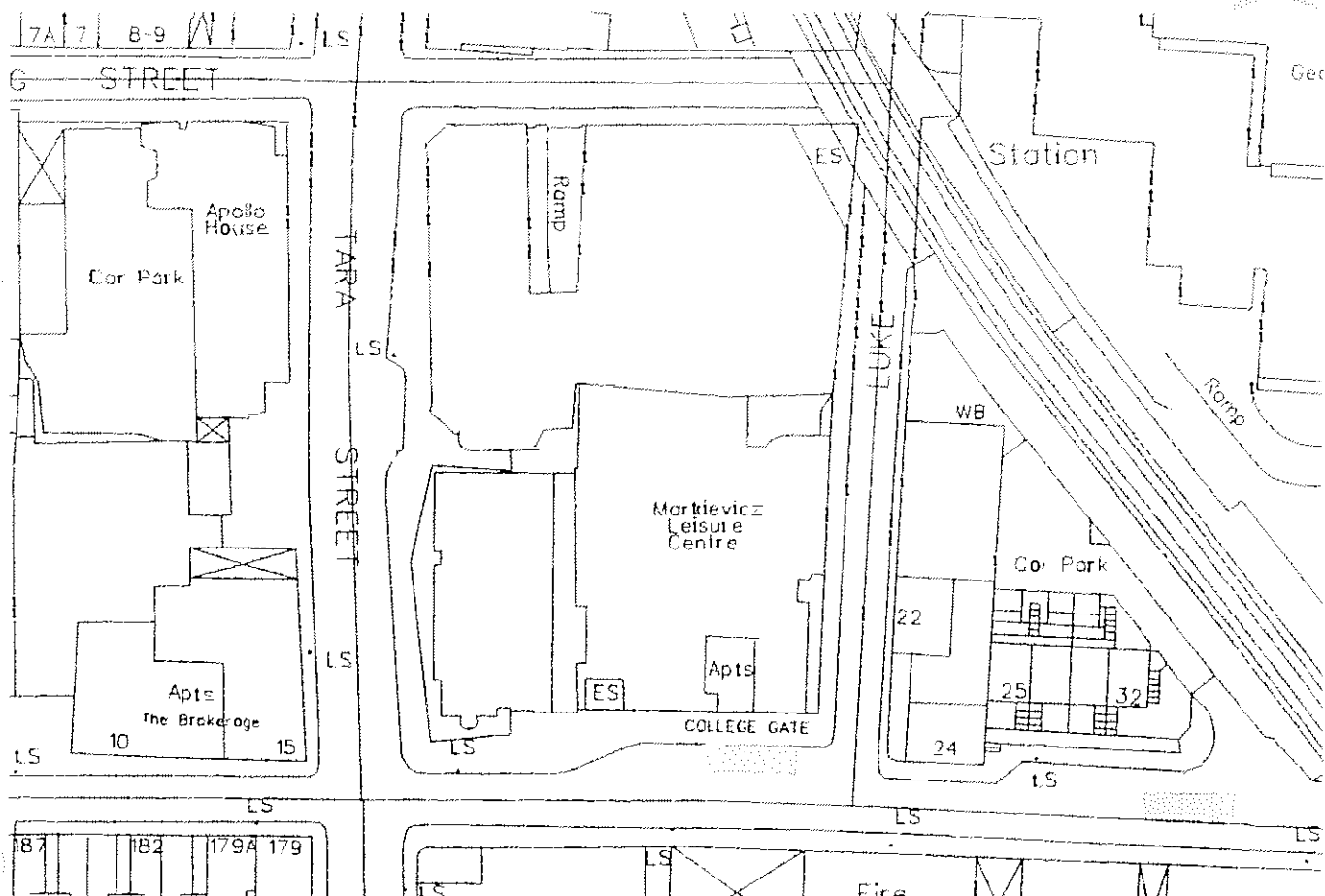


# 71. BICYCLE SCHEME LOCATION TOWNSEND STREET



# BICYCLE SCHEME LOCATION

## TOWNSEND STREET

Station Location: Townsend Street-Markievicz Leisure Centre	
2005-2011 Development Plan Zoning Objective	The area is zoned Z5 to consolidate and facilitate the development of the central area.
DED and 2006 Population Level	Mansion House A: 4,462 persons which is a 4.5% increase from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The Georges Quay Urban Design Study has a central aim of promoting the regeneration of streets in the vicinity of Georges Quay and Tara Street station including proposals to consolidate the local streets with high density mixed use developments, provide attractive and active streetscapes and encourage greater movement and pedestrian flow along side streets in the locality. The key streets are Georges Quay, Tara Street (to the west) and Moss Street (to the east). Landmark building and infill opportunities are identified. Synergies to connecting streets are promoted including links to City Quay, Townsend Street and Pearse Street. This location is central within the study area.
Transport 21 Proposals for the Area	There are no Transport 21 route proposals along Townsend Street. The location is within short distance of Tara Street and is close to the Luas Line BX city centre connection. The route alignment along Hawkins Street and College Green is a short distance west of the location. Pearse Street station, where a Dart Inter-Connector station is proposed, is also a short distance from this station moving east. Other bicycle station proposals inter-connect these locations.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Townsend Street is not part of the SCN but it is closely accessible to it via side street connection to Pearse Street (moving south) or Burgh Quay (moving north).
Existing Road Designation and Existing Flow of Traffic	Townsend Street is a Main Street accommodating an east bound traffic flow. It crosses important junctions for movement including Tara Street for north connections back to the quays, Moss Street for connections with Georges Quay moving north and Pearse Street moving south and Lombard Street East for connections with Westland Row and Pearse Street Station. Continuing east, the street connects with Sandwith Street and Pearse Street for movement towards Grand Canal Dock. Side street movements close to this location ( Luke Street) connect with Tara Street station.
Significant Developments Proposed close to site.	It is noted that in the wider local area and in particular to the east of Hawkins Street, there is potential for significant consolidation with key opportunity sites recognised under the Georges Quay urban design study.

# BICYCLE SCHEME LOCATION TOWNSEND STREET

## Justification for Site Selection:

The location is part of an east bound traffic flow movement connecting the south city centre to Pearse Street and in turn a route to the south docklands. There are other stations proposed highlighting the importance of this corridor. This location in particular compliments the station positions at Townsend Street/ Sandwith Street and at Lombard Street East. These locations provide a regular pattern of stations to encourage connections and movement in line with traffic flow patterns. The sequence of stations compliments the parallel provision along Pearse Street to facilitate the west bound return movements from the south docklands area.

The local area is one identified for significant regeneration and renewal under the Georges Quay study. This route connects Tara Street and Moss Street and is an integral part of the grid structure framing the Tara Street station environs. There are key redevelopment opportunities following both the grid layout of streets and the diagonal axis of the Dart line. Key to this study, which aims to regenerate opportunity sites with enhanced permeable movement through blocks and greater street level activity, is the development of active streets along the Dart Corridor. The present urban environment is one of inactivity and poor public realm in underpass locations along the Dart axis. The regeneration plans will create a more diverse, high quality, and active city centre quarter. A bicycle station facility in a central location within the study boundary will provide both a benefit to the regeneration plans and benefit from the heightened activity levels as regeneration proposals advance.

The location is close to Tara Street station and provides an additional location to benefit movement choice for commuters moving to and from the station. Side street movements along Luke Street (also a proposed station site) connect with the station in short distance.

The location would benefit the commercial office blocks in the locality and in particular, as discussed above, the longer term commercial activities of a regenerated area. The location would also benefit movement to the Markievicz Leisure Centre. There are a number of inner city residential areas in close proximity to the location. The facility would benefit connections for residents through the city centre using cycling as a transport mode.

Position options include pay and display parking area on the south side of the street close to the Dart line. In addition, the widened pavement area to the front of the Markievicz Leisure Centre could provide an alternative location option.

## Comments

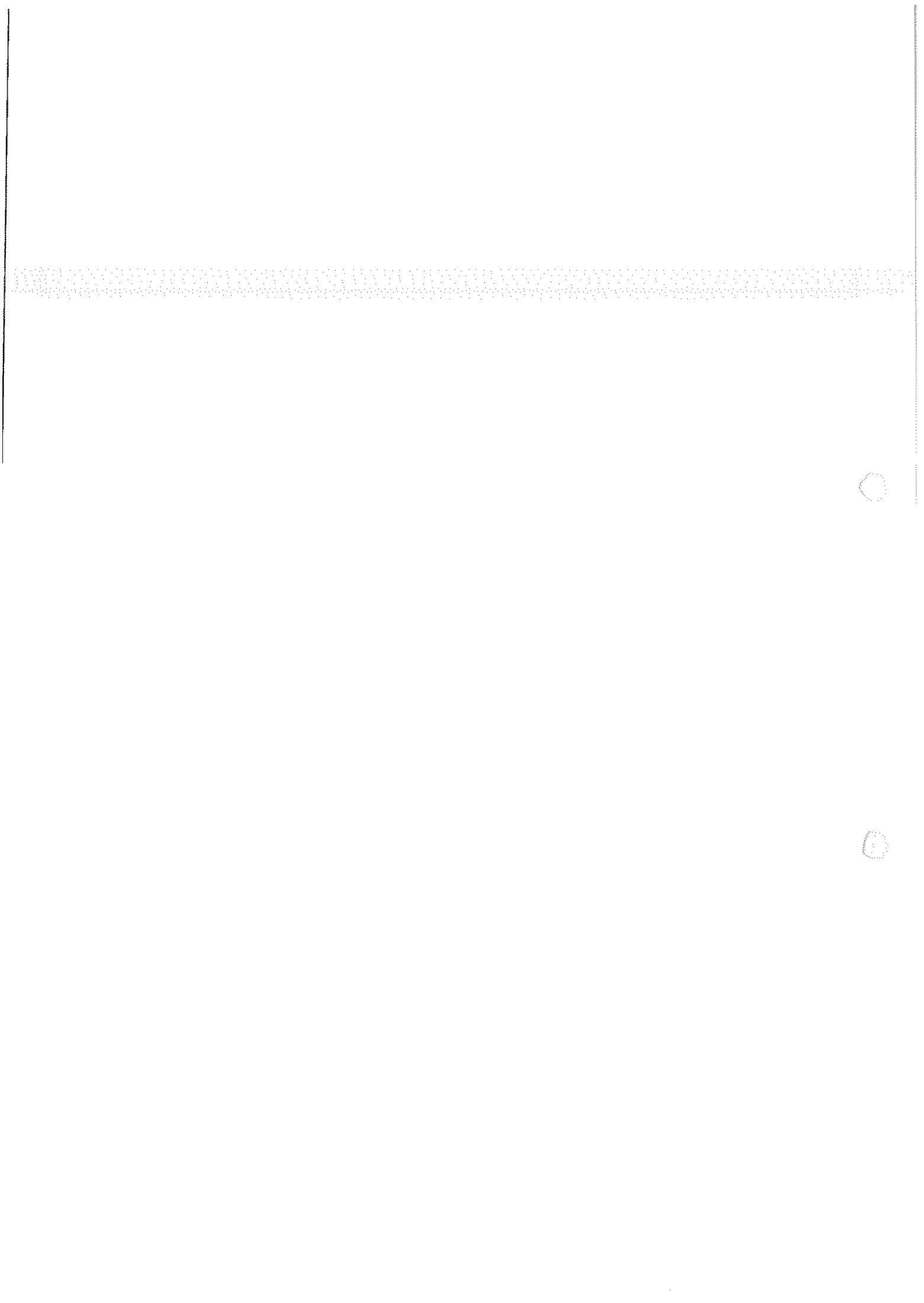
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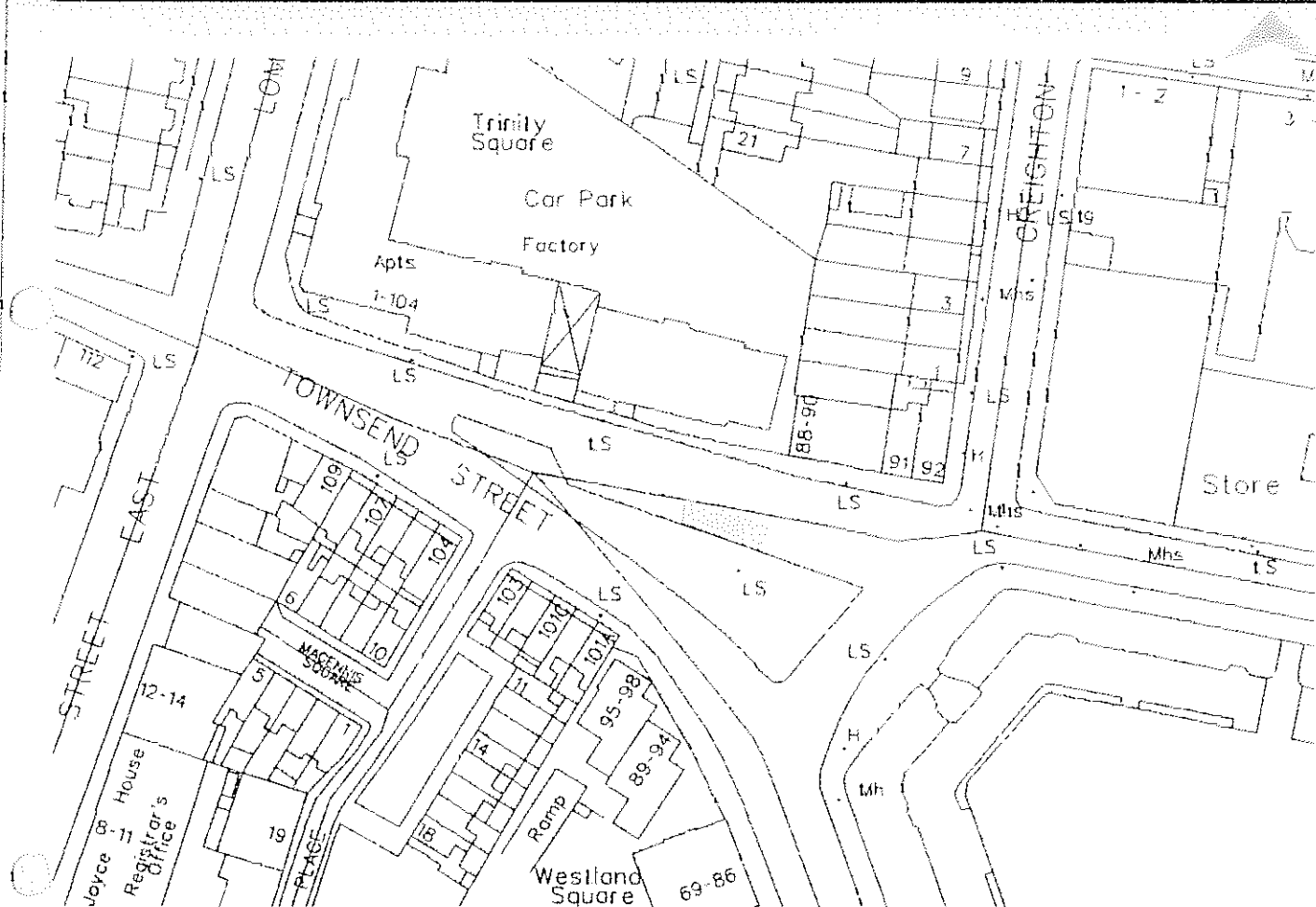
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## 72. BICYCLE SCHEME LOCATION TOWNSEND STREET / SANDWICH STREET LOWER JUNCTION



Scale 1:1000



# BICYCLE SCHEME LOCATION

## TOWNSEND STREET /

## SANDWITH STREET LOWER JUNCTION

Station Location: Townsend Street/ Sandwith Street Junction	
2005-2011 Development Plan Zoning Objective	This area is zoned Z1 for residential uses on its north and south sides with Pearse House ( a Z2 residential conservation zone and social housing complex to the east) and Z5 city centre zoning to the south west. Further east along the Pearse Street corridor, the zoning objective is Z4 mixed use services, Z1 and Z2 residential, Z6 light industry and Z13 for the social, economic and physical rejuvenation of the area.
DED and 2006 Population Level	Mansion House A: 4,462 persons which is a 4.5% increase from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	<p>The 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/Lothbird 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.</p> <p>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.</p>
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.	Sandwith Street is partly located on the SCN and importantly connects into the Pearse Street alignment of the SCN. There are a number of side street options from this collection to connect with the city quays.
Existing Road Designation and Existing Flow of Traffic	Sandwith Street is a Regional Road which facilitates a one way traffic flow east bound as part of a route from D'Olier Street through Townsend Street and connecting with Pearse Street. Connecting with Pearse Street involves moving south where , at the junction with Sandwith Street, a two way flow of movement is facilitated. West of the junction links back towards College Green and east towards the docklands and Ringsend. There are a number of key junctions along this traffic flow system providing connection either south towards Merrion Square or north towards the quays.
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 TOWNSEND STREET / SANDWICH STREET LOWER 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 Dan 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 Sandwich 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/Sandwich 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 complement 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 Westland Row where the foot 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 complement block movement patterns between the quays and Pearse Street to encourage movement between the quays and Pearse Street corridor.

**Townsend Street/ Sandwich 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, Sandwich 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 complement 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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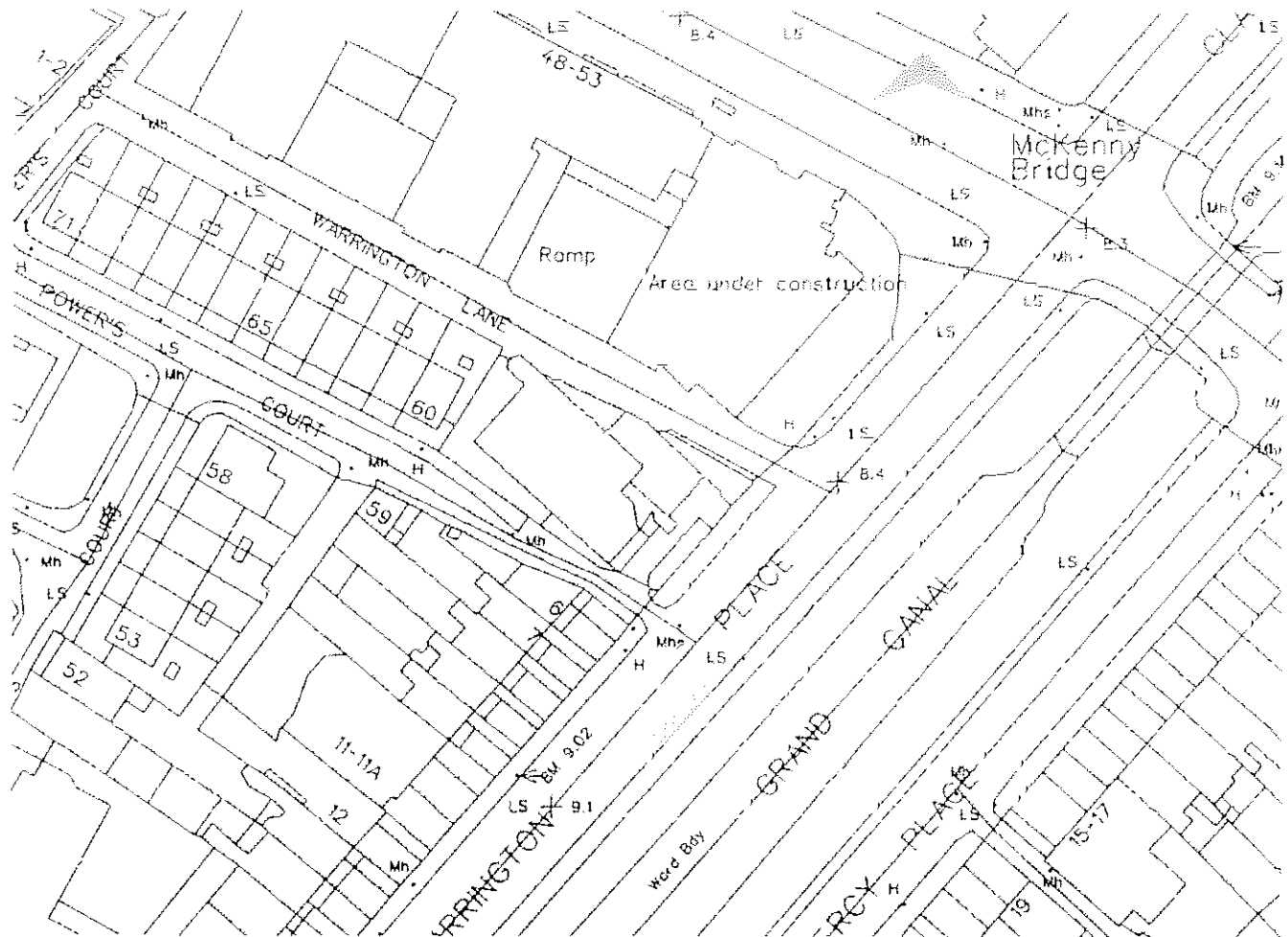
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## 73. BICYCLE SCHEME LOCATION WARRINGTON PLACE



Scale 1:1000



# BICYCLE SCHEME LOCATION

## WARRINGTON PLACE

Station Location: Warrington Place 2005-2011 Development Plan Zoning Objective	The street is mostly 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 corner with Mount Street Lower is zoned Z6 for enterprise and employment. 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, Z6 enterprise and Z15 institutional uses.
DED and 2006 Population Level	South Dock: 5,123 persons which is an increase of 36% from the 2002 census
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans or area based plans currently proposed for this area. Via Clanwilliam Place, the street is accessible to the Grand Canal Docks and south dockland area. A Section 25 Planning Scheme is in place for the south Dockland Area in addition to the Barrow Street Area designated as having potential for high density clusters under the City Council's Maximising the City's Potential Strategy. Synergies between development in the south docklands and this zone may be possible. Connections via a bicycle scheme would encourage this.
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.	Warrington 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	Warrington Place is a local road connecting with Mount Street Lower (a Regional Road) and Baggot Street Lower (via Herbert Place), also a Regional Road. This street connects 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.	With the exception of the corner junction with Mount Street Lower on its east end, 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 WARRINGTON PLACE

## Justification for Site Selection:

This location is proposed as a possible alternative to a station option a short distance east at the junction of Warrington Place and Mount Street Lower.

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.

Warrington Place is similar to the location proposal at Herbert Place a short distance west with respect to character and location. Whilst the street is mostly residential in character, it also possesses an enterprise zone at its east end and provides good east to west connections 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 complements a network spacing of locations and promotes east to west movement through the area.

Poy and Display parking spaces adjacent to the canal facilitate opportunities for positioning a station and servicing it.

Whilst the street is mostly 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 inwards 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 may be 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 calm-d side streets connect with busier main corridors to encourage cycle movement.

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

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

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

## Comments

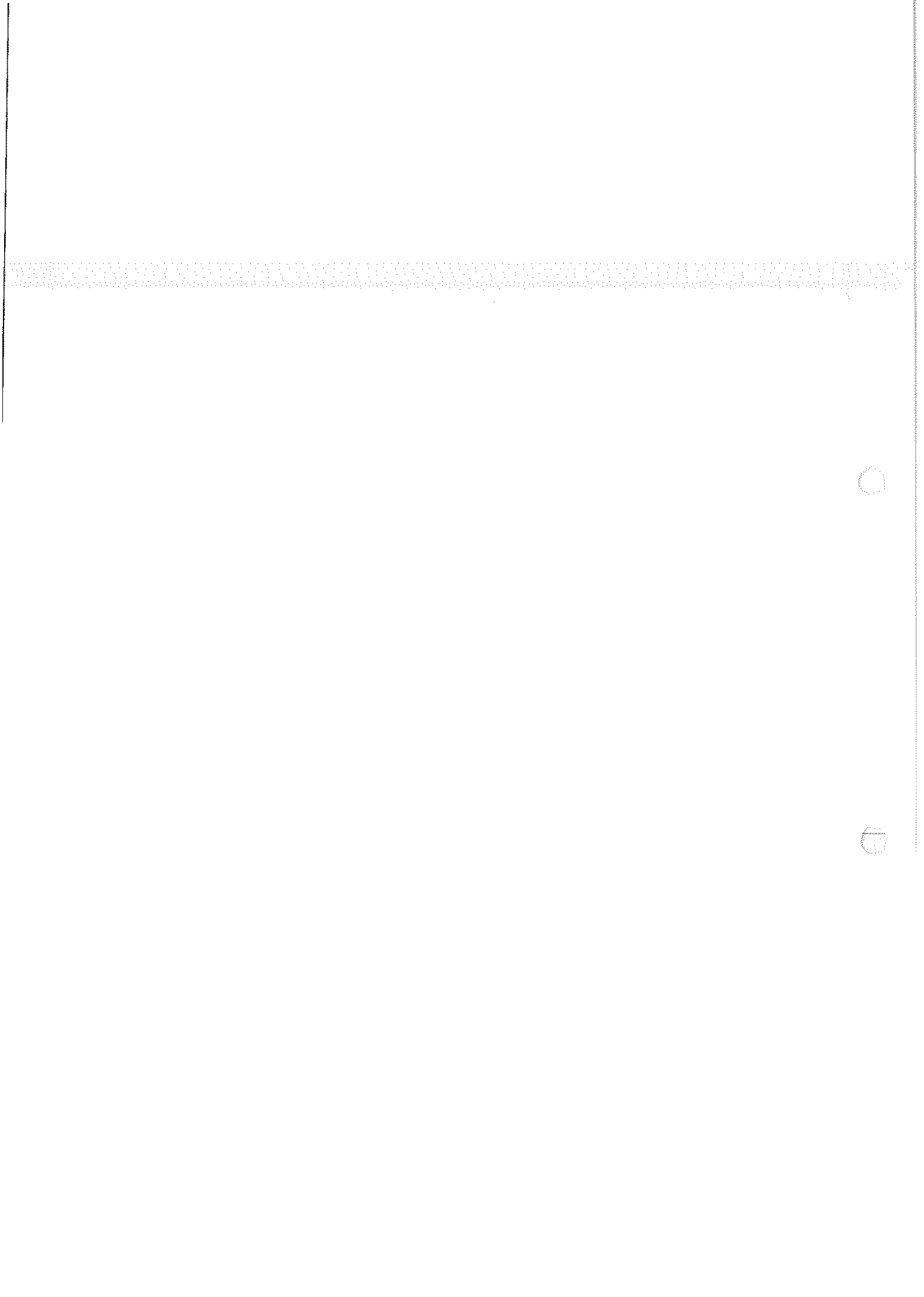
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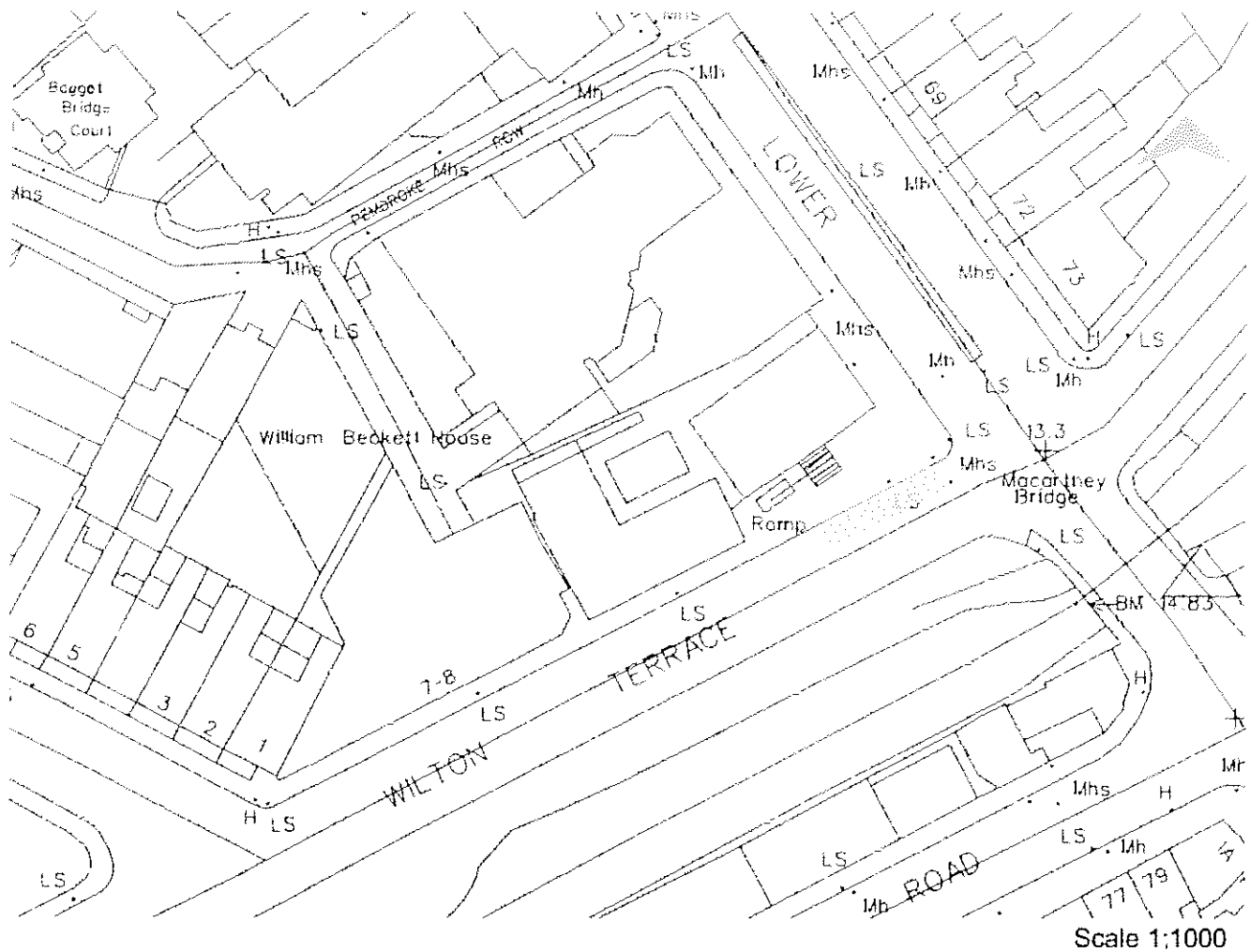
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## 74. BICYCLE SCHEME LOCATION WILTON TERRACE EAST



Scale 1:1000



# BICYCLE SCHEME LOCATION

## WALTON TERRACE EAST

Station Location: Wilton Terrace-Baggot St Bridge	
2005-2011 Development Plan Zoning Objective	Wilton Terrace runs adjacent to the Grand Canal. A strip of Z9 open space and recreational amenity lands run parallel with both the road and canal. This area is also part of a conservation zone on account of the canal setting. Adjoining the north side of Wilton Terrace are lands zoned Z6 for enterprise and employment creation. These sites include office blocks. Wilton Park, in a central position along this road, is zoned Z9 for open space and recreational amenity. Land uses moving west are predominantly Z8 (to protect the architectural and civic design character) and moving south across the Canal are Z1 for residential use and Z6 for enterprise and employment.
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 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.	Wilton Terrace is not on the SCN although just south of the canal Mespil Road is part of the network. This network extends along the canal over a significant length. Leeson Street Lower, which forms a junction with Wilton Terrace, is part of the SCN and connects with a comprehensive network of cycle ways moving south east beyond the canal ring. Further east, Northumberland Road is part of the SCN. Wilton Terrace is therefore accessible from an extensive area of cycle paths in the south east quadrant of the city.
Existing Road Designation and Existing Flow of Traffic	Wilton Terrace is a local road connecting with Leeson Street Lower, a National Primary Road, to the west and Baggot Street Lower, a Regional Road, to the east. These junctions connect Wilton Terrace with a number of movement options going north towards the city centre or continuing south towards the suburbs. There are a number of movement options equally facilitated by side streets going north to connect with Fitzwilliam Square and moving west across Leeson Street Lower towards Harcourt Street via Adelaide Road. The canal corridor also provides good connections east and west of Wilton Terrace. The grid pattern of streets to the south east of St Stephens Green creates a highly permeable area which lies at an interface between the city centre and residential suburbs. Coupled with the high employment uses generated by offices in this overall area, the location is well suited to consider bicycle station options.
Significant Developments Proposed close to site.	Wilton Terrace is established as an office location with 1960's era office blocks (Zoned Z6). Redevelopment opportunities if sought are likely to be on such Z6 sites. Unlike other streets in this location, there are less Z8 areas and protected structures on this street. The street is parallel with both the canal and Mespil Road. There are significant activities along Mespil Road close to proposed locations including office and hotel activities.

# BICYCLE SCHEME LOCATION

## WALTON TERRACE 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 Walton 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 Walton Terrace, this street is an important east to west connection running parallel with the canal. It forms a south boundary to a wide area of interconnecting streets. The street is important for office activity (senior offices in particular) and is equally accessible to other streets of high office concentration. The close proximity to Mespil Road and the commercial area of Baggot Street Upper would generate huge potential for use from a number of activities (residential, office, hotel, retail etc).

Promoting access to this area, which a network of bicycle stations will encourage, would highlight the amenity value of the canal and forge stronger links between this amenity and the surrounding area to the benefit of residents, office workers and visitors alike.

*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 people changing from public transport (bus routes) to access the bicycles for local based journeys.

### Comments

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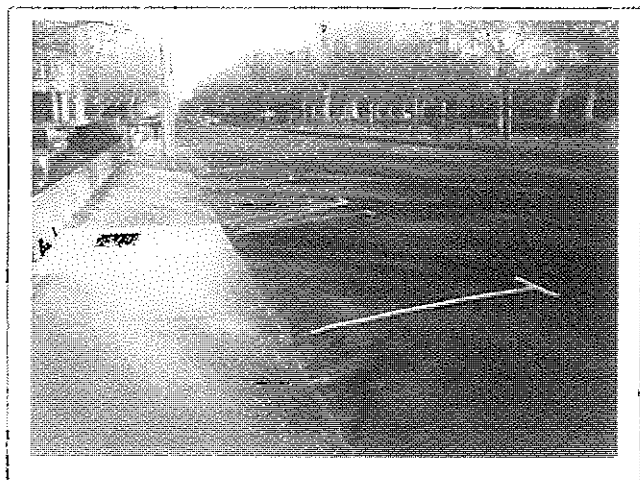
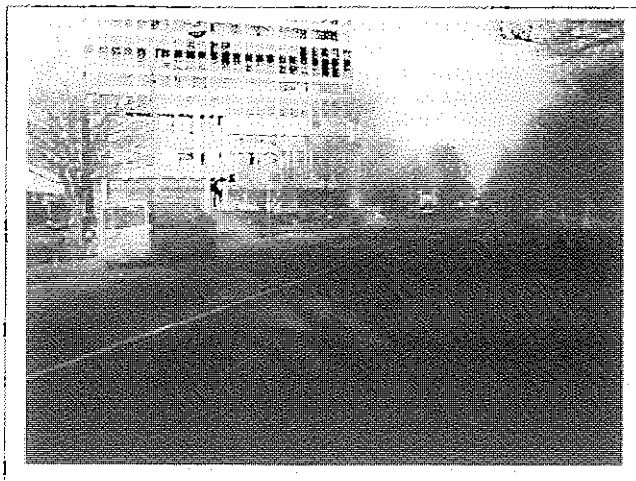
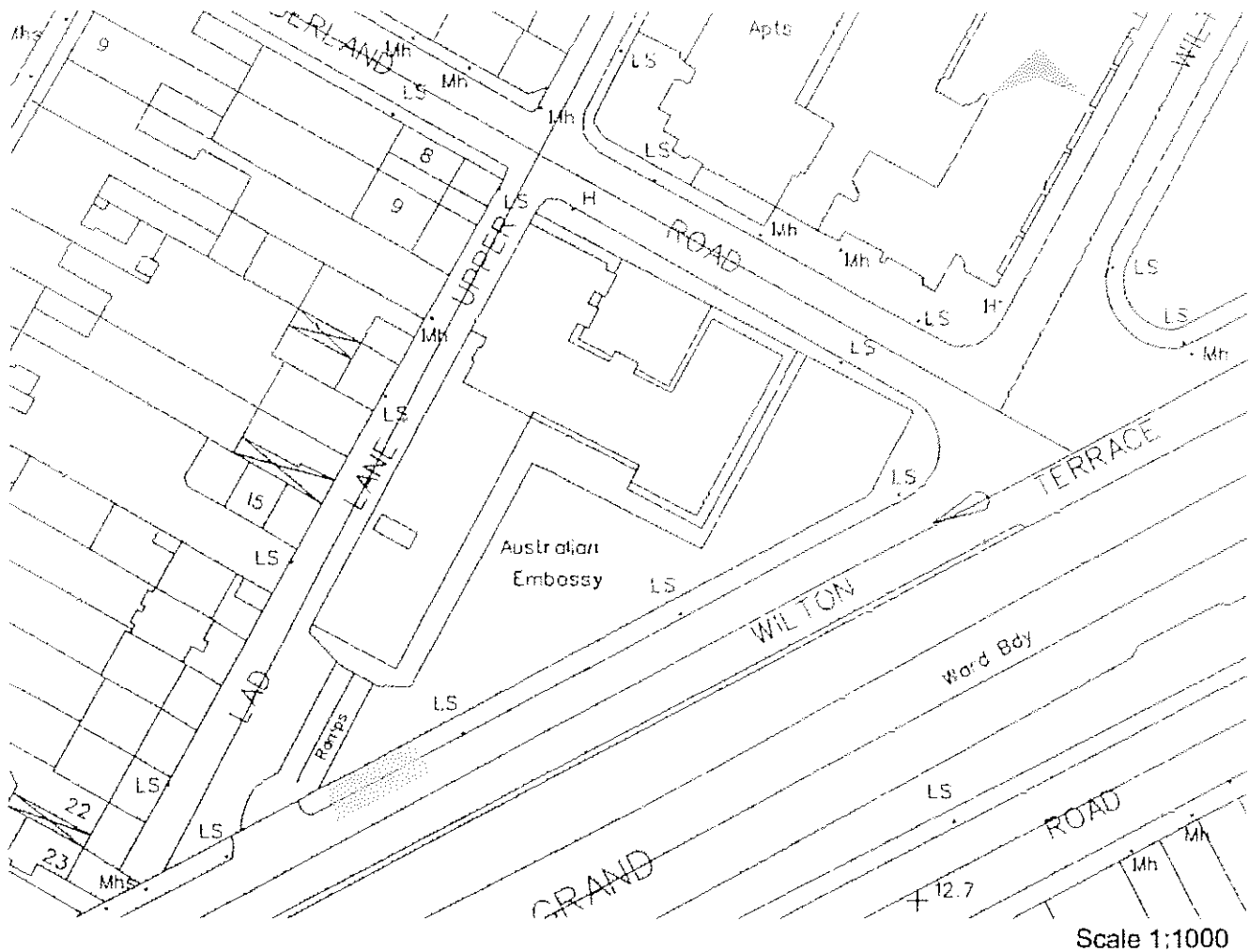
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## 75. BICYCLE SCHEME LOCATION WILTON TERRACE



# BICYCLE SCHEME LOCATION WALTON TERRACE

Station Location: Wilton Terrace-Grand Canal 2005-2011 Development Plan Zoning Objective	Wilton Terrace runs adjacent to the Grand Canal. A strip of Z9 open space and recreational amenity lands run parallel with both the road and canal. This area is also part of a conservation zone on account of the canal setting. Adjoining the north side of Wilton Terrace are lands zoned Z6 for enterprise and employment creation. These sites include office blocks. Wilton Park, in a central position along this road, is zoned Z9 for open space and recreational amenity. Land uses moving west are predominantly Z8 (to protect the architectural and civic design character) and moving south across the Canal are Z1 for residential use and Z6 for enterprise and employment.
DED and 2006 Population Level	South Dock: 5,113 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 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.	Wilton Terrace is not on the SCN although just south of the canal Mespil Road is part of the network. This network extends along the canal over a significant length. Leeson Street Lower, which forms a junction with Wilton Terrace, is part of the SCN and connects with a comprehensive network of cycle ways moving south east beyond the canal ring. Further east, Northumberland Road is part of the SCN. Wilton Terrace is therefore accessible from an extensive area of cycle paths in the south east quadrant of the city.
Existing Road Designation and Existing Flow of Traffic	Wilton Terrace is a local road connecting with Leeson Street Lower, a National Primary Road, to the west and Baggot Street Lower, a Regional Road, to the east. These junctions connect Wilton Terrace with a number of movement options going north towards the city centre or continuing south towards the suburbs. There are a number of movement options equally facilitated by side streets going north to connect with Fitzwilliam Square and moving west across Leeson Street Lower towards Harcourt Street via Adelaide Road. The canal corridor also provides good connections east and west of Wilton Terrace. The grid pattern of streets to the south east of St Stephens Green creates a highly permeable area which lies at an interface between the city centre and residential suburbs. Coupled with the high employment uses generated by offices in this overall area, the location is well suited to consider bicycle station options.
Significant Developments Proposed close to site.	Wilton Terrace is established as an office location with 1960's era office blocks (Zoned Z6). Redevelopment opportunities if sought are likely to be on such Z6 sites. Unlike other streets in this location, there are less Z8 areas and protected structures on this street. The street is parallel with both the canal and Mespil Road. There are significant activities along Mespil Road close to proposed locations including office and hotel activities.

# BICYCLE SCHEME LOCATION WALTON TERRACE

## 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 Horsecourt 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 Wilton Terrace, this street is an important east to west connection running parallel with the canal. It forms a south boundary to a wide area of interconnecting streets. The street is important for office activity (semi state offices in particular) and is equally accessible to other streets of high office concentration. The close proximity to Mespil Road and the commercial area of Baggot Street Upper would generate huge potential for use from a number of activities (residential, office, hotel, retail etc).

Promoting access to this area, which a network of bicycle stations will encourage, would highlight the amenity value of the canal and forge stronger links between this amenity and the surrounding area to the benefit of residents, office workers and visitors alike.

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

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

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

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

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

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

## Comments

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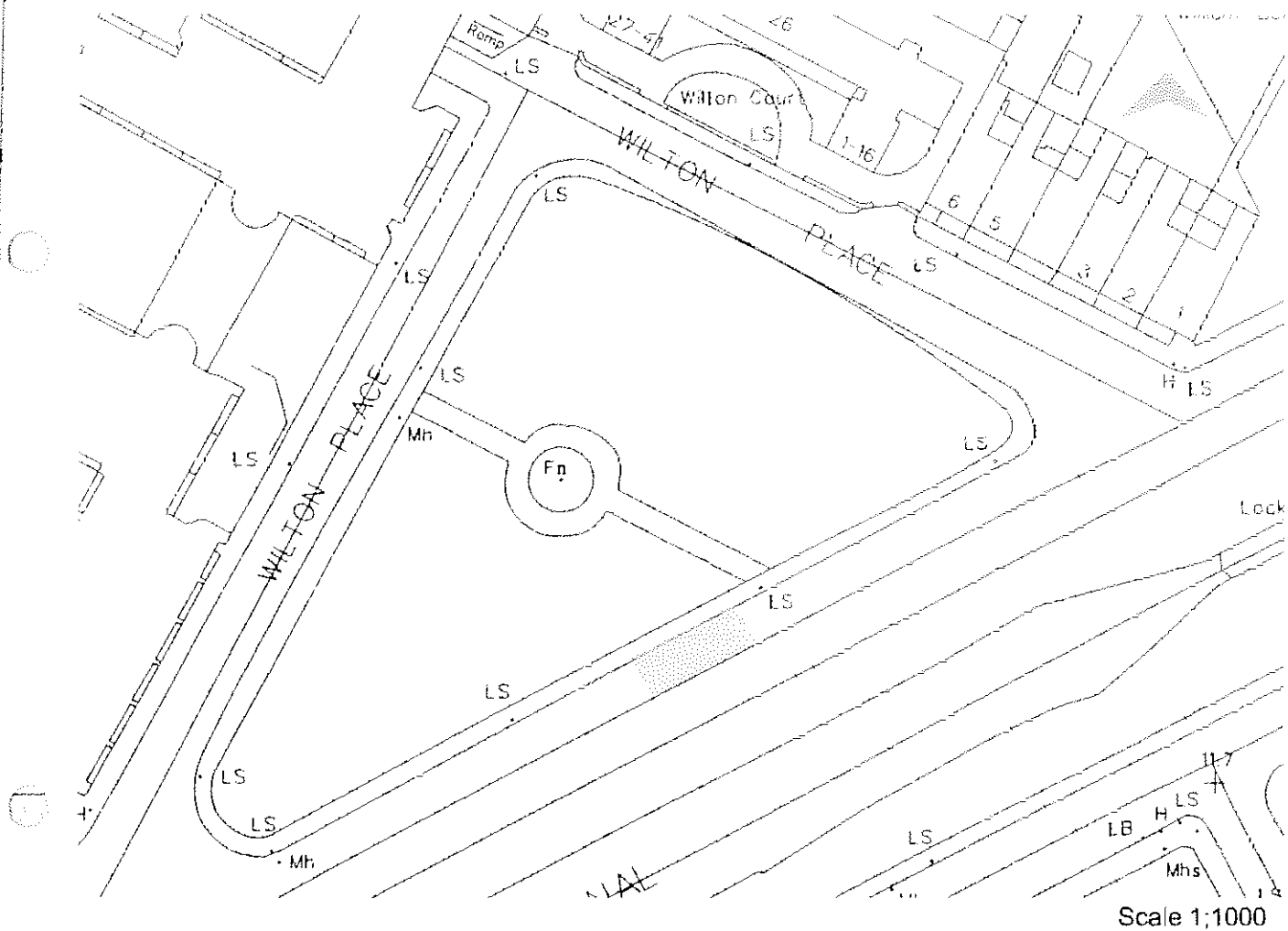
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**76. BICYCLE SCHEME LOCATION  
WILTON TERRACE MIDDLE**



# BICYCLE SCHEME LOCATION WALTON TERRACE MIDDLE

Station Location: Wilton Terrace-Wilton Park	
2005-2011 Development Plan Zoning Objective	Wilton Terrace runs adjacent to the Grand Canal. A strip of Z9 open space and recreational amenity lands run parallel with both the road and canal. This area is also part of a conservation zone on account of the canal setting. Adjoining the north side of Wilton Terrace are lands zoned Z6 for enterprise and employment creation. These sites include office blocks. Wilton Park, in a central position along this road, is zoned Z9 for open space and recreational amenity. Land uses moving west are predominantly Z8 (to protect the architectural and civic design character) and moving south across the Canal are Z1 for residential use and Z6 for enterprise and employment.
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 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.	Wilton Terrace is not on the SCN although just south of the canal Mespil Road is part of the network. This network extends along the canal over a significant length. Leeson Street Lower, which forms a junction with Wilton Terrace, is part of the SCN and connects with a comprehensive network of cycle ways moving south east beyond the canal ring. Further east, Northumberland Road is part of the SCN. Wilton Terrace is therefore accessible from an extensive area of cycle paths to the south east quadrant of the city.
Existing Road Designation and Existing Flow of Traffic	Wilton Terrace is a local road connecting with Leeson Street Lower, a National Primary Road, to the west and Baggot Street Lower, a Regional Road, to the east. These junctions connect Wilton Terrace with a number of movement options going north towards the city centre or continuing south towards the suburbs. There are a number of movement options equally facilitated by side streets going north to connect with Fitzwilliam Square and moving west across Leeson Street Lower towards Harcourt Street via Adelaide Road. The canal corridor also provides good connections east and west of Wilton Terrace. The grid pattern of streets to the south east of St Stephens Green creates a highly permeable area which lies at an interface between the city centre and residential suburbs. Coupled with the high employment uses generated by offices in this overall area, the location is well suited to consider bicycle station options.
Significant Developments Proposed close to site.	Wilton Terrace is established as an office location with 1960's era office blocks (Zoned Z6). Redevelopment opportunities if sought are likely to be on such Z6 sites. Unlike other streets in this location, there are less Z8 areas and protected structures on this street. The street is parallel with both the canal and Mespil Road. There are significant activities along Mespil Road close to proposed locations including office and hotel activities.

# BICYCLE SCHEME LOCATION WALTON TERRACE MIDDLE

## 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 Harecourt 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 snail 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 Walton 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 Walton Terrace, this street is an important east to west connection running parallel with the canal. It forms a south boundary to a wide area of interconnecting streets. The street is important for office activity (semi state offices in particular) and is equally accessible to other streets of high office concentration. The close proximity to Mespil Road and the commercial area of Baggot Street Upper would generate huge potential for use from a number of activities (residential, office, hotel, retail etc).

Promoting access to this area, which a network of bicycle stations will encourage, would highlight the amenity value of the canal and forge stronger links between this amenity and the surrounding area to the benefit of residents, office workers and visitors alike.

*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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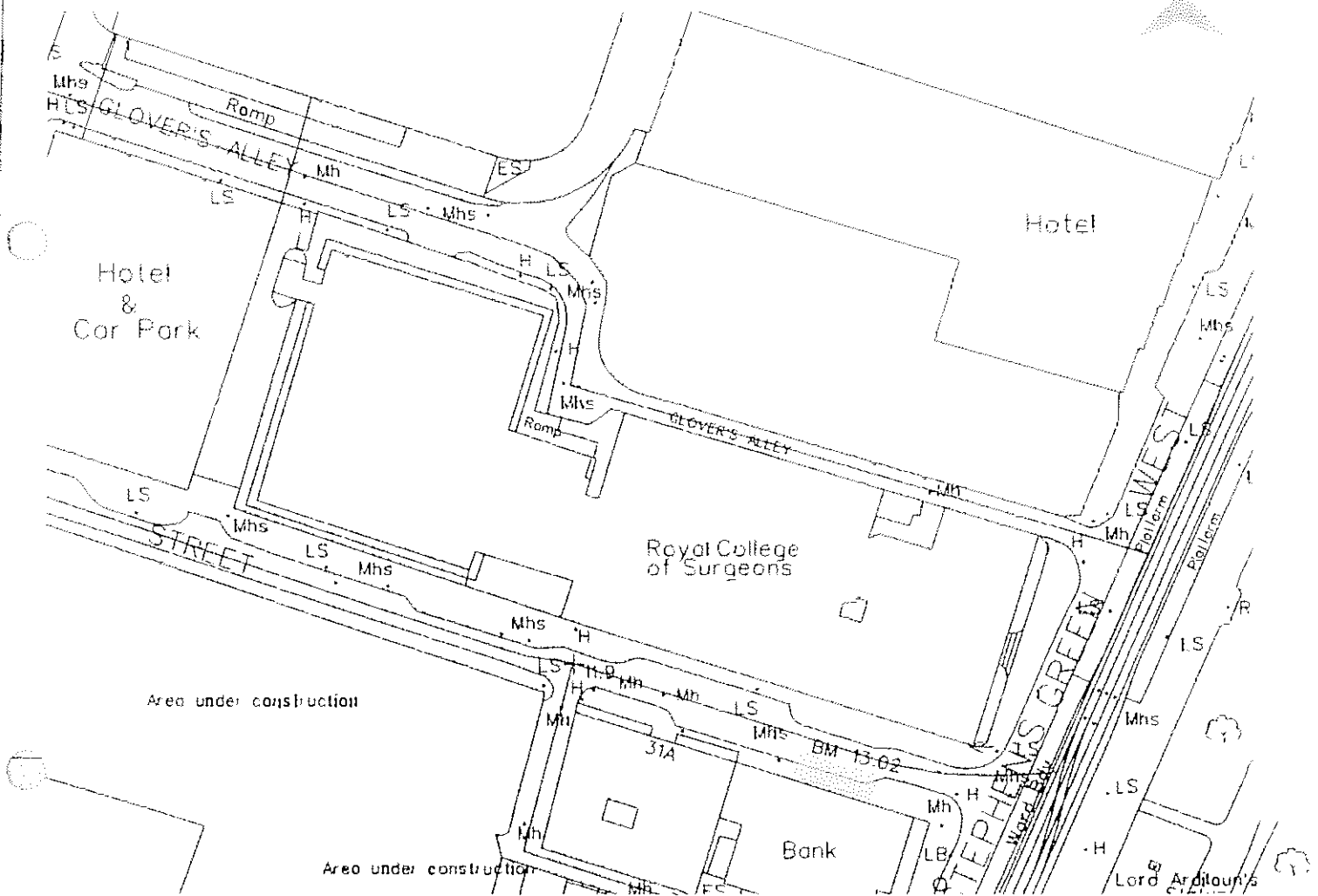
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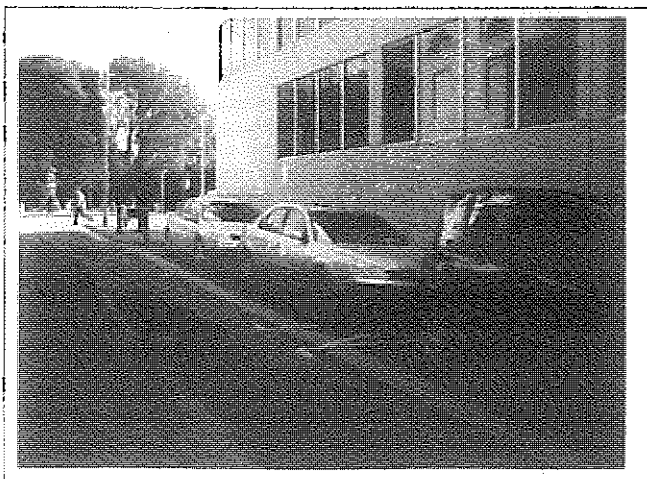




# 77. BICYCLE SCHEME LOCATION YORK STREET



Scale 1:1000



# BICYCLE SCHEME LOCATION

## YORK STREET

Station Location: York Street	
2005-2011 Development Plan Zoning Objective	York Street 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 Royal College of Surgeons on the north side of the street is a protected structure and is zoned Z8 to protect the existing architectural and civic design. St Stephen's Green is zoned Z9 "to preserve, provide and improve recreational amenity and open space".
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.	York Street is south of the Grafton Street ACA and area of Special Planning Control. The street does however form part of the southern extent 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. There are no specific proposals for York Street under that plan but the street is in close proximity to St Stephens Green Shopping Centre, the Mercer Street/South William Street junction and the Grafton Street/St Stephens Green junction, key retail and pedestrian zones identified under the plan.
Transport 21 Proposals for the Area	Major public transport provision for this area are envisaged under Transport 21. York Street 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 run 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. York Street is a local street with a one way flow moving west to the junction of Mercer Street Upper. The pattern of streets in the locality and flow of traffic would result in looped movements. Moving from York Street options would include using Mercer Street Upper and Cuffe Street to move back east onto the Green along St Stephens Green south etc.
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

## YORK STREET

### 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 Liras inter connection) and the Dart City Centre Underground Inter-Connector.

The York Street site and similarly proposals at St Stephens Green West, St Stephens Green South 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 York Street.

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.

There are a number of options for locating a bicycle station along York Street with existing on street pay and display parking spaces on both sides of the street. Some of these spaces are close to the junction with St Stephens Green West which, if used as a location, would provide the station with positive visual exposure from St Stephens Green and the approach to the existing Luas station. The side street location would also provide convenience for accessing and servicing the station in a traffic calmed environment.

A station at York Street would benefit students attending the Royal College of Surgeons which is accessed from York Street. Other users to benefit from the facility of a station would include local employees engaged in office and service activities, visitors to the retail areas at St Stephens Green Shopping Centre and Grafton Street, commuters changing from the existing Luas line to bicycle transport for local journeys and inner city residential areas. There are a number of residential apartment schemes close to this location.

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 and St Stephens Green South 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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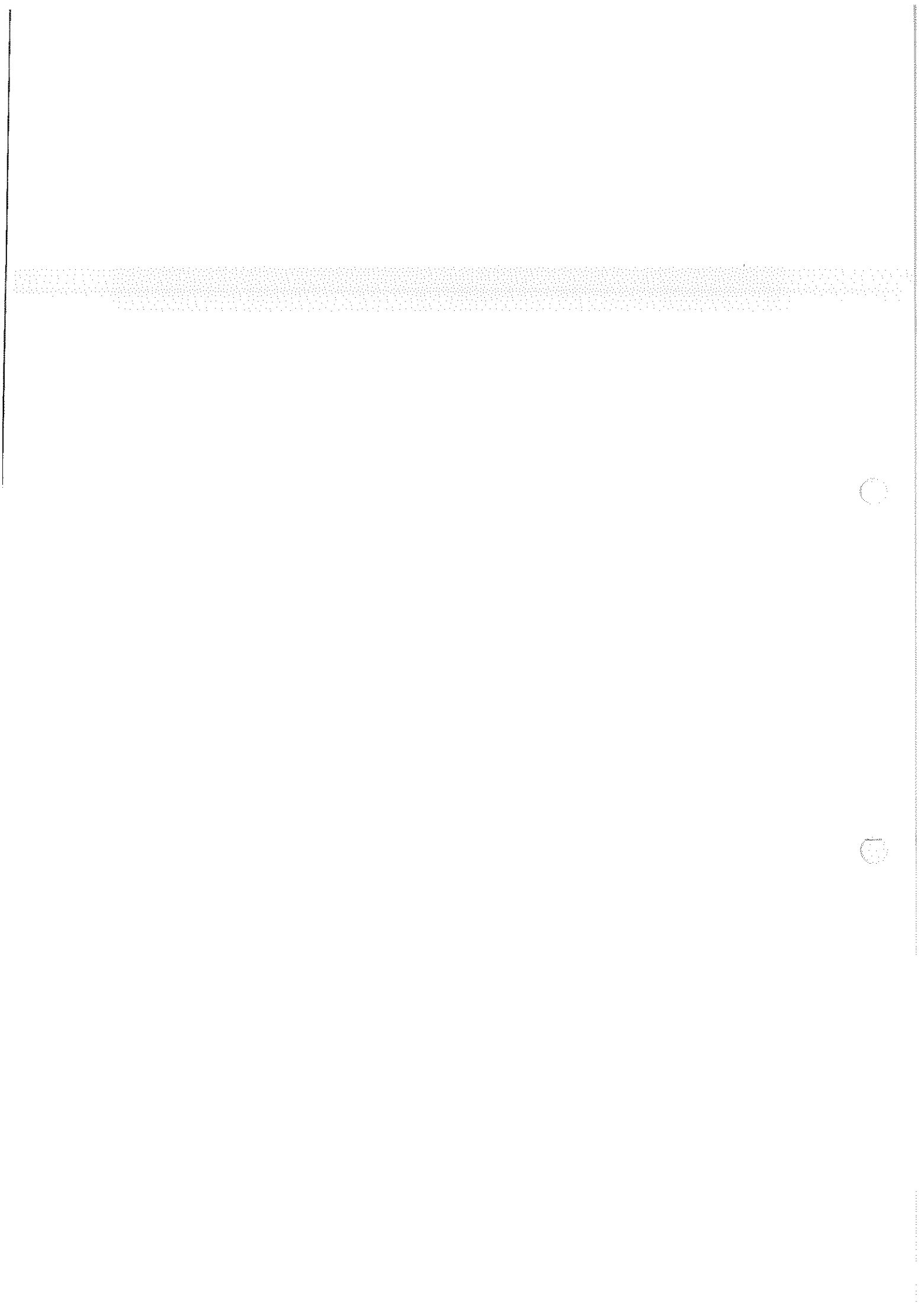
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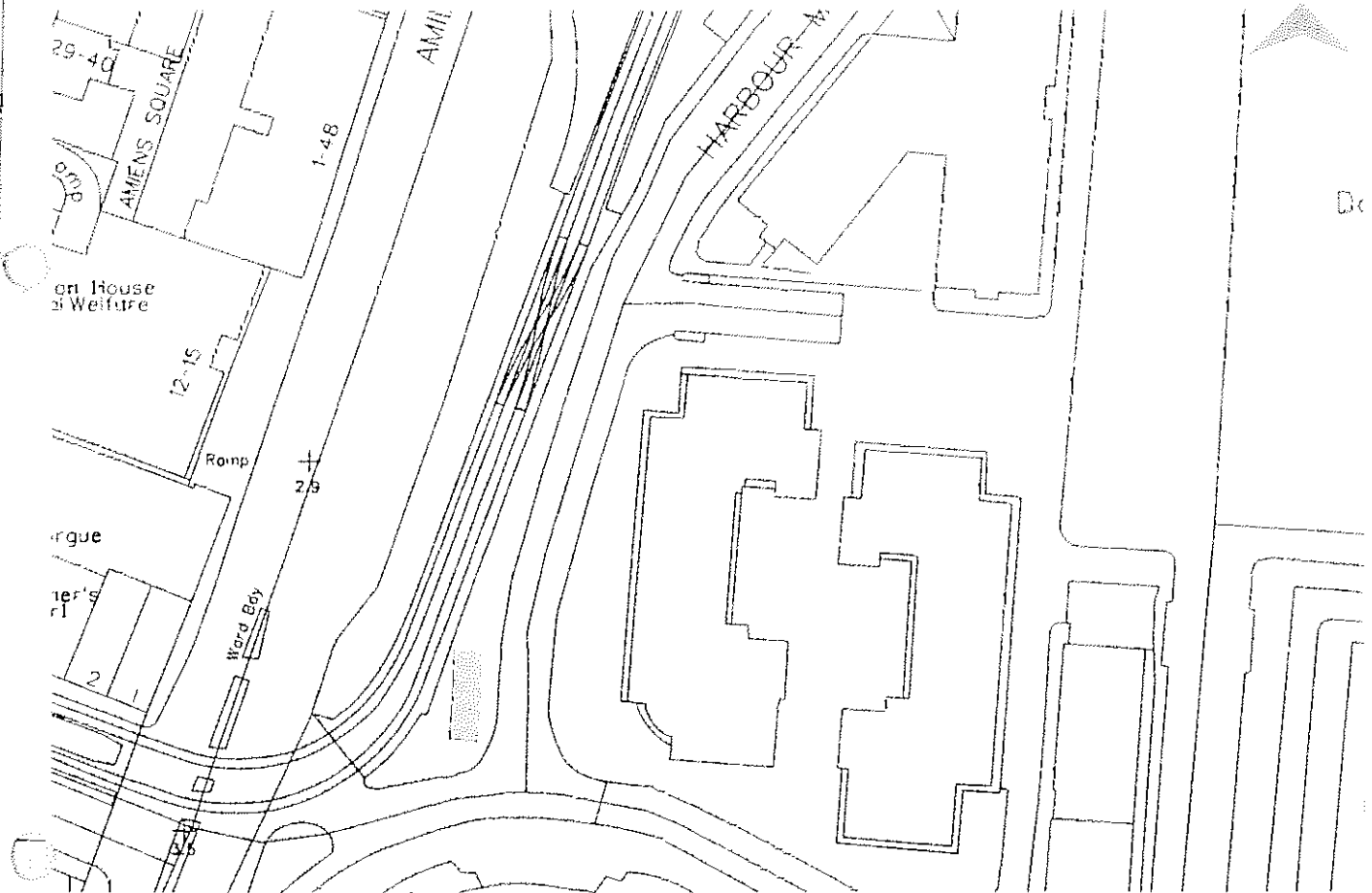
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# North City Centre Potential Sites



## 78. BICYCLE SCHEME LOCATION AMIENS STREET / HARBOUR MASTER PLACE JUNCTION



Scale 1:1000



# BICYCLE SCHEME LOCATION

## AMIENS STREET /

## HARBOUR MASTER PLACE JUNCTION

Station Location: Amiens Street-Harbour Master Place	
2005-2011 Development Plan Zoning Objective	Connolly station 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. Connolly Station is a Protected Structure.
DED and 2006 Population Level	Connolly Station is located on the boundary between Mountjoy A and North Dock C. Mountjoy A : 3,760 persons which is a 16% increase from the 2002 census. North Dock C 4,179 persons which is a 17% increase from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	<p>Connolly Station is within the Dublin Dockland Development Authority Area designated Z5 (similar to DCC zoning). Specific planning schemes for the station are not indicated. The station is for example outside the North Lotus Planning Scheme. The station is however a key transport hub serving the docklands and connecting it strategically with the wider city area and city region. The station is important for transportation policies and movement policies within the 2003 Docklands Masterplan.</p> <p>As a major transport hub, Connolly Station is identified under the policy Maximising the City's Potential: A Strategy for Intensification and Height as having potential for intensification subject to framework plans for co-ordination.</p>
Transport 21 Proposals for the Area	Connolly Station is a major public transport hub within the city centre. The existing Luas Red Line from Tallaght terminates here. There are a range of Dart services and commuter rail services from the station. The status of this hub will become more strategic with the integration of public transport services within the city centre including Luas extension Line C1 which is proposed to extend the Luas from Connolly through the North Docklands to the Point Village and terminus of the Dart City Centre Interconnector at Connolly. The integration of Luas (Line D) with commuter rail (the Arrow Line) and interconnection with Metro North (at Drumcondra Station) place Connolly central for a wide range of future public transport movements through the city and city region.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Amiens Street is on the SCN and is adjacent to Connolly Station. The SCN presently does not extend comprehensively through the north docklands although enhanced pedestrian and cyclist movement through the area is a key priority of the movement strategy under the 2003 Docklands Masterplan. Cycle ways are proposed running east to west and north and south through the area connecting with the SCN and more strategically between the north and south docklands with extensions to link with the Sunon to Sandycove Cycleway. A number of bridge crossings within the north and south docklands and between the two are proposed to enhance permeability between the north and south docks and the wider city area.
Existing Road Designation and Existing Flow of Traffic	Amiens Street is a Regional Road with a two way flow. From Connolly, movement options include accessing Talbot Street to the west and following the one way system to cross Gardiner Street Lower and connect with Marlborough Street. Amiens Street merges with Memorial Road and crosses to the south quays via Talbot Memorial Bridge. The quays therefore, both north and south, are accessible from Connolly. Movement east through the docklands is achieved following the network of local roads and side streets.



# BICYCLE SCHEME LOCATION AMIENS STREET / HARBOUR MASTER PLACE JUNCTION

## Justification for Site Selection:

As one of the key city centre public transport hubs, Connolly Station warrants consideration for cycle station provision to benefit commuters moving between the location and the city centre. The importance of this transport hub will increase in terms of its strategic connections with other new proposed systems (Metro, expanded Luas, Dart Inter-connector etc). Bicycle station facilities would therefore be located at a location which will benefit from significant passing passenger movement moving between various transport modes. The availability of cycle facilities would encourage the use of cycling as part of the inter-modal split.

There are space restrictions at Connolly to position a bicycle station at the main entrance onto Amiens Street. Additionally, where the pavement widens to the south of the station, this plaza area is a crossing point for commuters moving between Luas and the Dart. There are taxi ranks and bus stop locations adjacent to this widened footpath further south. There is however a location at the junction of Harbour Master Place and Amiens Street where the footpath widens to provide a location option. This location would have the advantage of being close to Connolly, having a location that does not disrupt pedestrian traffic moving from the Luas station and having a side street access which is beneficial to service the station and access it away from the busy traffic movements on Amiens Street. The location is advantageous also for the IFSC and movement eastwards through the north docklands. This location is therefore representative of the Connolly station facility.

Connolly Station is well positioned to the east of the city centre and at a transition from the city centre into the dockland zone. A station would complement movement between other locations such as Talbot Street, Gardiner Street, Marlborough Street etc and streets within the Docklands for city centre connections.

Whilst surface car parking is not extensive at Connolly, the paving area where Luas terminates at the station may provide options for station positions.

As the location is adjacent to the docklands, the station would equally benefit the employees within the docklands moving from public transport locations to cycle facilities for local based journeys. The comments below are those made for other locations within the docklands. They equally apply to Connolly Station:

The Dockland area has emerged and continues to emerge as a significant urban quarter within the city centre providing functions as a business hub, a substantial residential area (the increase in population over inter census years is significant on account of on going regeneration) and cultural destination (key urban squares and spaces, festivals and significant national cultural buildings existing and proposed). The area is improving continually in terms of its connectivity with the city centre to the west. A bicycle scheme that includes extensions to the docklands will further promote this area as an extension of the city centre.

The cycle station facilities will benefit a wide variety of users and in particular will provide a valuable facility for employees and commuters moving between the docklands and the transport hubs in the city centre. Additionally, local residents and visitors to the docklands will have benefit from the facility.

The existing levels of activity generated by the docklands warrant inclusion within the cycle station network. However the medium to longer term scenario will witness a substantial increase in activity levels with an increased residential base, employment base and visitor base. The provision of key city landmarks (relocated National Theatre, National Conference Centre and redeveloped Point Theatre and the landmark Wychtower building) will provide the area with a wealth of attractions that will draw people to move east to west across the city to a more significant extent than existing. Cycle station facilities will complement such heightened activity.

The area is presently linked to important transport connections by virtue of Connolly Station. However, future Transport 21 proposals will greatly increase the strategic importance of this area with provision of a Luas extension through the area, provision of a Dart underground inter-connector station within the docklands and the improvement of north to south dockland linkages via new bridges which will target public transport movements and pedestrian connectivity between the north and south dock areas. In turn the area will be connected better to the wider city area. Cycle station facilities will enhance the opportunity for multi-modal transport change with interchange opportunities between public transport and local based cycle journeys.

The provision of cycle station facilities will complement the cycle lane network proposals through the area under the Docklands Masterplan 2003.

With particular regard to Mayor Square, the space is wide and has significant potential to consider the positioning of cycle station facilities. The square is a key central point and focal point. A cycle station facility would benefit from positive visual exposure to encourage its use in this regard. The square is also fronted by significant levels of residential apartments and the National College of Ireland to further support use of the facility.

The provision of locations will complement the position of other locations in the city that promote east to west movement and in particular encourage movement between the quay frontages and the urban streets parallel to the

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# BICYCLE SCHEME LOCATION CATHEDRAL STREET

## Justification for Site Selection:

This site is proposed as a side street location to service O Connell Street. The location is prime with a bicycle station facility having the potential to service a wide range of city centre uses at a central location along the O Connell Street corridor. The movement options to the wider cycle network are extensive with options to move south towards the quays, north to Parnell Square, west towards the Henry Street prime retail area and towards the planned Markets area and Smithfield beyond and east towards Talbot Street, Connolly Station, the IFSC and north docklands. These movement options compliment either existing or future proposed public transport routes ensuring that the cycle scheme is integrated with key city centre public transport corridors.

Side street locations to service O Connell Street were considered after initial analysis on the project indicated potential difficulties with placing stations directly on O Connell Street (either on the widened footpaths or central median). To allow sufficient space for positioning the infrastructure and allowing space to service the station, it was considered that a station could cause disruption to heavy pedestrian volumes passing the stations and could disrupt access to bus stops of which there are several collection points along either side of the street. Positioning stations in the central median could encourage counter flows to the traffic movement for accessing the facility which was considered hazardous. In addition positioning equipment and servicing the stations could occupy key civic spaces along the street which are recognised as part of a coherent civic design that are important for the character of the street. The Luas Linc BX proposals could result in alterations along the street making the position of stations premature.

Side street options were considered a best alternative as they would serve the immediate area with disrupting pedestrian flows etc. Potential side street options were examined. The Luas corridor crossing Abbey Street Middle and Abbey Street Lower was discounted on account of restricted cycling options along the Luas line directly. Princess Street North, to the south side of the GPO was examined but is a street of potential significant change as part of the Amotts re-development. Post completion of a redevelopment (the same principle would apply for the Corbin redevelopment) could provide new routes and spaces to consider additional cycle station facilities. In the interim period, the side streets of Cathedral Street and Cahal Brugha Street have the most potential.

A cycle station is also proposed close to the Pro Cathedral and is suggested at Marlborough Street across from the front facade of the Cathedral and at the boundary with the Department of Education. This location on Cathedral Street could be a supplementary station on account of the significance of O Connell Street and restrictions for locations elsewhere in the immediate area. Each option could act as an overspill location for the other although it is noted in the evaluation of proposals along Marlborough Street that Luas proposals need to be considered in conjunction with possible bicycle station positions. The Cathedral Street location would have an advantage been visible from O Connell Street to encourage use from passing pedestrians. There is an area of Pay and Display parking on the north side of Cathedral Street which is west of the Pro Cathedral and west of the pedestrian zone. This location could provide a station option.

The location would provide benefit to city centre commuting patterns moving north to south across the city centre. There are a number of key bus routes with stations along O Connell Street. In addition there are significant public transport proposals in close proximity which bicycle station facilities would benefit offering a choice for modal change from public transport to cycling trips for local based journeys.

The location is central to the north city centre retail area providing benefit to customers and employees engaged in the retail and mixed service facilities of the location. In addition, the location would provide a key benefit to visitors to the city centre attracted by the architectural monuments and cultural facilities of the city centre. The location would promote activity in the heart of O Connell Street and support initiatives for the continued rejuvenation of the street and its environs. The location would provide convenient facility for city centre employees (the government offices adjoining in particular) in addition to apartment residents along Marlborough Street and tourists to the city.

As noted for a station on Marlborough Street across from the Pro Cathedral, the location would equally promote the architectural attractions of the Cathedral and the well maintained grounds of the Department of Education and Science. Although fenced off from Marlborough Street, there are open views into the sculpture gardens and collection of protected structures on the Department of Education and Science site. The O Connell Street IAP had envisaged public domain enhancements at the junction of Cathedral Street and Marlborough Street including possibilities for opening access to the gardens as an extension of the public realm. The bicycle station location would promote movement to this area and promote awareness of the attractions on Marlborough Street which ought otherwise be passed.

The location is strategic with respect to future Luas proposals. The location would benefit commuters and promote inter modal change. The location would also benefit commuters using the bus stop locations along O Connell Street.

The location would also compliment the regular spacing of stations throughout the local area. These stations promote permeable movement through the grid pattern of streets moving both east to west and north to south.

## Comments

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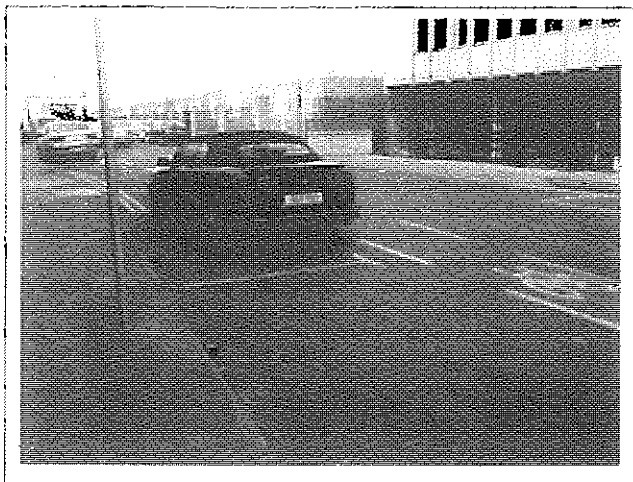
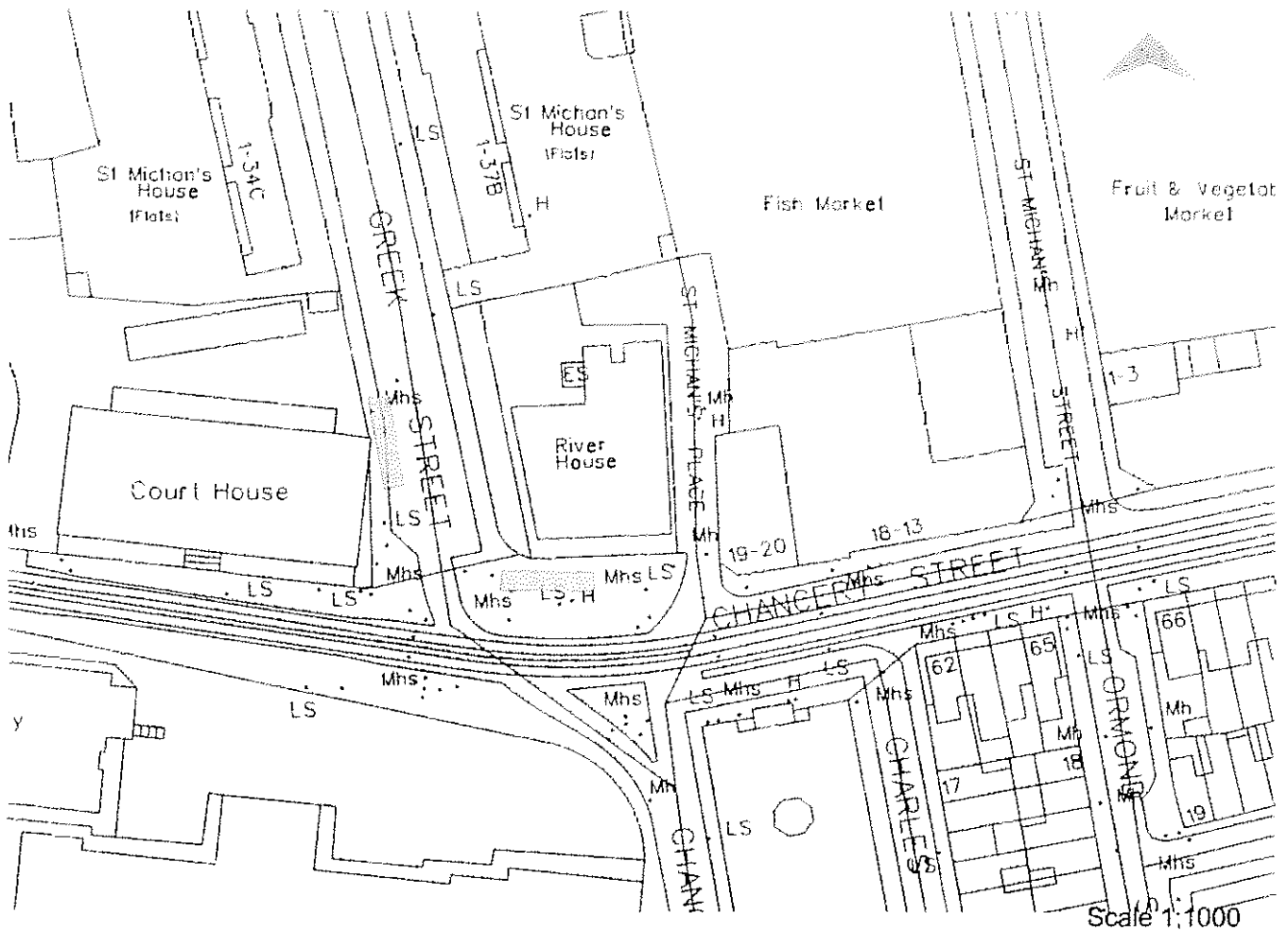
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## 86. BICYCLE SCHEME LOCATION CHANCERY STREET & GREEK STREET



# BICYCLE SCHEME LOCATION CHANCERY STREET

Station Location: Chancery Street and Greek Street 2005-2011 Development Plan Zoning Objective	The site 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 Four Courts (rear boundary) is located directly south of the location. The Four Courts and buildings fronting Chancery Street to the east of Greek Street are zoned Z8 to protect and preserve the architectural dignity of the area. Several buildings are Protected Structures along that Z8 zone.
DED and 2006 Population Level	Inns Quay C: 2,672 persons which is an increase of 13.3% from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The site is located within the Markets FDA. The plan aims to regenerate the local area using the space available at the former fish market site to create a new civic square fronted by new mixed use buildings. The street level activities will target cafes, restaurant uses etc and the open space areas will target food market themes in recognition of the traditional activities of the area and the restored Fruit and Vegetable Market building. The proposals include removing wholesale food trading and the associated HGV activity from the area and create a more traffic calmed atmosphere. The scheme will provide activity and a place of interest connecting Smithfield to a better extent with the city centre moving east. River House is located at the south west corner of the envisaged scheme. Opportunity for a landmark building and public space are identified within the Markets FDA.
Transport 21 Proposals for the Area	The Luas Red Line and Four Courts Station is immediately adjacent to the site. The area is therefore located on a public transport node. Further proposals under Transport 21 will not impact on the location.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The location is located on the route of the SCN where it turns north from the quays onto Chancery Place and continues north to link with King Street North. Church Street, a short distance further west, is also part of the SCN.
Existing Road Designation and Existing Flow of Traffic	The Luas alignment creates restrictions on traffic movement. There is however a one way traffic flow using the local side streets which cycle movements could follow to permeate through the area. Cyclist movement from the quays could move north and from the site continue north along Greek Street. Options for two way flow would exist at Mary's Lane to move back towards Capel Street etc. The overall road pattern creates a suitable environment for cycling off the quays although the HGV movements associated with the local wholesale markets (to be lessened under the proposals of the Markets FDA plan)
Significant Developments Proposed close to site.	The redevelopment of River House (now vacant after the DCC Motor Tax Department moved from the location) is anticipated. A landmark office building will replace the existing building on site. The location for a bicycle station will have opportunities to complement the civic/public realm area adjoining this prominent building.

# BICYCLE SCHEME LOCATION CHANCERY STREET

## Justification for Site Selection:

The site at Chancery Street is proposed to the front of River House. Although vacant, the re-development of this site will create a new focal point and landmark for the area. The opportunity of the site is identified under the Markets F&A. The footpath adjacent to this site is wide at present and accommodates cycle parking. The space is available therefore and the potential to tie in a civic treatment to the public domain as part of the site's redevelopment exists.

Additionally, as a substitute location should the pavement area to the front of River House not be feasible, there are Pay and Display parking bays on Greek Street close to the junction with Chancery Street which could provide a location option close to the Luas station.

The location would benefit the Markets area and encourage movement through the area. Further opportunities for station locations may exist as the plans for the Markets area take shape but as current available location, the station site would be well positioned to put the Markets area on the map. In the longer term the location would benefit residents, visitors, shoppers and employees within the rejuvenated markets area.

The location would immediately benefit workers within the office development proposals for the River House site. In addition employees in professional firms associated with the Four Courts and established local residents would benefit from the location.

The Luas station immediately adjoining places the location strategically at a transport node to encourage inter modal change.

The location would compliment the positioning of stations further west in Smithfield and further east around the Jervis Shopping Centre to encourage permeable movement and activity through the locality.

## Comments

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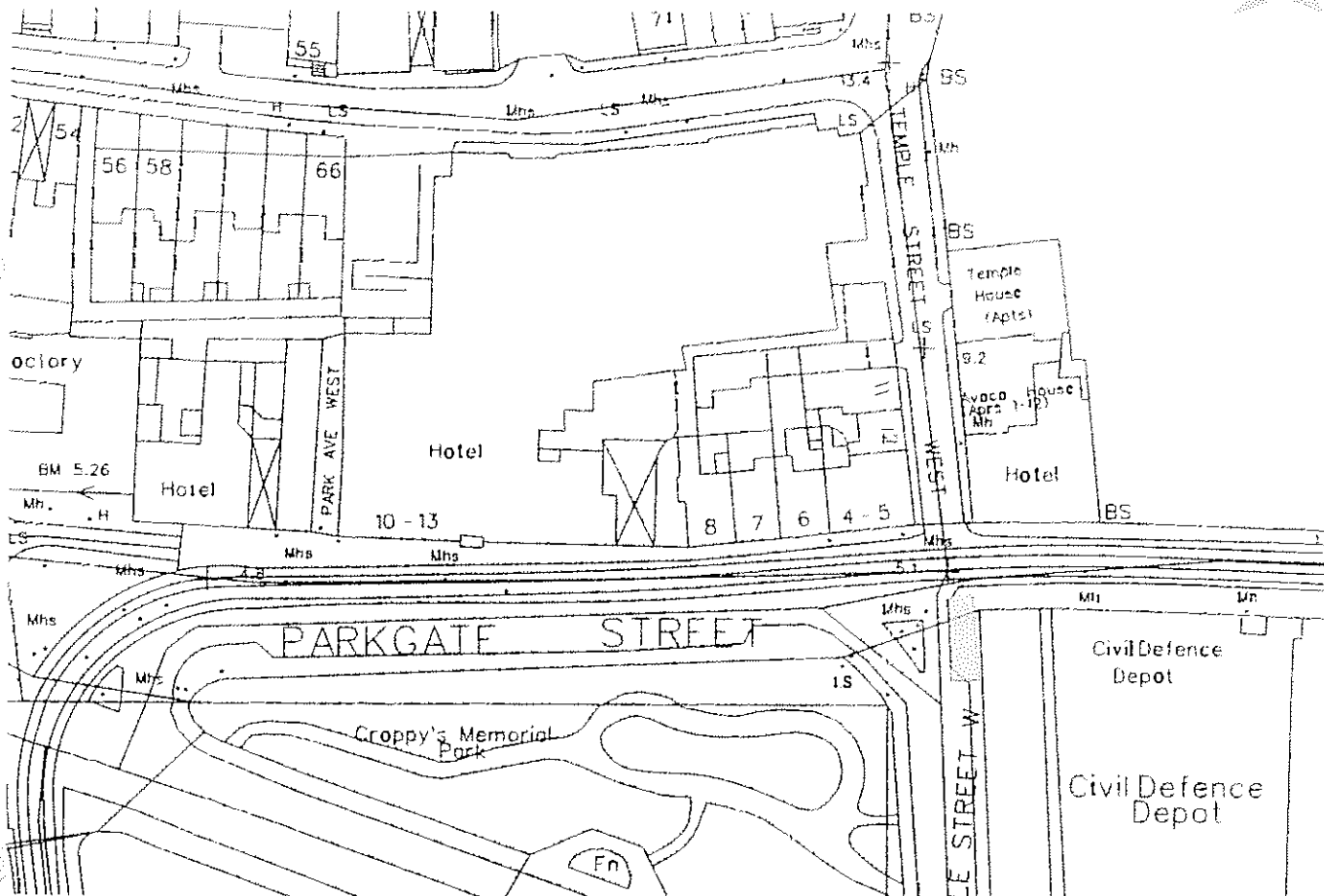
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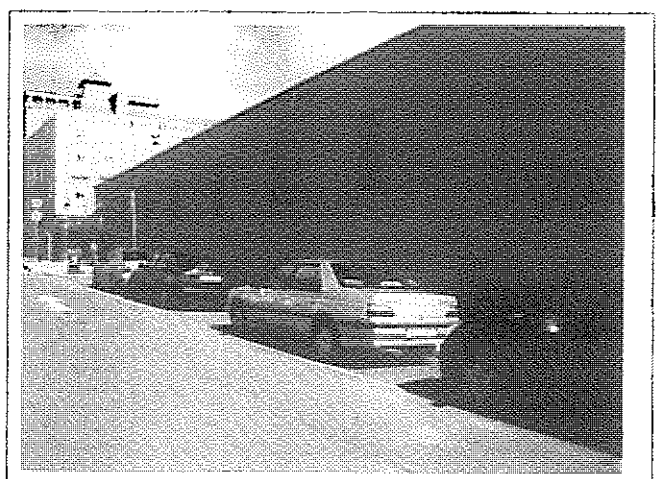
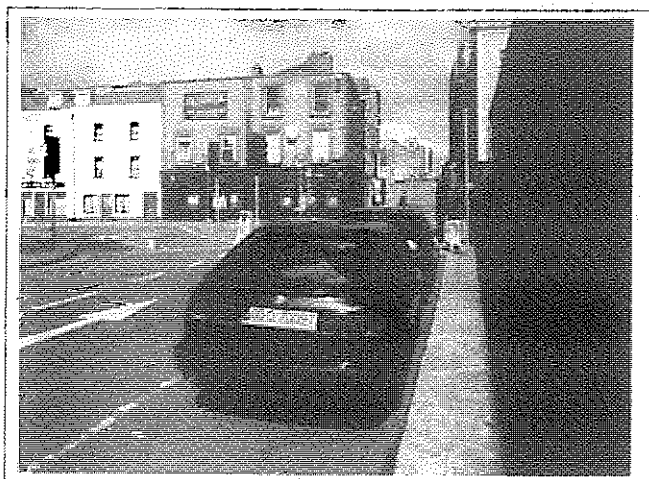




# 87. BICYCLE SCHEME LOCATION COPPIES PARK / TEMPLE STREET WEST



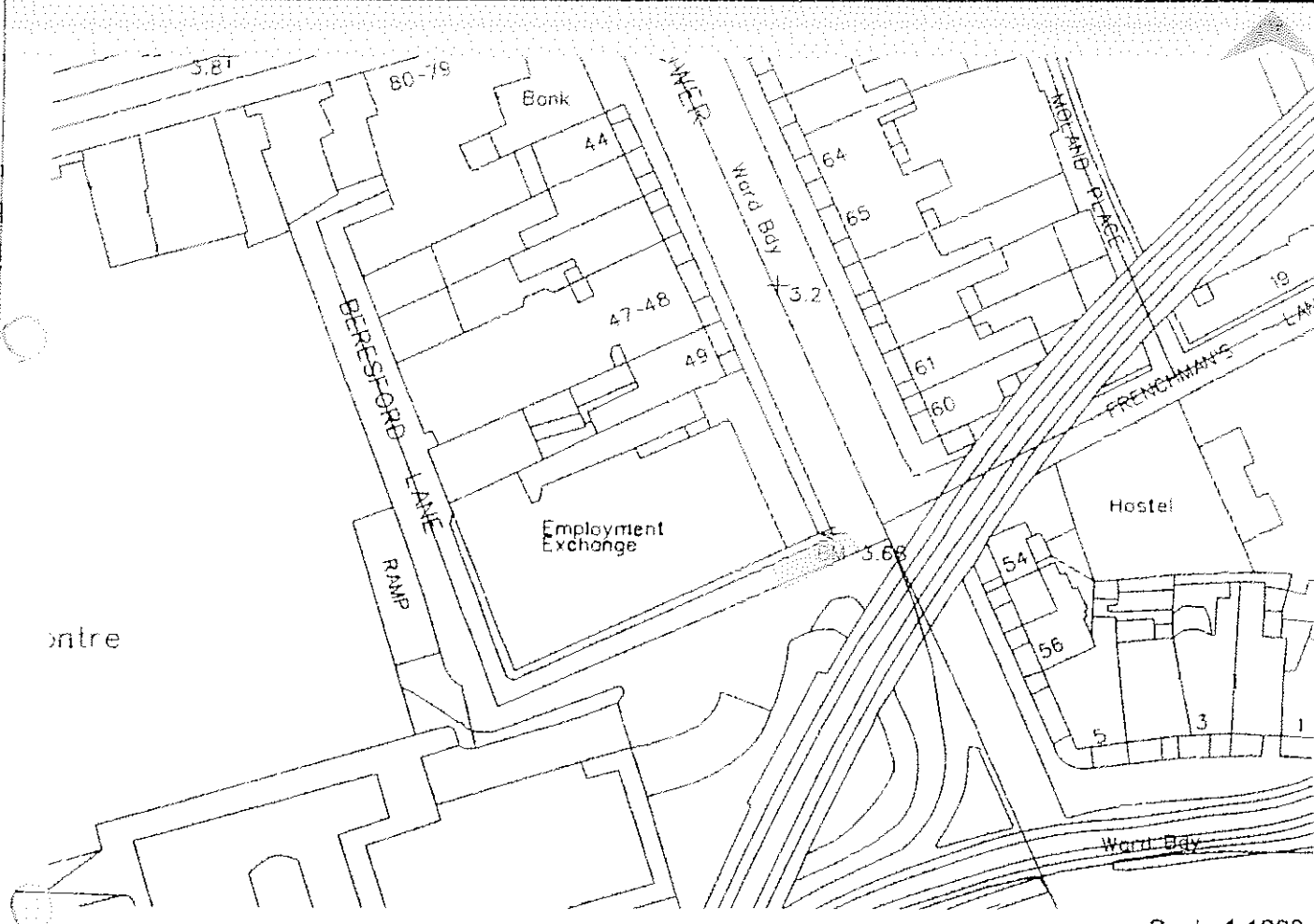
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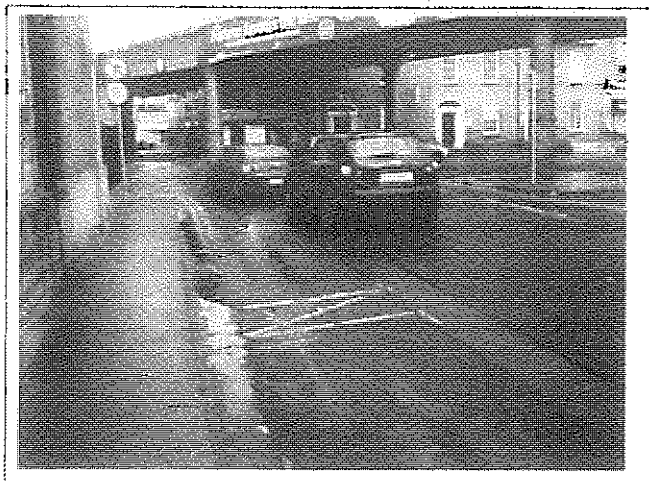
# BICYCLE SCHEME LOCATION COPPIES PARK / TEMPLE STREET WEST

Station Location: Croppies Park-Temple Street West	
2005-2011 Development Plan Zoning Objective	Croppies Park is zoned Z9 for open space and recreational amenity. Lands to the east side of Temple Street West are occupied by the Civil Defense and are also zoned Z9 for open space amenities. Collins Barracks is a short distance north east of this location and has a long frontage to Benburb Street which between the junction of Temple Street West and Liffey Street West is a continuation of the Luas only reserve with institutional uses and amenity uses adjoining. The site of the Ashling Hotel (currently demolished for a new modern replacement hotel) is part of a Z5 zone for consolidation of the city centre. Lands further north and accessed from Temple Street West are a residential zone.
DED and 2006 Population Level	The location is at the boundary of Arran Quay C and Arran Quay D. Arran Quay C: 3,714 persons which is a 56.4% increase from the 2002 census. Arran Quay D: 3,600 persons which is a decline of 2% from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	<p>Under the wider scope of the Heuston FDA Area, the local area is identified for its importance historic and cultural attractions with opportunity to strengthen linkages between the Museum and the city quays and maximise benefit from the amenity resource of Croppies Acre. Innovative approaches to entering the museum from the open space area, longer term traffic calming and opportunities for a riverside open space connection with the Museum are all longer term possibilities. The location is also important for the Luas station and the close access to Heuston Station. Emerging mixed use urban quarters such as Heuston South Quarter and other opportunity development areas including riverside frontage development on lands fronting Victoria Quay highlight the longer term possibilities for greater levels of activity and connection with the city centre streets.</p> <p>The River Liffey Corridor Study is a project which examines the enhancement of the city quays and river corridor to develop the public space potential of the river and to re-imagine the potential of the river corridor as a central spine to the identity of the city. Wolfe Tone Quay is an important section of the quays located close to Heuston and adjacent to Croppies Acre. The National Museum is accessible from the quays and visually prominent as a landmark along the quays. A bicycle station facility accessing Wolfe Tone Quay and promoting movement to the Museum would complement the objectives of this plan.</p>
Transport 21 Proposals for the Area	The location is to the immediate south of the Red Luas Line (Tollagt to Connolly Station) and is accessible from the National Museum Luas stop. Additionally, the location is in close proximity to Heuston Station, a significant city centre transportation hub for existing and future proposed inter city, inter regional and national public transport connections. The location of a Dart Inter-connector at Victoria Quay (proposed) will increase the importance of this western gateway to the city centre. Victoria Quay is to the direct south side of the river from Wolfe Tone Quay. The longer term development potential of the south quays with possible opportunity for connections across the river and heightened levels of activity in the local area overall should be regarded.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The north quays are on the SCN. The location is accessible to the network on Wolfe Tone Quay. The network provides a key west to east cycle connection to the heart of the city centre along this route with opportunity to move north at key junctions or adjoin with the SCN in the south city centre via the bridge connections.
Existing Road Designation and Existing Flow of Traffic	Temple Street West is a local side street connecting Wolfe Tone Quay to residential side streets further north of Benburb Street such as Moonepeller Hill and Arbour Hill. These residential areas are to the rear of Collins Barracks. Benburb Street accommodates the Luas line with no vehicular traffic between Temple Street West and Liffey Street West. At this junction, Parkgate Street is to the west and facilitates one lane of traffic movement westbound on the south side of the street adjacent to the park railings. This area also has bus parking spaces to the front of the Ashling Hotel (under redevelopment) and loops back out onto Parkgate Street. Moving onto Wolfe Tone Quay (a National Primary Road) the traffic flow is east bound. Connections to the north via side streets such as Arran Street North would connect with Smithfield. Crossing south via Mellows Bridge and moving south on Bridgefoot Street towards Thomas Street connects with St Catherine's Church and the Guinness Hop Store (served with proposed bicycle stations). Connections further east or moving south via key bridge corridors such as Grattan Bridge connect with key city centre destinations. Crossing the bridges for access to the south quays can facilitate looped movements to and from the location.
Significant Developments Proposed close to site.	The redevelopment of the Ashling Hotel which fronts Parkgate Street opposite Croppies Park is progressing under Register Ref 5772/06. The redevelopment is for a 6/8 storey modern hotel. The bicycle station will be located close to this hotel to benefit tourists. The character of the lands to the east and north east (Collins Barracks and Croppies Acre) are part of a conservation zone and unlikely to alter significantly. It is noted however that proposals under the Heuston FDA to improve the Museum district and open more fully the amenity potential of the park would benefit activity levels locally and complement a bicycle station provision. The wider area is subject to on going consolidation and change. Although a redevelopment of the Hickey's site on Parkgate Street further west was refused under Reg Ref 3613/06, it is anticipated that a redevelopment opportunity will arise for that site. Heuston Station is a short distance further west including the Heuston South Quarter re-development which includes substantial office accommodation, residential development, hotel developments, commercial and cultural developments. Such schemes are gradually transforming activity levels and the character of this area as an important city centre location.

**79. BICYCLE SCHEME LOCATION  
BERESFORD LANE**



Scale 1:1000



# BICYCLE SCHEME LOCATION BERESFORD LANE

<b>Station Location: Beresford Lane-Gardiner Street Lower Junction</b>	
2005-2011 Development Plan Zoning Objective	The south side of this side street 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 north side is zoned Z8 to protect the existing architectural and civic design character. The buildings to the north side of the lane are Protected Structures and part of a conservation zone that extends along Gardiner Street.
DED and 2006 Population Level	North City: 3, 867 persons which is a decrease of 1.9% from the 2002 Census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The site is located close to the boundaries of a current study, Civic Linkages, which is addressing issues of public realm, permeability and civic routes through the NEIC.
Transport 21 Proposals for the Area	Gardiner Street is not included as a public transport corridor under the Luas extension programme. Line BX would run in close proximity however west of the urban block ( along Marlborough Street). The location is also close to other significant public transport nodes including Bus Aras and Connolly Station.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Gardiner Street is not included within the SCN. The closest connections available from the site are in the direction of the city quays or Ameen's Street.
Existing Road Designation and Existing Flow of Traffic	Gardiner Street is a designated Regional Road with a two way traffic flow. On exiting this station, cycle movements would travel north with the flow of traffic with possibilities to continue north to Mountjoy Square or branch off to side streets east or west. To move south towards the Custom House, cyclist traffic would need to cross to the east side of the street. Beresford Lane is a cul de sac on the west side of Gardiner Street close to the junction with Beresford Place.
Significant Developments Proposed close to site.	The area is consolidated and unlikely to alter significantly owing to the established boundaries with the Irish Life Centre to the south and west and the Z8 conservation designations along Gardiner Street. The location is however in close proximity to the significant transportation hub of Connolly Station and also the Dockland Area further east. The location is strategic therefore at an interface between the traditional consolidated area of the north inner city and the expanding city area moving eastwards towards the docklands.

# BICYCLE SCHEME LOCATION BERESFORD LANE

## Justification for Site Selection:

Beresford Lane is a cul de sac on the west side of Gardiner Street Lower just south of the junction with Talbot Street and north of the Custom House and alignment of the Luas Red Line. The location is a side street proposal off Gardiner Street. Similar to proposals at Devereil Place and Talbot Street/Gardiner Street junction further north, side street locations which service this important north to south city centre route but equally avoid congestion or inappropriate positioning along the route are required. Gardiner Street itself has limited opportunity for bicycle station positions owing to an absence of on street car parking and a busy flow of traffic which move into directional lanes on approach to key junctions such as the one with Beresford Place. Beresford Lane provides a side street opportunity which is visible from Gardiner Street and allows access and servicing in a more traffic calmed environment. There are pay and display spaces on this cul de sac close to the Gardiner Street junction which could be considered for station options.

Positioning a station in this location encourages movement and permeability east of O Connell Street and through the north east inner city. The location would compliment the spacing of other stations further north and east near Talbot Street, Connelly Station, the Docklands etc. Encouraging movement east to west and equally north to south along such corridors as Gardiner Street promotes linkages throughout the north inner city. The Civic Linkages project for the NEIC in particular encourages such local movement to aid rejuvenation of the local area.

The location would be of benefit for inner city residents, tourists and visitors staying in the hostels and hotels along Gardiner Street. The location is close to significant areas of office employment, the Irish Life Centre in particular, to encourage cycle options for commuters. The location is also located a short distance from key public transport interchanges such as Bus Aras, Conolly and the existing Luas Red line. The potential for station locations at these public transport centres are limited owing to space available but where locations within close walking distance and along key movement routes to and from these facilities exist, they offer potential to promote inter modal share between public transport and cycling for local based journeys. Beresford Lane is located close to Abbey Street Lower and Talbot Street which would both be used by pedestrians moving between public transport stations and the city centre to the west.

## Comments

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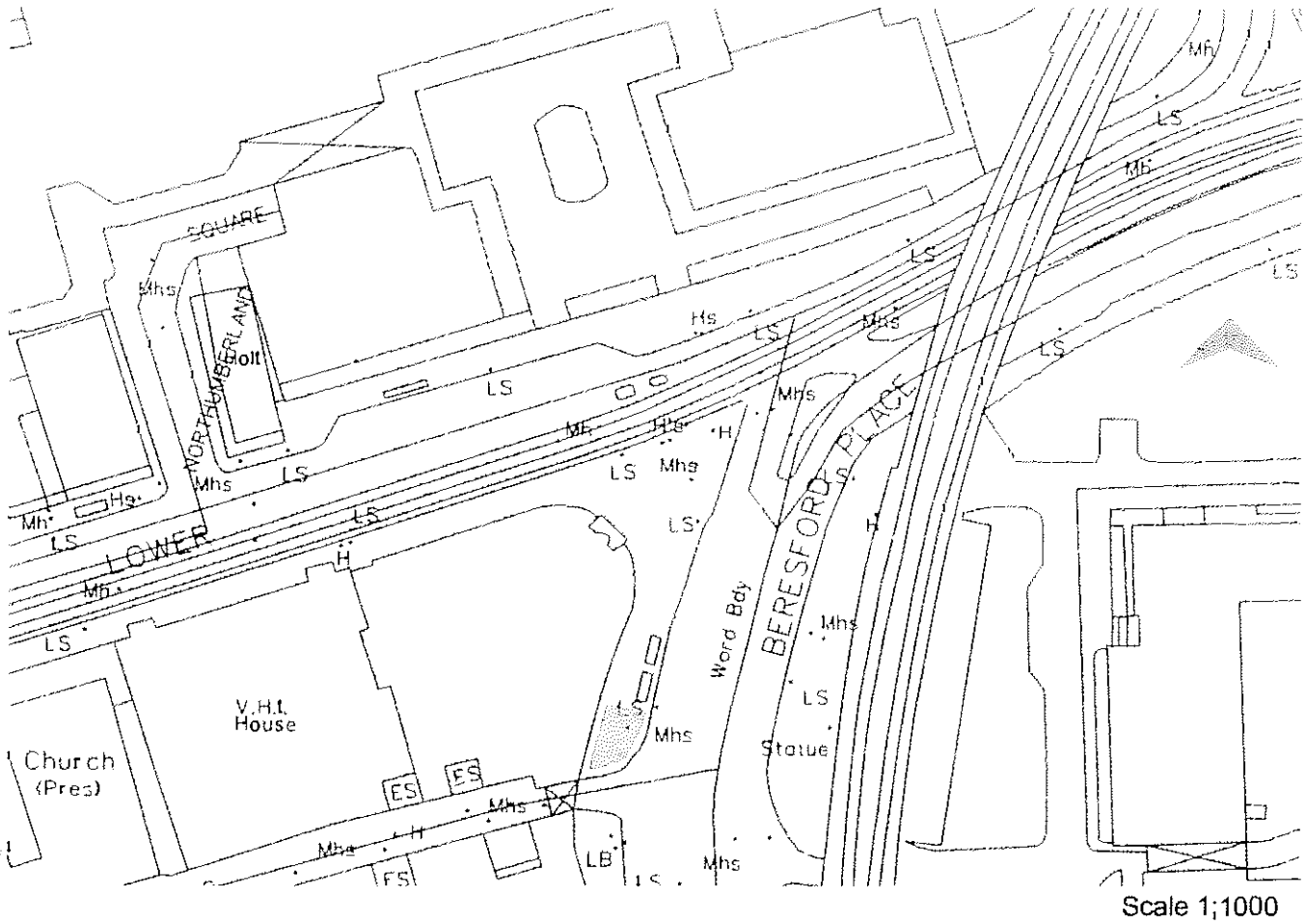
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## 80. BICYCLE SCHEME LOCATION BERESFORD PLACE - LIBERTY HALL



# BICYCLE SCHEME LOCATION BERESFORD PLACE

Station Location: Liberty Hall Beresford Place 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 a conservation zone close to the junction with Eden Quay.
DED and 2006 Population Level	North City : 3,867 persons which is a decrease of 1.9% from 2002
Framework Plans/ Local Area Plans or similar Initiatives for the area.	There are studies for the area around the Custom House to complement proposals on Georges Quay. Public domain enhancements are part of that study.
Transport 21 Proposals for the Area	The location is close to the alignment of the Luas Red Line along Abbey Street Lower where it merges with Beresford Place. The location is also close to Luas Line BX but is not impacted by it. The location is strategic with regard to Luas access, Bus Aras and Connolly Station.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The cycle lanes within the SCN continue east along Eden Quay and Custom House Quay. Beresford Place is close to these cycle lanes.
Existing Road Designation and Existing Flow of Traffic	The flow of traffic through this local area includes a one way east bound flow along Abbey Street Lower (also a Luas Line), a north only movement along Beresford Place around the back of the Custom House and an east flow of movement on the quays. The roads are regional roads (except Middle Abbey Street which is a local road). Cyclist movement from the station would have to move north initially and follow the traffic. To move south, the loop around the Custom House, moving onto Memorial Road and south across Talbot Memorial Bridge would be required. The sequence of movement is logical however and follows the grid pattern of the quays and their back streets. Traffic volumes are heavy however along this section of the quays including the bridge crossings.
Roads and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	There are no current significant applications proposed for this immediate area. It is anticipated however that a re-development will emerge on the site of Liberty Hall. The wider area including Georges Quay to the south, the area around Connolly and the opportunity for public realm enhancements around the Custom House will provide change in the medium to longer term.

## Justification for Site Selection:

The site is considered owing to its access close to Eden Quay but its positioning just north of it where the pavement is wider to allow location possibilities. This location, similar to the proposal further west at the junction of Marlborough Street and Eden Quay essentially services this section of the north quays.

The location would have positive visual prominence. It would provide an additional stepping sequence of movement through station sites on approach from the quays to Bus Aras, Connolly and the IFSC. Accordingly the location would benefit commuters, employees based locally and residents. The area is largely commercial in nature with a number of office blocks in the vicinity.

Visitors to the area would benefit from the location. It is close to theatres, music and pub venues, hotels and attractions such as the Custom House close by.

The location would encourage movement from the quays to explore the grid pattern through the local area. Options would include continuing north onto Gardiner Street, looping back south via Memorial Road and Talbot Memorial Bridge to the south quays or continuing east to the Docklands.

## Comments

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# 81. BICYCLE SCHEME LOCATION BLESSINGTON STREET WEST



Scale 1,1000



# BICYCLE SCHEME LOCATION

## BLESSINGTON STREET WEST

Station Location: Berkley Street-Blessington Street Junction	
2005-2011 Development Plan Zoning Objective	The area is a mixture of Z2 residential conservation zoning and Z8 to protect the existing architectural and civic design character of the area. There are a number of protected structures aligning these streets, in particular on Blessington Street leading up to the Blessington Street Basin. The basin itself is zoned Z9 for recreational amenity and open space. The wider area includes Z8 and Z1 zoning objectives, the Z15 institutional zoning at the Mater Hospital and Z4 commercial zoning on Dorset Street Lower.
DED and 2006 Population Level	Inns Quay B: 3,113 persons which is a 5.4% increase from the 2002 Census figures.
Framework Plans/ Local Area Plans or similar initiatives for the area.	<p>Blessington Street is included under the Phibsborough/Mountjoy Local Area Plan boundary. The proposed enhancement of pedestrian circulation through the local area is a key objective of the plan. Proposals include promotion of a legible urban structure with a well defined network of routes and spaces for pedestrian, cyclist and vehicular movement. Such connections will integrate the wider urban area with the city centre. Routes will also help reinforce identity and a sense of place by promoting the development of character areas related to uses, focal points and heritage buildings within the urban structure. Blessington Street Park is a key open space area within the plan boundary. Linkages through this park to the linear Broadstone Park and connecting through to Phibsborough Road are key pedestrian routes suggested within the plan. Currently, open space areas are perceived as under performing. Encouraging greater activity and movement to these spaces will help them fulfil a stronger amenity role.</p> <p>Cycle Lanes are proposed along the Berkley Road / Blessington Street corridors and additionally along Eccles Street.</p> <p>The LAP is at a Draft stage.</p>
Transport 21 Proposals for the Area	Transport 21 proposals for this area include provision of a Metro Station on the Mater site a short distance north of the location. The location will be strategically close in its location to this public transport node.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Blessington Street, Berkeley Street and Berkeley Road are all on the SCN and interconnect with other key areas on that route including the North Circular Road to the north and Dorset Street Lower to the south east. The location is well connected therefore to the SCN.
Existing Road Designation and Existing Flow of Traffic	The road designations are National Primary Roads accommodating a partly two way and partly one way flow. For example moving south east along Blessington Street towards the junction with Dorset Street Lower is one way open to public transport/ taxi, cyclists solely. Movement towards Parnell Square via Frederick Street North is similarly open to public transport and cyclists as opposed to private car. Parnell Square provides a one way flow system to loop back north onto Dorset Street Lower. The range of movement options from the location are extensive however with a direct route to the heart of the city centre staying on a south bound flow with the public transport movements. It is noted that where Blessington Street and Berkeley Street adjoin, a section of Blessington Street that continues to the boundary with the Blessington Basin is a cul de sac.
Significant Developments Proposed close to site.	Owing to the Z8 zoned character of the area and protected structures adjoining the streets, the character of the area is unlikely to alter significantly. There are potential infill sites to the south west zoned Z1 for residential use. The areas of change in the wider area are in close proximity and include such key sites as the Mater Hospital, Mountjoy and the centre of the Phibsborough.

# BICYCLE SCHEME LOCATION BLESSINGTON STREET WEST

## Justification for Site Selection:

The streets are part of a network of streets in the south east area of the Phibsborough/Mounjot LAP (Draft). As that part of the plan area closest to the city centre ( Parnell Square and O Connell Street), the streets are well positioned to encourage strengthened connections between key development areas under that plan and the city centre. Bicycle station facilities would encourage access to the city centre via these streets which already benefit from key bus routes and cycle ways on the SCN connecting with the city centre.

Cycle station facilities on Blessington Street would compliment objectives of the Phibsborough/Mounjot LAP (Draft) to enhance the permeability and connections through the local area. No specific interventions are indicated under that plan for Blessington Street but its importance is noted for stronger pedestrian/ cyclist flow back to the city centre and connections with local streets. Cycle facilities would support better connections and would promote inter modal change as part of an overall integrated traffic plan for the area.

The street connects the Blessington Street Basin (a key public space in the centre of the city but largely underused) to the city centre and Parnell Square in particular. Having cycle station facilities along the route to and from that amenity would enhance its visitor appeal and help tie it in to a better extend with the key spaces and amenity attractions of the city centre. Such enhancement is also an objective of the Phibsborough/Mounjot LAP (Draft).

At the junction of Blessington Street and Berkeley Street, a wide area of pavement exists ( this is at the point where Blessington Street becomes a cul de sac). This extra wide pavement area might provide options for a bicycle station and benefit from positive visual exposure to encourage use of the facility.

The location is close to Eccles Street where significant redevelopment is envisaged on the Mater site for a National Children's Hospital and where proposals for a Metro North station are indicated. A short walking distance south of that location, stations along Blessington Street and equally at the junction of Blessington Street and Berkeley Street would compliment the future activities envisaged in this area and provide benefit to commuters, workers and visitors to the Eccles Street area.

The location compliments the sequence of regular interval positioning of cycle facilities to the east and west of the Dorset Street corridor.

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**82. BICYCLE SCHEME LOCATION  
BLESSINGTON STREET EAST**



Scale 1:1000



# BICYCLE SCHEME LOCATION BLESSINGTON STREET EAST

<p><b>Station Location: Blessington Street</b></p> <p>2005-2011 Development Plan Zoning Objective</p>	<p>Blessington Street, east of the junction with Berkeley Street, is zoned mostly Z8 to protect the existing architectural and civic design character, to allow only for a limited expansion consistent with the conservation objective. To allow primarily residential and compatible office and institutional uses. The east end of the street where it adjoins Dorset Street Lower is zoned Z4 for mixed use commercial activity.</p>
<p>DED and 2006 Population Level</p>	<p>Inns Quay B: 3,113 persons which is a 5.4% increase from the 2002 Census figures.</p>
<p>Framework Plans/ Local Area Plans or similar initiatives for the area.</p>	<p>Blessington Street is part of the Phibsborough/Mounjoy Local Area Plan. Unlike the Mater site, there are no specific re-development proposals for this street. The street does however provide connection to the Blessington Street Basin, identified within the plan as a key amenity space. General objectives of the plan include provision for an integrated movement strategy, the purpose of which will be to achieve an equitable balance between the various modes of transport, reduce car dependency and promote the use of sustainable forms of urban transport. The urban structure promotes strong pedestrian permeability through the area. Blessington Street is identified as an important street for connectivity through this area. It is promoted as a key road for pedestrian and cycle movement in the area interconnecting via Berkeley Road with Eccles Street and the North Circular Road. Enhancing such connections improves the areas linkages back to the city centre. The LAP is at a draft stage.</p>
<p>Transport 21 Proposals for the Area</p>	<p>There are no specific proposals for Blessington Street under Transport 21. The street is however strategically close to Metro North stations at the Mater (to the north) and Parnell Square (to the south east).</p>
<p>Location with respect to Strategic Cycle Network or future cycle route proposals.</p>	<p>Blessington Street, Berkeley Street and Berkeley Road are all on the SCN and interconnect with other key areas on that route including the North Circular Road to the north and Dorset Street Lower to the south east. The location is well connected therefore to the SCN.</p>
<p>Existing Road Designation and Existing Flow of Traffic</p>	<p>The road designations are National Primary Roads accommodating a partly two way and partly one way flow. For example moving south east along Blessington Street towards the junction with Dorset Street Lower is one way open to public transport/ taxi, cyclists solely. Movement towards Parnell Square via Frederick Street North is similarly open to public transport and cyclists as opposed to private car. Parnell Square provides a one way flow system to loop back north onto Dorset Street Lower. The range of movement options from the location are extensive however with a direct route to the heart of the city centre staying on a south bound flow with the public transport movements. It is noted that where Blessington Street and Berkeley Street adjoin, a section of Blessington Street that continues to the boundary with the Blessington Basin is a cul de sac.</p>
<p>Significant Developments Proposed close to site.</p>	<p>Owing to the Z8 zoned character of the area and protected structures adjoining the streets, the character of the area is unlikely to alter significantly. There are potential infill sites to the south west zoned Z1 for residential use. The areas of change in the wider area are in close proximity and include such key sites as the Mater Hospital, Mounjoy and the centre of the Phibsborough.</p>

# BICYCLE SCHEME LOCATION BLESSINGTON STREET EAST

## Justification for Site Selection:

The streets are part of a network of streets in the south east area of the Phibsborough/Mounjot LAP (Draft). As that part of the plan area closest to the city centre ( Parnell Square and O Connell Street), the streets are well positioned to encourage strengthened connections between key development areas under that plan and the city centre. Bicycle station facilities would encourage access to the city centre via these streets which already benefit from key bus routes and cycle ways on the SCN connecting with the city centre.

Cycle station facilities on Blessington Street would compliment objectives of the Phibsborough/Mounjot LAP (Draft) to enhance the permeability and connections through the local area. No specific interventions are indicated under that plan for Blessington Street but its importance is noted for stronger pedestrian/ cyclist flow back to the city centre and connections with local streets. Cycle facilities would support better connections and would promote inter modal change as part of an overall integrated traffic plan for the area.

The street connects the Blessington Street Basin (a key public space in the centre of the city but largely underused) to the city centre and Parnell Square in particular. Having cycle station facilities along the route to and from that amenity would enhance its visitor appeal and help tie it in to a better extend with the key spaces and amenity attractions of the city centre. Such enhancement is also an objective of the Phibsborough/Mounjot LAP (Draft).

The location is close to Eccles Street where significant redevelopment is envisaged on the Mater site for a National Children's Hospital and where proposals for a Metro North station are indicated. A short walking distance south of that location, stations along Blessington Street and equally at the junction of Blessington Street and Berkeley Street would compliment the future activities envisaged in this area and provide benefit to commuters, workers and visitors to the Eccles Street area.

The location compliments the sequence of regular interval positioning of cycle facilities to the east and west of the Dorset Street corridor.

The location benefits from a row of on street car parking parallel with the footpath along Blessington Street to consider bicycle station options.

## Comments

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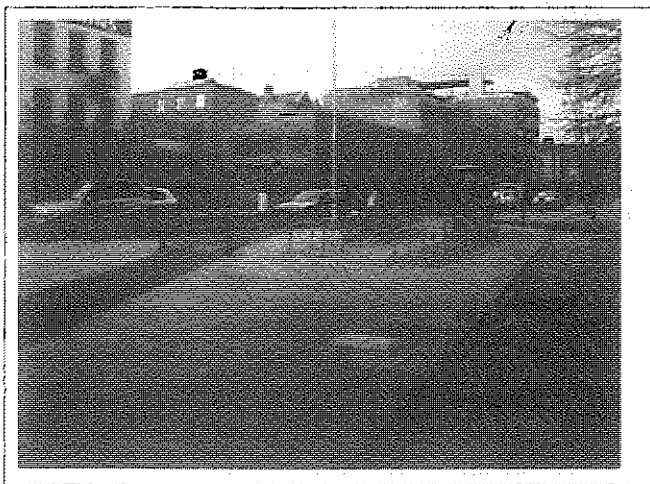
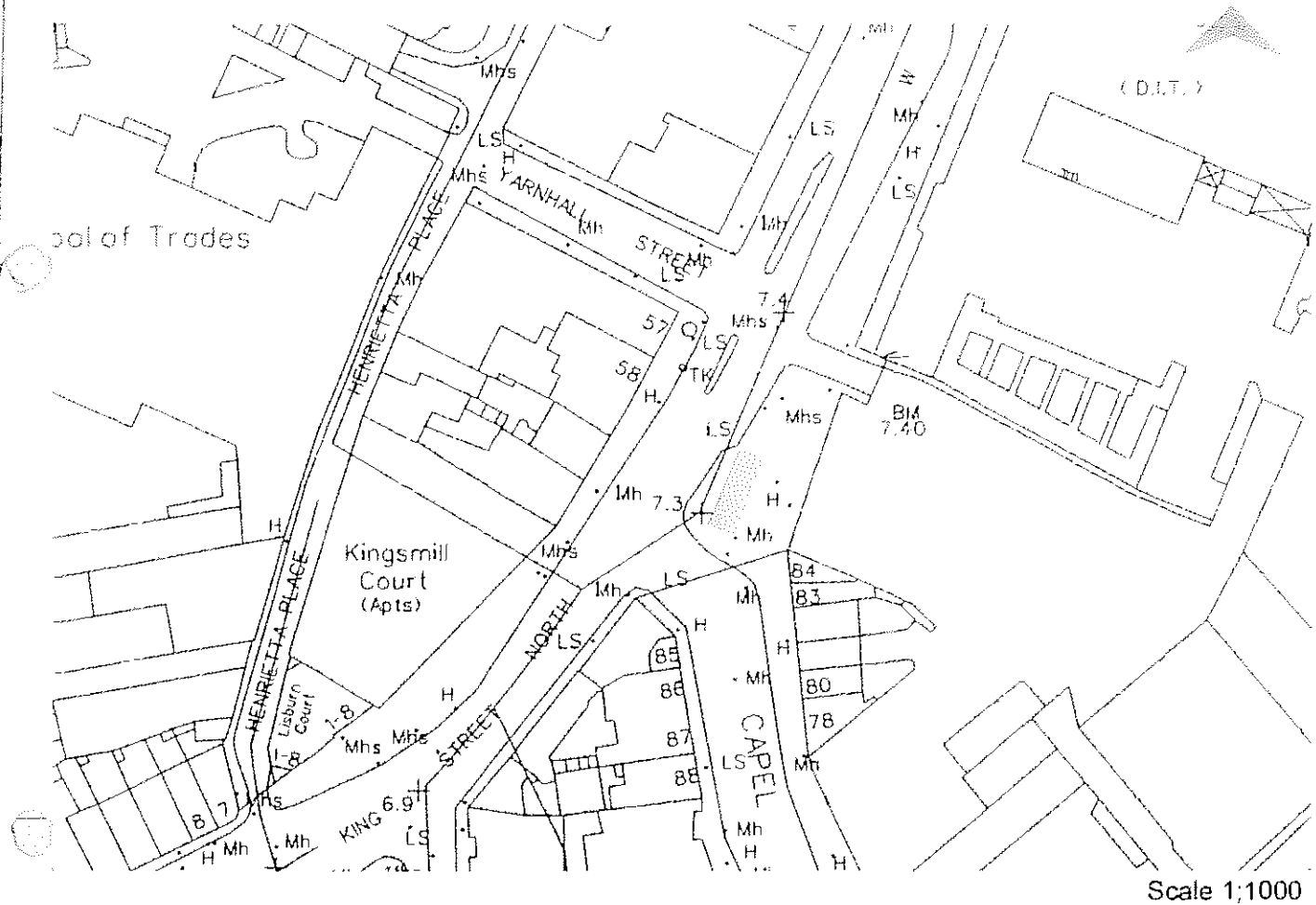
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**83. BICYCLE SCHEME LOCATION  
BOLTON STREET /  
CAPEL STREET JUNCTION**



# BICYCLE SCHEME LOCATION

## BOLTON STREET /

## CAPEL STREET JUNCTION

Station Location Junction	Bolton Street/Capel Street
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 junction of Bolton Street and Capel Street is part of a conservation zoned area.
DED and 2006 Population Level	The location is at the boundary of Rotunda B and Inns Quay C.  Rotunda B: 2,137 persons which is an increase of 22% from the 2002 Census. Inns Quay C : 2, 672 persons which is an increase of 13.3% from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	Capel Street forms the east boundary of the Markets F&A. The plan aims to regenerate the local area using the space available at the former fish market site to create a new civic square fronted by new mixed use buildings. The street level activities will target cafes, restaurant uses etc and the open space areas will target food market themes in recognition of the traditional activities of the area and the restored Fruit and Vegetable Market building. The proposals include removing wholesale food trading and the associated HGV activity from the area and create a more traffic calmed atmosphere. The scheme will provide activity and a place of interest connecting Smithfield to a better extent with the city centre moving east.  Capel street also forms the west boundary of 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 Capel Street or this site in particular, the area is close to Wolfe Tone Park . The plan proposes the redevelopment of buildings around Wolfe Tone Park and the pedestrianisation of part of Wolfe Tone Street to develop a new shopping and leisure destination.
Transport 21 Proposals for the Area	The street is not impacted by Transport 21 proposals. The location is a short distance north of the existing Luas Red line ( nearest stations at the Four Courts or Jervis) and a short distance west of Parnell Square and O Connell Street where there are proposals for Metro North and Luas city centre connection ( Line BX).
Location with respect to Strategic Cycle Network or future cycle route proposals.	Bolton Street is part of the SCN. This section of the network connects in turn with Dorset Street Lower to the east and King Street North to the west. Parnell Street, a short distance south, is also part of the SCN.
Existing Road Designation and Existing Flow of Traffic	Bolton Street is a designated Regional Road with a two way traffic flow. It is an important route to facilitate west and south bound traffic using the Dorset Street Lower corridor as an entrance to the city centre. This regional road system extends west along North King Street to the quays via either Church Street or Qucco Street. Capel Street is a designated main street with a one way traffic flow system moving north at a location north of the junction of Parnell Street and south at a location south of Parnell Street. Moving from the bicycle station, it is possible to move in a loop movement east along Bolton Street and south along Kings Inn Street to reach Parnell Street and upper Capel Street in turn. This same looped movement would facilitate a re-connection back onto Capel Street to

# BICYCLE SCHEME LOCATION

## BOLTON STREET /

## CAPEL STREET JUNCTION

### Justification for Site Selection:

At this location, an extensive area of widened pavement is located at the junction of Capel Street and Bolton Street. This paved area is visually prominent from Bolton Street and would provide positive visual exposure for a bicycle station to encourage its usage. There is sufficient space to consider a number of location options and to service a station off street.

The location, at the north or top end of Capel Street, is at an important junction. Bolton Street accommodates a two way traffic flow and in this regard accessing or exiting the station would provide a number of route options including a direction to the north east towards Dorset Street Lower off which a number of bicycle station locations are proposed. The location would mark a north west boundary to a grid pattern of streets running west of Parnell Square West and east of Capel Street which are serviced with bicycle stations. The location would promote therefore permeable cycle movements through this part of the north inner city and in doing so promote visits and encourage activity to benefit the retail and mixed uses of the area. Other stations proposed in this local area would include Parnell Street (UGC Cinema), Dominick Street Lower, Wolfe Tone Street and Parnell Square West (moving east) and on side streets off Capel Street moving south (Little Britain Street and Strand Street Little/Strand Street Great).

The grid pattern of local streets would enable the one way system along Capel Street to be navigated by moving east along Bolton Street, south along Kings Inns Street and west along Parnell Street. From this sequence of movement it is possible to move south along Capel Street ( which is one moving south from this junction) to access either the quays or a number of side streets leading towards the Jervis Centre and Henry Street ( moving east off Capel Street) or towards Smithfield and the proposed Markets redevelopment area ( moving west off Capel Street).

The facilitation of stations within this area would encourage movement moving east to west from O Connell Street to Smithfield via the Markets area. A number of forward planning objectives to rejuvenate and enliven this area (including the Dublin City Centre Retail Core and the Markets Plan) are in place. Servicing the Capel Street corridor with bicycle stations would compliment the objectives of these plan areas by encouraging movement both east to west and equally northwards from the quays.

The location is located close to the Bolton Street DIT College entrance. The paved area already accommodate bicycle stands. The location would benefit therefore students attending Bolton Street DIT. Other locations close to the site would include Henrietta Street (of significant conservation value and tourist interest) and the Kings Inns (a College for law studies).

Whilst the location is not immediately served with existing or planned rail services, the location is within close walking distance to both the Luas Red Line (to the south) and the proposals for Metro North at Parnell Square East and Luas City Centre Connection (Line BX) both east of the location. The provision of cycle station facilities to service this area would promote multi modal travel from such public transport corridors to bicycle for local based journeys.

### Comments

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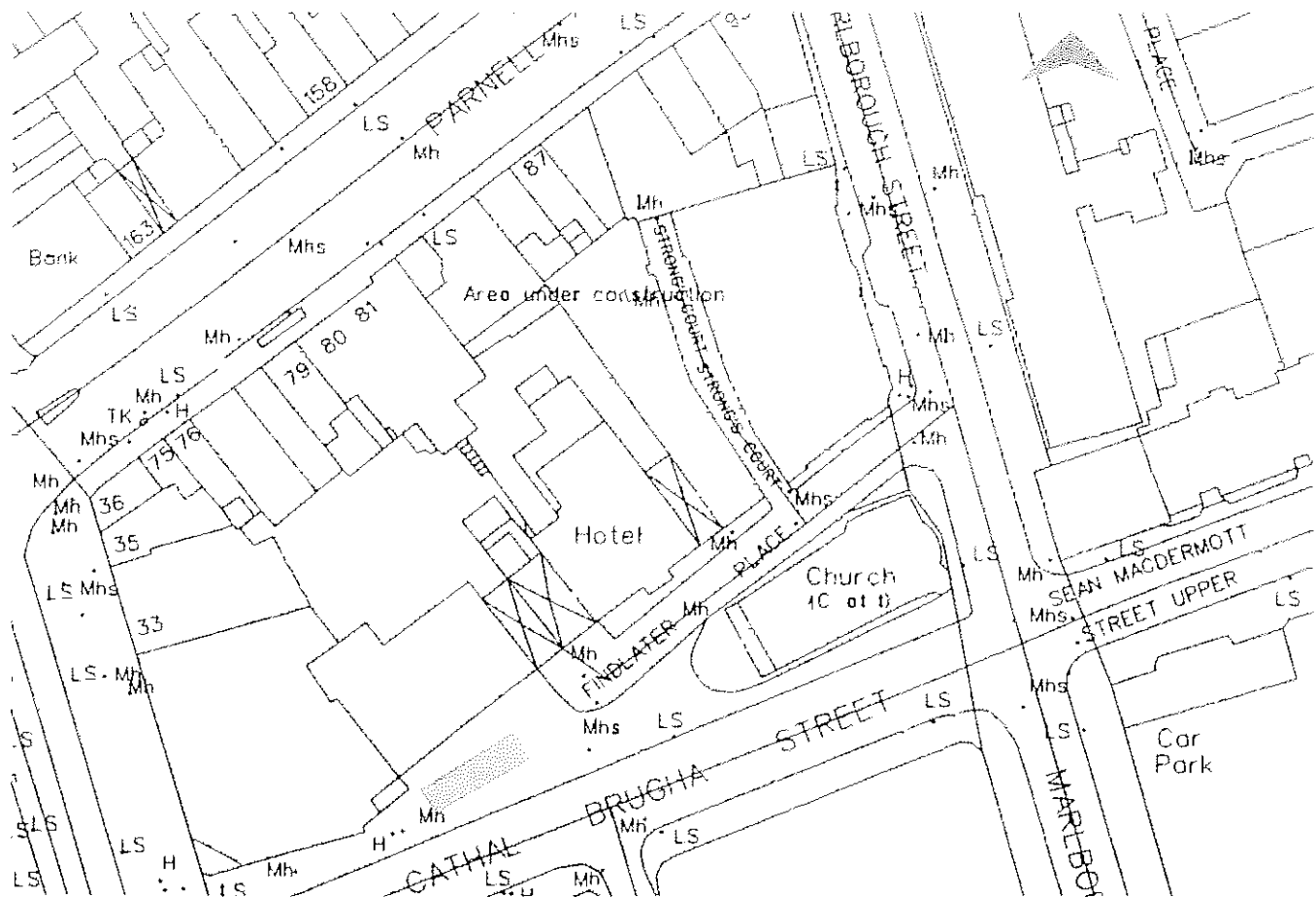
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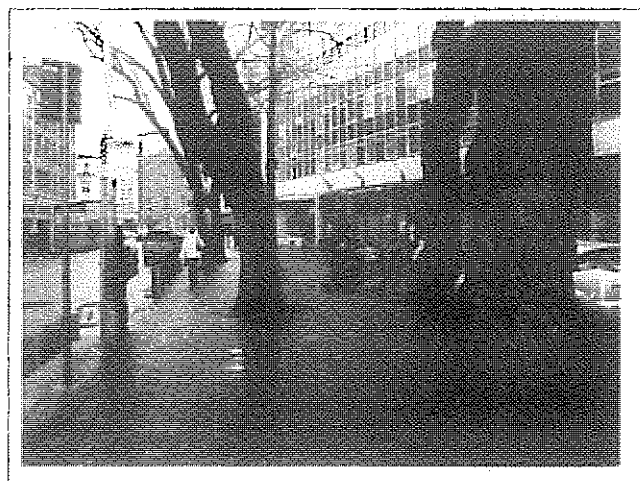
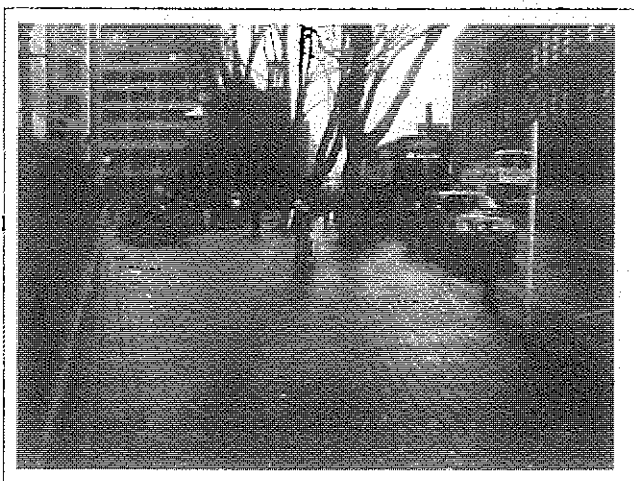
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## 84. BICYCLE SCHEME LOCATION CATHAL BRUGHA STREET



Scale 1:1000



# BICYCLE SCHEME LOCATION CATHAL BRUGHA STREET

Station Location: St Thomas's Church Cathal Brugha Street.	
2005-2011 Development Plan Zoning Objective	<p>Z5 to consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity.</p> <p>The Church on site is a Protected Structure.</p> <p>The area is within the boundaries of the O Connell Street Architectural Conservation Area. (ACA) which has a special scheme for planning control.</p>
DED and 2006 Population Level	<p>Rotunda A: 4,672 persons which is an increase of 11.3% from the 2002 census.</p>
Framework Plans/ Local Area Plans or similar initiatives for the area.	<p>The area is part of the special planning control scheme for the O Connell Street ACA. The scheme, where it refers to street furniture, states that it is an objective to create a high quality public domain. Street furniture of a high quality standard is required. No obstruction to pedestrian movement along the footpath should occur. Written consent from the local authority is required on details of street furniture and proposals for their maintenance. The granting of licences will be dependent on good design and the use of high quality materials.</p> <p>The area is close to the boundary for Civic Linkages, a study which seeks to improve and strengthen permeability and a civic route through the NEIC. Although Cathal Brugha is outside this plan area, continuing movement east links with Sean Mc Dermott Street and Gardiner Street which are parts of the study area.</p> <p>The street is included within the Dublin City Retail Core Framework Plan. There are no specific proposals for this space as part of that plan.</p>
Transport 21 Proposals for the Area	<p>The location is adjacent to part of the Luas Line BX proposals. A single track is proposed moving east from O Connell Street and turning south down Marlborough Street. Although at a proposed stage, the route would alter the street character but also place the street in a strategic position. The Metro North alignment has proposals for a station on Parnell Street which is close to this location.</p>
Location with respect to Strategic Cycle Network or future cycle route proposals.	<p>The street is not included under the Strategic Cycle Network. It is immediately east of O Connell Street which is a main route within that network. The street would also have a traffic calmed atmosphere making it suitable for cycling movement. The location already contains cycle parking.</p>
Existing Road Designation and Existing Flow of Traffic	<p>The street is designated as a main road. It accommodates a two way traffic flow. Movement at the junction with O Connell Street is restricted to move south.</p>
Roads and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	<p>The area adjoining, zoned Z5, is well established as a mixed use zone. Permission exists under Reg Ref S867/04 to rebuild the existing hotel on Findlater Place adjacent to the site for a larger 5-8 storey hotel building. Under Reg Ref S623/06, Irish Aid have opened a media reception area on the corner of O Connell Street close to the site.</p>

# BICYCLE SCHEME LOCATION CATHAL BRUGHA STREET

## Justification for Site Selection:

The site is to the immediate east of O Connell Street. Positioning a station on this site would encourage movement to the north east part of the inner city and promote legible movement through the grid of streets east of O Connell Street.

The location benefits from a large area of pavement which is landscaped with trees and facilitates existing bicycle stations. The quality of pavement is poor in this triangular open space area but it has potential as a quality public space.

The location benefits from an identifiable landmark ( St Thomas's Church) for ease of reference to this location. The location would benefit visitors to the city centre and encourage tourist movement from Parnell Square and O Connell Street through the area. The location would benefit hotels which are close to the site, local office employees and facilitate modal change ( a multi storey car park is located in close proximity to this location).

The location will have a strategic context under the plans to extend Luas through the city centre. Line BX includes a one track loop system that includes Cathal Brugha Street and proposes a Luas Stop at this street. Plans for a bicycle station need to be checked against these proposals as the triangular area of open space could be suited equally for a future Luas station.

## Comments

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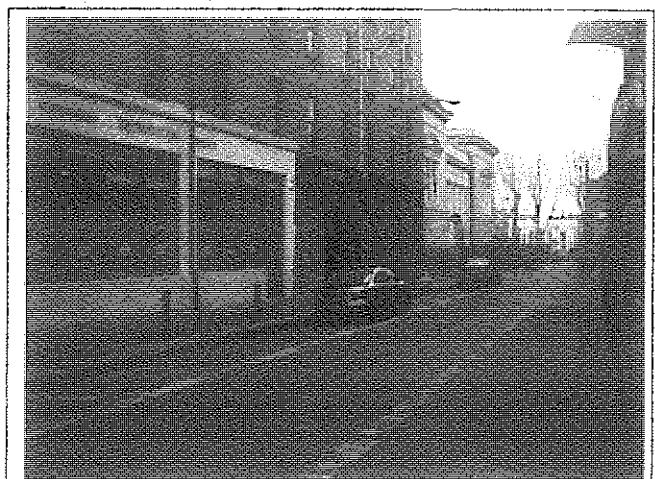
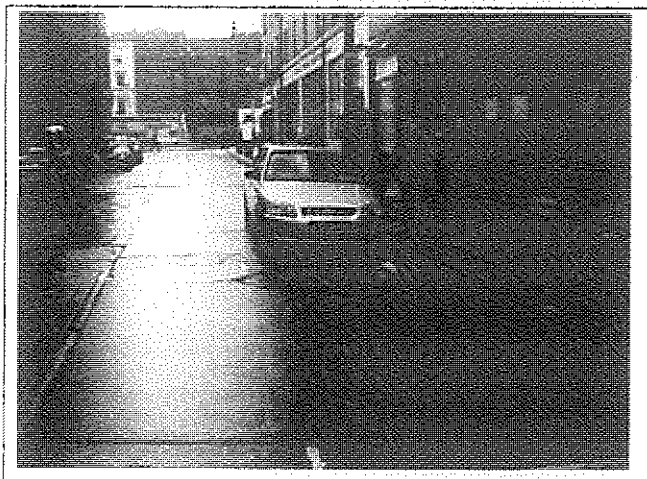
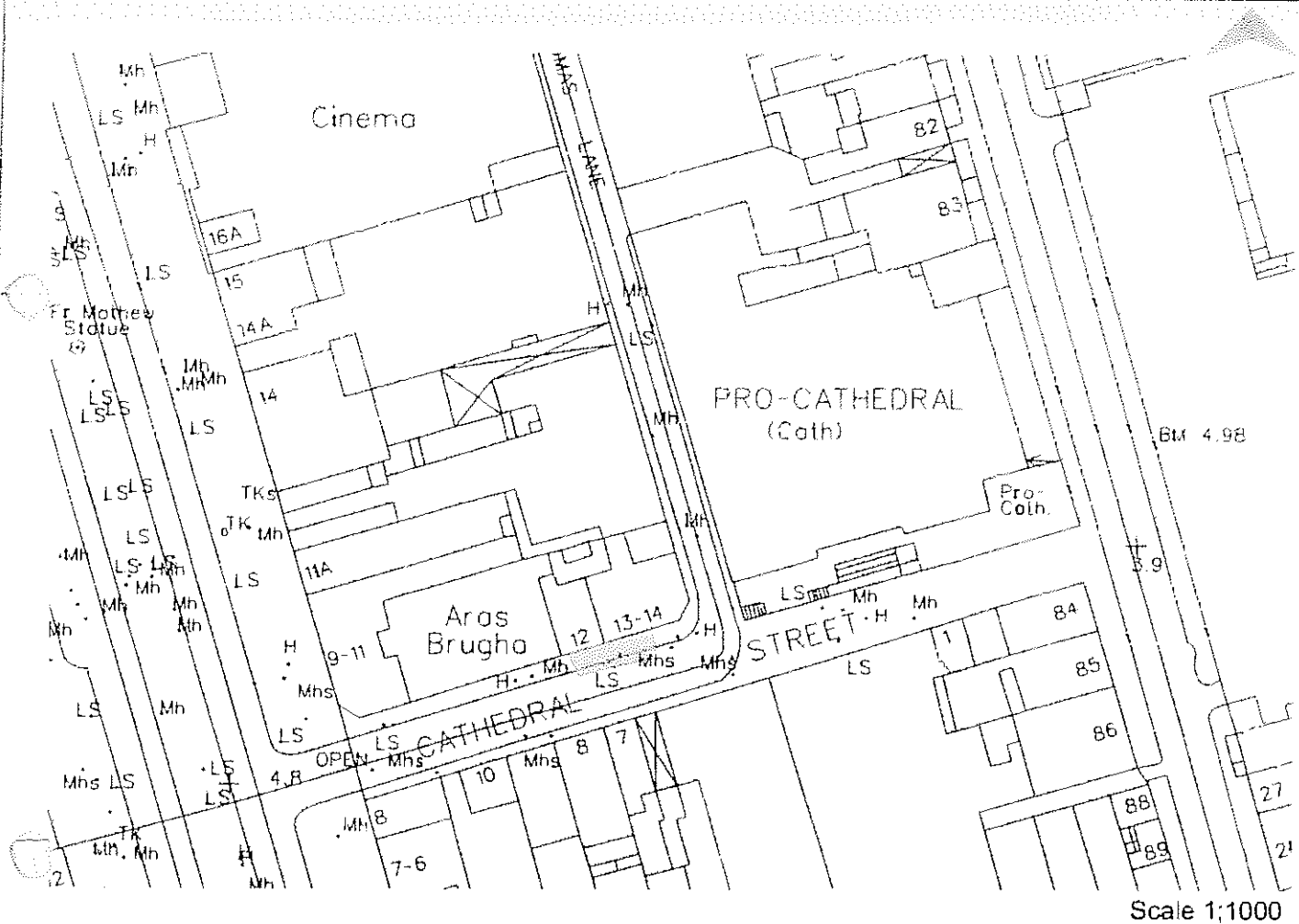
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# 85. BICYCLE SCHEME LOCATION CATHEDRAL STREET



# BICYCLE SCHEME LOCATION CATHEDRAL STREET

Station Location: Cathedral Street	
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 street is included under the O Connell Street ACA and area of Special Planning Control.
DED and 2006 Population Level	Shared between North City and Rotunda A. North City : 3,867 persons which is a decrease of 1.9% from 2002. Rotunda A 4,672 persons increase of 11.3% from 2002.
Framework Plans/ Local Area Plans or similar initiatives for the area.	<p>Cathedral Street and Marlborough Street are located within the O Connell Street ACA area. Under the O Connell Street IAP, the area of Marlborough Street adjoining the Pro Cathedral site to the west and the grounds of the Dep of Education to the east was identified as a character area. Recommendations for the street included (i) shared surface paving to be extended from Cathedral Street across Marlborough Street at Pro-Cathedral, to upgrade the appearance of Marlborough Street, (ii) a new pedestrian gate to the Dep of Education complex and permit access to the cathedral portico providing a green link from O Connell St to Gardiner St (iii) open vista into the Dep of Education site - gardens, sculpture and protected structures to be agreed with the OPW. The works are not implemented as recommended although resurfacing on Cathedral Street has taken place.</p> <p>Cathedral Street is part of the north city retail core area and is included under 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. Cathedral Street is positioned close to key Category 1 shopping streets and is itself a Category 2 designated shopping street. The strategy identified prime redevelopment opportunity sites in the local area (the Carlton, Independent House, sites to the rear of Clearys etc). Important streets for pedestrian looped trips are identified. Whilst there is no specific intervention identified for Cathedral Street, the location is central to access areas of existing significant retail activity (Henry Street is a short distance west of the location) and future proposed redevelopment (the site is a short distance east of the Arnotts re-development proposal and the Carlton site).</p>
Transport 21 Proposals for the Area	Both O Connell Street and Marlborough Street are key corridors for proposals under Luas Line BX. Along each street, a single line is proposed with north bound movement along O Connell Street and south bound movement along Marlborough Street. The location would be close to both routes.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Neither Cathedral Street or Marlborough Street are on the SCN but connections to it are achieved via side street connections towards Edey Quay to the south. O Connell Street is on the SCN and links with Parnell Square moving north.
Existing Road Designation and Existing Flow of Traffic	Cathedral Street is a local road and is part pedestrianised at the junction with Marlborough Street. Marlborough Street to the east is a local road connecting with Earl Street North, Talbot Street and the Quays moving south and Cathal Brugha Street and Parnell Street moving north. O Connell Street, a National Primary Road, is a key corridor in the heart of the city centre. As a central north/south aligned route, movement onto O Connell Street from Cathedral Street provides a wide choice for location movement. It can be the starting point for journeys to the north or south city centre areas or the termination point for commuters and visitors travelling to the city centre from the north or south. Options for movement east or west can be via the quays or side street movement parallel with the quays.
Significant Developments Proposed close to site.	The Carlton site is a short distance to the north west of Cathedral Street with a large redevelopment site adjoining O Connell Street, Henry Street and Moore Street. The site is a key site identified under the Dublin City Centre Retail Core Strategy and when progressed will create a significant landmark development in the heart of the north city centre increasing the retail offer, inner city residential profile and enhance community, leisure and culture facilities in this part of the city centre. New public plazas and pedestrian streets are included as part of that plan. Many of the same principles are contained within the Arnotts redevelopment site proposal. These developments, and other potential infill sites in the north city retail centre, have the capability of enhancing the profile and quality of the city centre retail area, create greater level of street activity both day and night and promote the rejuvenation of the area. Synergies should benefit local side streets in terms of increased passing pedestrian footfall and opportunities to support business initiatives. Other complementary developments that will consolidate the prime city centre destination include the public transport proposals of Luas Line BX and Metro North servicing the city centre and the cultural quarter regeneration of Parnell Square. Bicycle station facilities will compliment such re-development works and enhance connections to the area and linkages to the wider city area as part of an integrated scheme.

# BICYCLE SCHEME LOCATION

## COPPIES PARK / TEMPLE STREET WEST

### Justification for Site Selection:

This station location is a short distance west of the Liffey Street West/ National Museum Station proposal and both locations provide similar characteristics. Temple Street West is a side street location to the north of Wolfe Tone Quay with potential opportunity for side street access and servicing of a station. The station would be a short distance from both the Museum stop and Heuston stop on the Luas Red Line (Tallaght to Connolly Stations).

The location could be considered a benefit for commuter movements in the direction of Heuston. The significance of the public transport hub at Heuston ( both existing and future proposed) would warrant a close distribution of stations locally as spill over location options and to benefit commuter movements moving between bus or Luas transport modes locally or combining walking and cycling trips to their place of destination. The location is also close to the Museum to promote the location for visitor trips and linkages to other historic and cultural destinations connected on the proposed bicycle scheme network. Croppies Park is an attractive small park adjacent to the quays. The station would highlight the amenity value of such city centre parks to encourage use and visits to such recreational opportunities.

At this location, the new Ashling Hotel will be positioned to the immediate north. The cycle station facility would benefit tourists moving from the hotel to city centre attractions.

Moving to and from the location would primarily be facilitated via the quays with Wolfe Tone Quay providing the main access. As stated for the Temple Street West/Museum station proposal, moving east of the location on Wolfe Tone Quay and Ellis Quay provides opportunities to connect with Smithfield, connect with a station proposal on Ormond Quay, move north off the quays through the grid pattern of side streets within the north city retail centre or use bridge connections to move south in the direction of Thomas Street /James's Street, the Christchurch area, Temple Bar or south city retail centre. All these locations are included within the proposed network. Including the western end of the quays, and in particular the north side of the quays which has the SCN designation and immediate side street connection to major cultural facilities such as the Museum, promotes the area and compliments planning initiatives such as the Heuston FDA and River Liffey Corridor Study.

In addition to providing a benefit to tourists and commuters , the location would benefit city centre residents and their movement patterns moving east towards the wider city centre area. There are apartment schemes emerging in the wider area in addition to established residential areas further north accessed from Temple Street West. The rise in population levels within the Arran Quay C DED ( 54%) indicates the growing residential base of the local area.

### Comments

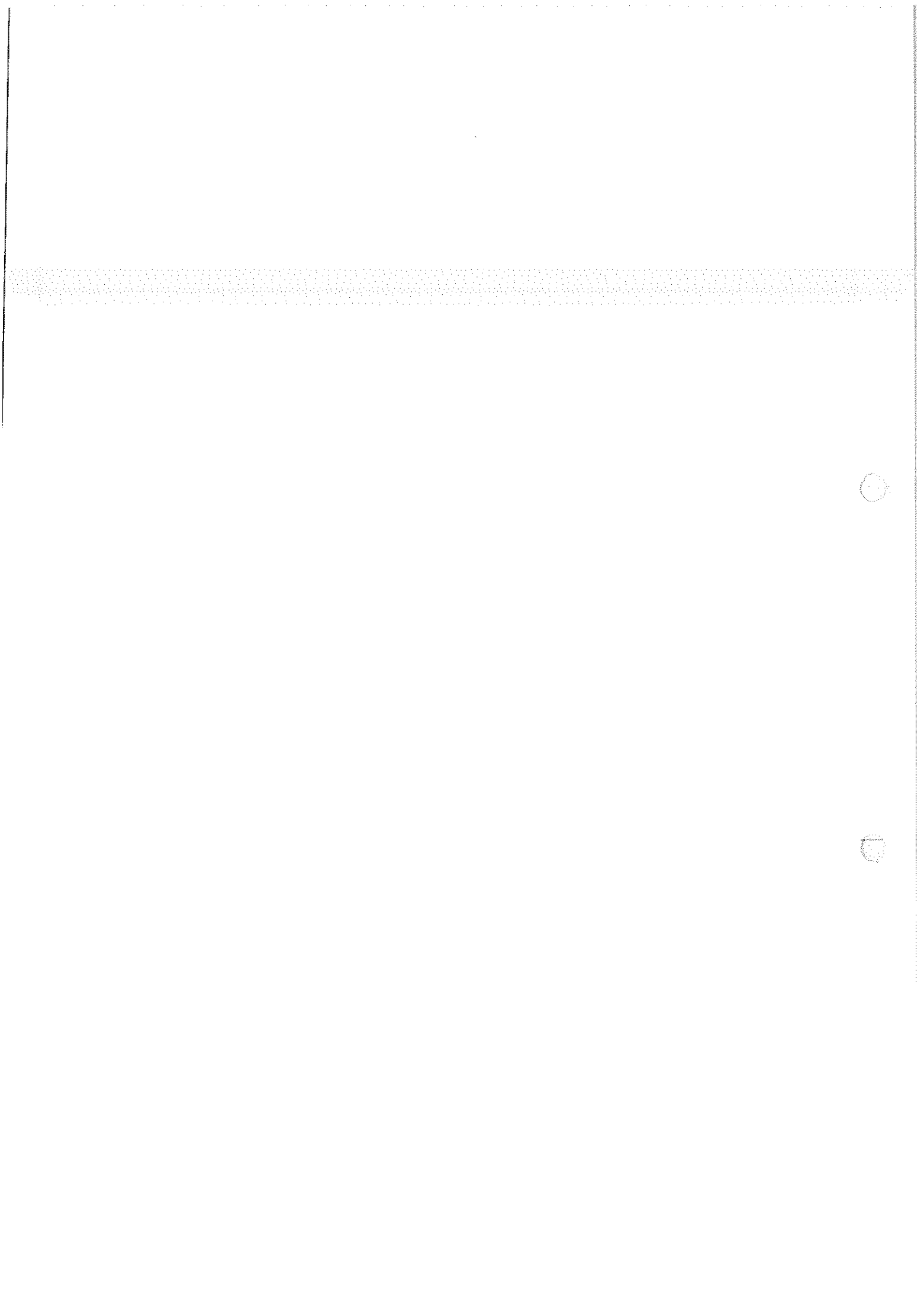
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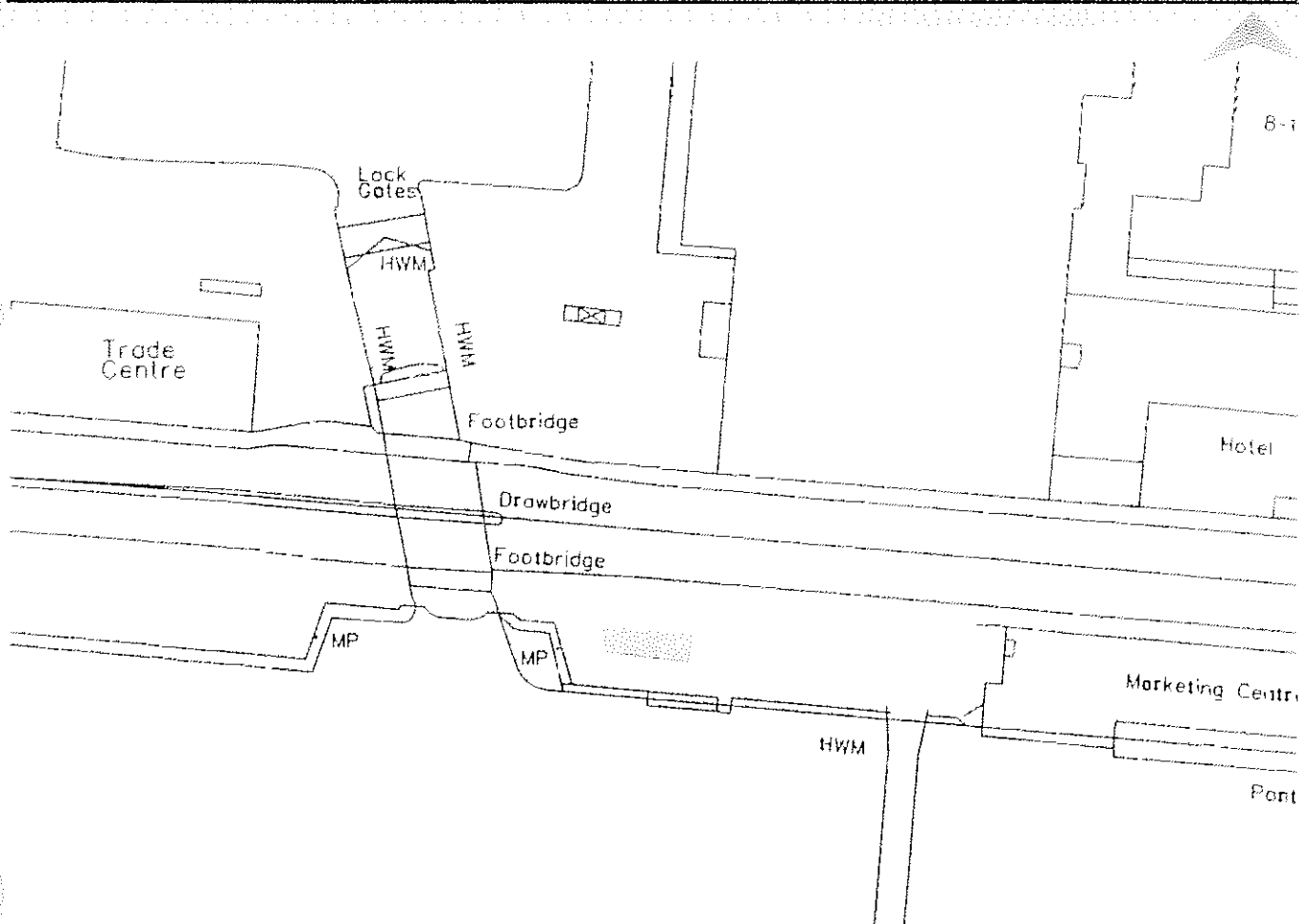
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## 88. BICYCLE SCHEME LOCATION CUSTOM HOUSE QUAY / SEAN O'CASEY BRIDGE



Scale 1:1000



# BICYCLE SCHEME LOCATION CUSTOM HOUSE QUAY / SEAN O'CASEY BRIDGE

Station Location: Custom House Quay-Sean O Casey Bridge	
2005-2011 Development Plan Zoning Objective	The zoning objective for this area is 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 campshire area adjacent to the Liffey at the south side of Custom House Quay is part of a Z9 open space and recreational and amenity zone.
DED and 2006 Population Level	North Dock C 4,179 persons which is an increase of 17% from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	<p>The location is within the Dublin Dockland Development Authority Area. The development of the Irish Financial Services Centre (IFSC) was guided by the 1994 Custom House Docks Development Authority Planning Scheme. Subsequent masterplans for the area included the 2003 Docklands Masterplan and the North Lotts Planning Scheme (amended in 2006). This section of the north docklands is developed with a thriving financial services and businesses sector intermixed with residential development.</p> <p>Moving east of the location either along the quays or through the Mayor Street spine in the centre of the north docklands will connect with the significant development areas of Spencer Dock and the National Conference Centre and further east the Point Village, envisaged as a significant mixed use village centre with a cultural emphasis, landmark building and new urban square. Strengthened linkages to the south docks via new bridges ( the Beckett/Mackeo Street Bridge) will increase further the activity and connectivity between the various parts of the dockland area.</p>
Transport 21 Proposals for the Area	Transport 21 proposals include significant investment within the dockland area including the extension of Luas from Connolly Station to the Point Village ( Luas Line C1) and a Dart Interconnector Station in the vicinity of Spencer Dock. Both Luas and the Dart proposals will connect with Connolly which in turn will have strategic links to Metro, Luas and commuter rail services. The area will be significantly connected by public transport by all such proposals.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The SCN does not extend comprehensively through the north docklands although enhanced pedestrian and cyclist movement through the area is a key priority of the movement strategy under the 2003 Docklands Masterplan. Cycle ways are proposed running east to west and north and south through the area connecting with the SCN and more strategically between the north and south docklands with extensions to link with the Sutton to Sandycove Cycleway. A number of bridge crossings within the north and south docklands and between the two are proposed to enhance permeability between the north and south docks and the wider city area.
Existing Road Designation and Existing Flow of Traffic	The Dockland Area (north side) is framed by the regional road network with Amiens Street to the west, Custom House Quay and North Wall Quay to the south, East Wall Road to the east and Sheriff Street Upper to the north. This street in turn links with Seville Place and connects with North Strand Road. These perimeter roads provide multiple entry points to the north docks. Moving from the city centre, the principal entry points will be from Amiens Street/Connolly following the Mayor Street Lower east to west alignment through the centre of the docklands. This route will accommodate the Luas extension. Following the completion of the Spencer Dock scheme and the Point Village, enhanced east to west movements will be achieved linking the area between Guild Street and East Wall Road with new streets and movement options. At regular intervals, side roads branch north and south. Branch roads to the south link with the north quays and campshire area which is landscaped as an amenity area and provided with cycle lanes.
Significant Developments Proposed close to site.	While this section of the docklands is well established as a mixed use zone, future areas of significant development will include the Spencer Dock scheme including the development of a National Conference Centre. The developments at Spencer Dock are subject to both Section 25 Planning Scheme and DCC sought amendments. A recent application under Reg Ref 6469/07 seeks the erection of a landmark 35 storey hotel integrated with the National Conference Centre. The Spencer Dock scheme includes office, residential and retail blocks in addition to a new central square and canal side amenities. The Point Village is envisaged as an eastern gateway to the city centre. Significant retail development, hotels, extended theatre venue, new urban square and a landmark building 120m in height are part of the Section 25 proposals. The Watchtower will contain high quality apartments and public viewing galleries. A cultural project known as the U2 experience is also proposed. Both these developments will link directly via the extended Luas with the IFSC area and the wider city area.

# BICYCLE SCHEME LOCATION CUSTOM HOUSE QUAY / SEAN O'CASEY BRIDGE

## Justification for Site Selection:

The location is a short distance south east of Georges Dock and a short distance west of Spencer Dock. The location is therefore close to important activity areas (existing and under construction) and in particular is close to emerging city centre landmarks of a cultural / amenity nature. At Spencer Dock construction is well underway on the National Conference Centre and the Samuel Beckett Bridge (a landmark designed bridge by Santiago Calatrava which will provide a key north to south crossing point between the docklands). Georges Dock has emerged as an important amenity and cultural destination within the docklands for the city centre with a regular schedule of festivals and a possible location for the National Theatre within the area. In addition to the cultural and leisure amenities of the local area, a bicycle station along Custom House Quay would benefit local office based employees, new residents, hotels serving the quays and visitors and staff of the commercial activities in the area including the several cafe and restaurant venues which have become established.

The location is proposed to the south side of the road along a widened area of the campshires adjacent to the Liffey. Such a location would provide various opportunities for layout options and facilitate safe off street access and servicing. The location is also close to Sean O Casey Bridge, an important new landmark within the docklands and an important location for north to south connections across the Liffey between the north and south docklands. These movements in turn link with the wider city area at either side. The location would benefit from prominent visual exposure along the quays and encourage use from passing pedestrians in their north to south movements. It is noted that cycling on the pedestrian bridge is itself not allowed but having station options at either side close to the location would ensure that a continuation of north to south cycling movement combined with pedestrian crossing is facilitated.

The location would complement the distribution of other stations in locality for movement along the cycle network. Importantly, a location on the north side of Sean O Casey Bridge would complement proposals for a location to the south side of the Liffey on City Quay to encourage north to south movement through this area. There are stations proposed at Georges Dock and Mayor Street Square in addition to a location near the Harbour Master and Connolly Station. Such a network would promote cyclist movement through the docklands and encourage connections with the wider city area.

The following justifications were raised for considering other locations in the docklands area and are repeated below here to emphasise the importance of the location. The local area has emerged as a significant urban quarter within the city centre providing functions as a business hub, a substantial residential area (the increase in population over inter census years is significant on account of on going regeneration) and cultural destination (key urban squares and spaces, festivals and significant national cultural buildings existing and proposed). The area is improving continually in terms of its connectivity with the city centre to the west. A bicycle scheme that includes extensions to the docklands will further promote this area as an extension of the city centre.

The cycle station facilities will benefit a wide variety of users and in particular will provide a valuable facility for employees and commuters moving between the docklands and the transport hubs in the city centre. Additionally, local residents and visitors to the docklands will have benefit from the facility.

The existing levels of activity generated by the docklands warrant inclusion within the cycle station network. However the medium to longer term scenario will witness a substantial increase in activity levels with an increased residential base, employment base and visitor base. The provision of key city landmarks (relocated National Theatre, National Conference Centre and redeveloped Point Theatre and the landmark Watchtower building) will provide the area with a wealth of attractions that will draw people to move east to west across the city to a more significant extent than existing. Cycle station facilities will complement such heightened activity.

The area is presently linked to important transport connections by virtue of Connolly Station. However, future Transport 21 proposals will greatly increase the strategic importance of this area with provision of a Luas extension through the area, provision of a Dart underground inter-connector station within the docklands and the improvement of north to south dockland linkages via new bridges which will target public transport movements and pedestrian connectivity between the north and south dock areas. In turn the area will be connected better to the wider city area. Cycle station facilities will enhance the opportunity for multi modal transport change with interchange opportunities between public transport and local based cycle journeys.

The provision of cycle station facilities will complement the cycle lane network proposals through the area under the Docklands Masterplan 2003.

In the longer term, with the completion of key schemes such as Spencer Dock and the Point Village the opening of significant new streets and public spaces, it may be possible to explore the options of extending the cycle station network further east.

## Comments

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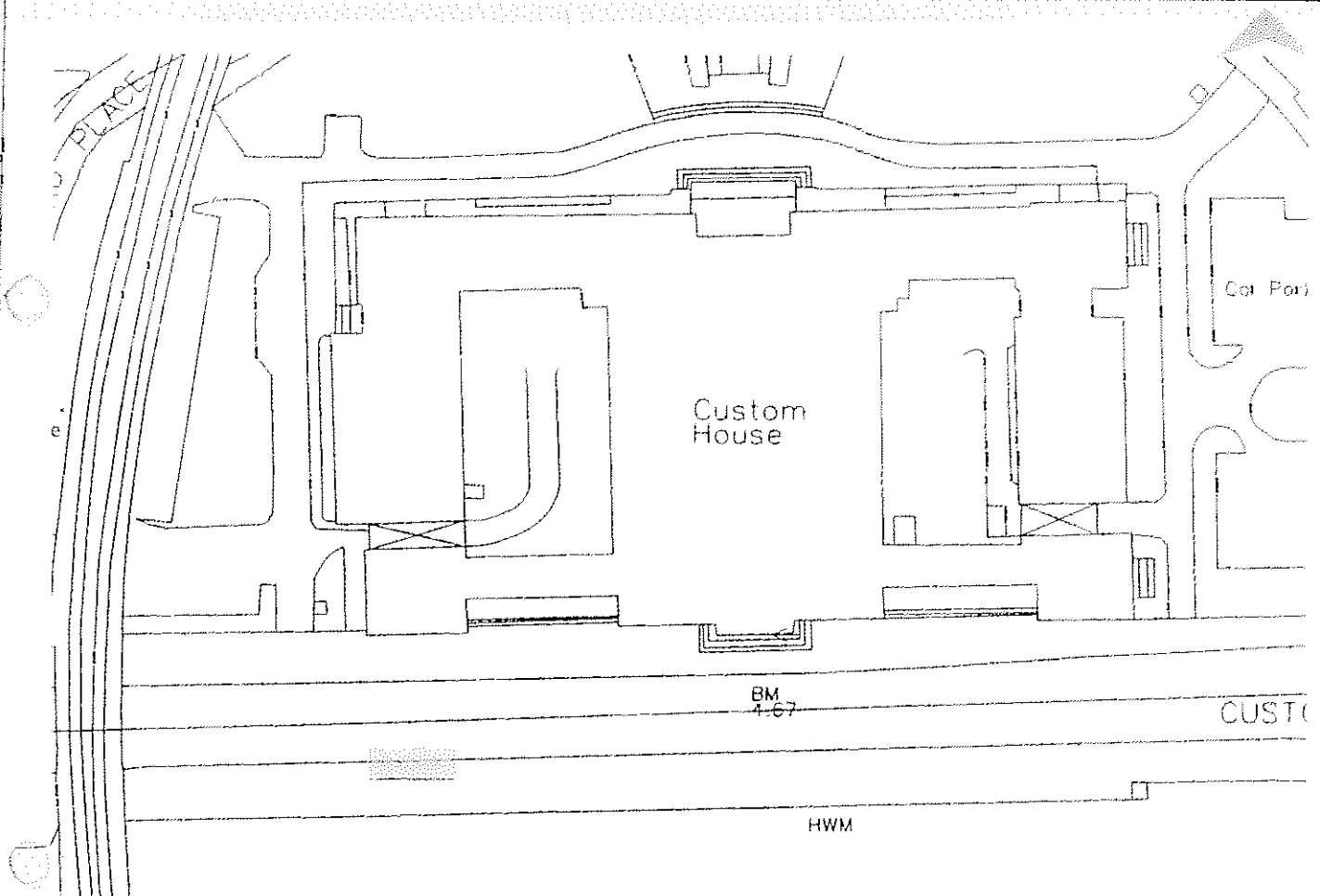
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## 89. BICYCLE SCHEME LOCATION CUSTOM HOUSE



Scale 1:1000



# BICYCLE SCHEME LOCATION CUSTOM HOUSE

Station Location: Custom House Quay	
2005-2011 Development Plan Zoning Objective	At this section of Custom House Quay, the Custom House and its grounds occupy the north side of the quay and are located within a Z8 zoned area to protect the existing architectural and civic design character. The area is also a conservation zone.
DED and 2006 Population Level	North Dock C: 4,179 persons which is a 17.1% increase from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	<p>The site is located opposite Georges Quay which is subject to an urban design study to promote rejuvenation of the commercial area around Tara Street Station. Custom House Quay is parallel to Georges Quay, a central location of the rejuvenation plan. The plan envisages consolidation, improved quality in the built environment and public realm and increased levels of street activity. Georges Quay is a northern street in a grid that includes Tara Street on its west and Moss Street on its east. These parallel side streets cross the Liffey on either side of Custom House Quay. Considering this central location between two important north to south city centre crossing points and its association with one of the city's most important architectural and historical buildings, Custom House Quay has a favourable location. The quayside, framing significant views of the Custom House from Georges Quay will receive focus from open space and water front amenities advocated under the rejuvenation plan.</p> <p>The location is within the Dublin Dockland Development Authority Area. The development of the Irish Financial Services Centre (IFSC) was guided by the 1994 Custom House Docks Development Authority Planning Scheme. Subsequent masterplans for the area included the 2003 Docklands Masterplan and the North Lotts Planning Scheme (amended in 2006). This section of the north docklands is developed with a thriving financial services and businesses sector intermixed with residential development.</p> <p>Moving east of the location either along the quays or through the Mayor Street spine in the centre of the north docklands will connect with the significant development areas of Spencer Dock and the National Conference Centre and further east the Point Village, envisaged as a significant mixed use village centre with a cultural emphasis, landmark building and new urban square. Strengthened linkages to the south docks via new bridges (the Beckett/Macken Street Bridge) will increase further the activity and connectivity between the various parts of the dockland area.</p> <p>The River Liffey Corridor Study is a project which examines the enhancement of the city quays and river corridor to develop the public space potential of the river and to re-imagine the potential of the river corridor as a central spine in the identity of the city. Custom House Quay is an important section of the River Corridor framing the Custom House. Inclusion of landmark locations on the quays within an integrated network promotes the river corridor and its synergies with city centre streets adjoining.</p>
Transport 21 Proposals for the Area	The location is close to Tara Street and Connolly Stations. Movement eastwards connects with the north docklands and proposed public transport facilities including the Luas dockland extension and Dockland Interconnector Station.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Custom House Quay is on the SCN connecting with the Amiens Street Corridor on looping back south onto Georges Quay, linking with the south quays section of the SCN. The location is well connected therefore within the cycle network.
Existing Road Designation and Existing Flow of Traffic	Custom House Quay extends between Butt Bridge and beyond Matt Talbot Bridge where it merges with North Wall Quay further east. It has a Regional Road Designation. The section of Custom House Quay where this station is proposed is between Butt Bridge and the Talbot Memorial Bridge. The quays accommodate a one way flow moving east along this location. However, connections with the bridge points at either end provide significant opportunities to move south and in turn, travelling along Georges Quay, loop back north again. Movement options from the station include therefore a continuation eastwards to the north docklands and significant development areas including Georges Dock, Mayor Square and Spencer Dock, location of the National Conference Centre which is under construction. Moving south via Talbot Memorial Bridge links with Georges Quay and Tara Street Station, links east with the south quays and in particular City Quay, Lombard Street East for connections Pearse Street or continuation further east towards Grand Canal Docklands. Movement directly south onto Moss Street connects with Pearse Street also. The location will not therefore restrict movement options further east on the quays but instead is an important location for grid movement patterns through the urban blocks north and south of the quays in this location.
Significant Developments Proposed close to site.	The immediate area will not alter character owing to the conservation designations and significant landmark of the Custom House. The wider area is however one of on going change with the north docklands a short distance further east (Georges Dock, Spencer Dock, the Samuel Beckett Bridge etc) and the rejuvenation area along Georges Quay to the direct south of the river from this location. The location is closely accessible to these significant areas of change.

# BICYCLE SCHEME LOCATION CUSTOM HOUSE

## Justification for Site Selection:

Custom House Quay is in a central location with respect to integration of emerging character areas and the established city centre including the transition in movement to the north docklands a short distance east and across the Liffey towards the south docklands and Georges Quay area which is subject to rejuvenation studies. Custom House Quay is also accessible from important north city centre radial routes including the Gardiner Street corridor and the Amiens Street corridor. It has a significant advantage by adjoining two important north to south bridges (Butt Bridge to the west and Talbot Memorial Bridge to the east). Arriving to Custom House Quay and moving from it has extensive connections via these bookend bridges. A location here would promote the connections between the north and south quays and, following the traffic flow, encourage looped movement in a grid pattern back and forth between Georges Quay and Custom House Quay. Such connections have options for continued movement south along Moss Street for example to connect with Pearse Street and the south city centre or move east along the south city quays in the direction of Grand Canal Dock. These movement patterns connect key public transportation nodes and key areas of commercial activity (existing and planned for rejuvenation). Linkages to the proposed bicycle station network both north and south of the quays is facilitated by connecting with such station sites as Georges Quay (to the south) Burgh Quay (further west on the south quays), City Quay (east on the south quays) and on the same north quay side proposals at Georges Dock and Custom House Quay adjacent to Sean O Casey Bridge. The location compliments the position of these other local sites.

The location is accessible to important commercial office zones including the IFSC to the east and Georges Quay to the south. The location would also provide a benefit to employees within the DoEHLG offices in the Custom House. The location would also benefit city centre residential areas, the growing population increases in the docklands for example, providing a station on a route between the docklands and city centre further west using the quays as a movement route.

The location is close to important city centre transportation nodes including Tara Street station to the direct south and Connolly Station a short distance north. The location is also close to Transport 21 proposals and would benefit commuter patterns moving in the direction of the Luas docklands extension and dockland Dart Inter Connector.

The location is significant for highlighting the significant architectural and historic attraction of the Custom House and linking the location to other important historic and cultural landmarks on the cycle scheme network. The wide area of pavement along the south side of Custom House Quay provide opportunities for location options and servicing the station site.

## Comments

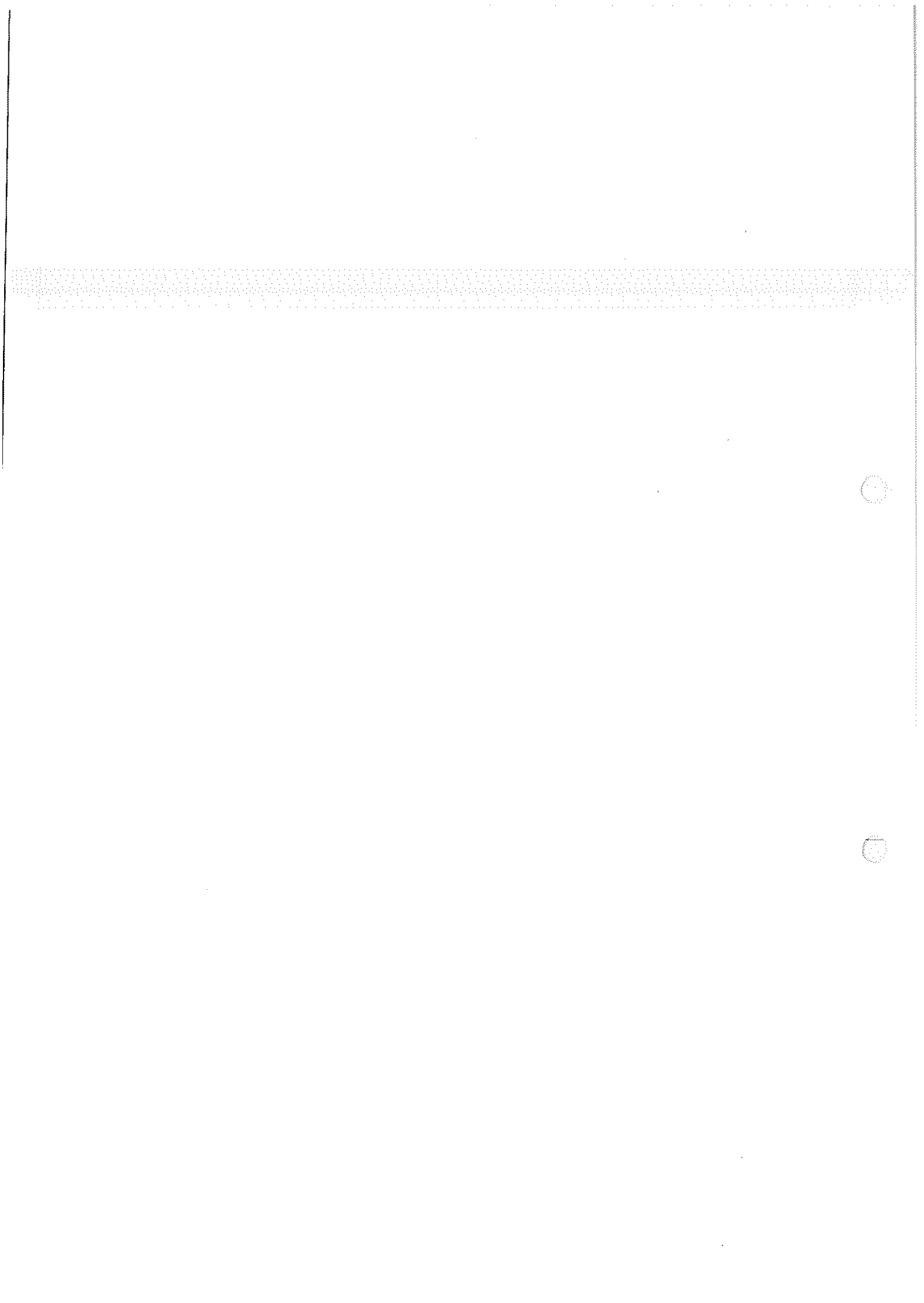
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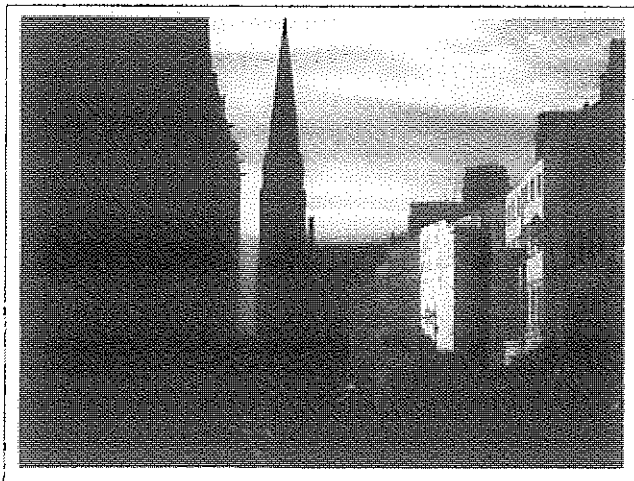
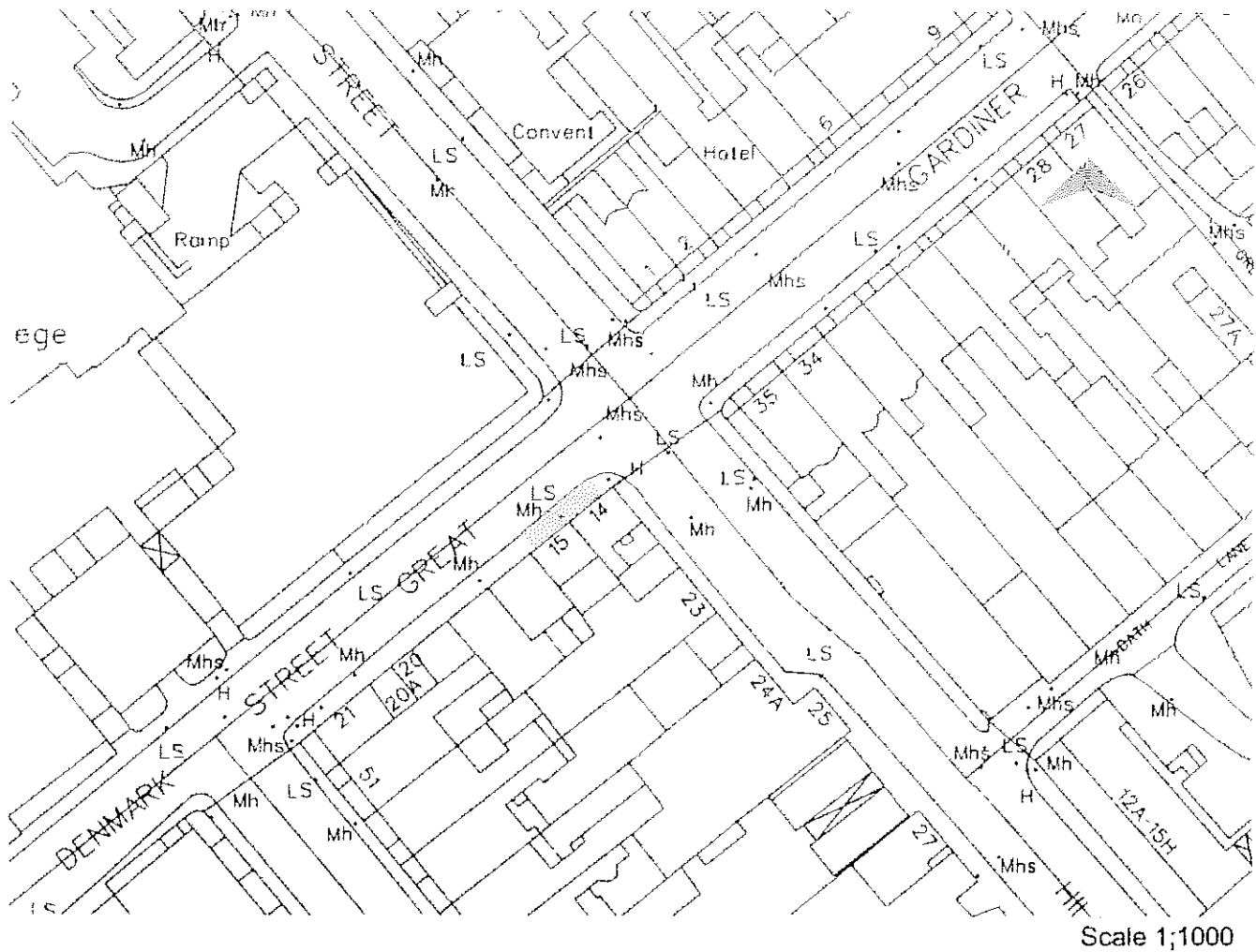
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## 90. BICYCLE SCHEME LOCATION DENMARK STREET GREAT



# BICYCLE SCHEME LOCATION

## DENMARK STREET GREAT

Station Location: Denmark Street Great / Hill Street Junction	
2005-2011 Development Plan Zoning Objective	The area is zoned Z8 to protect the existing architectural and civic design character, to allow only for a limited expansion consistent with the conservation objective. To allow primarily residential and compatible office and institutional uses. The area is also a conservation zone with protected structures aligning both sides of Denmark Street Great. North Great Georges Street is to the south and is an important Georgian Street. Hill Street, which forms a junction with Denmark Street Great is zoned Z1 to protect and provide residential amenity. This street is primarily a backland street to the rear of properties fronting North Great Georges Street.
DED and 2006 Population Level	Rotunda A: 4,672 persons which is an increase of 11.3% from the 2002 Census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans for this street. The street is however a short distance east of Parnell Square for which a framework plan has been prepared to promote the rejuvenation of the square as a cultural quarter.
Transport 21 Proposals for the Area	There are no specific Transport 21 proposals for this location although the street is a short distance east of Parnell Square East where a Metro station is proposed.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The street is not on the SCN. The network is located close to the site however along Parnell Square East and Dorset Street, both accessed at short distances from the location.
Existing Road Designation and Existing Flow of Traffic	The streets are local roads which interconnect with Frederick Street North and Parnell Square East ( National Primary Roads) to the west and Gardiner Street to the east ( a Regional Road). Movement options from the location include using either the east or west corridors to access the city centre or alternatively continuing movement on side roads to connect with the local area. For example the route from Hardwicke Place, Temple Street North and Hill Street is an alternative north to south connection between Parnell Street and Dorset Street parallel with the Gardiner Street Corridor ( to the east) and the Parnell Square East corridor ( to the west).
Significant Developments Proposed close to site.	There are no significant redevelopment sites owing to the Z8 zoning and protected structures in the area. The location is however still close to areas of significant future change including Metro and the Carlton site moving south and west.

# BICYCLE SCHEME LOCATION

## DENMARK STREET GREAT

### Justification for Site Selection:

The location would compliment north to south movements via side streets in the local area and link Parnell Street with Dorset Street Lower using a sequence of station movements along Hardwicke Place ( possibility of continuing onto Eccles Street where a Metro Station is proposed) and North Great Georges Street. Equally, the location would benefit movements east to west with proposed station locations on Parnell Square moving west and Mountjoy Square moving east. The location is in a central position therefore to compliment movements between other locations in the north city centre area.

The station would encourage permeable movements through side streets in this area to promote exploration of the wider street network off the main civic spine, particularly for tourists. Exploration of the Georgian streets ( North Great Georges Street) and Mountjoy Square would be encouraged by having locations close by to these locations. Providing facilities that enhance movement through the local area would help promote the objectives of the Parnell Square Framework Plan to rejuvenate the square as a cultural quarter by encouraging synergy of activity and movement to the side streets adjoining the square.

The location would be located strategically close to the metro proposals on Parnell Square to benefit commuters and encourage inter modal change from rail transport to local cycle movements.

In addition to the activity generated by enhanced public transport proposals in the local area ( metro, Luas line BX etc) , the re-development of significant city centre sites such as the Carlton Site on O Connell Street will enhance activity levels locally. Cycle movements moving between such locations will enhance connections between these new centres of activity and the wider area.

### Comments

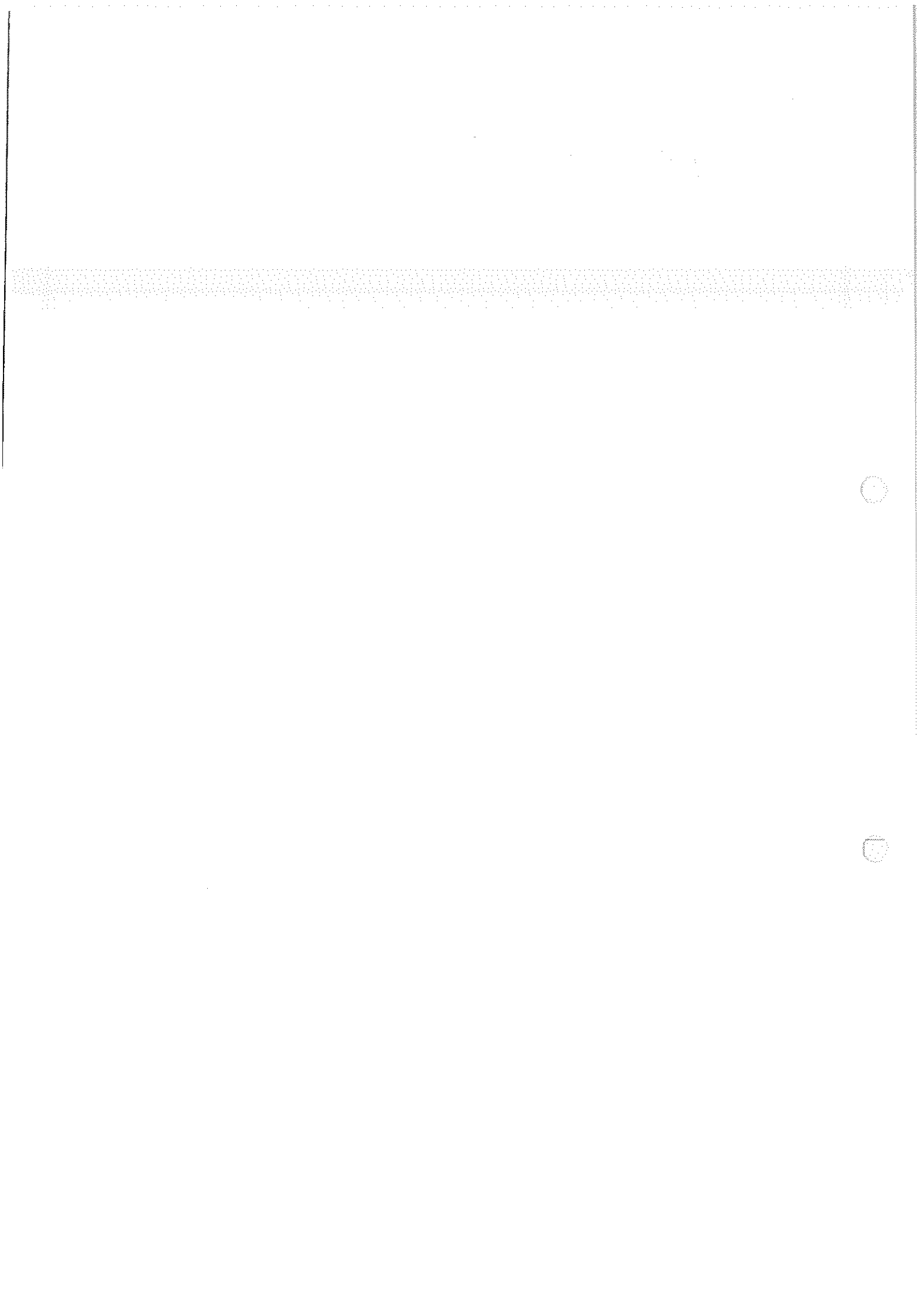
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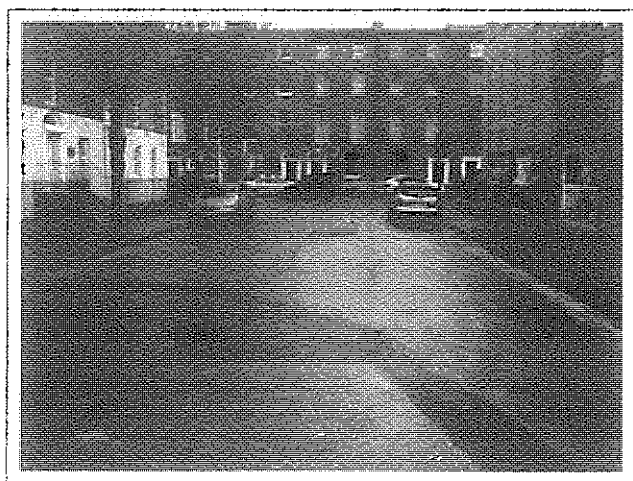
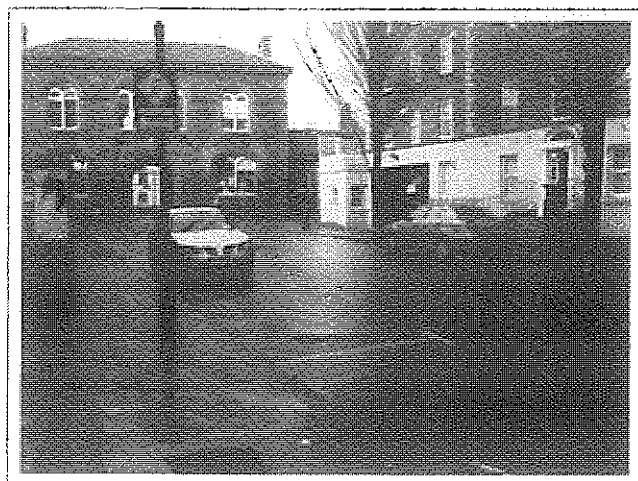
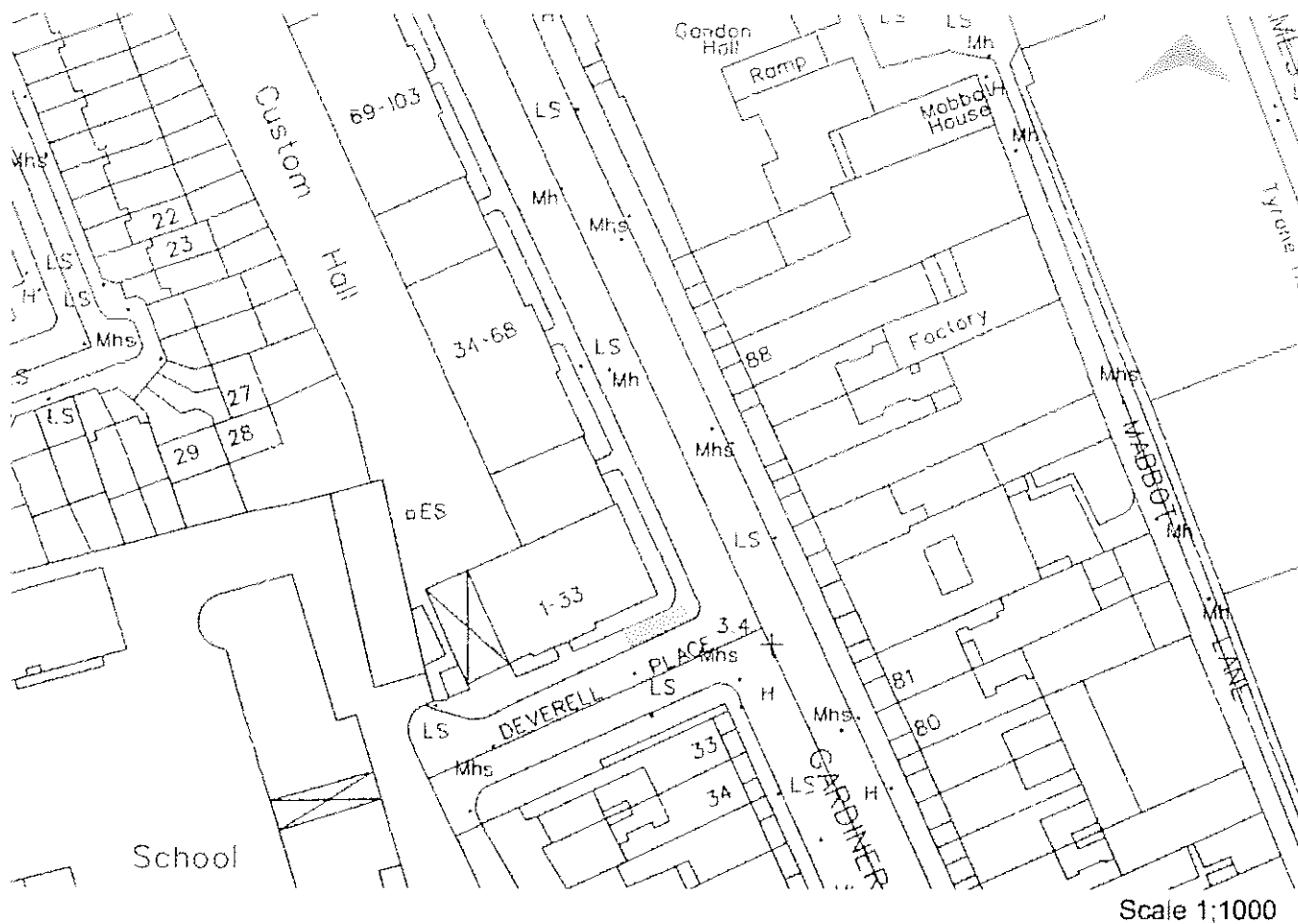
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# 91. BICYCLE SCHEME LOCATION DEVERELL PLACE GARDINER STREET



# BICYCLE SCHEME LOCATION DEVERELL PLACE GARDINER STREET

<b>Station Location: Dervell Place- Gardiner Street</b> 2005-2011 Development Plan Zoning Objective	The area to the north and west of Dervell Place 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 terrace of Georgian properties to the south are zoned Z8 to protect and preserve the architectural character of the area. The buildings along this terrace are Protected Structures. The area is also part of a conservation zone.
DED and 2006 Population Level	North City: 3,867 persons which is a decline of 1.9% from 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The site is located close to the boundaries of a current study, Civic Linkages, which is addressing issues of public realm, permeability and civic routes through the NEC.
Transport 21 Proposals for the Area	Gardiner Street is not included as a public transport corridor under the Luas extension programme. Line BX would run in close proximity however west of the urban block (along Marlborough Street). The location is also close to other significant public transport nodes including Bus Aras and Connolly Station.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Gardiner Street is not included within the SCN.
Existing Road Designation and Existing Flow of Traffic	Gardiner Street is a designated Regional Road with a two way traffic flow. On exiting this station, cycle movements would travel north with the flow of traffic with possibilities to continue north to Mountjoy Square or branch off to side streets east or west. To move south towards the Custom House, cyclist traffic would need to cross to the east side of the street.
Roads and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	The area is consolidated and unlikely to alter significantly with new development owing to the location of the Department of Education and Science to the east and protected structures in the vicinity. On the corner junction entering Dervell Place from Gardiner Street, two protected structures, No's 33 and 34, have permission for refurbishment and works to provide a hotel use (Reg Ref 5985/04).

## Justification for Site Selection:

Dervell Place is a cul de sac to the west of Gardiner Street a short distance north of the junction with Talbot Street. It is considered as a favourable location owing to the space available within the cul de sac. Existing pay and display parking may provide opportunities to place a station on street. The location has the advantage of a quiet location but immediately adjacent to Gardiner Street. The station would have good visual prominence as the cul de sac is short in length. Cyclists would have more space in a traffic calmed environment as opposed to Gardiner Street itself which is heavily trafficked.

Positioning a station in this location encourages movement and permeability east of O'Connell Street and through the north east inner city. The location would compliment the spacing of other stations further south and east near Talbot Street, Connolly Station, Bus Aras etc. Stations could be considered further north to encourage continued movement to a part of the city undergoing social regeneration. The Civic Linkages project for the NEC in particular encourages this.

The location would be of benefit for inner city residents, tourists and visitors staying in the hostels and hotels along Gardiner Street and office workers. The Department of Education and Science adjoins this cul de sac to the rear. A school is also located at the end of the cul de sac.

## Comments

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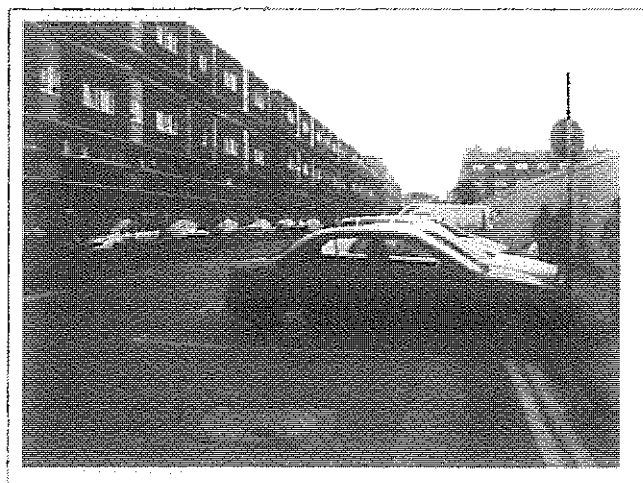
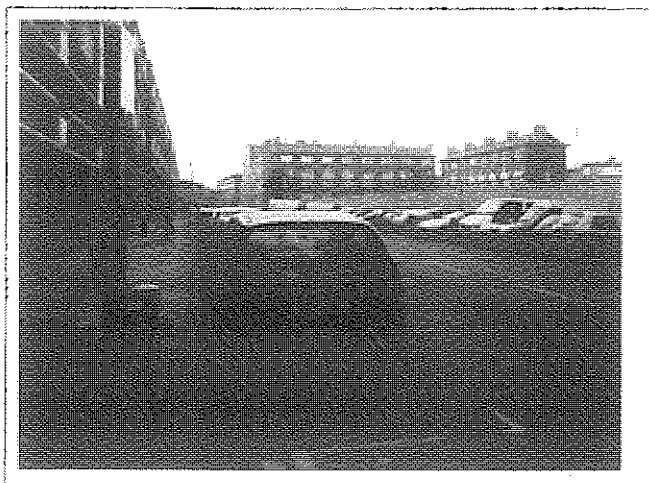
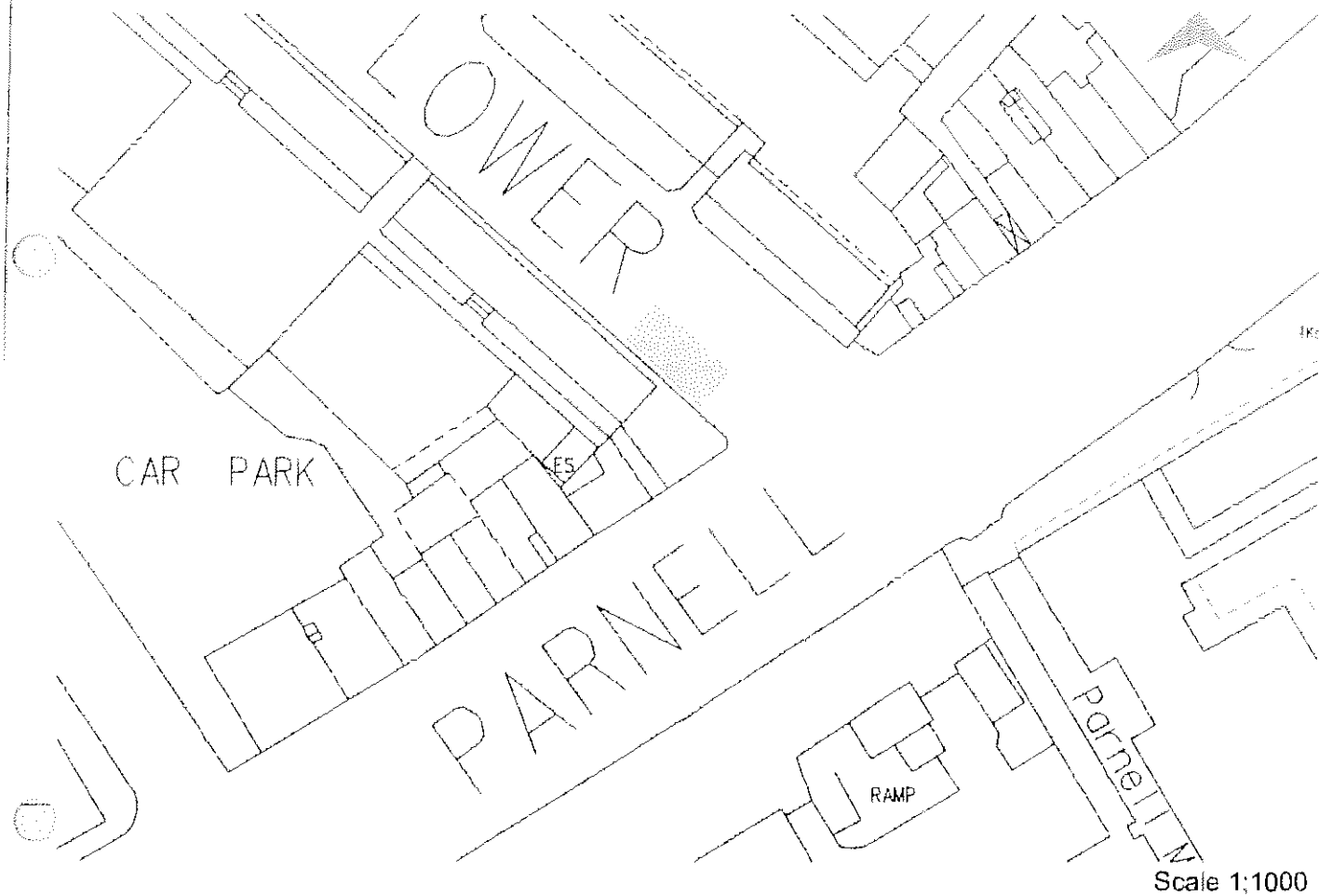
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## 92. BICYCLE SCHEME LOCATION DOMINICK STREET LOWER



# BICYCLE SCHEME LOCATION

## DOMINICK STREET LOWER

Station Location: Dominick Street Lower	
2005-2011 Development Plan Zoning Objective	Dominick Street Lower is zoned a combination of Z8 to protect the existing architectural and civic design character at the northern end of the street and is also part of a Z13 zoned area at the southern end which seeks the social, economic and physical rejuvenation of an area. This Z13 designation covers the area occupied by existing social housing apartment complexes which are the subject of comprehensive rejuvenation plans. The street forms a junction with Parnell Street at its southern end which is a Z5 zoned area to consolidate and facilitate the development of the central area.
DED and 2006 Population Level	Rotunda B: 2,137 persons which is an increase of 22% from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	<p>Dominick Street Lower is identified under the current Development Plan as a social housing regeneration plan area. Proposals include demolition of the existing flat complexes and the development of 360 private and social housing units, community facilities, retail and leisure facilities. The redevelopment programme is proposed as a PPP scheme. Contract negotiations are in progress.</p> <p>The street is on the northern boundaries of the Dublin City Centre: Developing the Retail Core Framework Plan. Whilst there are no specific proposals for this street under that plan, the location is a short distance to the north west of the Carlton redevelopment site, a significant rejuvenation project proposed within the north city centre.</p> <p>The location is also a short distance west of Parnell Square and the proposals for rejuvenation of that square and its redevelopment as a significant cultural quarter.</p>
Transport 21 Proposals for the Area	There are no specific Transport 21 proposals for this street but the location is a short distance west of Parnell Square where significant proposals are in place for a metro north city centre station. The location is also a short distance north west of the city centre Luas extension (Line BX route).
Location with respect to Strategic Cycle Network or future cycle route proposals.	The section of Parnell Street west of O Connell Street is part of the SCN. Connections to the wider SCN exist via Capel Street and Bolton Street or to the cycle network in the south city centre via O Connell Street.
Existing Road Designation and Existing Flow of Traffic	Dominick Street Lower is a local street adjoining Parnell Street (a Regional Road) to the south and Bolton Street (a Regional Road) to the north. Both these streets are important corridors through the north city centre. Movement options to and from a location on Dominick Street Lower are varied and could include connections to the north east towards the Dorset Street corridor off which a number of station locations are proposed connecting with the extended north city centre area (in the direction of the Mater Hospital for example). Parnell Street can be used as a corridor to connect with stations in the north city centre (the stations off Capel Street for example). Parnell Square can be used to negotiate the one way traffic flow system and connect with O Connell Street with options to continue movement eastwards in the direction of the Docklands or south to the south city centre.
Significant Developments Proposed close to site.	<p>As noted in the framework plans and other proposals section, the areas of most significant change locally will be the re-development of the Dominick Street Lower social housing area with a high density but higher quality mixed tenure apartment scheme including retail, community and leisure facilities. The location is also within close walking distance of the Carlton redevelopment site area. This is a key site identified within the developing the retail core framework plan and is anticipated as a significant investment for the north city centre. The development will inject a significant quantum of high quality retail development within a landmark development and include other uses including hotel, residential, restaurants, cultural uses, public spaces etc.</p> <p>The location is a short distance north of the Henry Street shopping area and the proposed re-development of the Arnotts site. This is another flagship redevelopment site anticipated as a significant investment in the retail and mixed use profile of the north city centre.</p>