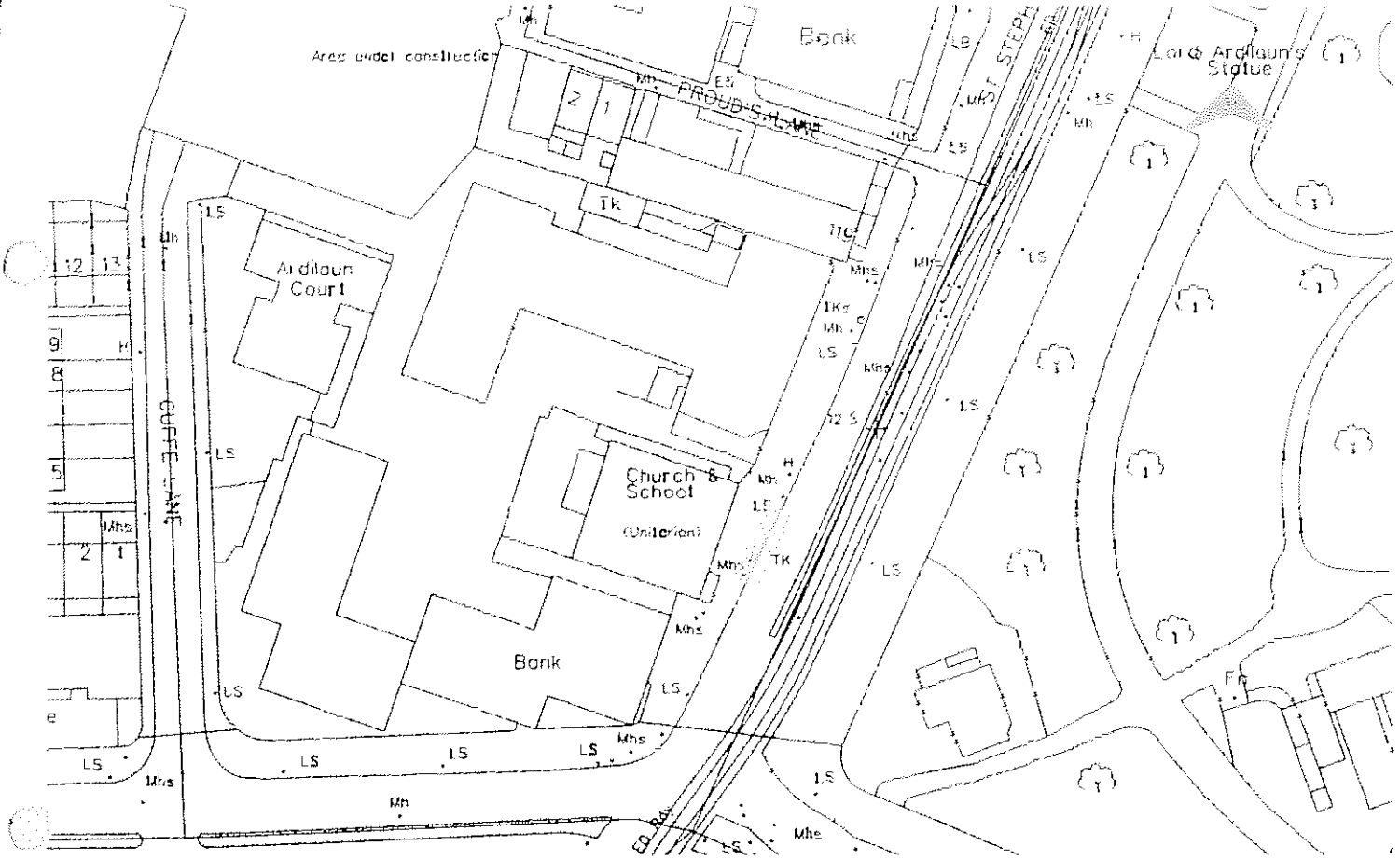
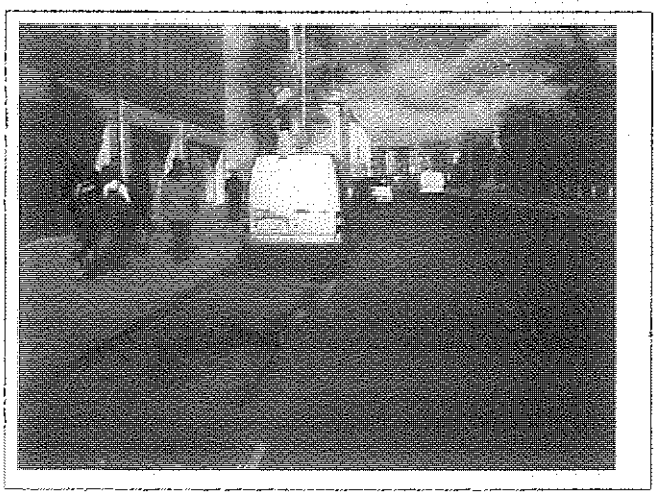
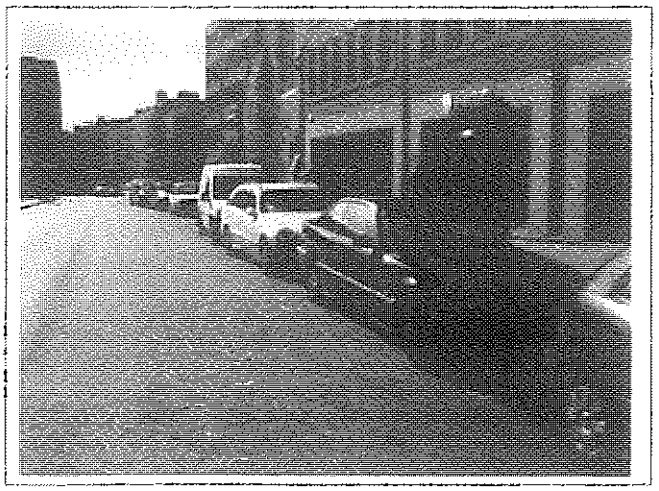
68. BICYCLE SCHEME LOCATION ST STEPHENS GREEN WEST







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 a designated conservation zone.
DED and 2006 Population Level	Royal Exchange B: 2020 Persons. 4.3% increase in DED population from 2002.
Framework Plans/ Local Area Plans or similar initiatives for the area.	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 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 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 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. .
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 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 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 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 Church, 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 transportation proposals, prime retail functions and high office based employment functions of the area.

Comments

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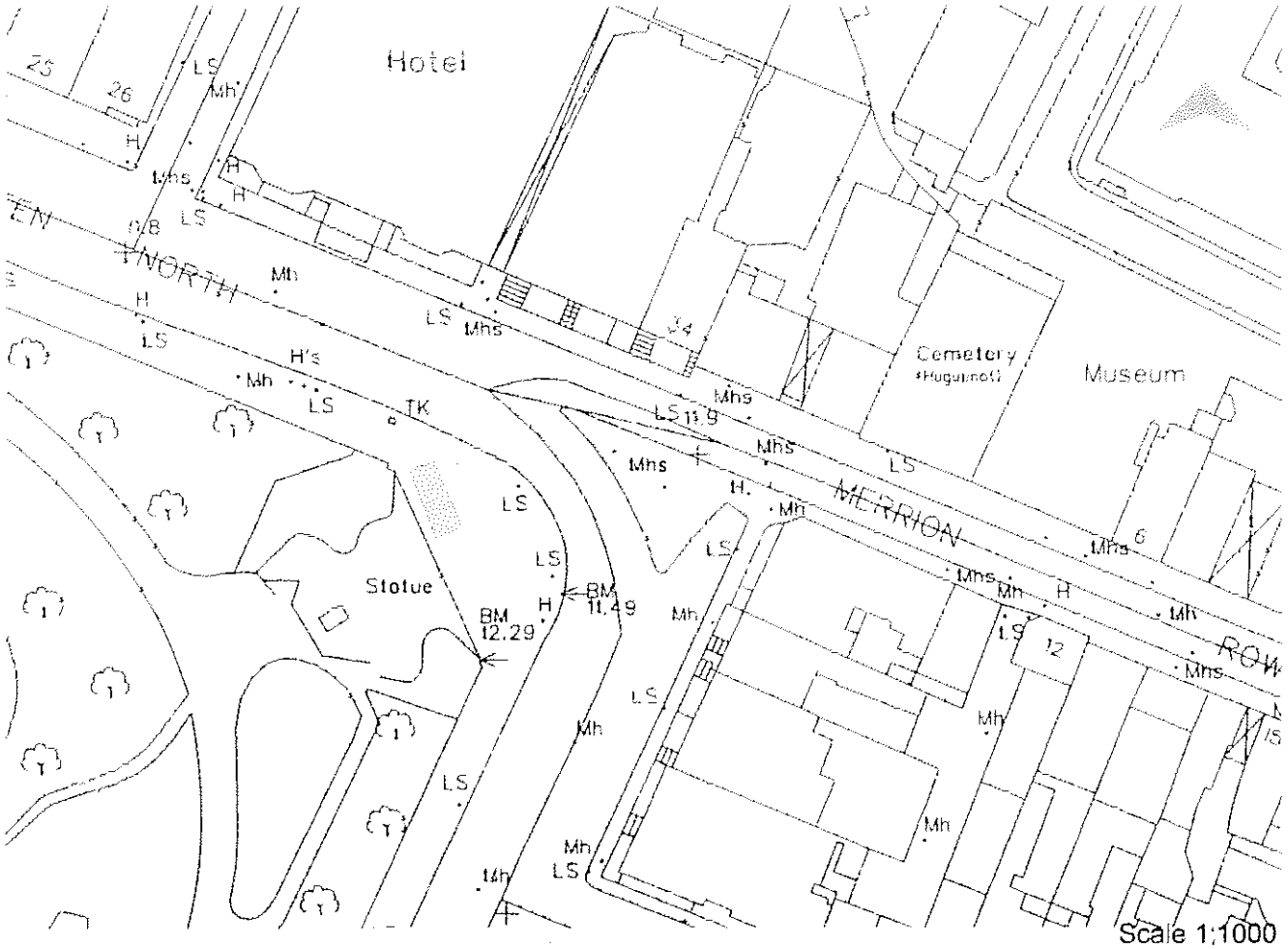
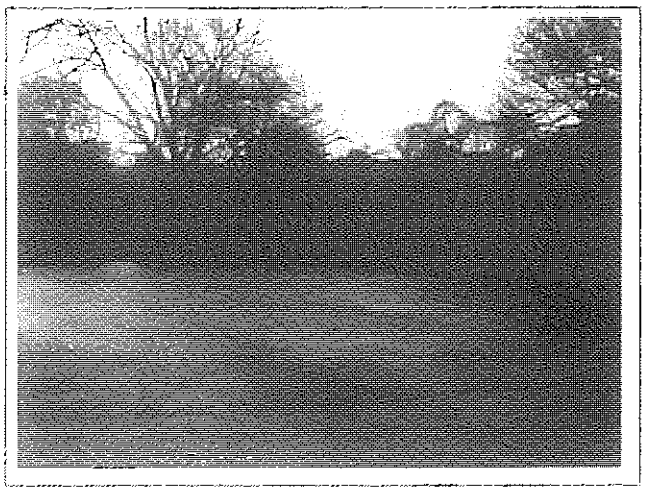
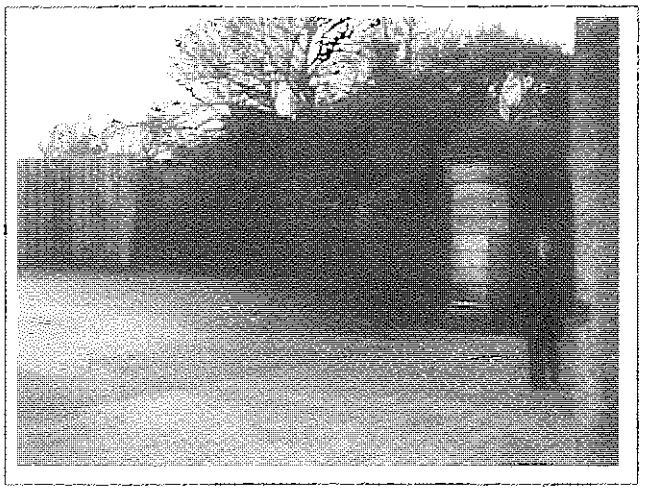
69. BICYCLE SCHEME LOCATION
ST. STEPHEN'S GREEN/ NORTH-EAST







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

Station Location: Stephen's Green/Grafton Street Junction Options A, B andC	
2005-2011 Development Plan Zoning Objective	Un-zoned but located in the context of a Z5 " to consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity" context surrounding. St Stephen's Green is zoned Z9 "to preserve, provide and improve recreational amenity and open space". The area around St Stephen's Green is a designated conservation zone.
DED and 2006 Population Level	Royal Exchange B: 2020 Persons. 4.3% increase in DED population from 2002.
Framework Plans/ Local Area Plans or similar initiatives for the area.	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), Variation No 15 of the 2005-2011 DCC Development 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 locating such structures within an ACA.
Transport 21 Proposals for the Area	Major public transport provision on this junction is envisaged under Transport 21. The Dublin Dart Underground Interconnector will be located at this junction and run parallel with St Stephen's Green North. The public footpaths, road 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 along 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	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.
Roads and Traffic Division Proposals for the Area.	
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.

Comments

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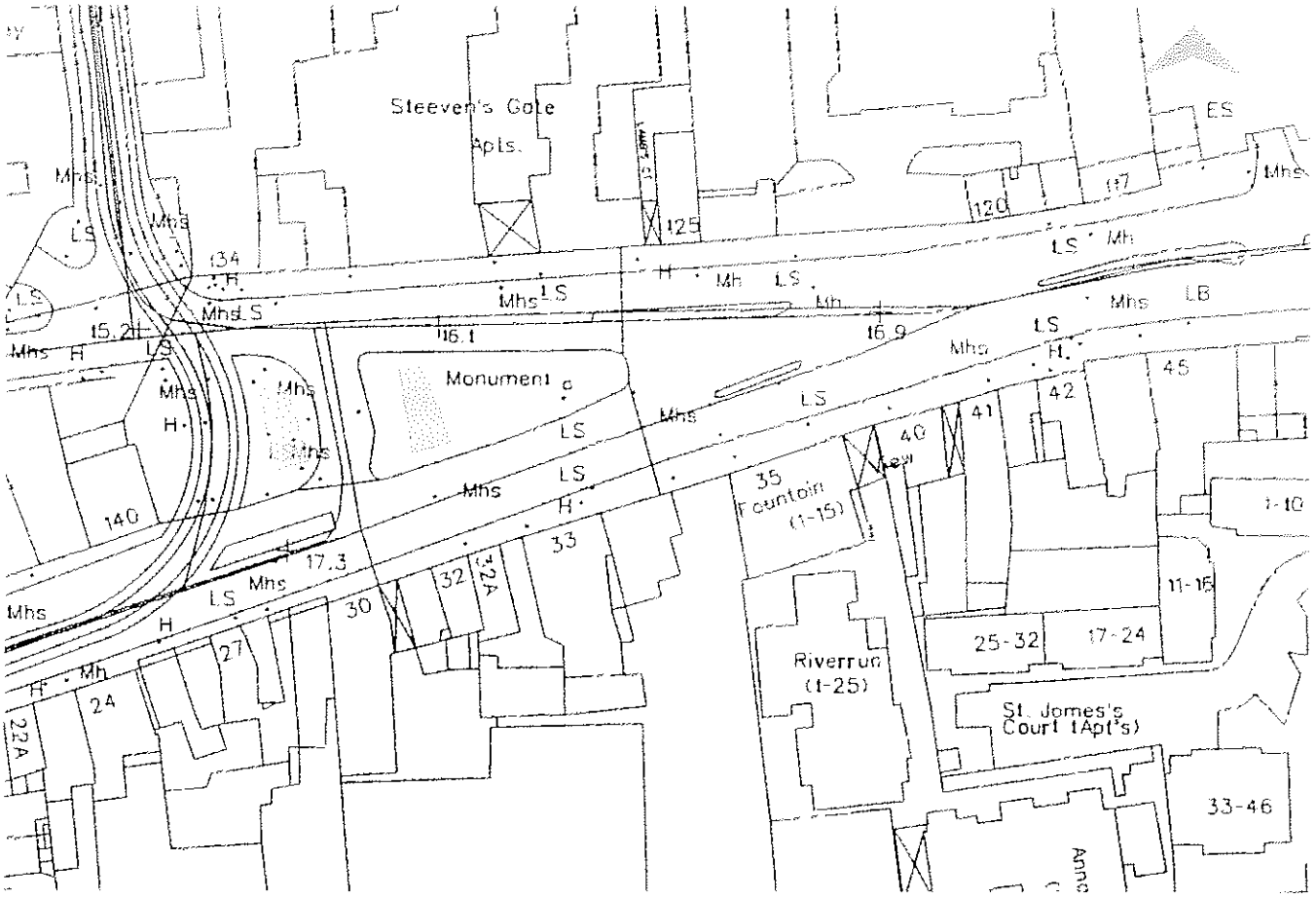
70. BICYCLE SCHEME LOCATION
JAMES'S STREET- MEDIAN SUN DIAL



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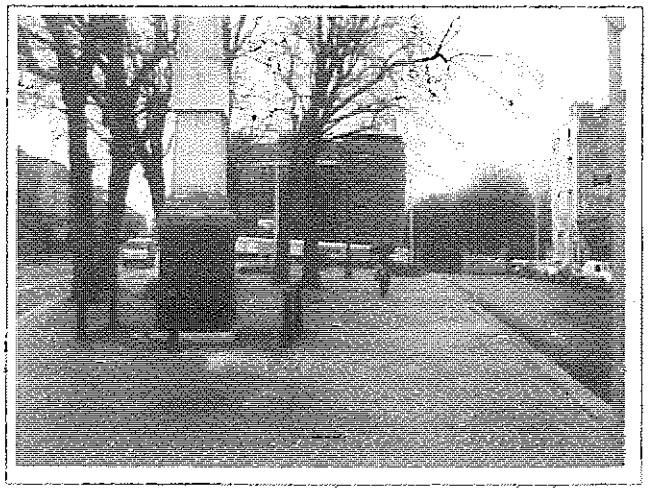

BICYCLE SCHEME LOCATION
JAMES'S STREET- MEDIAN SUN DIAL

Station Location: Sun Dial Monument/ Junction of James Street and Steevens Lane	
2005-2011 Development Plan Zoning Objective	Zoned Z9 to preserve, provide and improve recreational amenity and open space. The surrounding land uses include Z4 mixed use facilities (where local shops, pubs and services are presently located), the Guinness Brewery lands which are zoned Z7 for heavy industries, Z1 residential zone and Z15 institutional zone. The institutions close to this zone include St Patrick's Hospital, Dr Steevens Hospital (HSE offices) and James 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.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The area is adjacent to the Heuston FDA area and in particular the Z7 Guinness land bank. The area is also close to the Digital Hub rejuvenation area and the Marrowbone Lane area. All will significantly improve the urban profile, legibility and character of the area. The triangle of open space will in the longer term be a significant centre point within the wider rejuvenated 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 east along James Street and Thomas Street. The location will be at a significant interconnection between the two lines.
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-continue (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 Designation and Existing Flow of Traffic	At this location, James Street (a Regional Road with a two way flow) merges with Bow Lane West (a local road with a one way flow moving east). Depending on the location for the bike station, 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 station would be east towards the city centre. A cyclist would cross the street to access the station if arriving from the Guinness Store House and Digital Hub stations.
Roads and Traffic Division 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 particular the Z7 Guinness land bank adjacent to Victoria Quay may open the area for greater legibility and activity. The area is also close to the Digital Hub 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 landmark 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 Heuston Station. The future proposals for Luas Line F include 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 advantage of large areas of pavement at the V junction. The pavement area serves as a hard landscaped plaza adjacent to the Sun Dial monument. This pavement area (which is divided between two sections) could provide space for a bike station facility.

Comments

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