

# BICYCLE SCHEME LOCATION DOMINICK STREET LOWER

## Justification for Site Selection:

This location, in addition to a second proposal a short distance west at Parnell UGC Cinema, services the Parnell Street corridor. The street is a side street option where extensive areas of on street parking exist to consider a bicycle station on either side of the street. Options exist therefore to locate a station and service it in a more traffic calmed location than Parnell Street itself. The street forms a prominent junction with Parnell Street and will have the advantage of a prominent location for positive visual exposure.

The station would highlight the importance of Parnell Street which marks the northern boundary for a number of north to south aligned side streets connecting with the city quays. A station facility would compliment the positioning of other stations in the north city centre close by and encourage north to south movements through the north city area. In addition, Parnell Street is an important east to west corridor running through the city centre. Bicycle stations close to this alignment would encourage east to west movement across the wider city centre area (for example connecting Gardiner Street with Capel Street if a sequence of station locations are followed).

The location is to the direct north of a prime retail area. Opportunities to position bicycle stations in the centre of the retail zone are limited due to pedestrian zones and constrained space for station position and servicing. Locations off Parnell Street are within close walking distances of such areas including Henry Street, the Ilac Centre, the proposed redevelopment of Arnots and the anticipated future applications for the Carlton Site. A station in this general area would benefit the retail functions of this zone for both visitors and employees.

The location is reasonably close to future proposed public transport investment including Luas city centre connection (Line BX) and a Metro North station at Parnell Square. Owing to constraints on locating stations on the routes of such proposed alignments, viable options in close proximity will promote opportunities for modal change from public transport to cycle trips for local based journeys.

The location will be the subject of comprehensive renewal plans. The re-development of Dominick Street Lower will provide a greater concentration of residential units in the centre of the north city area. A bicycle station would signal confidence in the future of the street and provide benefit to city centre residents and access to proposed community and leisure facilities as part of the rejuvenation plans.

## Comments

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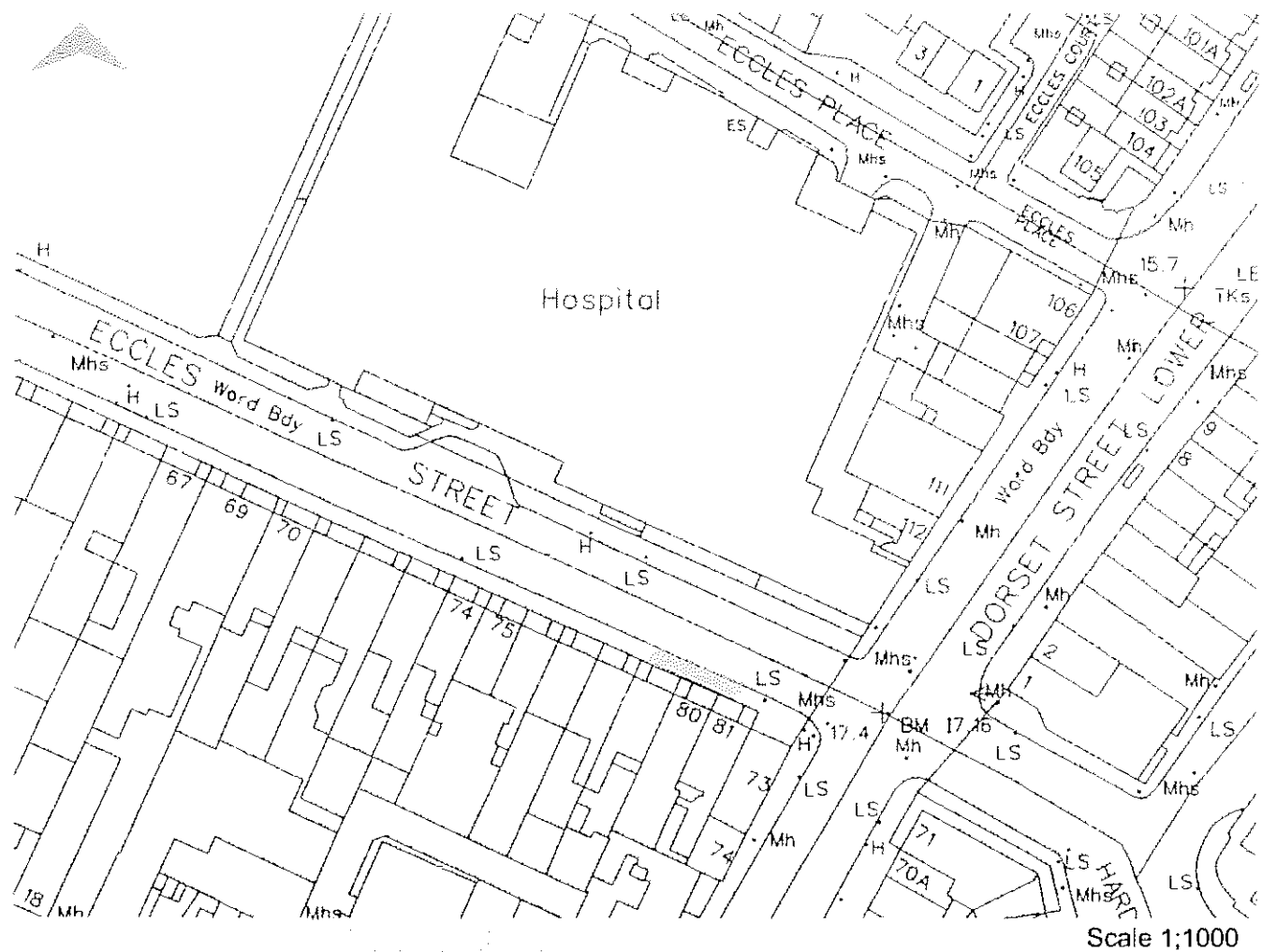
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## 93. BICYCLE SCHEME LOCATION ECCLES STREET EAST



Scale 1:1000



# BICYCLE SCHEME LOCATION

## ECCLES STREET EAST

Station Location: Eccles Street-Mater Hospital	
2005-2011 Development Plan Zoning Objective	The Mater Hospital campus on the north side of Eccles Street is zoned Z15 to provide for institutional and community uses. There are several protected structures on the site of the Mater and the western end adjoining Berkeley Road is part of a conservation zone. A park area (zoned Z9 for recreational amenity) is located at the junction of Berkeley Road Eccles Street. The southern street frontage of Eccles Street 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. Buildings on the junction with Dorset Street Lower are commercial (Z4 zoned). The Phibsborough / Mountjoy PUC boundary is a short distance to the north west of Eccles Street.
DED and 2006 Population Level	Eccles Street is located on the boundary shared between Inns Quay A and Inns Quay B. Inns Quay A 3,715 persons which is an increase of 10.1% from the 2002 Census. Inns Quay B 3,113 persons which is a 5.4% increase from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The Phibsborough/Mountjoy LAP includes the Mater Hospital and surrounding streets. Key objectives of the LAP include exploiting opportunities under Transport 21. Objectives include the generation of a strong sense of legibility and coherence in the area by developing and reinforcing a network of attractive streets, spaces and places punctuated by landmarks and permeable routes. It is encouraged also to include 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 facilitating strong north to south connections through the Mater site lining the North Circular Road with Eccles Street. The Mater Hospital site is considered as having potential for tall building clustering to deliver the National Children's Hospital. Schematic proposals are set out for the Mater Hospital that include delivery of key north/south connections and an indicative height strategy (potential range up to 20 storeys). The LAP is at a draft stage.
Transport 21 Proposals for the Area	Transport 21 proposals include positioning a Metro station on the Mater site between Eccles Street and North Circular Road.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Eccles Street is not on the SCN but to either end the SCN is reached. Cycle lanes on the SCN are designated on Dorset Street Lower to the east and along the Blessington Street/Berkeley Street/Berkeley Road corridor to the west. The North Circular Road which is on the SCN is located to the north. The location is accessible therefore to the wider SCN.
Existing Road Designation and Existing Flow of Traffic	Eccles Street is a local road with a two way flow connecting with Dorset Street Lower to the east (a National Primary Road) and Berkeley Road to the west (also a National Primary Road). The North Circular Road, which is partly a National Primary and partly a Regional Road, is located a short distance north. Movement options from Eccles Street have a number of options all providing access to key routes both to and from the city centre. Phibsborough is a short distance north west of the location. The Dorset Street Lower corridor provides access to the city centre via Capel Street. Following the Berkeley Road/Berkeley Street/Blessington Street corridor leads to the top of Parnell Square and O'Connell Street. Crossing Dorset Street Lower and moving on Temple Street North facilitates movement towards Mountjoy Square and accessing the north east city centre via Gardiner Street. There are a number of side street options on residential streets to filter through the local area. The Phibsborough/Mountjoy LAP examines potential for greater linkage through the area including linkages from Eccles Street onto the North Circular Road through the Mater site and further north to the Royal Canal via the Mountjoy site.
Significant Developments Proposed close to site.	There are no current significant proposals with the exception of the ongoing programme to consolidate a Children's National Hospital on the Mater site. The Phibsborough/Mountjoy LAP shows the potential for significant positive change in the area opening large development sites such as the Mater, Mountjoy and Phibsborough Town Centre into major character zones which collectively consolidate the area and reinforce it as a dynamic location. Coupled with Transport 21 proposals that include a Metro Station at the Mater raise significantly the potential of the wider area and its strengthened connections with the wider city area. The area is likely therefore to undergo significant positive change that helps regenerate the wider area between Phibsborough/Mountjoy and Parnell Square.

# BICYCLE SCHEME LOCATION

## ECCLES STREET EAST

### Justification for Site Selection:

Eccles Street is directly south of the Mater Hospital campus which includes a public general hospital and a private hospital. There are proposals to consolidate the campus into a significant national medical campus with a National Children's Hospital. The location is important owing to these activities and the ancillary medical consultant offices on Eccles Street and side streets to the south of it. Cycle station facilities would benefit employees of this significant institutional zone in addition to visitors etc.

The street is a key street within the Phibsborough Mountjoy Local Area Plan (Draft) with connections to the North Circular Road. The proposals under the plan include strengthening connectivity through the Mater campus linking Eccles Street and North Circular Road. These connections would continue to permeate as far as the Royal Canal through the redeveloped Mountjoy site. The street and its envisaged future intensification as a medical location warrants consideration in its own right but equally, the location would be close to be of value to the centre of Phibsborough and residential streets in the locality. The initial scope of the bicycle scheme locations may not extend fully to service all the Phibsborough area spatially. Having locations however at the south east quadrant of the plan area encourage use of it from the wider area, particularly when a heavy emphasis is placed within the plan to create stronger pedestrian linkages.

Cycle station facilities will complement the principles of the Phibsborough/Mountjoy LAP to provide enhanced pedestrian and cyclist facilities through the area and encourage modal change from private car to public transport and cyclist/pedestrian modes. By connecting the location within a wider bicycle movement network, the facility also helps achieve the broader aims of the plan to connect the area more successfully with the wider city area.

The location will have a longer term strategic context close to the proposed Metro Station and the Mater Hospital. The bicycle station facility will promote cycle movements locally and offer an interchange facility from the Metro to local based cycle movements. The route options from the street to other important locations are extensive. Considering the proposals for Metro, the employment intensification proposed and the residential intensification proposed under the Draft LAP, Eccles Street is indicated as having too possible location options at either end to complement movement patterns either along the Dorset Street Lower Corridor or to the North Circular Road via Berkeley Road.

Cycle stations in this area would highlight the historic streetscapes and important buildings and open spaces as part of a tourist trail. Eccles Street itself contains a number of notable buildings and from it the steeple of St Georges Church on Hardwicke Place (also a proposed location for a bicycle station) is framed and provides impressive streetscape views. The Blessington Street basin park is also located a short distance south of Eccles Street and is a valuable recreational resource but mostly under used due to poor connections with the wider city area. Bicycle stations through the local area will promote therefore the local area which itself will help in the renewal process of the many side streets (large areas of blight still exist in the wider area).

Eccles Street is laid out with on street parking on either side for most of its length. Such spaces provide options for bicycle station layouts.

### Comments

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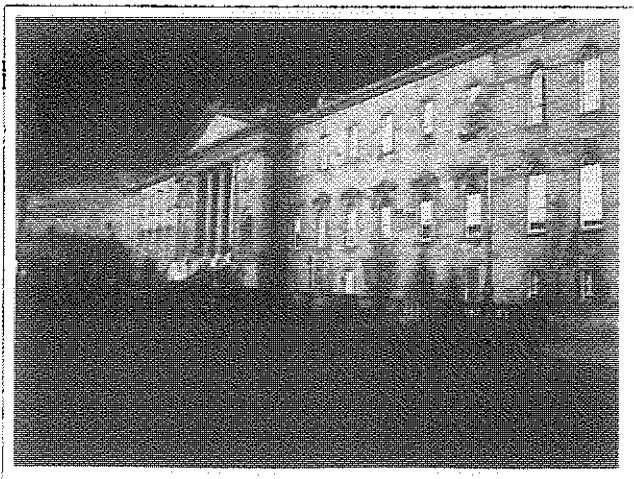
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## 94. BICYCLE SCHEME LOCATION ECCLES STREET WEST



Scale 1:1000



# BICYCLE SCHEME LOCATION

## ECCLES STREET WEST

Station Location: Eccles Street-Mater Hospital	
2005-2011 Development Plan Zoning Objective	The Mater Hospital campus on the north side of Eccles Street is zoned Z15 to provide for institutional and community uses. There are several protected structures on the site of the Mater and the western end adjoining Berkeley Road is part of a conservation zone. A park area (zoned Z9 for recreational amenity) is located at the junction of Berkeley Road Eccles Street. The southern street frontage of Eccles Street 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. Buildings on the junction with Dorset Street Lower are commercial (Z4 zoned). The Phibsborough / Mountjoy PUC boundary is a short distance to the north west of Eccles Street.
DED and 2006 Population Level	Eccles Street is located on the boundary shared between Inns Quay A and Inns Quay B. Inns Quay A 3,715 persons which is an increase of 10.1% from the 2002 Census. Inns Quay B 3,113 persons which is a 5.4% increase from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The Phibsborough/Mountjoy LAP includes the Mater Hospital and surrounding streets. Key objectives of the LAP include exploiting opportunities under Transport 21. Objectives include the generation of a strong sense of legibility and coherence in the area by developing and reinforcing a network of attractive streets, spaces and places punctuated by landmarks and permeable routes. It is encouraged also to include 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 facilitating strong north to south connections through the Mater site lining the North Circular Road with Eccles Street. The Mater Hospital site is considered as having potential for tall building clustering to deliver the National Children's Hospital. Schematic proposals are set out for the Mater Hospital that include delivery of key north/south connections and an indicative height strategy (potential range up to 20 storeys). The LAP is at a draft stage.
Transport 21 Proposals for the Area	Transport 21 proposals include positioning a Metro station on the Mater site between Eccles Street and North Circular Road.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Eccles Street is not on the SCN but to either end the SCN is reached. Cycle lanes on the SCN are designated on Dorset Street Lower to the east and along the Blessington Street/ Berkeley Street /Berkeley Road corridor to the west. The North Circular Road which is on the SCN is located to the north. The location is accessible therefore to the wider SCN.
Existing Road Designation and Existing Flow of Traffic	Eccles Street is a local road with a two way flow connecting with Dorset Street Lower to the east (a National Primary Road) and Berkeley Road to the west (also a National Primary Road). The North Circular Road, which is partly a National Primary and partly a Regional Road, is located a short distance north. Movement options from Eccles Street have a number of options all providing access to key routes both to and from the city centre. Phibsborough is a short distance north west of the location. The Dorset Street Lower corridor provides access to the city centre via Capel Street. Following the Berkeley Road/Berkeley Street/Blessington Street corridor leads to the top of Parnell Square and O Connell Street. Crossing Dorset Street Lower and moving on Temple Street North facilitates movement towards Mountjoy Square and accessing the north east city centre via Gardiner Street. There are a number of side street options on residential streets to filter through the local area. The Phibsborough/Mountjoy LAP examines potential for greater linkage through the area including linkages from Eccles Street onto the North Circular Road through the Mater site and further north to the Royal Canal via the Mountjoy site.
Significant Developments Proposed close to site.	There are no current significant proposals with the exception of the ongoing programme to consolidate a Children's National Hospital on the Mater site. The Phibsborough/Mountjoy LAP shows the potential for significant positive change in the area opening large development sites such as the Mater, Mountjoy and Phibsborough Town Centre into major character zones which collectively consolidate the area and reinforce it as a dynamic location. Coupled with Transport 21 proposals that include a Metro Station at the Mater raise significantly the potential of the wider area and its strengthened connections with the wider city area. The area is likely therefore to undergo significant positive change that helps regenerate the wider area between Phibsborough/Mountjoy and Parnell Square.



# BICYCLE SCHEME LOCATION ECCLES STREET WEST

## Justification for Site Selection:

Eccles Street is directly south of the Mater Hospital campus which includes a public general hospital and a private hospital. There are proposals to consolidate the campus into a significant national medical campus with a National Children's Hospital. The location is important owing to these activities and the ancillary medical consultant offices on Eccles Street and side streets to the south of it. Cycle station facilities would benefit employees of this significant institutional zone in addition to visitors etc.

The street is a key street within the Phibsborough Mountjoy Local Area Plan (Draft) with connections to the North Circular Road. The proposals under the plan include strengthening connectivity through the Mater campus linking Eccles Street and North Circular Road. These connections would continue to permeate as far as the Royal Canal through the redeveloped Mountjoy site. The street and its envisaged future intensification as a medical location warrants consideration in its own right but equally, the location would be close to be of value to the centre of Phibsborough and residential streets in the locality. The initial scope of the bicycle scheme locations may not extend fully to service all the Phibsborough area spatially. Having locations however at the south east quadrant of the plan area encourage use of it from the wider area, particularly when a heavy emphasis is placed within the plan to create stronger pedestrian linkages.

Cycle station facilities will compliment the principles of the Phibsborough/Mountjoy LAP to provide enhanced pedestrian and cyclist facilities through the area and encourage modal change from private car to public transport and cyclist/pedestrian modes. By connecting the location within a wider bicycle movement network, the facility also helps achieves the broader aims of the plan to connect the area more successfully with the wider city area.

The location will have a longer term strategic context close to the proposed Metro Station and the Mater Hospital. The bicycle station facility will promote cycle movements locally and offer an interchange facility from the Metro to local based cycle movements. The route options from the street to other important locations are extensive. Considering the proposals for Metro, the employment intensification proposed and the residential intensification proposed under the Draft LAP, Eccles Street is indicated as having 100 possible location options at either end to compliment movement patterns either along the Dorset Street Lower Corridor or to the North Circular Road via Berkeley Road.

Cycle stations in this area would highlight the historic streetscapes and important buildings and open spaces as part of a tourist trail. Eccles Street itself contains a number of notable buildings and from it the steeple of St Georges Church on Hardwicke Place (also a proposed location for a bicycle station) is framed and provides impressive streetscape views. The Blessington Street basin park is also located a short distance south of Eccles Street and is a valuable recreational resource but mostly under used due to poor connections with the wider city area. Bicycle stations through the local area will promote therefore the local area which itself will help in the renewal process of the many side streets (large areas of blight still exist in the wider area).

Eccles Street is laid out with on street parking on either side for most of its length. Such spaces provide options for bicycle station layouts.

## Comments

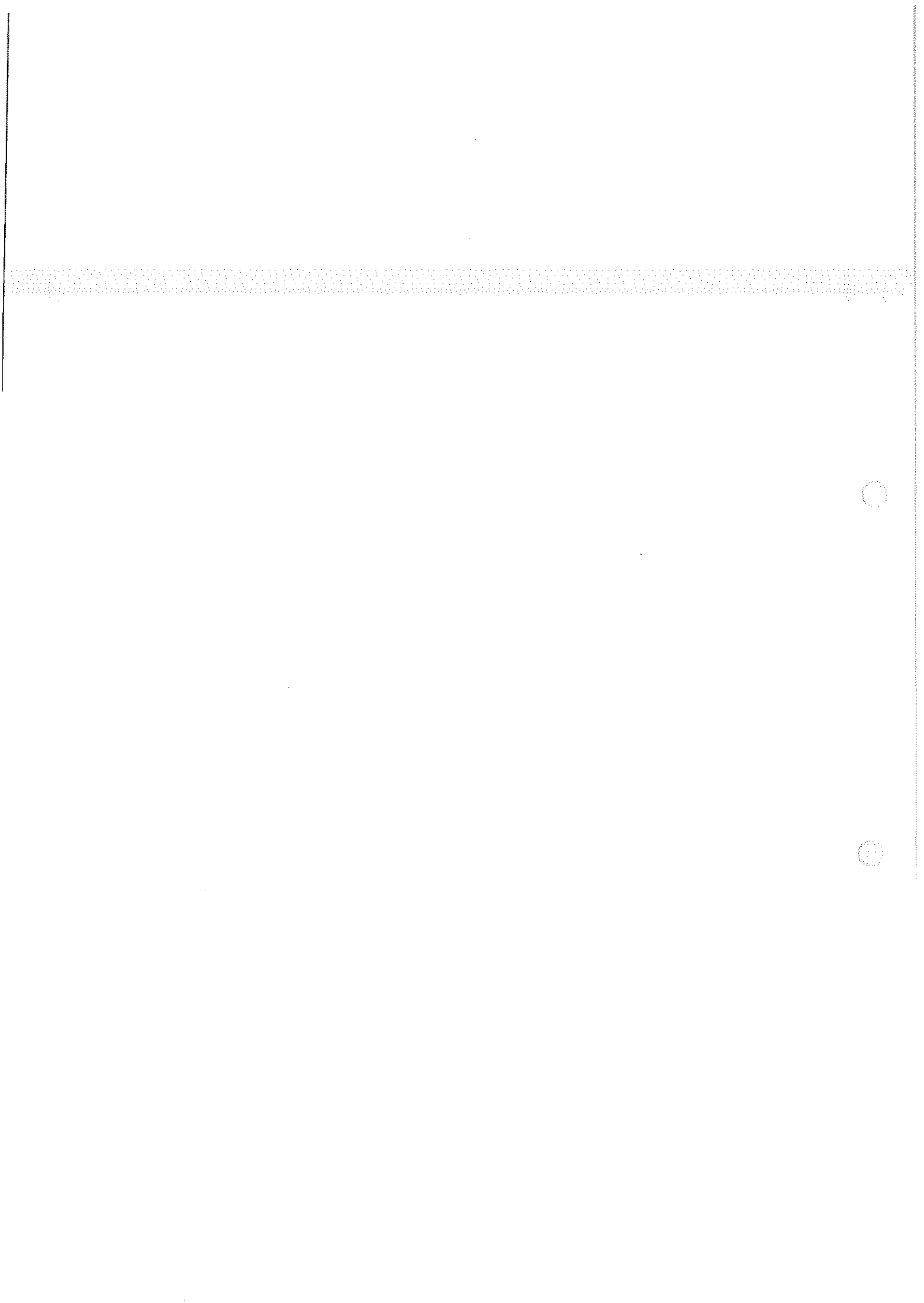
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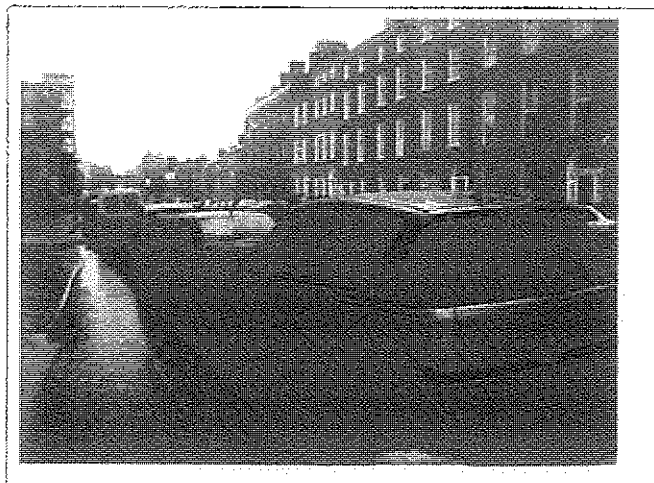
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# 95. BICYCLE SCHEME LOCATION FOLEY STREET / BUCKINGHAM STREET LOWER



# BICYCLE SCHEME LOCATION

## FOLEY STREET /

## BUCKINGHAM STREET LOWER

Station Location: Foley Street/ Buckingham Street Lower	
2005-2011 Development Plan Zoning Objective	Foley Street is mostly zoned Z5 to consolidate and facilitate the development of the central area. At the junction with Buckingham Street Lower, the zoning designation is Z4 for mixed service facilities. Buckingham Street Lower is a mixture of Z1 residential, Z2 residential conservation and Z4 mixed use service zoning.
DED and 2006 Population Level	Mountjoy A: 3,760 persons which is a 16% increase from the 2002 Census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The area is incorporated within the North East Inner City Integrated Area Plan (NEIC IAP). There are a number of projects proposed, initiated and completed as part of that extensive rejuvenation programme. An additional study, entitled Civic Linkages, is continuing the progressive transformation of the area and examining in particular the issues of public realm quality and opening new connections through the local area. A number of high density infill schemes containing residential, office and community uses are completed close to Foley Street such as the Steelworks Development. New civic offices, community uses, public open spaces and residential developments are proposed on the convent lands off Sean McDermott Street a short distance north.
Transport 21 Proposals for the Area	Whilst there are no public transport proposals specifically for this location, the area is close to Connolly Station (a short distance north west of the station) and is considered a benefit to service the station on account of limited space at the station itself. 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.	The location is just west of Amiens Street. Amiens Street is on the SCN. Moving north it connects with the North Circular Road and continues to Fairview. The SCN is also adjacent to Connolly Station. Moving south, it connects to the city quays crossing south to the south city quays.
Existing Road Designation and Existing Flow of Traffic	Amiens Street is a Regional Road with a two way flow. Both Foley Street and Buckingham Street Lower are local roads to the west of Amiens Street. Movement options from a station at Foley Street/ Buckingham Street Lower would include accessing Amiens Street for movement either north or south or alternatively using a series of interconnecting side streets through the NEIC area to loop back to Talbot Street or Gardiner Street.
Significant Developments Proposed close to site.	North of Foley Street, there are a number of key project sites identified under the NEIC plan which are either proposed for significant redevelopment or completed. The Bord Gas office building on the corner of Foley Street and Buckingham Street Lower is one such example of a completed infill scheme. The combination of projects aims to rejuvenate the social, residential and commercial profile of the local area. The location is however proposed for its potential to service Connolly Station. As a significant inner city transportation hub with increased prominence under Transport 21, the Connolly Station area is recognised as a location of future significant change. Equally, the location is close to the Docklands area which is continuing a transformation to a significant city core expansion area with a future range of cultural, amenity, residential and commercial functions.

# BICYCLE SCHEME LOCATION

## FOLEY STREET /

## BUCKINGHAM STREET LOWER

### Justification for Site Selection:

The station is proposed primarily for its close access to Connolly Station and to provide an additional station option (additional to proposals on Talbot Street and on the Amiens Street/ Harbour Master Place Junction) to service Connolly. Location choices in the immediate vicinity of Connolly are restricted owing to the width of footpath, taxi set down areas and Luas terminal. Foley street is a short distance north of Connolly Station on the west side off Amiens Street. The junction of Foley Street and Buckingham Street Lower is now fronted by a new office block development (An Bord Gos offices). At this location there are a number of options for considering a bicycle station using pay and display parking spaces adjacent to the new office building or along Buckingham Street Lower where the street carriage is widened for parallel street parking. A location close to the access from Amiens Street would be advocated so that the station is accessed conveniently from Connolly Station. The significant public transport hub at Connolly would warrant consideration for a number of close by stations to attract commuters and promote modal share between public transport and cycling facilities for local based movements.

Amiens Street is a key north to south corridor in the north inner city. The bicycle station would provide a facility servicing Amiens Street which is part of the SCN. This location, similar to other side street proposals, has the advantage of being located adjacent to the busy corridor but at a location which has more space for location options and is traffic calmed for access and servicing.

The location interconnects with a number of side street locations which link the North East Inner City with Gardiner Street and Talbot Street. Although an area under going continued social and physical rejuvenation, the provision of a facility within the NEIC would promote objectives of local planning initiatives to increase activity and permeability through the local area.

The location would benefit office workers locally in addition to commuters moving to and from Connolly and the local inner city residential area.

### Comments

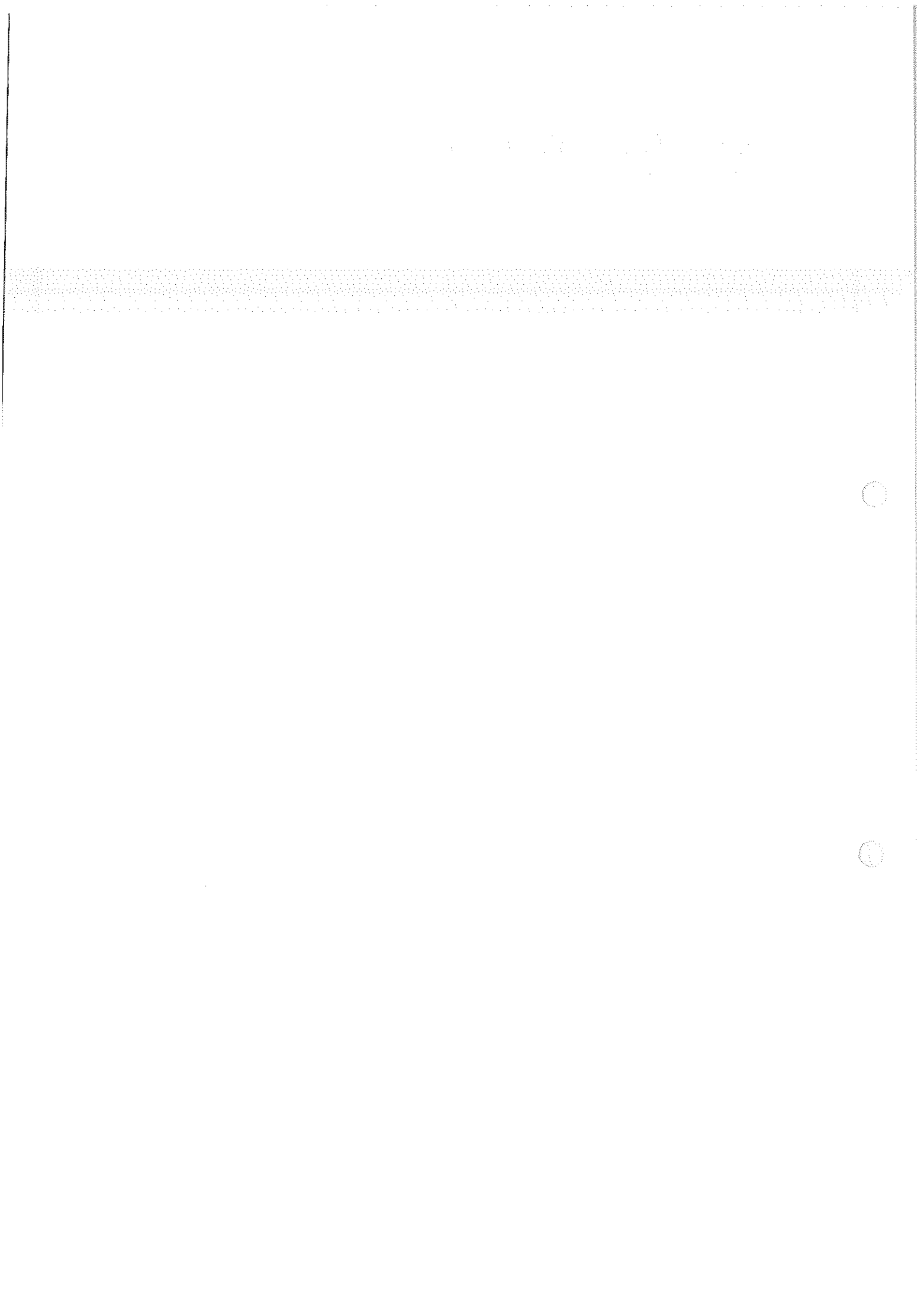
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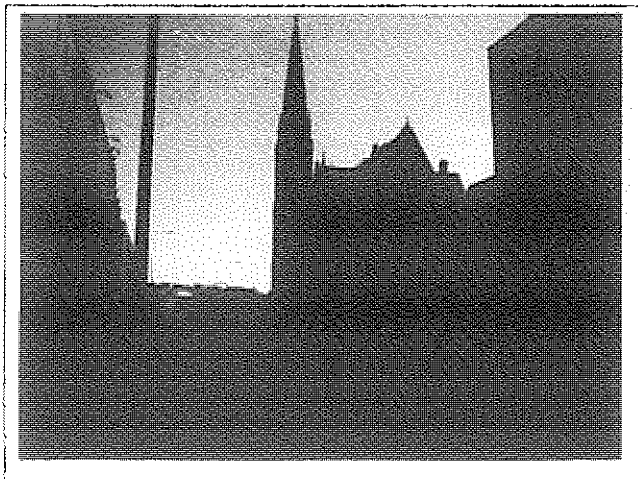
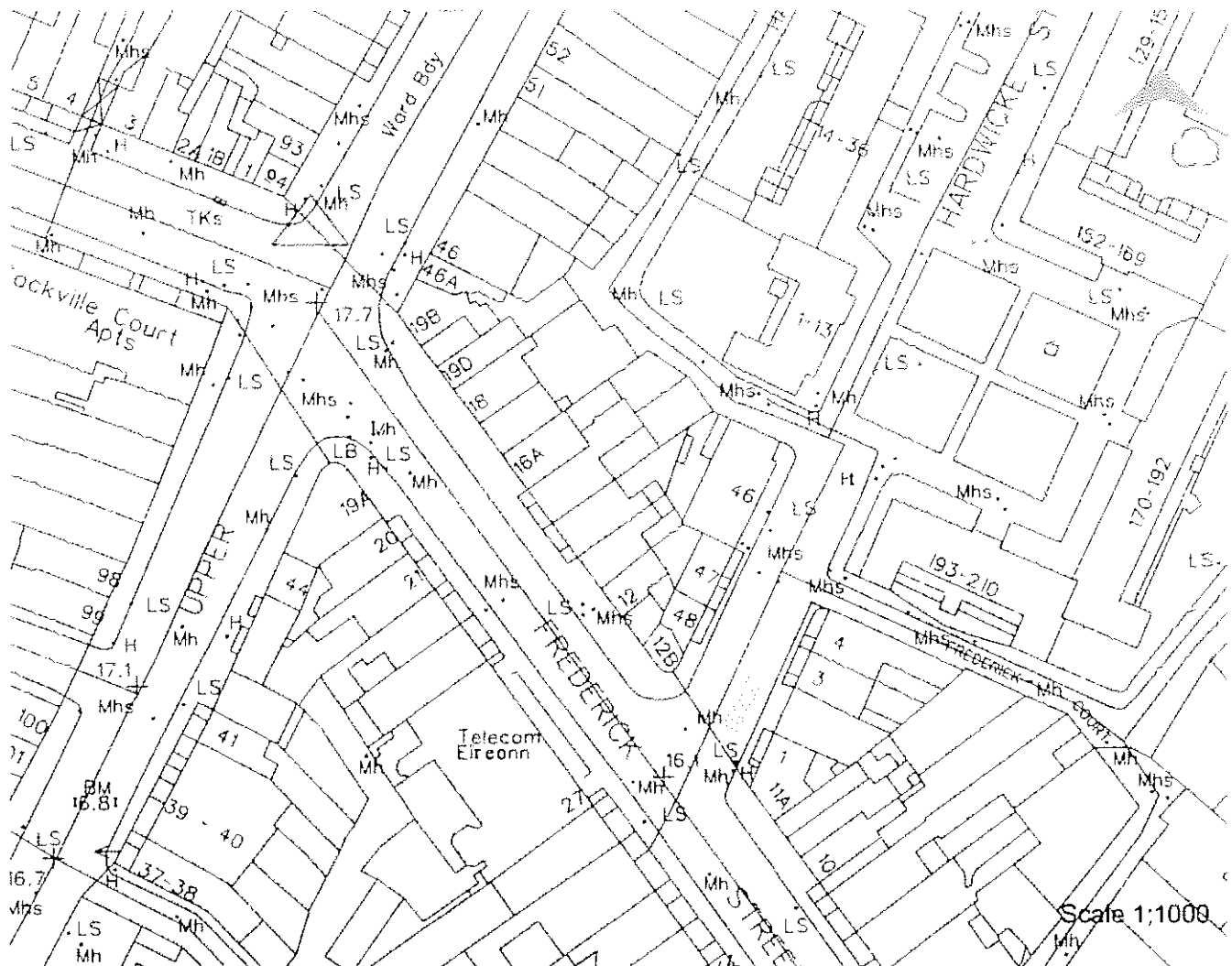
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## 96. BICYCLE SCHEME LOCATION FREDERICK STREET NORTH



# BICYCLE SCHEME LOCATION

## FREDERICK STREET NORTH

<p><b>Station Location: Frederick Street North</b></p> <p>2005-2011 Development Plan Zoning Objective</p>	<p>This location is primarily 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. At the junction of Frederick Street North and Dorset Street Lower the zoning objective is Z4 to provide for and improve mixed service facilities. There is a large concentration of protected structures along this street. Hardwicke Street, which is to the east of the street, is zoned Z1 to protect and provide residential amenity.</p>
<p>DED and 2006 Population Level</p>	<p>The street is on the boundary of Rotunda A and Rotunda B DED's. Rotunda A: 4, 672 persons which is an increase of 11.3% from the 2002 Census. Rotunda B 2,137 persons which is an increase of 22% from the 2002 census.</p>
<p>Framework Plans/ Local Area Plans or similar initiatives for the area.</p>	<p>The street is just north of the Parnell Square Framework Plan which proposed a number of key interventions and improvement works to reinstate the former glory of the square as a significant cultural and architectural destination. The street is also just north of the O Connell Street LAP area.</p>
<p>Transport 21 Proposals for the Area</p>	<p>The street is part of the underground alignment of Metro North with a station proposed just south of the street at Parnell Square East. The next nearest station is to the north at the Mater Hospital on Eccles Street. The location is immediately accessible to significant public transport proposals.</p>
<p>Location with respect to Strategic Cycle Network or future cycle route proposals.</p>	<p>The street is on the SCN and is part of a continuation of the network from O Connell Street through to Parnell Square East and Frederick Street North. The network is continued along Dorset Street Lower which provides an important north/south connection from the city centre to the north suburbs. The street is highly accessible therefore to the wider SCN.</p>
<p>Existing Road Designation and Existing Flow of Traffic</p>	<p>Frederick Street North is a National Primary Road. It is a key corridor entering the heart of the city centre (the top of O Connell Street) from Dorset Street Lower. Access along the street is restricted to public transport, taxi and cyclists. The flow of movement is one way moving south. It is possible however to use Parnell Square and the flow of traffic around it to link back north to Dorset Street Lower via Parnell Square West. Junctions with Hardwicke Street and Denmark Street Great to the east side of the street provide options to move north eastwards and equally provide access points to the top of O Connell Street from the direction of Mountjoy Square.</p>
<p>Significant Developments Proposed close to site.</p>	<p>Considering the Z8 zoning objective on the street and the number of protected structures adjoining, the character of the immediate area is unlikely to change. The regeneration of Parnell Square, provision of significant Transport 21 proposals such as Metro North and development of the Carlton Site on O Connell Street are key redevelopments which will transform the civic character of this general area and heighten activity levels. A short distance further north, there are a number of potential infill redevelopment sites (along Mountjoy Street for example).</p>



# BICYCLE SCHEME LOCATION FREDERICK STREET NORTH

## Justification for Site Selection:

The location is in a prime location on a northern approach to the top of Parnell Square and O Connell Street. This location marks the effective transition from the inner city suburban area to the main civic spine within the city centre. The location would therefore compliment the important location of the street just north of O Connell Street and Parnell Square.

The location would benefit a wide variety of potential users including city centre residents and employees and visitors to the cultural and architectural attractions of Parnell Square, O Connell Street etc.

Having a location on Frederick Street North would compliment the regular sequence of spacing proposed between Eccles Street, Berkley Street and Blessington Street moving in the same direction as public transport and cyclist movement into the city centre. In addition to connecting residential locations and institutional locations along a key corridor access route into the city centre, the sequence of locations would also help to connect a number of city centre attractions including Blessington Street Basin back to the city centre.

In addition to the sequence of locations following the Berkley Road/Blessington Street corridor towards Parnell Square, the location would compliment the proposal for stations on the side streets to the east for alternative permeable movements between the city centre and locations to the north east of it. For example, side street movements would connect Mountjoy Square, Temple Street North and St Georges Church with Parnell Square East.

The location will be accessible to Metro North and will compliment the proposals for a key city centre metro station on Parnell Square East. The location would encourage (in the longer term) inter modal change between public transport and local based cyclist movements.

## Comments

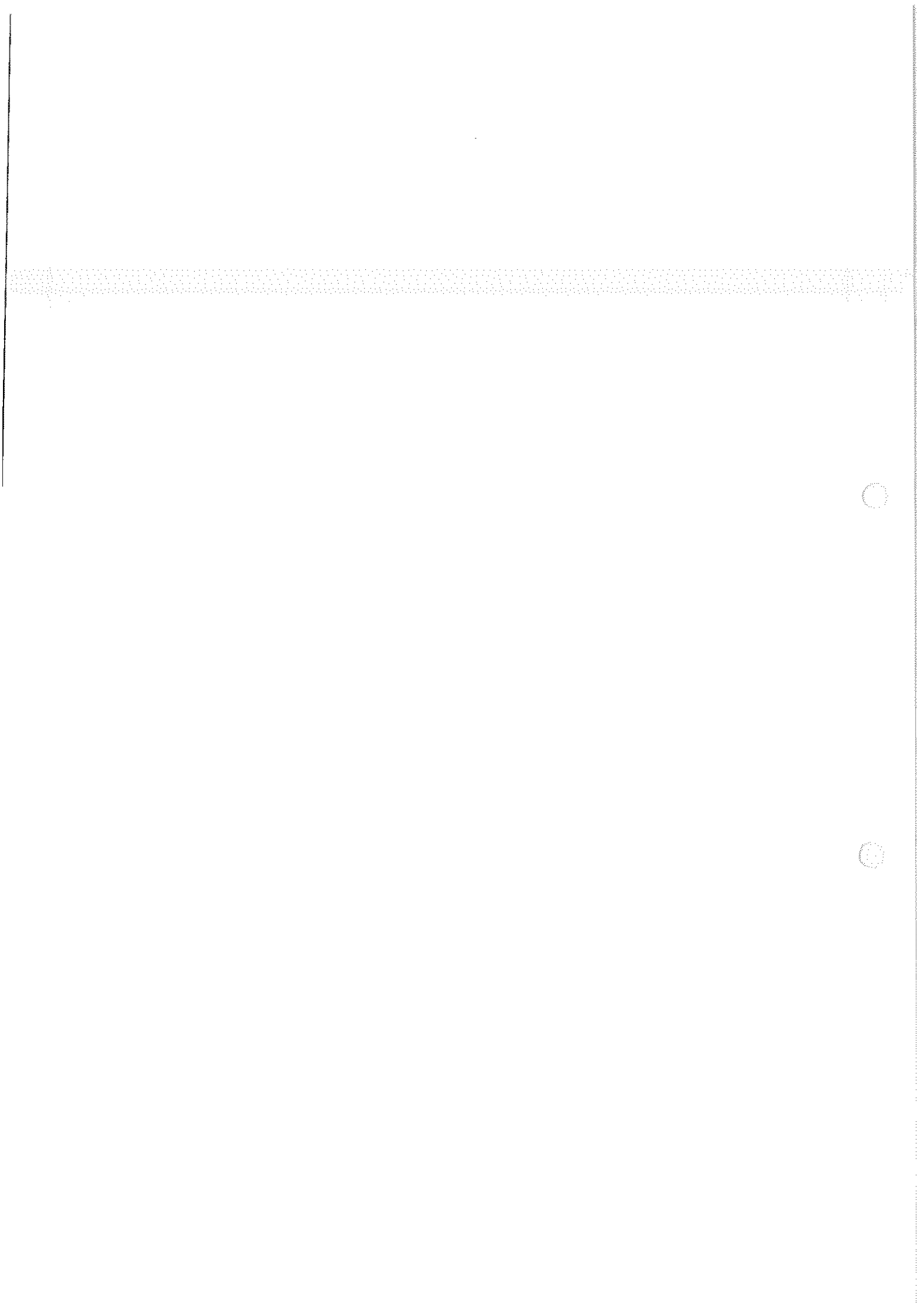
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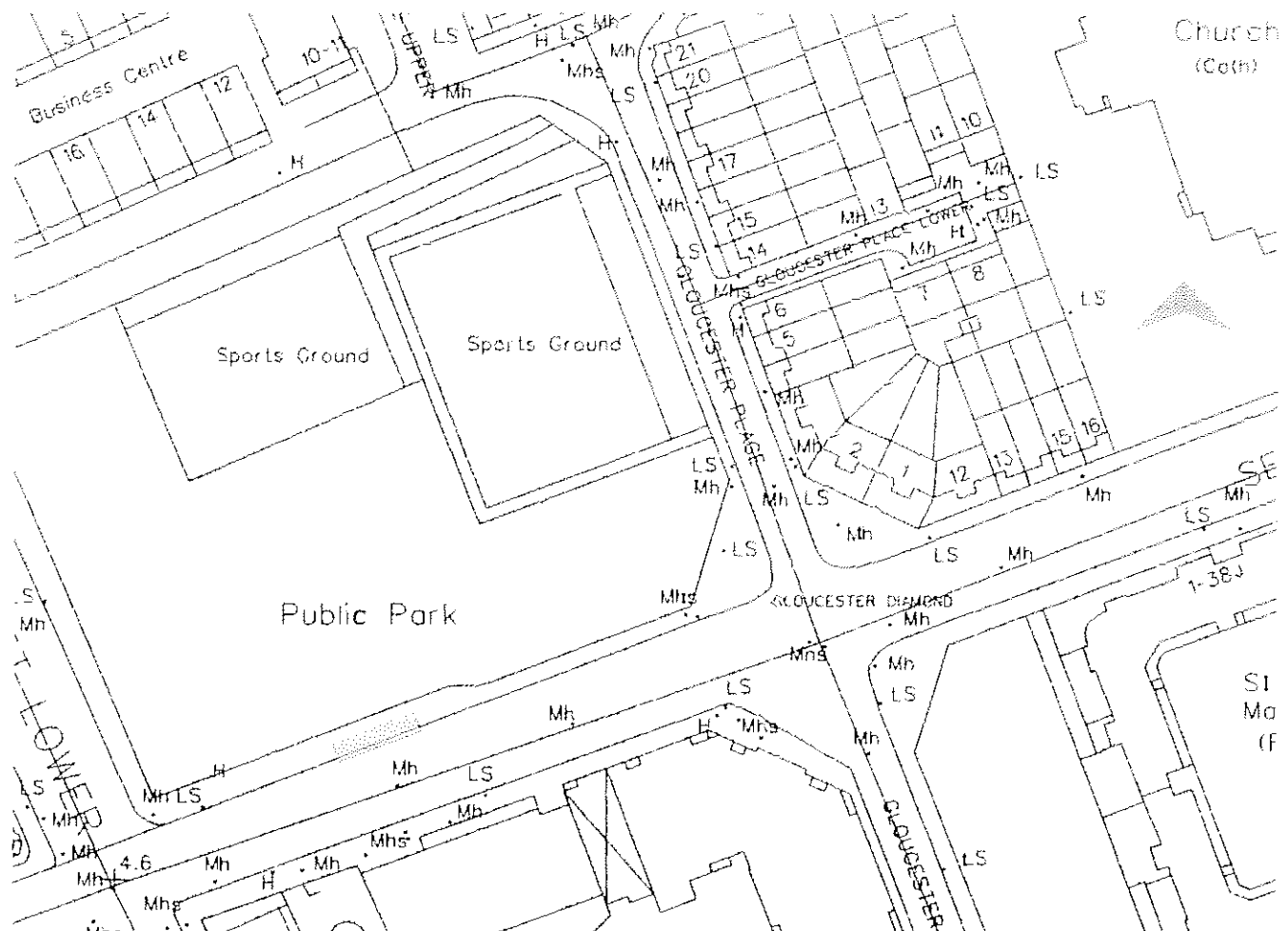
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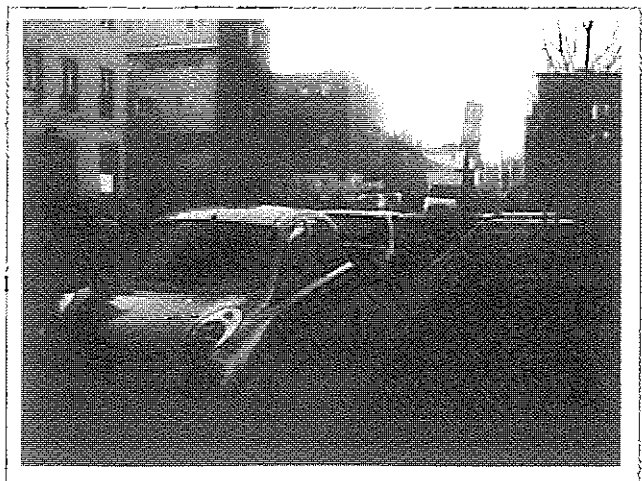
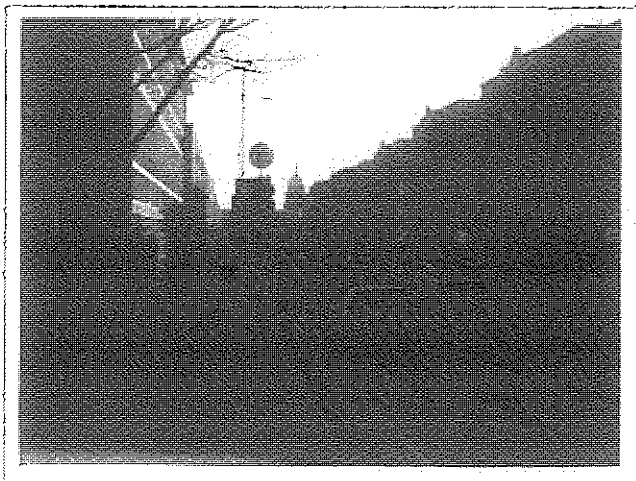
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# 97. BICYCLE SCHEME LOCATION GARDNIER STREET LOWER / SEAN MCDERMOTT STREET LOWER



Scale 1;1000



# BICYCLE SCHEME LOCATION

## SEAN MCDERMOTT STREET LOWER

Station Location: Gardiner Street Lower-Sean McDermott 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. A small park at the junction of Gardiner Street zoned Z9 for recreation and open space amenity is positioned.
DED and 2006 Population Level	Mountjoy A: 3,760 persons which is a 16% increase from the 2002 Census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The area is incorporated within the North East Inner City Integrated Area Plan (NEIC IAP). There are a number of projects proposed, initiated and completed as part of that extensive rejuvenation programme. An additional study, entitled Civic Linkages, is continuing the progressive transformation of the area and examining in particular the issues of public realm quality and opening new connections through the local area.
Transport 21 Proposals for the Area	The area is not impacted directly by Transport 21 Proposals. It is however close to Connolly Station, proposed Luas extensions through the north Docklands, Luas Line BX and Metro North proposals. This location is inner city and a wide range of public transport proposals but existing and proposed are accessible from the area.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Neither Gardiner Street or Sean McDermott Street are part of the SCN. The location is accessible however to the network via the local side streets. Connection opportunities include Amiens Street to the east and the North Circular Road to the north.
Existing Road Designation and Existing Flow of Traffic	Sean McDermott Street is a designated local road and later connects with Gardiner Street Lower (a designated Regional Road). Through the Gardiner Street corridor, there is excellent connections to the city centre at short distance moving south, connections to O Connell Street moving west of Gardiner Street and connections towards Mountjoy Square and the Dorset Street Lower corridor moving north. Accessing local streets to the west of Sean McDermott Street leads to Amiens Street and Connolly Station.
Significant Developments Proposed close to site.	There are a number of on going projects identified under the NEIC Integrated Area Plan. Gloucester Park is a project site close to the junction with Gardiner Street. The Diamond is a significant central point along Sean McDermott Street where civic enhancements and the restoration of that junction as a focal point is proposed. Active frontages onto the junction are advocated. A current application is lodged on the site of the Covent Lands, a short distance further east. A significant residential proposal (c179 residential units) new civic offices and a public park are part of that proposal. Proposed under Reg Ref 1174/08, that development also include refurbishment of the convent buildings and incorporation of the old Presbyterian Portico ( Protected Structure) into the scheme. Other rejuvenation proposals include community developments such as a new swimming pool site and local authority flat complex redevelopment. A specific study for this area is examining treatment of the public realm and suggesting significant environmental upgrading of the street to improve its physical condition, image and strengthen links back to the main Civic Spine.

# BICYCLE SCHEME LOCATION

## SEAN MCDERMOTT STREET LOWER

### Justification for Site Selection:

The location offers opportunity to locate a station just east of the Gardiner Street Lower corridor. This street provides an important north/south route to the city centre with a wide range of movement options to the east and west sides of it. Moving west for example connects with O Connell Street and moving east connects with Amiens Street, Connolly Station and the Dockland area. A bicycle station would benefit therefore movement through the local area.

The street is part of the North East Inner City Integrated Area Plan. The local area is one which has suffered significant social and economic decline. The plan for this area identified a number of key project sites which would act as a catalyst for regenerating the area. Principles of the plan included the injection of private housing tenure to mix the balance of housing within the locality, provision of active commercial frontages to streets to enliven the area, enhanced community and social facilities, reinstatement of a quality public realm and opening new routes to encourage movement through the area etc. A bicycle scheme facility on Sean Mc Dermott Street would be located close to emerging new activity areas and would compliment the regeneration plans of the local area. In particular, it would tie together this area with other parts of the city centre and strengthen connections to the area as promoted under the Civic Linkages plan for the area.

The facility would benefit local residents and employees ( the Gardiner Street corridor in particular contains a substantial number of residential units) both existing and to be accommodated under on going plans to regenerate project sites in the locality.

The facility would benefit and encourage movement by tourists between Mounjoy Square and the Custom House and open many potential side street movements to interconnect with other important city centre tourist locations.

Sean Mc Dermot Street contains on street parking which will provide opt

### Comments

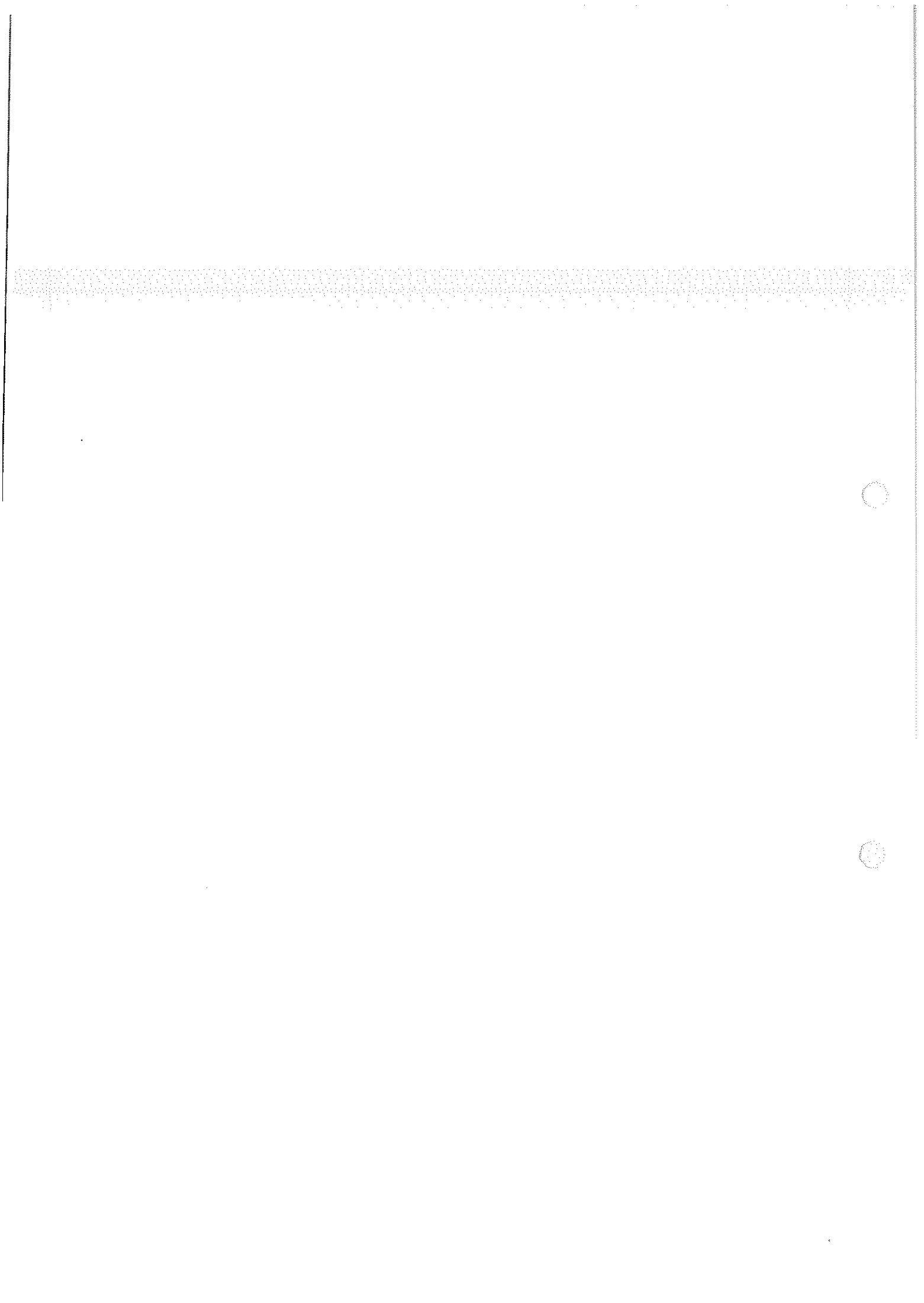
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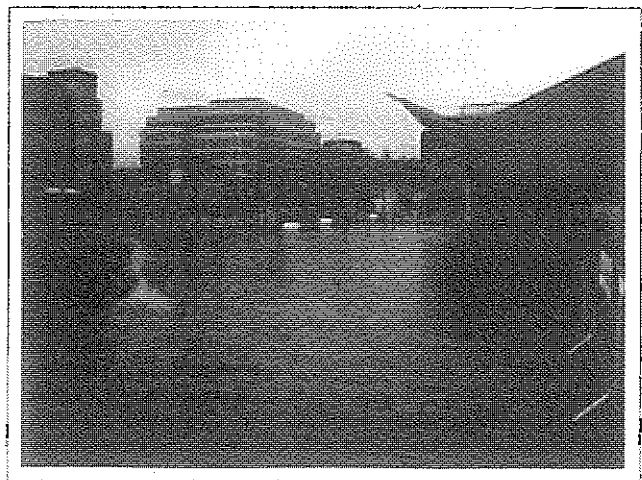
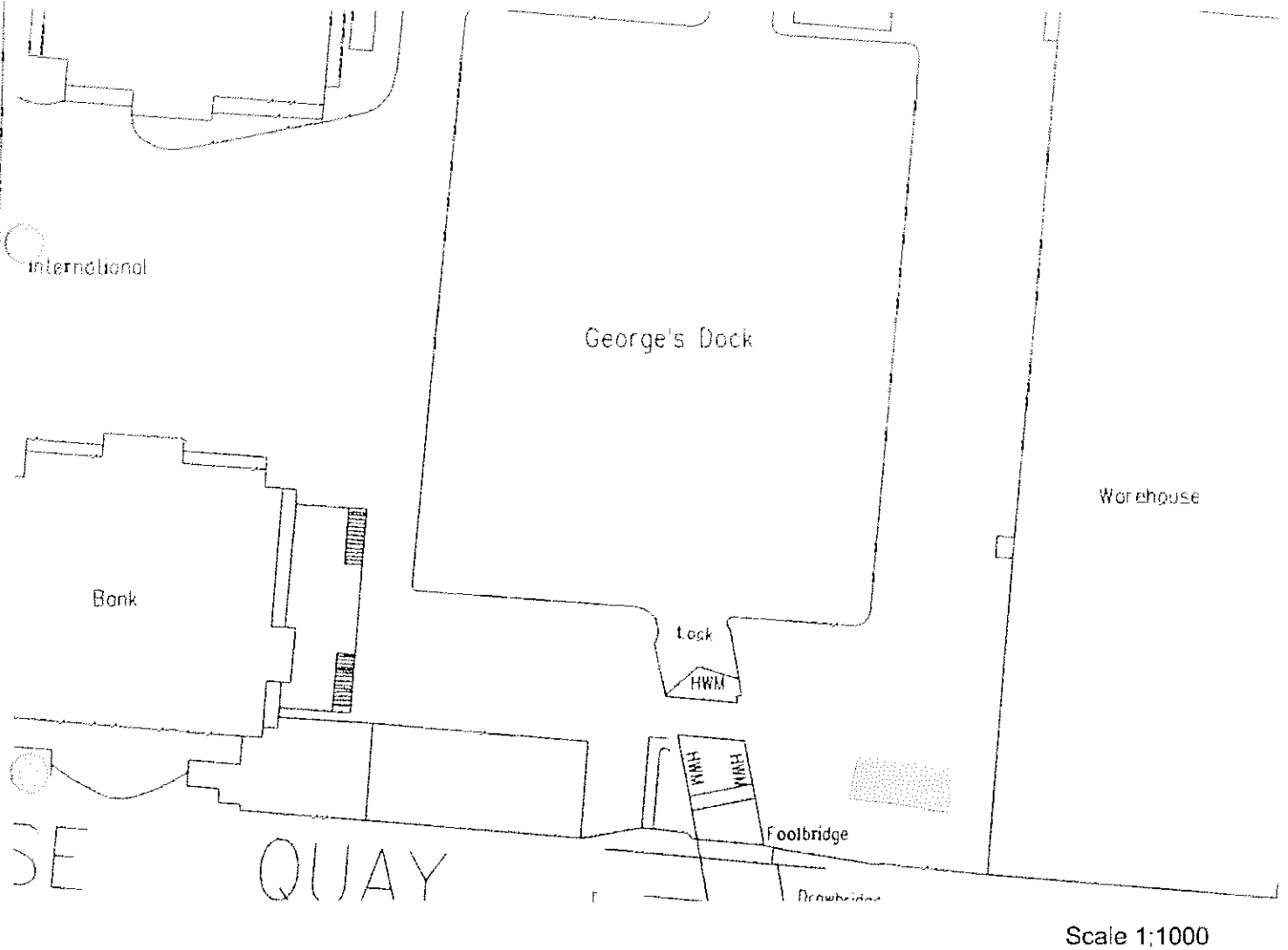
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## 98. BICYCLE SCHEME LOCATION GEORGE'S DOCK



# BICYCLE SCHEME LOCATION GEORGE'S DOCK

Station Harbour IFSC	Location: Master
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 area adjacent to and including Georges Dock is a conservation zone with a Z9 open space and amenity zone around the perimeter of the dock. The Harbour Master pub/restaurant is a protected structure.
DED and 2006 Population Level	North Dock: 4,179 persons which is an increase of 17% from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	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 Lofts Planning Scheme (amended in 2006). This section of the north docklands is developed with a thriving financial services and businesses sector well established. In addition, residential apartments are intermixed through the area and local shopping services, cafes, restaurants etc which support the employees and residents are established. Georges Dock is a significant cultural location within the Docklands and is the site of a proposed relocation of the National Theatre. Whilst this end of the docklands is well established and unlikely to alter significantly in itself, moving east of the location along Mayor Street 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.
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 Amicos 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 GEORGE'S DOCK

## Justification for Site Selection:

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 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 inter-change 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 the IFSC and area close to the Harbour Master, a location at the west end of the dockland zone would benefit commuters and businesses within this established area and would encourage and complement movement patterns further east where other stations may be positioned.

The Harbour Master is a well known local landmark for this part of the docklands. A station associated with the landmark and positioned in the vicinity of it would promote awareness of the scheme and provide positive visual exposure of the station to encourage use.

The location is close to Georges Dock which is an important public amenity area and central point for cultural events and festivals. The National Theatre may also relocate here. The station would benefit visitors to the cultural attractions of this part of the docklands and complement other station options south of it on Custom House Quay.

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 quays. The sequence of station locations in this locality will promote better connections between city centre east of O Connell Street and between the north and south city quays (outside the dockland area) with the dockland area itself.

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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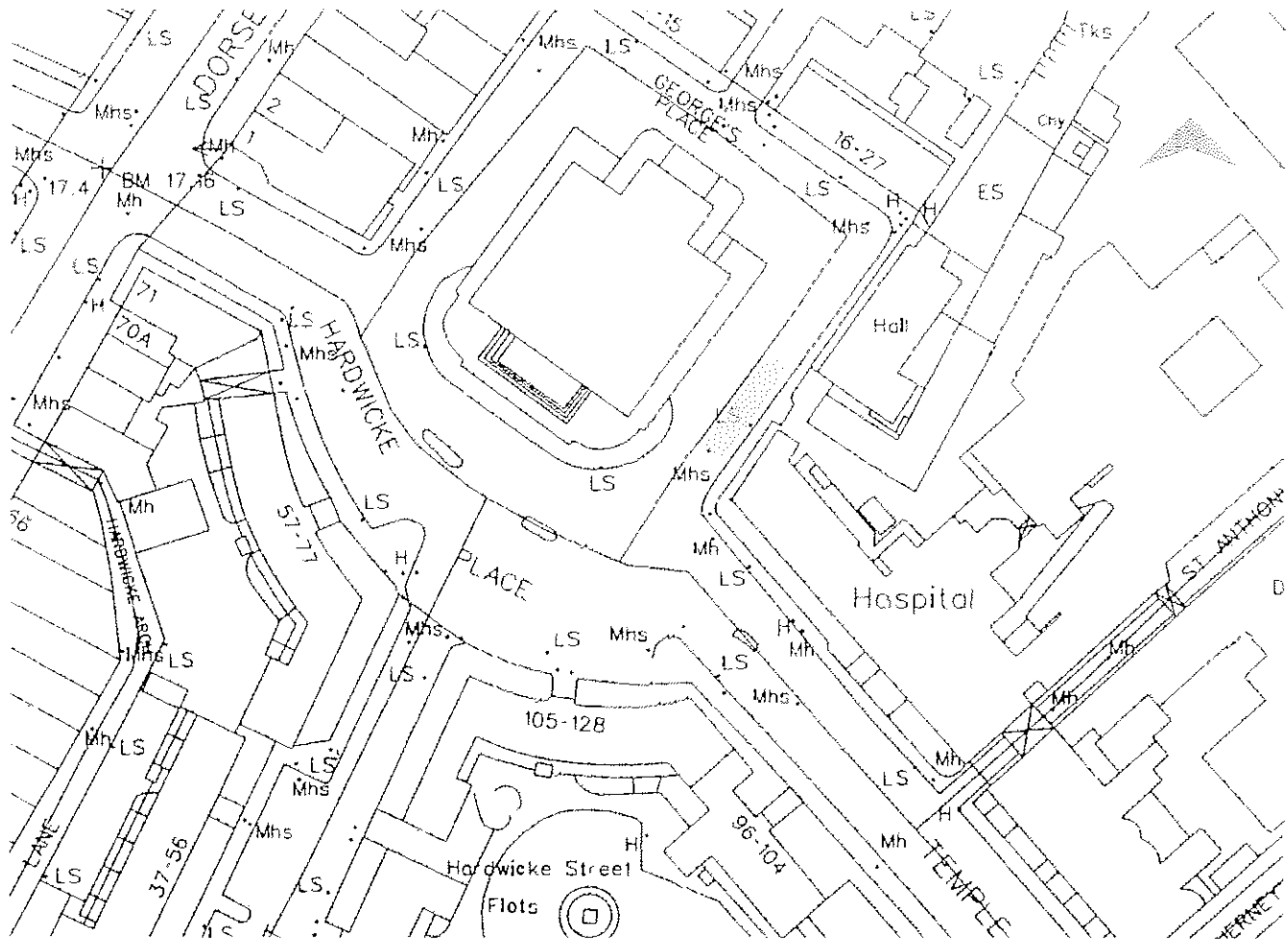
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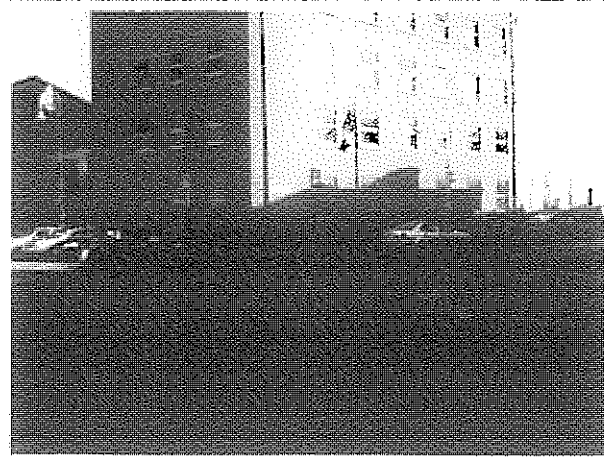
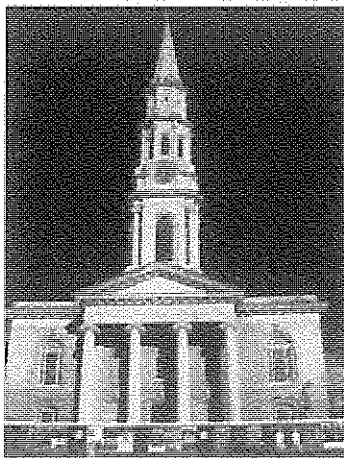
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## 99. BICYCLE SCHEME LOCATION TEMPLE STREET/ HARDWICK PLACE



Scale 1:1000



# BICYCLE SCHEME LOCATION

## TEMPLE STREET/ HARDWICK PLACE

Station Location: Hardwicke Place-Temple Street 2005-2011 Development Plan Zoning Objective	St Georges Church is zoned Z8 to protect the existing architectural and civic design character. The adjoining corporation housing complexes are zoned Z1 to provide and protect residential amenity. Temple Street Hospital is zoned Z15 to provide for institutional and community uses. Buildings fronting Dorset Street Lower are zoned Z4 to provide and improve mixed services facilities.
DED and 2006 Population Level	Rotunda A: 4,672 persons which is an 11.3% increase in the 2002 population.
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans or other local area based plans for this specific location. St Georges Street Church has recently been refurbished. The corporation housing area adjoining is subject to on going regeneration and improvement works. Temple Street hospital is a site likely to long term change at a time following the consolidation of the Children's National Hospital on the Mater Site a short distance west on Eccles Street.
Transport 21 Proposals for the Area	The location is not directly impacted upon by Transport 21 proposals. The location will however be close to the proposed Metro North station at the Mater Hospital.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The street is not directly on the SCN. Dorset Street Lower is however an important route on the SCN and is accessed a short distance west of Hardwicke Place.
Existing Road Designation and Existing Flow of Traffic	The streets in this locality are all local roads. The junction with Dorset Street Lower to the west is an important junction shared with a National Primary Road. This corridor is an important north/south link to the city centre. Movement to the city centre has a number of route options from this location including filtering south towards Parnell Street and Gardiner Street or accessing Parnell Square via Hardwicke Street Place and Frederick Street North.
Significant Developments Proposed close to site.	There are no significant sites currently under progress accessing this street. St Georges Church as recently been refurbished and corporation housing fronting Hardwicke Place and Hardwicke Street are undergoing improvement works. The site of Temple Street Children's Hospital is likely to be a significant site of future change following the consolidation of medical facilities on the Mater Hospital site a short distance west. It is noted that there are infill sites in close proximity to the area which accommodate high density infill residential ( site of Fr Scully House to be demolished and replaced with a 7 storey modern apartment complex under Reg Ref 5495/06) and mixed use development ( Parnell Business Centre including an infill apartment and media related office development under Reg Ref 4730/04).

# BICYCLE SCHEME LOCATION

## TEMPLE STREET/ HARDWICK PLACE

### Justification for Site Selection:

The site is located close to the National Children's Hospital on Temple Street North. The facility would benefit local based visits to this important medical facility by both staff and visitors. In the longer term, following consolidation of a National Children's Hospital on the Mater site further west, the site of Temple Street Hospital is still likely to be a significant re-development site which a bicycle station facility would serve.

The location is convenient to access the Dorset Street Lower corridor which is part of the Strategic Cycle Network and an important entry route for commuters travelling into the city centre from the north. The location provides a more traffic calmed site street location to provide service to that busy corridor.

The location would compliment other stations in the vicinity and promote east to west movement from Eccles Street ( an important medical destination and street with significant future Transport 21 proposals with a Metro Station) through to Temple Street North and accessing the North City Centre ( access to the city centre either using the O Connell Street or Gardiner Street corridors through the network of local side streets).

The location is close to St Georges Church which is a significant architectural and historical feature in the north inner city. The spire of this Church is visible from O Connell Street and it provides a striking vista on approach from Eccles Street or on approach from Hardwicke Street off Frederick Street North. A bicycle station associated with the location of this landmark building will promote tourist visits to the area and place the location on the map connected with other important set piece Georgian streets and squares.

The location is close to inner city residential areas. The location would benefit city centre residents making local journeys within the city centre.

The location will be positioned close to Transport 21 Metro North locations including proposals for a station at the Mater Hospital and Parnell Square East. The location would encourage inter modal change in the longer term for passengers moving between public rail transport to local based cycling movements.

The location benefits from on street car parking providing a range of location options to consider a bicycle station facility.

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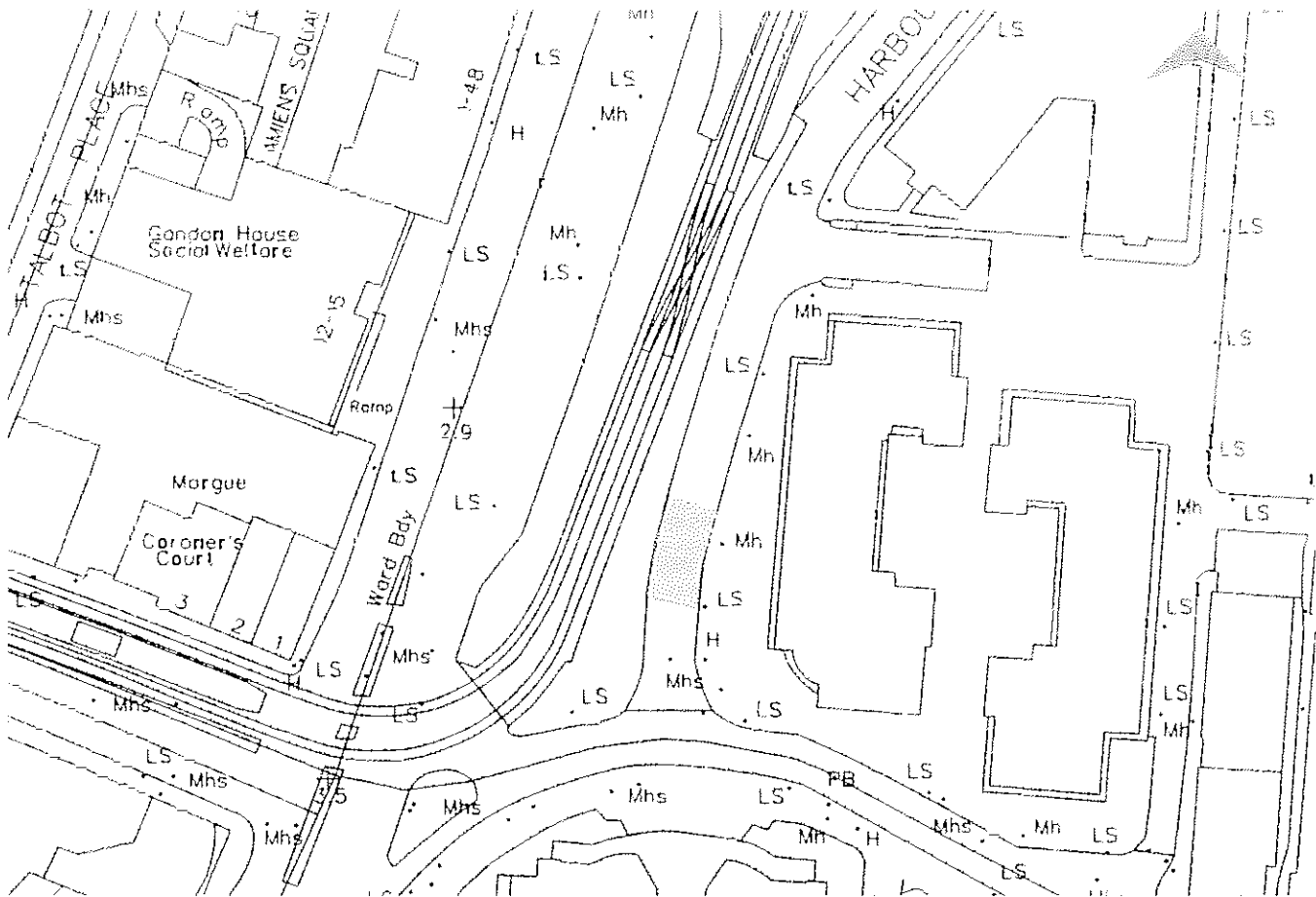
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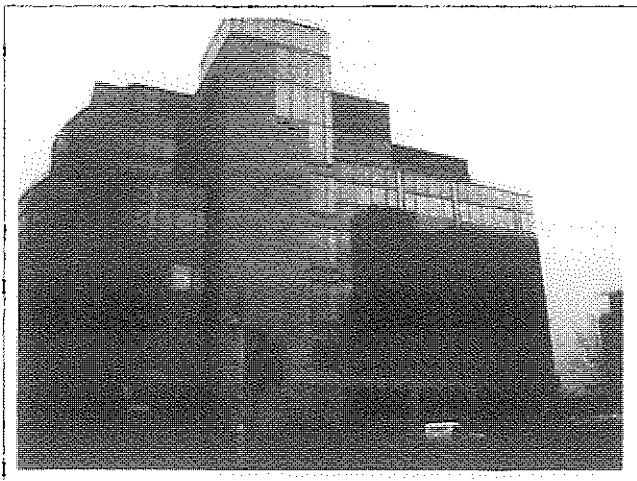
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## 100. BICYCLE SCHEME LOCATION IFSC / HARBOUR MASTER



Scale 1:1000



# BICYCLE SCHEME LOCATION IFSC / HARBOUR MASTER

Station Location: Harbour Master IFSC	
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 area adjacent to and including Georges Dock is a conservation zone with a Z9 open space and amenity zone around the perimeter of the dock. The Harbour Master pub/restaurant is a protected structure.
DED and 2006 Population Level	North Dock: 4,179 persons which is an increase of 17% from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	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 well established. In addition, residential apartments are intermixed through the area and local shopping services, cafes, restaurants etc which support the employees and residents are established. Georges Dock is a significant cultural location within the Docklands and is the site of a proposed relocation of the National Theatre. Whilst this part of the docklands is well established and unlikely to alter significantly in itself, moving east of the location along Mayor Street 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.
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 creation 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 IFSC / HARBOUR MASTER

## Justification for Site Selection:

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 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 inter-change 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 the IFSC and area close to the Harbour Master, a location at the west end of the dockland zone would benefit commuters and businesses within this established area and would encourage and complement movement patterns further east where other stations may be positioned.

The Harbour Master is a well known local landmark for this part of the docklands. A station associated with the landmark and positioned in the vicinity of it would promote awareness of the scheme and provide positive visual exposure of the station to encourage use.

The location is close to Georges Dock which is an important public amenity area and central point for cultural events and festivals. The National Theatre may also relocate here. The station would benefit visitors to the cultural attractions of this part of the docklands and complement other station options south of it on Custom House Quay.

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 quays. The sequence of station locations in this locality will promote better connections between city centre east of O'Connell Street and between the north and south city quays (outside the dockland area) with the dockland area itself.

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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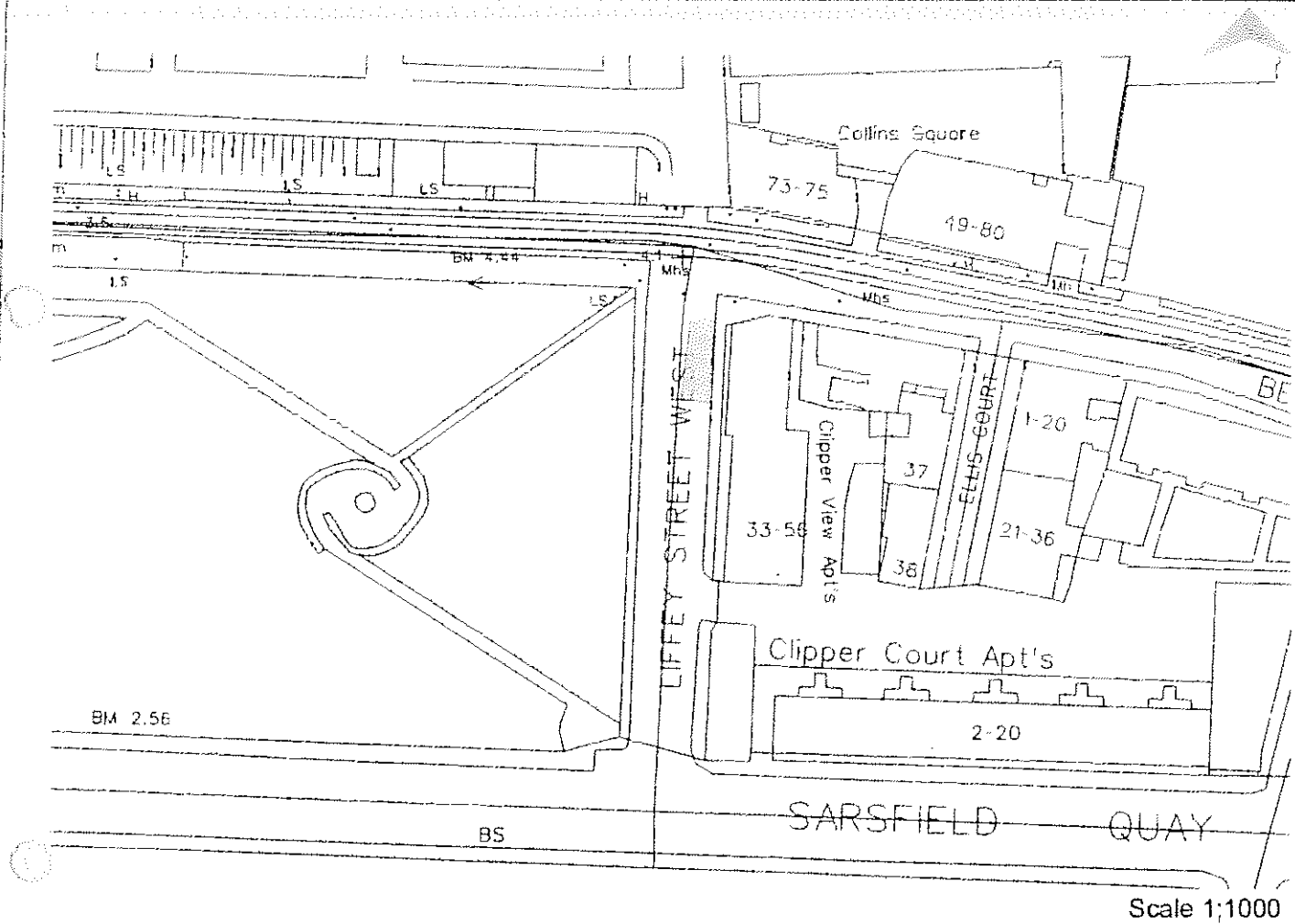
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# 101. BICYCLE SCHEME LOCATION LIFFEY STREET WEST / NATIONAL MUSEUM COLLINS BARRACKS



# BICYCLE SCHEME LOCATION

## LIFFEY STREET WEST /

## NATIONAL MUSEUM

## COLLINS BARRACKS

Station Location: Liffey Street West ( National Museum Collins Barracks)	
2005-2011 Development Plan Zoning Objective	The apartments to the east side of Liffey Street West are part of a Z5 city centre zone. The Collins Barracks Museum is a Z15 zone for institutional and community uses. Croppies Acre is a Z9 open space and recreational amenity zone. The area is part of a conservation zone.
DED and 2006 Population Level	Arran Quay C: 3,714 persons which is a 56.4% increase from the 2002 Census. P
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 in 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 compliment the objectives of this plan.</p>
Transport 21 Proposals for the Area	The location is to the immediate south of the Red Luas Line ( Tallaght to Coonolly 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	Liffey Street is a local side street connecting with the Luas Line and Beoburb Street to the direct north. There is a lane for traffic flow on Benburb Street for west bound movement which is channelled south onto the quays via Liffey Street West. 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 (serviced 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.	There are no significant proposals immediately adjacent to the site owing to the character of historic and amenity areas close to the station site. Improvement works and enhancements of the Museum facilities and the park adjacent are likely in the medium and longer terms. There are infill apartment schemes in the local area. In the wider local area, the emergence of significant office HQ's, residential development, hotel developments and the commercial and cultural developments within Heuston South Quarter are noted. Such schemes are gradually transforming activity levels and the character of this area as an important city centre location.

# BICYCLE SCHEME LOCATION LIFFEY STREET WEST / NATIONAL MUSEUM COLLINS BARRACKS

## Justification for Site Selection:

The site is located a short distance south of the main entrance to the Collins Barracks Museum and a short distance south east of the Luas station stop at the Museum. The Luas corridor cannot be considered but there is opportunity at this side street location to position a station which provides close access to commuters moving to and from the Luas and to promote the location of the Museum and Croppies Memorial Park and the linkages to other key historic city centre sites on the bicycle scheme network.

Strengthening the integration of the Museum's location with other city centre landmarks will promote activity and visits to this area and in particular link it to other locations on the system close by which include Heuston and the RHK moving west and Smithfield moving east.

The side street location offers potential for a bicycle station position using on street Pay and Display spaces. The location can be serviced and accessed in a traffic calmed location in this regard.

Movement options to and from the site will be influenced by the traffic circulation on the quays. 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 complements planning initiatives such as the Heuston F&A 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 adjoining Liffey Street West, Ellis Quay and Benburb Street. The rise in population levels within the Arran Quay CDED (54%) indicates the growing residential base of this area.

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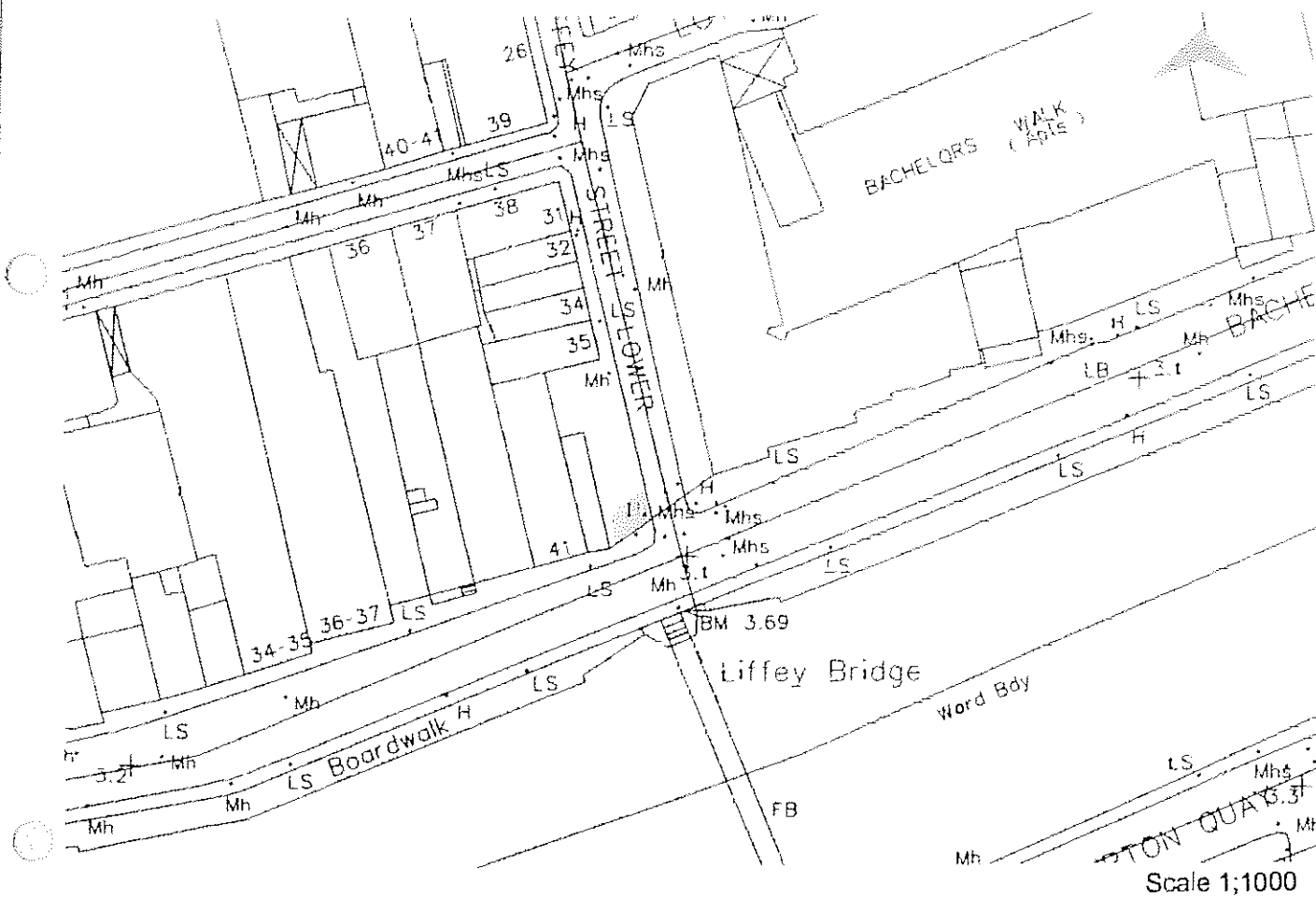
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# 102. BICYCLE SCHEME LOCATION LIFFEY STREET- HA'PENNY BRIDGE



# BICYCLE SCHEME LOCATION

## LIFFEY STREET- HA'PENNY BRIDGE

Station Location: Ha'Penny Bridge-Liffey Street/Ormond Quay Lower junction.	
2005-2011 Development Plan Zoning Objective	The area is zoned Z5 to consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity. The central bank is also located within a conservation area and zone of archaeological potential. The area is also part of a designated conservation area with protected structures adjoining the space.
DED and 2006 Population Level	North City: 3, 867 persons which is a decrease of 1.9% from 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The location is covered under the Retail Core Framework Plan for the city centre. The aim for this plan is to strengthen activity, pedestrians routes and connections throughout the core and particularly between the north and south retail core areas. The site at the Dublin Woollen Mills is identified as Site 5 on one of the main north-south pedestrian routes. The plan recommends the space for a vibrant hub incorporating lively ground floor uses, seating, planting and performance space.
Transport 21 Proposals for the Area	The location is close to the existing Luas Red Line and the Jervis Street stop in particular. Whilst close to proposals for Luas Line F Option 1 ( across the river) and Luas Line BX ( where it crosses onto O Connell Street) the location is not directly impacted by any of these proposals.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The quays along this section contain cycle lanes as part of the SCN. Liffey Street is not indicated as part of the network although with a one way system moving south, it would be considered suitable for cyclist movement following the traffic flow. Whilst the quays would channel movement east, there are options to turn north and use a loop system through the local area as advocated under the Retail Core Framework Plan to make the area more permeable.
Existing Road Designation and Existing Flow of Traffic	Liffey Street Lower is a local road with a one way traffic flow moving south from Abbey Street Middle ( where a west bound lane shares the surface with Luas) to the quays. Ormond Quay Lower is designated part of the National Primary Road Network and has a traffic flow moving east towards the docklands. A station at this location would facilitate cycle movement east with options to turn back north via side streets further east or cross to the south quays via O Connell Bridge.
Roads and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	The area is part of the retail core and well established as a retail and mixed use destination. The area is noted for its proximity to the Arnotts redevelopment which will provide a significant injection of enhanced retail floorspace, apartments, cultural and leisure facilities to the heart of the retail core. That development proposes new pedestrian streets, new squares and landmark buildings to anchor the area as a prime destination to the city centre. The development ( Reg Ref 5170/06) is currently on appeal to An Bord Pleanála.



# BICYCLE SCHEME LOCATION

## LIFFEY STREET- HA'PENNY BRIDGE

### Justification for Site Selection:

This location has the advantage of a prime location with visual prominence to the quays at a location where the Ha'Penny Bridge provides a pedestrian link between the south and north areas of the retail core. The location is identified with a prominent landmark therefore and has significant volumes of passing pedestrian footfall to maximise use of the scheme.

The junction of Liffey Street onto the quays is marked with a widened pavement area which takes the shape of an informal plaza as such. Well known business, including the Dublin Woollen Mills, front onto this paved area. Hard paving is interspersed with mature trees, public sculpture and cycle parking. Casual street traders often operate within the space. It is evident however that opportunities could exist to utilise part of this area for a bicycle station.

The immediate area has a strong city centre character with mixed use retailing and restaurant/café trading strongly represented. The location is located within the north retail core area at a location where pedestrians move between the north and south retail core areas. It would benefit visitors, shoppers and employees alike accessing the retail core. A location here would also compliment the positioning of stations in Temple Bar. It is possible therefore to continue bicycle journeys within the network after crossing the Liffey (as a pedestrian via the Ha'Penny Bridge) with convenient locations at either side (possible locations in Temple Bar Square and Fleet Street are identified which would compliment a station location at Liffey Street).

The location is in close proximity to the Luas for inter modal connections. Located on the north quays, it would also facilitate movement further east along the quays where a number of other station options are considered moving towards the Docklands.

The space is considered under the Retail Core Framework Plan and identified as a potential site within Area 2 to promote increased pedestrian loop trips through the side streets in the area. The concepts of the retail framework plan envisage pedestrian loops beyond the main shopping streets allowing shoppers to experience continuous shopping and forging stronger links between the north and south cores. The site is referenced as Site 5 Dublin Woollen Mills and identified as having potential as a focal point / plaza space for lively ground floor uses, seating and performance etc. A bike station, by adding a civic amenity within the retail core area and at an area identified as suitable for enlivenment, could be considered beneficial to the aims of the retail core framework plan.

The location would also benefit city centre residential areas (living over the shop premises in particular and infill apartment schemes) which are located along the quays and off side streets in this area.

### Comments

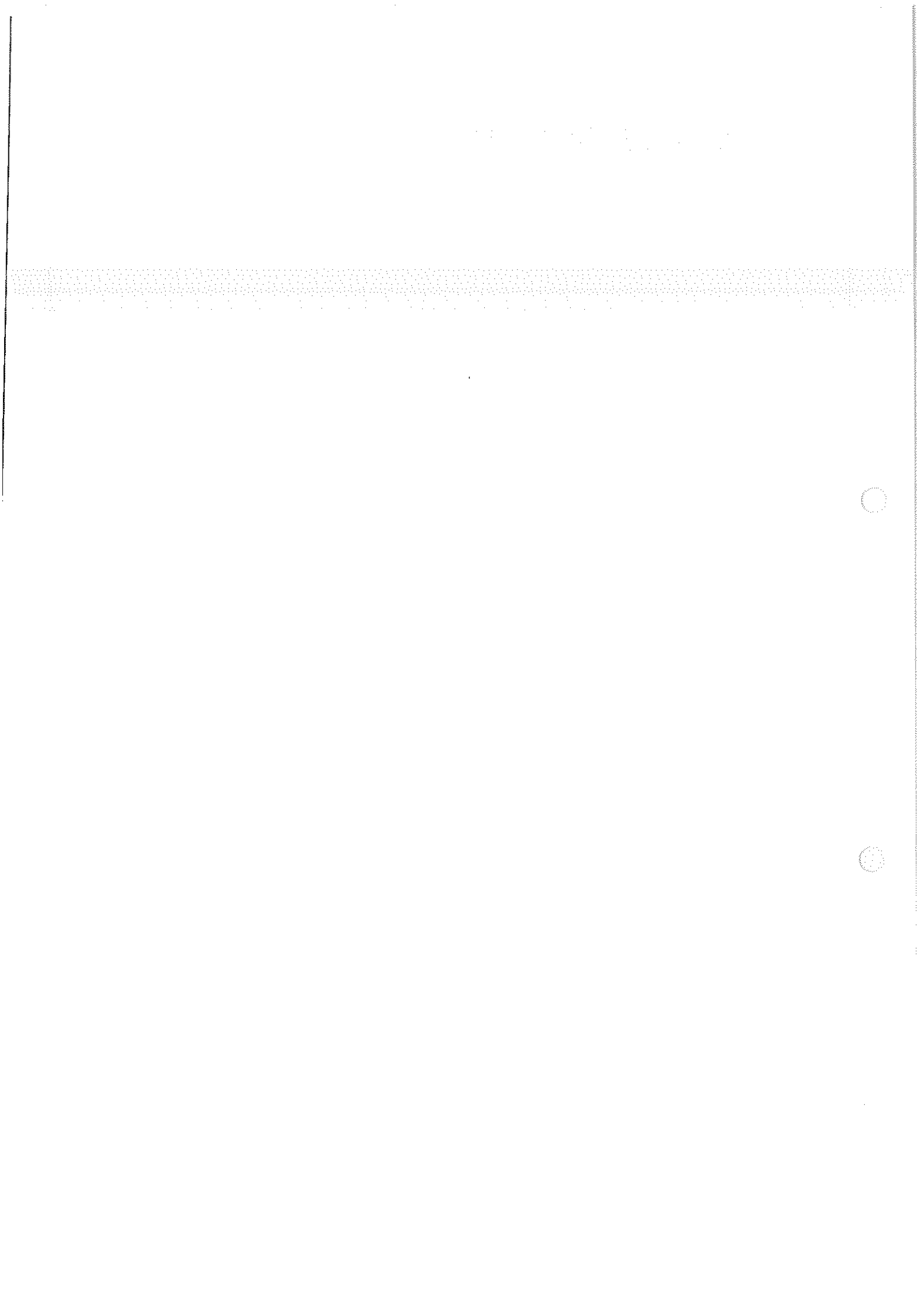
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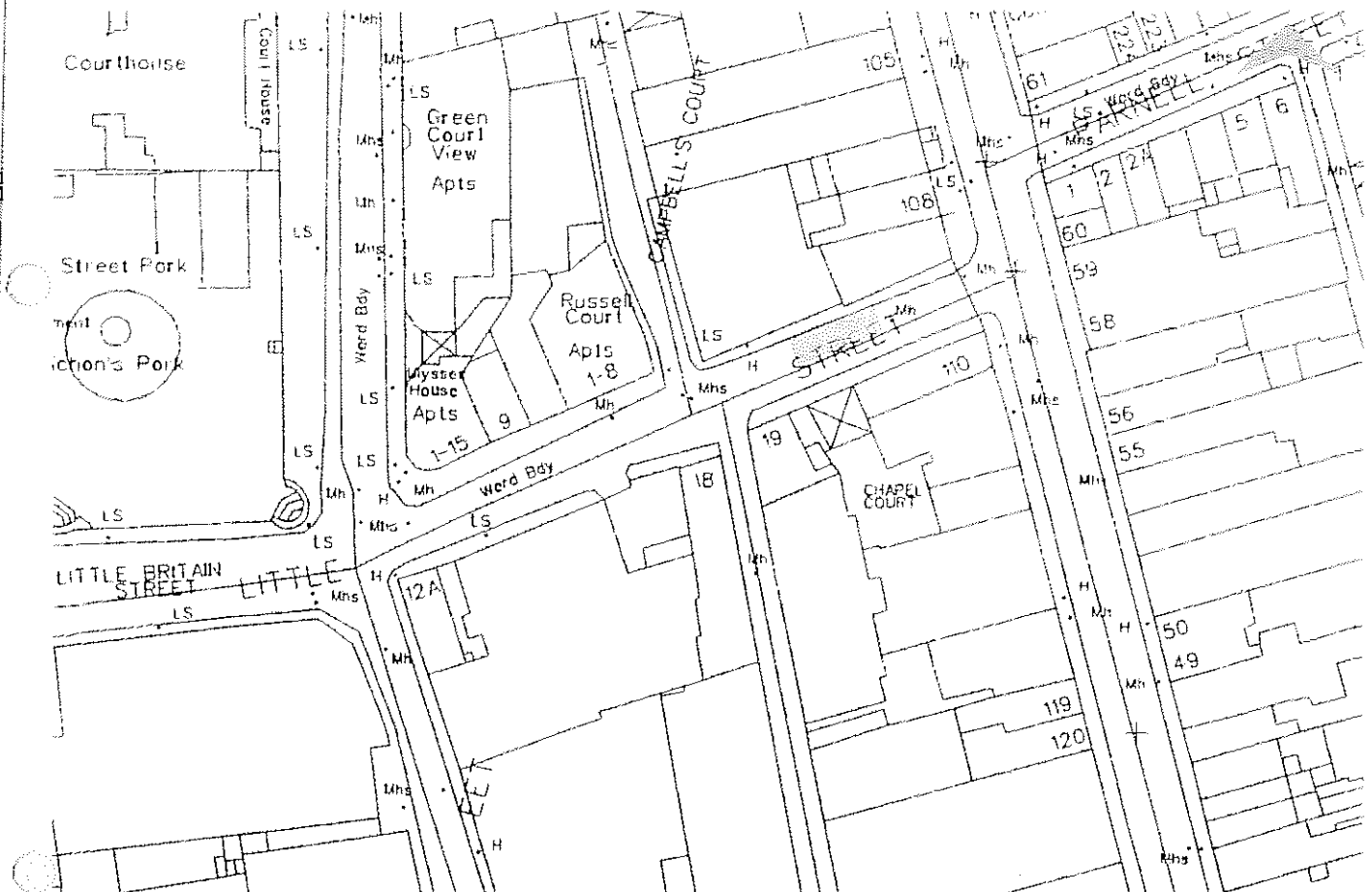
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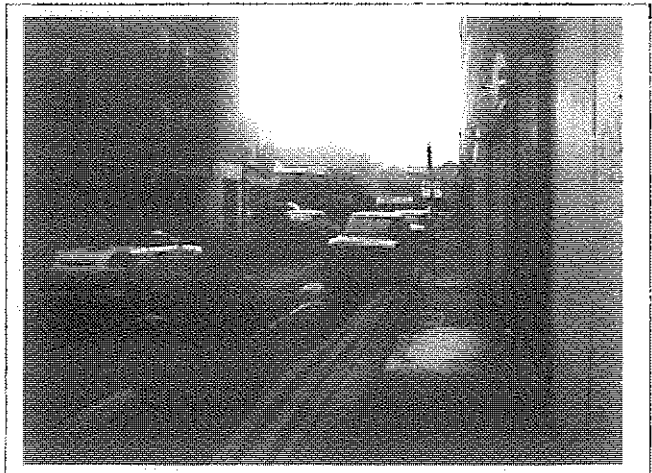
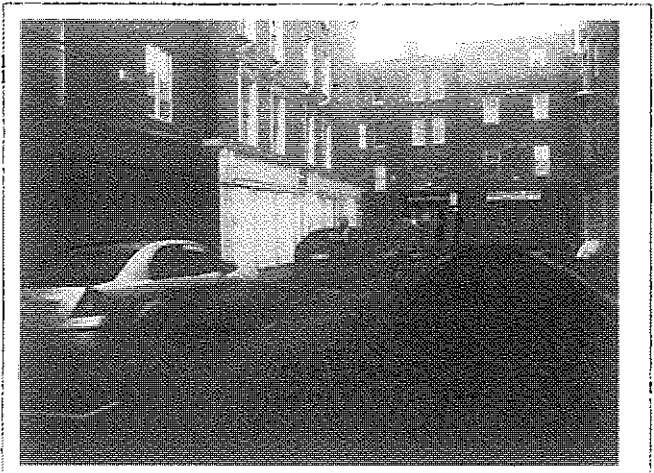
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# 103. BICYCLE SCHEME LOCATION LITTLE BRITTAN STREET



Scale 1:1000



# BICYCLE SCHEME LOCATION

## LITTLE BRITTAN STREET

Station Location Little Britain 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 Little Britain Street and Capel Street is part of a conservation zone.
DED and 2006 Population Level	The location is located at a boundary of North City and Rotunda B DED's. North City: 3,867 persons which is a decrease of 1.9% from the 2002 Census. 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>Capel Street forms the east boundary of the Markets F&amp;A. Little Britain Street is part of the plan area. 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 to 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.</p> <p>Capel Street also forms the west boundary of the Dublin City Centre Developing the Retail Core Framework Plan. Little Britain Street would be a short distance west of the retail core plan area but is nonetheless close to the north city retail core. 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, 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.</p>
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 of 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.	Little Britain Street is not part of the SCN. It is however close to Bolton Street which is part of the SCN. The Bolton Street section 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	Little Britain Street is a local road just west of Capel Street which is a main road. Bolton Street, to the north, 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 Queen 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 either north or south from the junction with Capel Street (a one way system is in place to the north and south of the Parnell Street junction - the Little Britain Street junction is conveniently located at this same location). Using a number of narrow side street options moving east from the site can provide side street filtration either southwards towards the Luas line and quays, west towards Smithfield or north towards Bolton Street and North King Street.
Significant Developments Proposed close to site.	In the wider context, the location is north of Henry Street and the significant retail redevelopments both completed (the Ilac) and proposed (Arno's). The location is also a short distance west of the Carlton Street which is a significant anticipated development in the north inner city. Grange Gorman, to be redeveloped as a significant education campus, is located a short distance north west of the location and the Markets F&A area is located a short distance to the south. The wider area can be summarised therefore as an area undergoing current and future substantial changes which will provide a greater intensity of mixed residential, retail, other commercial, educational, cultural and leisure uses etc into the north inner city. In the more local context, there are proposals to redevelop the existing social housing along Dominick Street Lower into a higher density and higher quality mixed tenure housing scheme (approximately 320 residential units).

# BICYCLE SCHEME LOCATION

## LITTLE BRITTAN STREET

### Justification for Site Selection:

As noted for the Bolton Street/Capel Street proposal, there are a number of potential side street options off Capel Street to consider a bicycle station. The Capel Street corridor would merit consideration for station options owing to its central location moving east to west from O Connell Street towards Smithfield and also its north to south connections connecting the quays to Bolton Street. Capel Street is also an existing Category 1 shopping street in the north city centre. Options for positioning stations on Capel Street directly are restricted. Recent works to the streets have created a series of limited pay and display spaces and loading areas to service the retail premises along the street. Widened pavements have also limited the extent of the carriage width. To service the street but provide a location with adequate space for a station and space for servicing a station, a side street option with a position close to the junction with Capel Street is considered a viable alternative. Little Britain Street provides such an option.

The street possesses a row of on street parking spaces close to the junction with Capel Street. The location would therefore be viewed from Capel Street with the advantage of having a more traffic calmed side street location for access and servicing.

Movement to and from the station has a number of options that would include access to the Capel Street corridor. Capel Street has a one way system which moves south only from the junction with Parnell Street or north only (access back to Capel Street via Ryders Row) moving north from that junction. The traffic flow system requires negotiation but this is possible via a number of connecting side streets in the area including a loop via Bolton Street/Kings Inns Street/Parnell Street. A number of side streets to the east of the location provide alternative filtration through the area heading either south towards the quays, west towards Smithfield or north towards North King Street/Bolton Street.

The location would promote 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), Bolton Street (moving north) and on other side streets off Capel Street moving south (Strand Street Little/ Strand Street Great).

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.

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

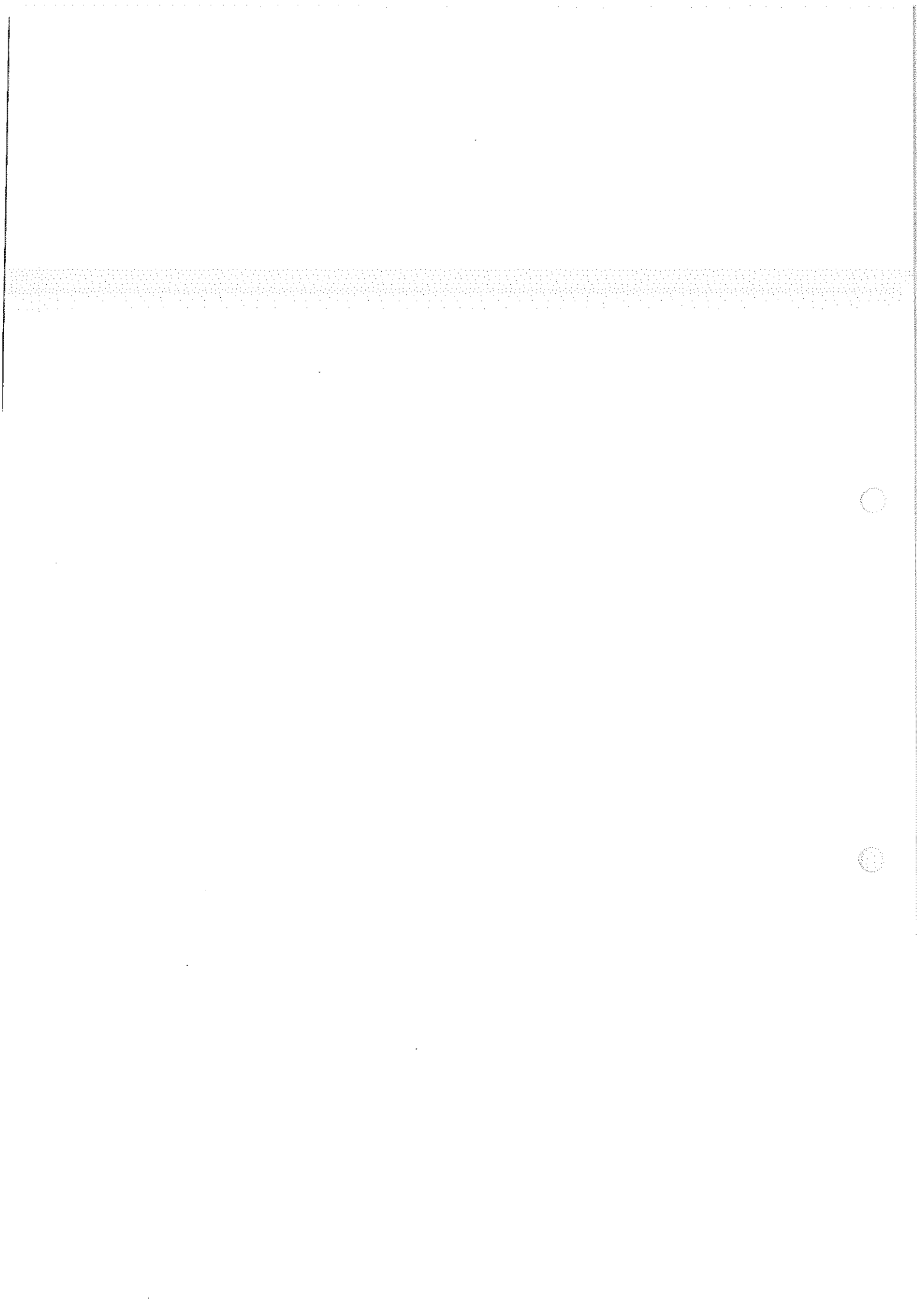
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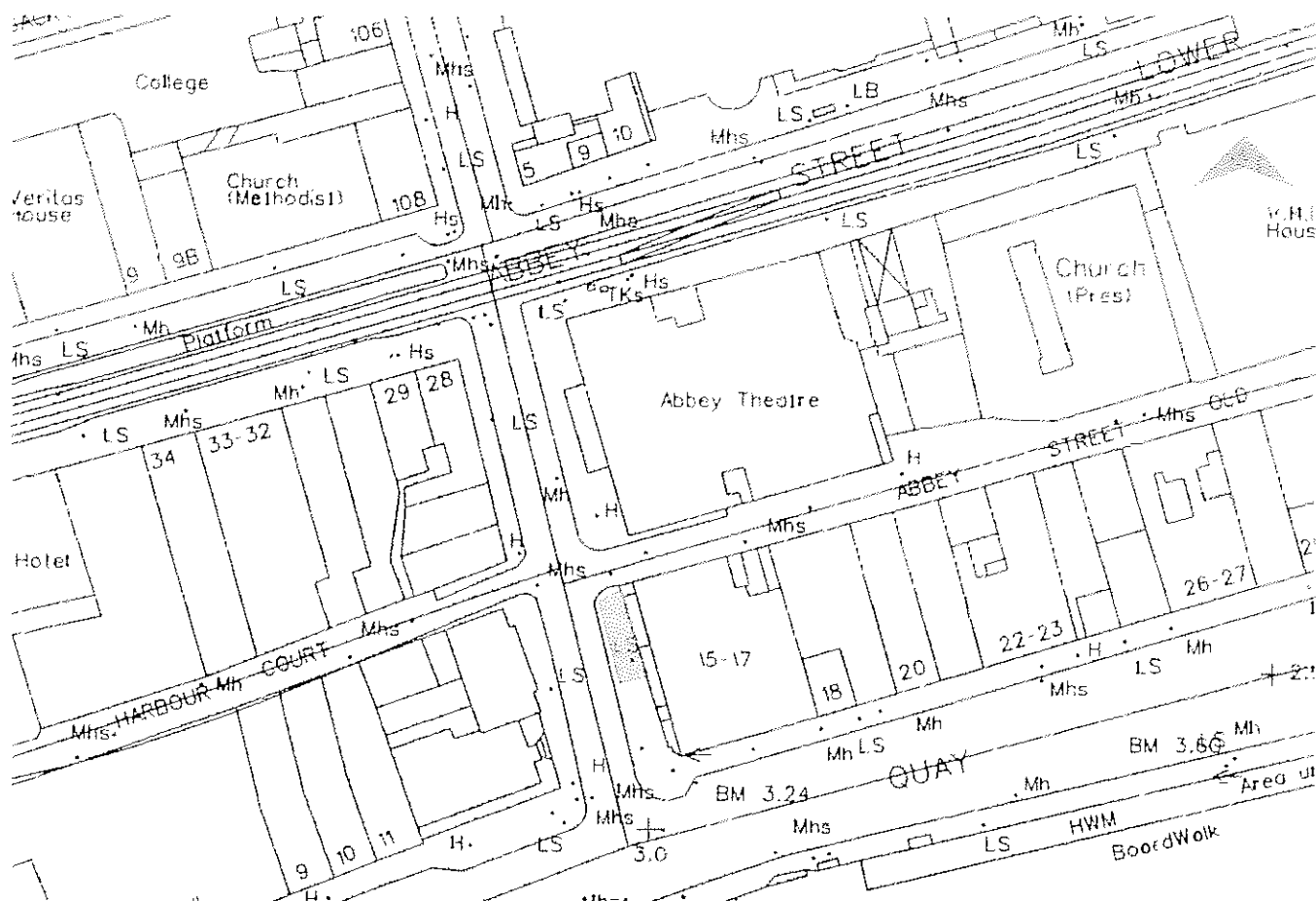
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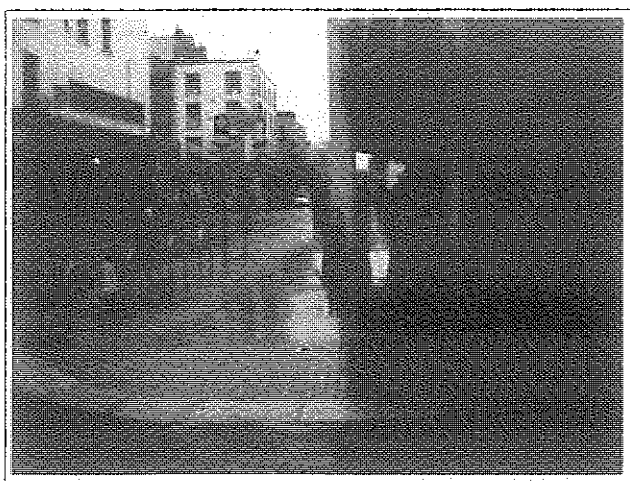
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# 104. BICYCLE SCHEME LOCATION MARLBOROUGH STREET / EDEN QUAY



Scale 1:1000



# BICYCLE SCHEME LOCATION MARLBOROUGH STREET

Station Location: Marlborough St/Eden Quay Junction	
2005-2011 Development Plan Zoning Objective	The area is zoned Z5 to consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity. The area is also a conservation zone and part of the O Connell Street ACA and Special Planning Control zone.
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.	The site is adjacent to the O Connell Street ACA. The original JAP envisaged enhanced north to south pedestrian links at this junction via a new pedestrian bridge linking to Hawkins Street. Shared surface treatments and a forecourt at the Abbey were recommended.
Transport 21 Proposals for the Area	Luas Line BX is proposed to cross the Liffey (via a new bridge) at the junction of Marlborough Street and Eden Quay. The proposed station is adjacent to this route. The bridge would provide a new connection between the north and south sides of the river (for both pedestrians and Luas movement). The location is strategic with respect to this proximity.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Marlborough Street is not on the SCN although Eden Quay is. The location is adjacent therefore to cycle lanes with possibilities for looped trips off the SCN along the streets behind the quays.
Existing Road Designation and Existing Flow of Traffic	Eden Quay is a regional road with no east bound traffic flow. Marlborough Street is a main road. From the location, options would exist to move east on the quays or move east along Abbey Street Lower ( traffic lane shared with the Luas line). Options to go north would include following a route along Gardiner Street and linking with Talbot Street or alternatively move south over Talbot Memorial Bridge.
Roads and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	There are no significant re-development sites close to the location. It is noted however that the future of the Abbey Theatre site, following a relocation of the national theatre, is likely to create a key development site close to the location. The area is otherwise well consolidated with mixed use services and protected structures close to the site. Luas Line BX will involve extensive redevelopment works adjacent to the location.

## Justification for Site Selection:

The location provides an opportunity to position a site adjacent to the quays but with an advantage just off it for traffic calming. The location would benefit from positive visual exposure at this junction. The wide footpath was considered as having potential to accommodate location options.

The location would complement other nearby locations and provide a central point on the north quays between O Connell Bridge and Butt Bridge. The location would be of benefit to movement negotiating either the grid pattern of streets to the north and equally for movements between north and south quays facilitated by the bridges close by.

The location will have a strategic importance in the longer term where the Luas Line BX is proposed to cross the river via a new bridge. The location will be close to public transport for promotion of modal change and is likely to be associated with a new landmark bridge crossing the river. The proximity to the existing Luas Red Line and station at Abbey Street Lower would promote usage by existing public transport commuters.

The location would benefit the mixed use character of the area including local employees, retailers, visitors to the area ( the cultural attraction of the Abbey) and in the longer term a benefit to uses in a redevelopment of the Abbey site.

## Comments

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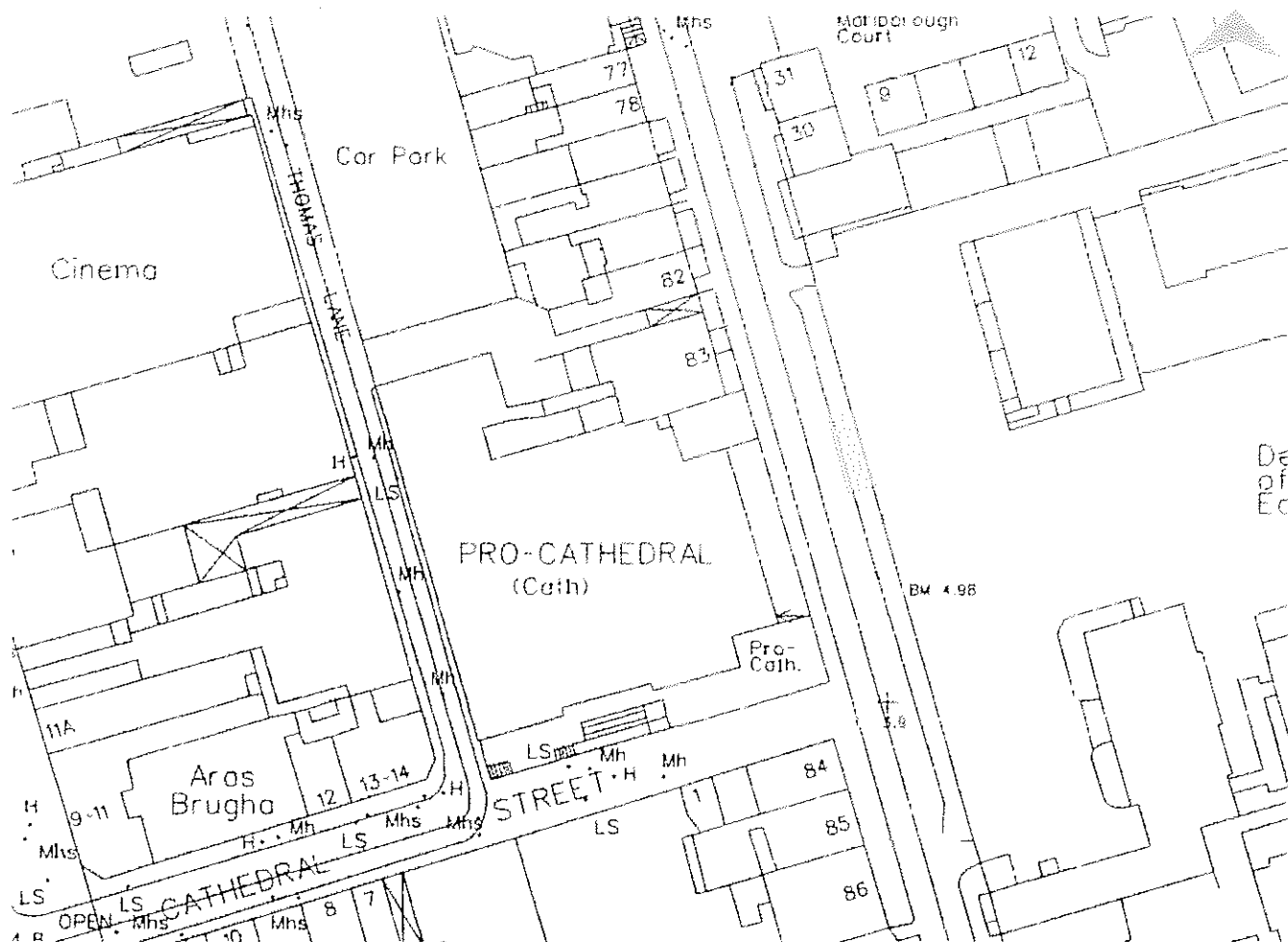
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# 105. BICYCLE SCHEME LOCATION PRO CATHEDRAL / MARLBOROUGH STREET



Scale 1;1000



# BICYCLE SCHEME LOCATION

## PRO CATHEDRAL / MARLBOROUGH STREET

Station Location: Pro Cathedral Marlborough 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.	Marlborough Street is 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.
Transport 21 Proposals for the Area	Marlborough Street is a key corridor for proposals under Luas Line BX. On this street, the line is proposed as a single line for south bound movements. The location would be adjacent to this route.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Marlborough Street is not part of the SCN but it is a short distance east of O Connell Street and a short distance north of Eden Quay which are on the network. Cathedral Street is a traffic calmed street suitable for cycling.
Existing Road Designation and Existing Flow of Traffic	Marlborough Street is a designated main road. The movement of traffic is partly two way becoming a single direct flow ( southwards only) after the junction with Talbot Street.
Roads and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	There are no significant sites for future redevelopment close to this site. The Dep. of Education site contains protected structures and the area is part of the O Connell Street ACA. The character of the area is not likely to change. The street would however be close to the Carlton Site to benefit from related synergy and activity in the north city centre generated by the redevelopment of that site.

# BICYCLE SCHEME LOCATION PRO CATHEDRAL / MARLBOROUGH STREET

## Justification for Site Selection:

The site is considered owing to the important landmark of the Pro Cathedral. The location is a short distance east of O Connell Street. The station would serve visits therefore to O Connell Street with the advantage of a more traffic calmed side street environment.

The location would 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 LAP 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 might 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 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.

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

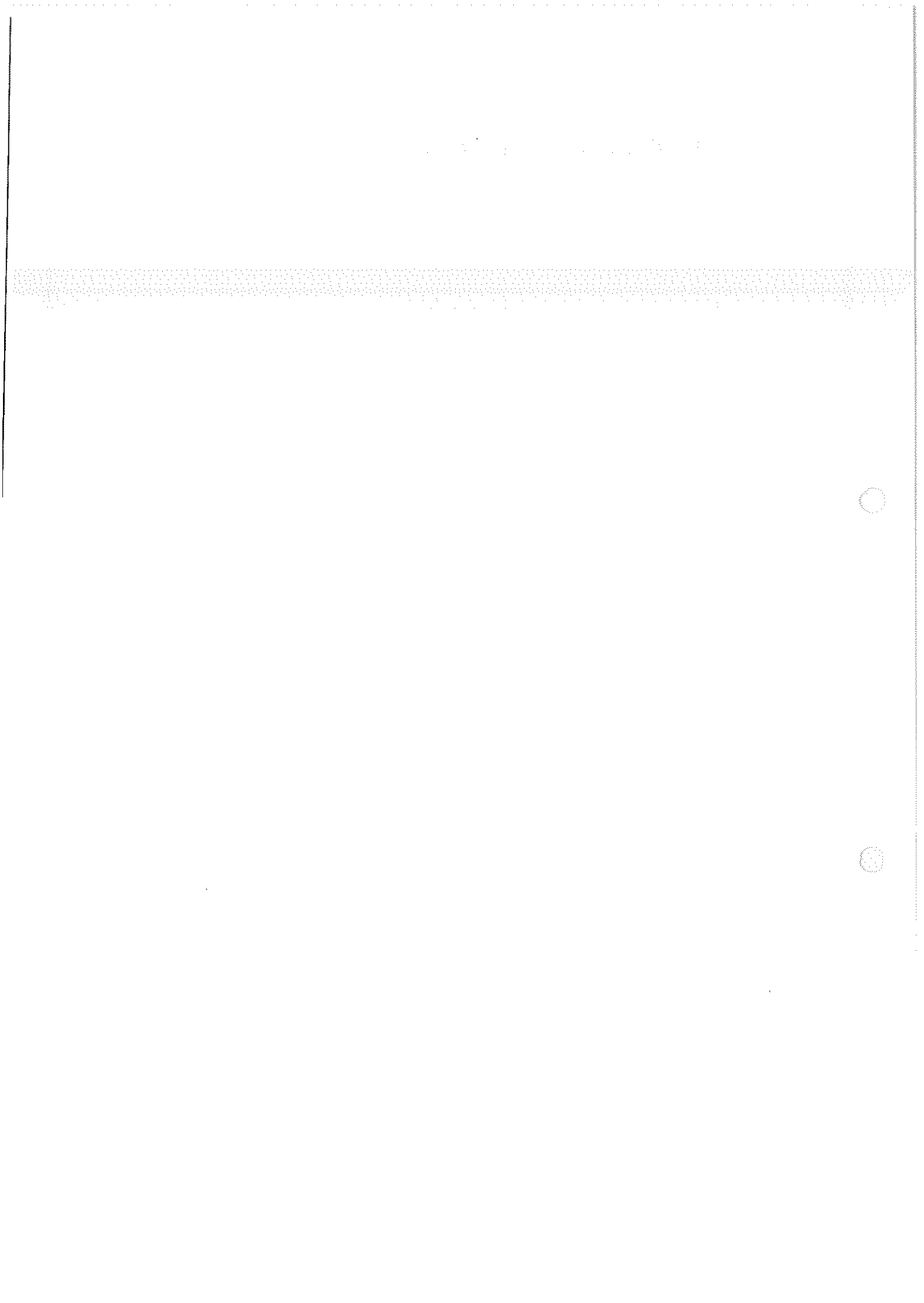
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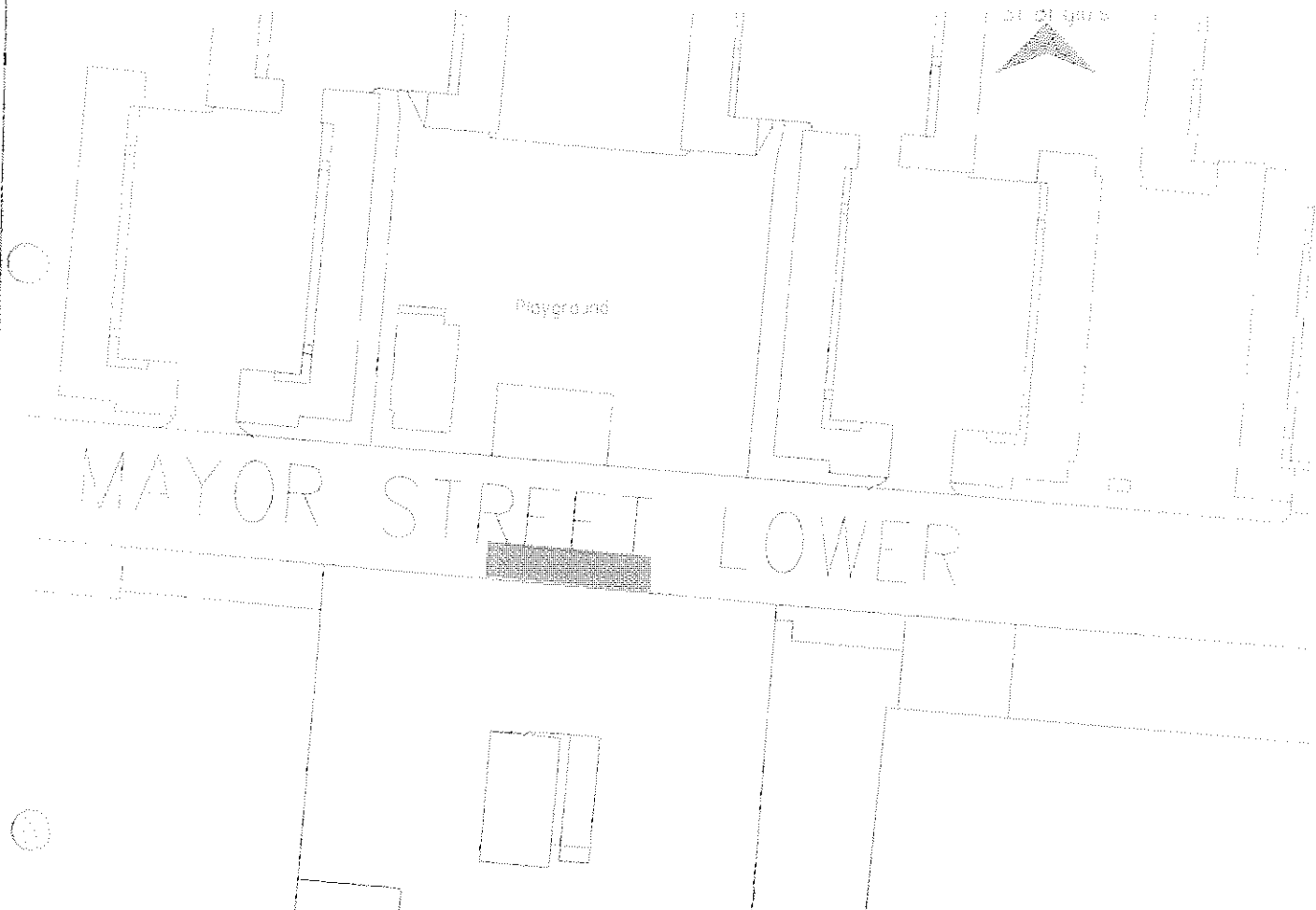
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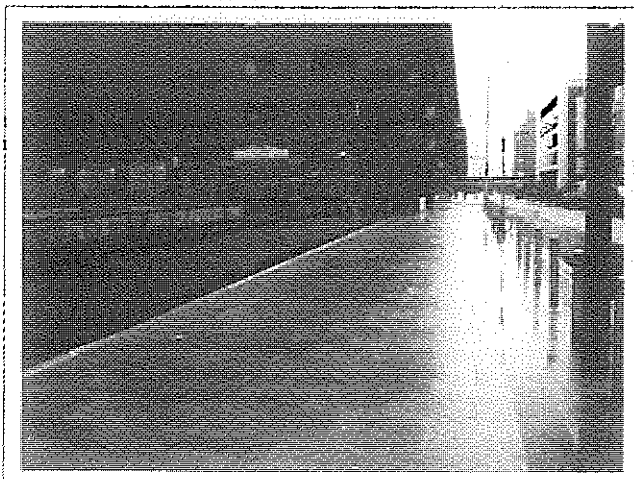
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## 106. BICYCLE SCHEME LOCATION MAYOR STREET LOWER



Scale 1:1000



# BICYCLE SCHEME LOCATION

## MAYOR STREET LOWER

Station Location: Mayor Street North Docklands	
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. Mayor Square is zoned Z9 to protect and provide recreational amenity.
DED and 2006 Population Level	North Dock: 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. Mayor Square is a significant public space within the north docklands and is fronted by the National College of Ireland, Clarion Quay, which intersects with this square to the south is fronted by ground level retail and restaurants and has upper level high quality apartments.</p> <p>Whilst the area around Mayor Square is well established and unlikely to alter significantly in itself, moving east of the location along Mayor Street 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>
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 creation 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 MAYOR STREET LOWER

## Justification for Site Selection:

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 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.

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 quays. The sequence of station locations in this locality will promote better connections between city centre east of O Connell Street and between the north and south city quays (outside the dockland area) with the dockland area itself.

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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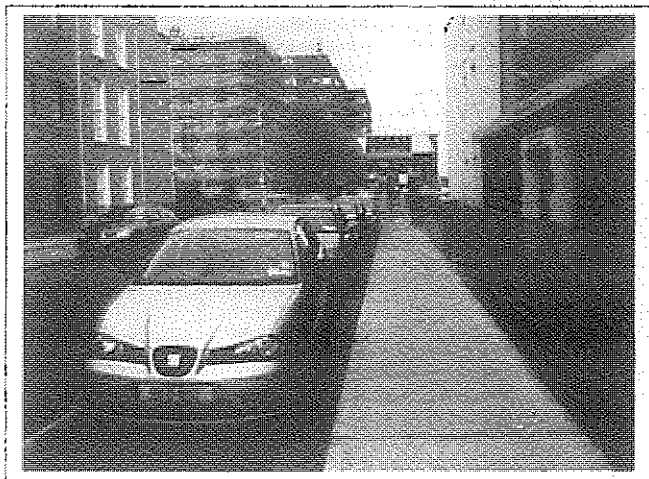
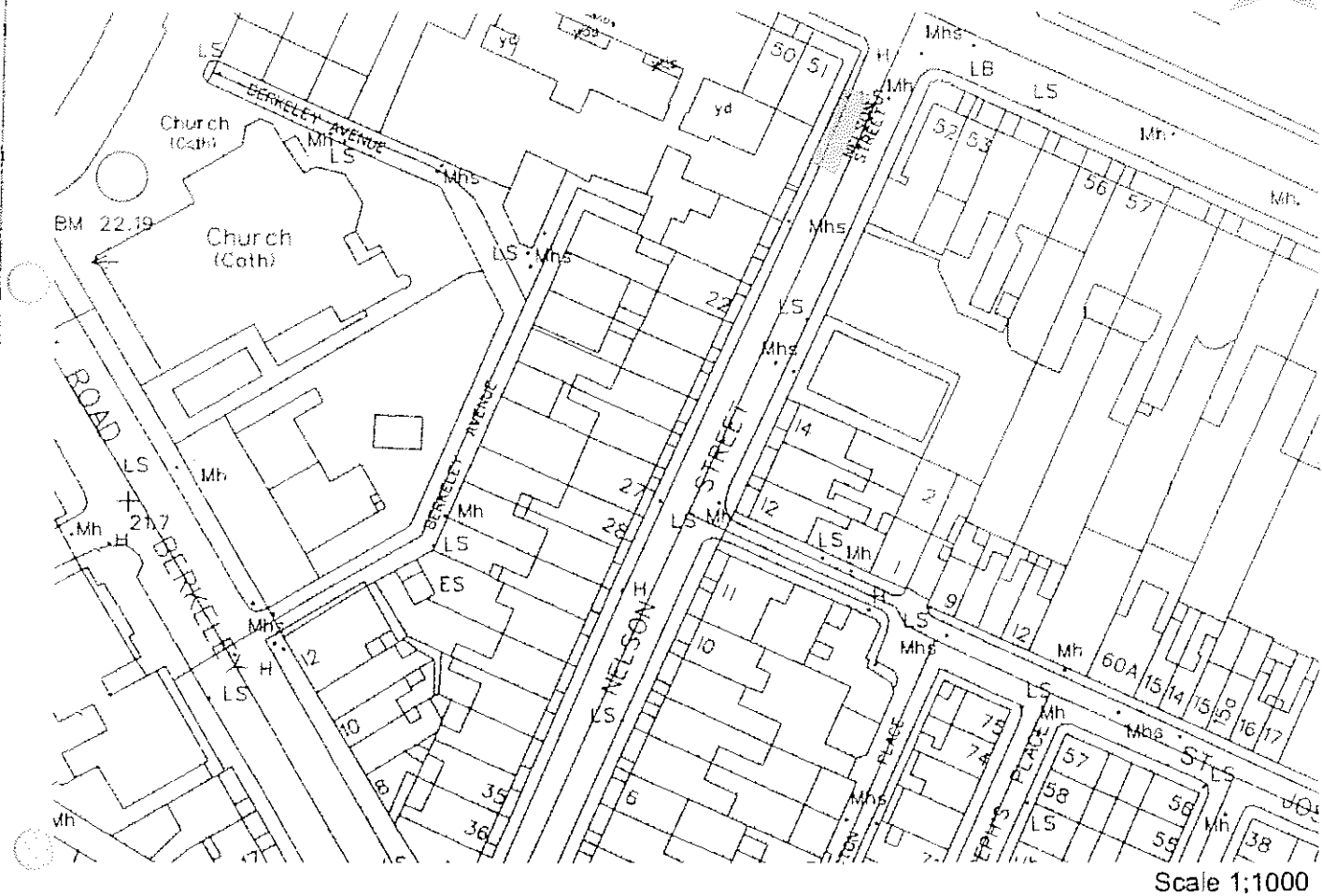
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## 107. BICYCLE SCHEME LOCATION NELSON STREET



# BICYCLE SCHEME LOCATION

## NELSON STREET

Station Location: Eccles Street-Mater Hospital	
2005-2011 Development Plan Zoning Objective	Nelson Street is a residential street adjoining Eccles Street close to the entrance to the Mater Hospital. Eccles Street is zoned as a Z2 Residential Conservation Zone and Z8 to protect the existing architectural design and civic dignity at the junction with Eccles Street. The Mater Hospital campus on the north side of Eccles Street is zoned Z15 to provide for institutional and community uses. There are several protected structures on the site of the Mater and the western end adjoining Berkeley Road is part of a conservation zone. A park area (zoned Z9 for recreational amenity) is located at the junction of Berkeley Road Eccles Street. The southern street frontage of Eccles Street 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. Buildings on the junction with Dorset Street Lower are commercial (Z4 zoned). The Phibsborough / Mountjoy PUC boundary is a short distance to the north west of Eccles Street.
DED and 2006 Population Level	Nelson Street is located on the boundary shared between Inns Quay A and Inns Quay B. Inns Quay A 3,715 persons which is an increase of 10.1% from the 2002 Census. Inns Quay B 3,113 persons which is a 5.4% increase from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The Phibsborough/Mountjoy LAP includes the Mater Hospital and surrounding streets. Key objectives of the LAP include exploiting opportunities under Transport 21. Objectives include the generation of a strong sense of legibility and coherence to the area by developing and reinforcing a network of attractive streets, spaces and places punctuated by landmarks and permeable routes. It is encouraged also to include 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 facilitating strong north to south connections through the Mater site linking the North Circular Road with Eccles Street. The Mater Hospital site is considered as having potential for tall building clustering to deliver the National Children's Hospital. Schematic proposals are set out for the Mater Hospital that include delivery of key north/south connections and an indicative height strategy (potential range up to 20 storeys). The LAP is at a draft stage.
Transport 21 Proposals for the Area	Transport 21 proposals include positioning a Metro station on the Mater site between Eccles Street and North Circular Road.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Neither Nelson Street or Eccles Street are on the SCN but at either end of Eccles Street the SCN is reached. Cycle lanes on the SCN are designated on Dorset Street Lower to the east and along the Blessington Street/ Berkeley Street /Berkeley Road corridor to the west. The North Circular Road which is on the SCN is located to the north. The location is accessible therefore to the wider SCN.
Existing Road Designation and Existing Flow of Traffic	Nelson Street is a local road connecting Eccles Street to the north with Berkeley Street to the south. A side street, St Joseph's Parade connects Nelson Street with Dorset Street Lower on its east side. Eccles Street is a local road with a two way flow connecting with Dorset Street Lower to the east (a National Primary Road) and Berkeley Road to the west (also a National Primary Road). The North Circular Road, which is partly a National Primary and partly a Regional Road, is located a short distance north. Movement options from Eccles Street have a number of options all providing access to key routes both to and from the city centre. Phibsborough is a short distance north west of the location. The Dorset Street Lower corridor provides access to the city centre via Capel Street. Following the Berkeley Road/Berkeley Street/Blessington Street corridor leads in the top of Parnell Square and O Connell Street. Crossing Dorset Street Lower and moving on Temple Street North facilitates movement towards Mountjoy Square and accessing the north east city centre via Gardiner Street. There are a number of side street options on residential streets to filter through the local area. The Phibsborough/Mountjoy LAP examines potential for greater linkage through the area including linkages from Eccles Street onto the North Circular Road through the Mater site and further north to the Royal Canal via the Mountjoy site.
Significant Developments Proposed close to site.	There are no current significant proposals with the exception of the ongoing programme to consolidate a Children's National Hospital on the Mater site. The Phibsborough/Mountjoy LAP shows the potential for significant positive change in the area opening large development sites such as the Mater, Mountjoy and Phibsborough Town Centre into major character zones which collectively consolidate the area and reinforce it as a dynamic location. Coupled with Transport 21 proposals that include a Metro Station at the Mater raise significantly the potential of the wider area and its strengthened connections with the wider city area. The area is likely therefore to undergo significant positive change that helps regenerate the wider area between Phibsborough/Mountjoy and Parnell Square.

# BICYCLE SCHEME LOCATION NELSON STREET

## Justification for Site Selection:

Nelson Street is proposed as an alternative to location proposals on Eccles Street. At the north end of Nelson Street, where it adjoins Eccles Street, the main entrance to the Mater is accessed. There are pay and display / permit parking spaces on both sides of the street which could provide station options close to the hospital entrance. The road links with Berkeley Street to the south providing connection and movement options from the location. In addition to benefiting movement to and from the hospital location, a station would benefit the education uses (medical related) and the residential units along Nelson Street.

As noted for justifications for Eccles Street proposals, the location is directly south of the Mater Hospital campus which includes a public general hospital and a private hospital. There are proposals to consolidate the campus into a significant national medical campus with a National Children's Hospital. The location is important owing to these activities and the ancillary medical consultant offices on Eccles Street and side streets to the south of it. Cycle station facilities would benefit employees of this significant institutional zone in addition to visitors etc.

The street is a key street within the Phibsborough Mountjoy Local Area Plan (Draft) with connections to the North Circular Road. The proposals under the plan include strengthening connectivity through the Mater campus linking Eccles Street and North Circular Road. These connections would continue to permeate as far as the Royal Canal through the redeveloped Mountjoy site. The street and its envisaged future intensification as a medical location warrants consideration in its own right but equally, the location would be close to be of value to the centre of Phibsborough and residential streets in the locality. The initial scope of the bicycle scheme locations may not extend fully to service all the Phibsborough area spatially. Having locations however at the south east quadrant of the plan area encourage use of it from the wider area, particularly when a heavy emphasis is placed within the plan to create stronger pedestrian linkages.

Cycle station facilities will complement the principles of the Phibsborough/Mountjoy LAP to provide enhanced pedestrian and cyclist facilities through the area and encourage modal change from private car to public transport and cyclist/pedestrian modes. By connecting the location within a wider bicycle movement network, the facility also helps achieve the broader aims of the plan to connect the area more successfully with the wider city area.

The location will have a longer term strategic context close to the proposed Metro Station and the Mater Hospital. The bicycle station facility will promote cycle movements locally and offer an interchange facility from the Metro to local based cycle movements. The route options from the street to other important locations are extensive. Considering the proposals for Metro, the employment intensification proposed and the residential intensification proposed under the Draft LAP, Eccles Street is indicated as having two possible location options at either end to complement movement patterns either along the Dorset Street Lower Corridor or to the North Circular Road via Berkeley Road.

Cycle stations in this area would highlight the historic streetscapes and important buildings and open spaces as part of a tourist trail. Eccles Street itself contains a number of notable buildings and from it the steeple of St Georges Church on Hardwicke Place (also a proposed location for a bicycle station) is framed and provides impressive streetscape views. The Blessington Street basin park is also located a short distance south of Eccles Street and is a valuable recreational resource but mostly under used due to poor connections with the wider city area. Bicycle stations through the local area will promote therefore the local area which itself will help in the renewal process of the many side streets (large areas of blight still exist in the wider area).

Eccles Street is laid out with on street parking on either side for most of its length. Such spaces provide options for bicycle station layouts.

## Comments

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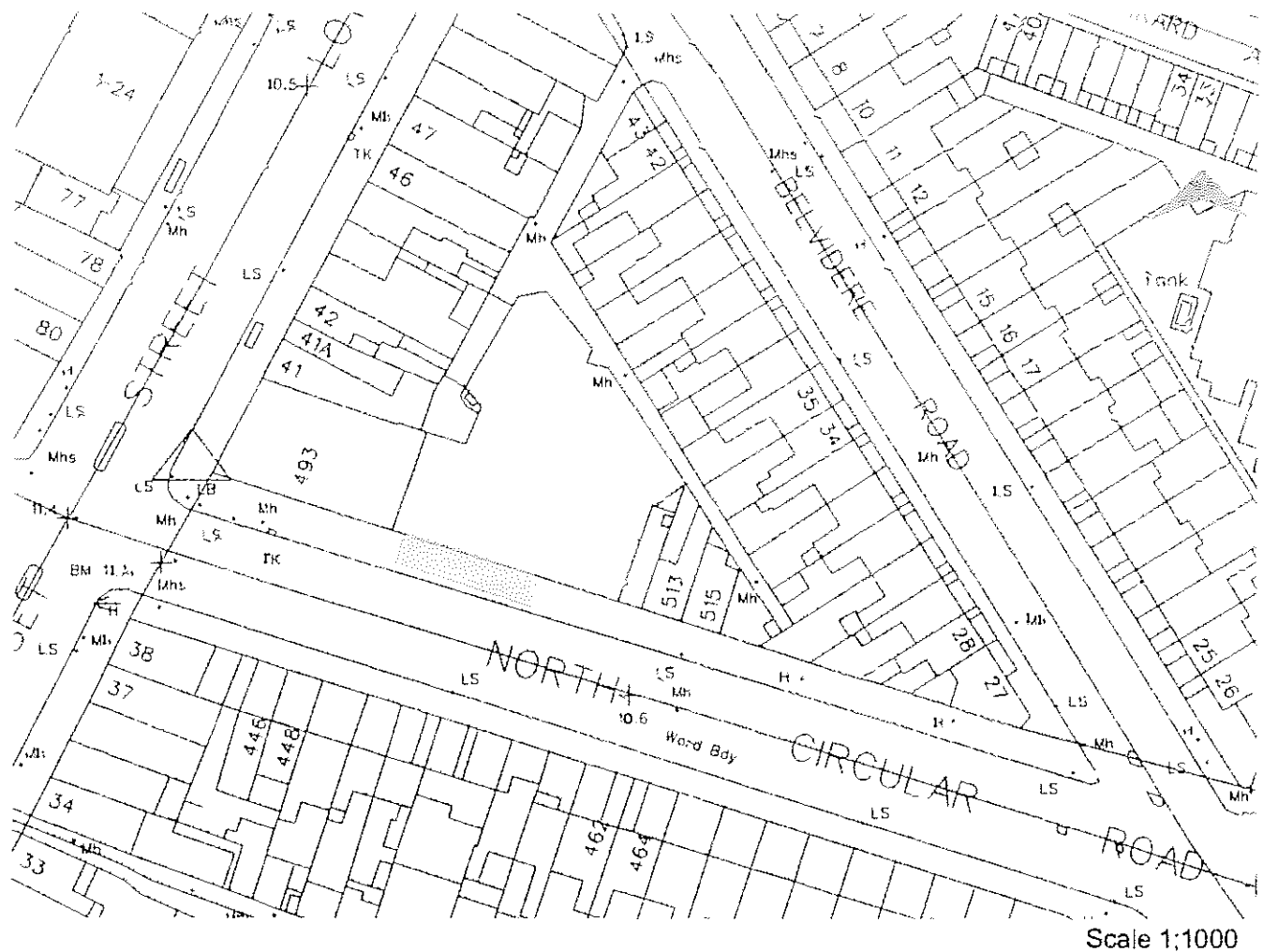
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## 108. BICYCLE SCHEME LOCATION NORTH CIRCULAR ROAD



# BICYCLE SCHEME LOCATION NORTH CIRCULAR ROAD

Station Location: North Circular Road/Dorset Street Lower	
2005-2011 Development Plan Zoning Objective	The area is zoned Z2 a residential conservation zone adjoining a Z4 mixed use commercial zone.
DED and 2006 Population Level	Ballybough B: 3,215 persons which is a 6.8% increase from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no framework plans or other area plans for this specific area. Public realm enhancements to Drumcondra Road Lower and Dorset Street Lower have been carried out ( footpath widening, public lighting and tree planting). The location is adjacent to the Drumcondra Road Lower and Dorset Street Road Lower corridor into the city centre.
Transport 21 Proposals for the Area	The location is not directly impacted by Transport 21 proposals but it is close to proposed Metro Station sites at the Mater and Drumcondra Station.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Drumcondra Road Lower and Dorset Street Lower are part of the SCN. The location is adjacent to these routes. North Circular Road is also part of the SCN.
Existing Road Designation and Existing Flow of Traffic	Dorset Street Lower is a national primary road with a two way traffic flow. The North Circular Road is a regional road with a two way traffic flow. The junction between these two streets is at the side of south bound ( city centre) movement on Dorset Street Lower although there is opportunity equally to move towards the city centre along the NCR moving east.
Significant Developments Proposed close to site.	There are no significant re-development sites close to the proposed location.

## Justification for Site Selection:

The location will compliment the proposed position of other stations further north. Cumulatively, the regular spacing of stations along this corridor promotes cycle movement for a key entry route to the city centre which is heavily trafficked with commuters arriving into the city centre from the surrounding inner suburban residential areas. As Drumcondra station is proposed as the northernmost station within this draft report, this and other stations off Drumcondra Road Lower and Dorset Street Lower corridor recognise the importance of this area corridor as an entry point to the city centre.

The location is considered in conjunction with a position close to the Belvidere Road and Dorset Street Lower junction. Both have the character of being positioned just off the heavily trafficked route, both would benefit from visual exposure along that corridor whilst positioned just off it, both have on street parking to provide options for locations and both provide movement options to continue south or move east along the North Circular Road linking with Mountjoy Square and further movement options to a number of city centre streets.

The stations would benefit commuters moving between local rail and bus transport and provide a cycle option for local trips.

The stations would encourage visits to the local area and promote enhanced connections to the main civic areas of the north city centre. The local attractions of this area would include Croke Park ( further north), the Royal Canal and several protected structures and interesting streetscapes.

The location would compliment future public transport investment including alignments of Metro North under Transport 21 and the possible location of metro stations in this vicinity.

The facility would compliment the recent investment in the public domain along Drumcondra Road Lower and Dorset Street Lower which has included widening of pedestrian footpaths, street lighting and tree planting. The works have aided the visual upgrade of this corridor in recognition of its importance as the route into the city centre from the north (and airport in particular). The infrastructure of a bicycle station would provide equal recognition of the importance of this route towards the city centre and compliment the street improvements initiated.

## Comments

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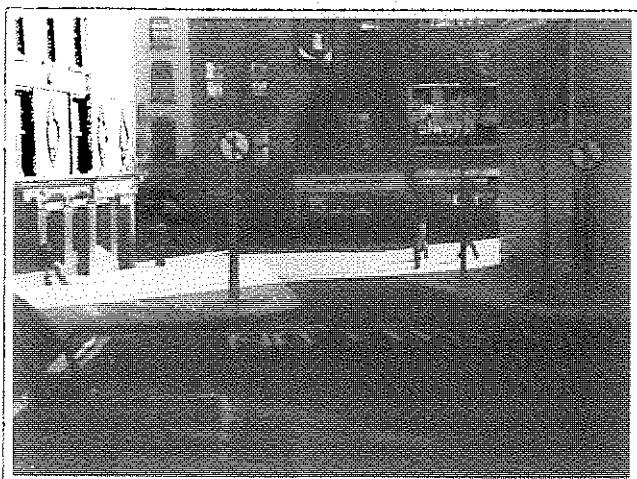
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## 109. BICYCLE SCHEME LOCATION NORTH GREAT GEORGE'S STREET



# BICYCLE SCHEME LOCATION NORTH GREAT GEORGE'S STREET

Station Location: Georges Quay	
2005-2011 Development Plan Zoning Objective	The area is zoned Z5 to consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity.. The area is also a conservation zone.
DED and 2006 Population Level	Mansion House A : 4462 persons increase of 4.5% from 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The site is located within Georges Quay and Environs Urban Design Study. This section of the quays is central to that plan. It is located directly opposite the Custom House and is flanked on either end by key junctions crossing north to south representing the desire flow of movement within the area. The location is also close to Tara Street station, a major node and capable of landmark building status. Proposals seek to animate the quays and open new permeable routes. There is potential for water front public space along this section of the quays.
Transport 21 Proposals for the Area	The location is close to several public transport corridors including Luas Line BX to the west, the Luas Red line to the north and the Dublin Dart Interconnector Line to the east. The location itself is not proposed as part of a future alignment.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Georges Quay is part of the SCN. Cycle lanes are on the south side of the quay and move west onto Burgh Quay. Crossing from the north is over Talbot Memorial Bridge.
Existing Road Designation and Existing Flow of Traffic	Georges Quay is a designated Regional Road with a west bound one-way traffic flow. To move north, a cyclists would initially move west with the option of crossing Butt Bridge to move north or continue west to Burgh Quay. As stated for other sections of the quays, it is possible to navigate the quays as sections using the sequence of bridges and traffic flow for looped trips. The quays and bridges in this area are heavily trafficked.
Roads and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	There are no current applications for sites under Georges Quay. The buildings fronting this quay do however possess significant potential for redevelopment. The Georges Quay and Environs Study examines such options which would include opening access and movement through the large and enclosed office blocks current dominating the quayside. The creation of permeable streets and active uses is central to this plan. Future proposals on the quay and along streets to the south are anticipated for consolidation of mixed uses, office development and redevelopment of older office sites.



# BICYCLE SCHEME LOCATION NORTH GREAT GEORGE'S STREET

## Justification for Site Selection:

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

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

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

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

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

## Comments

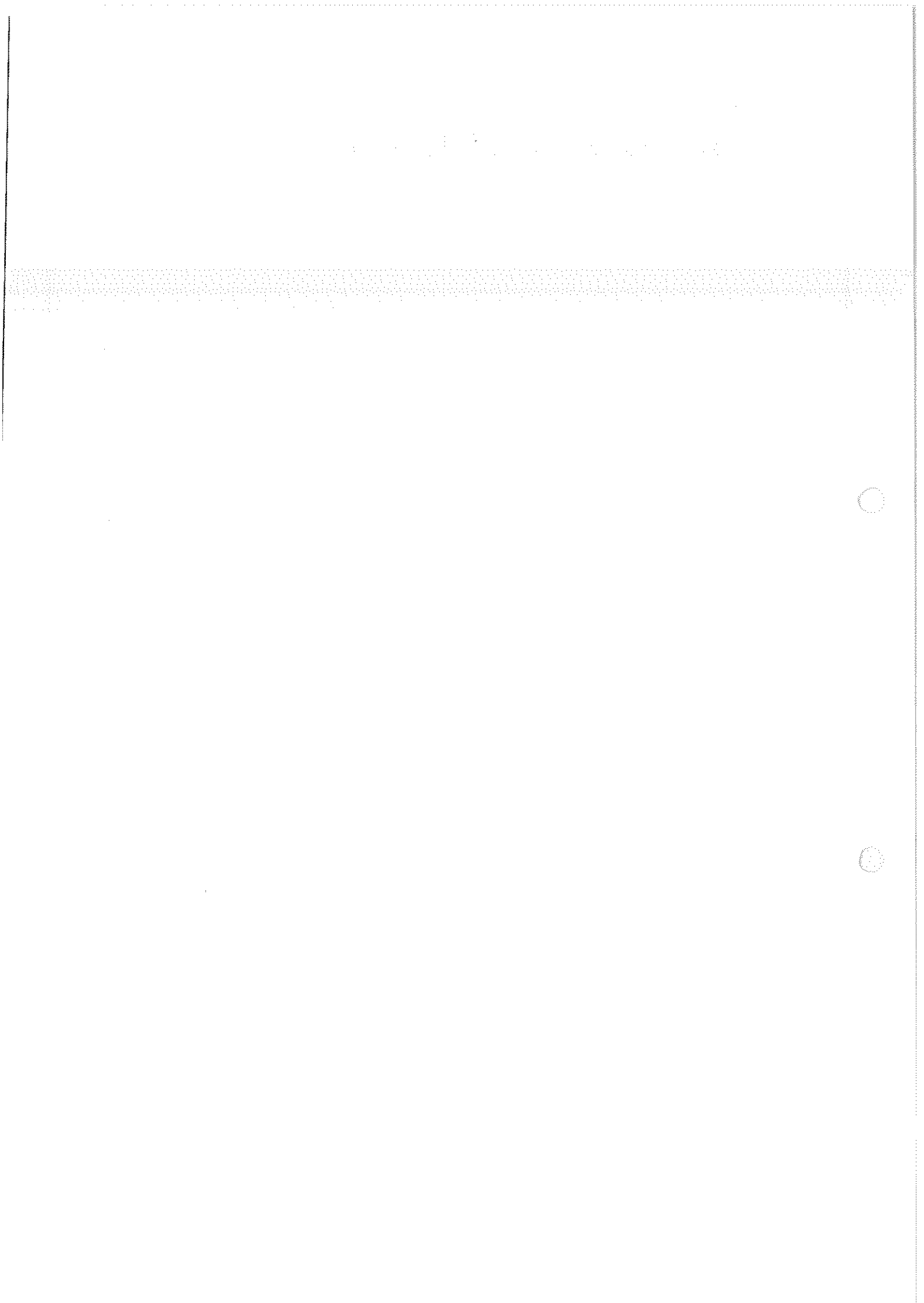
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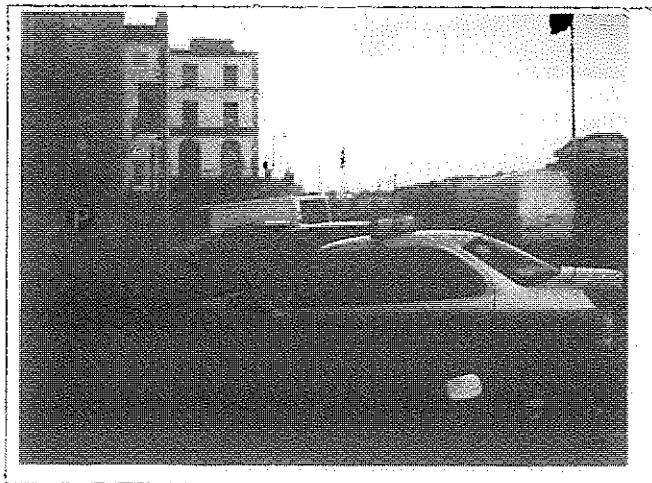
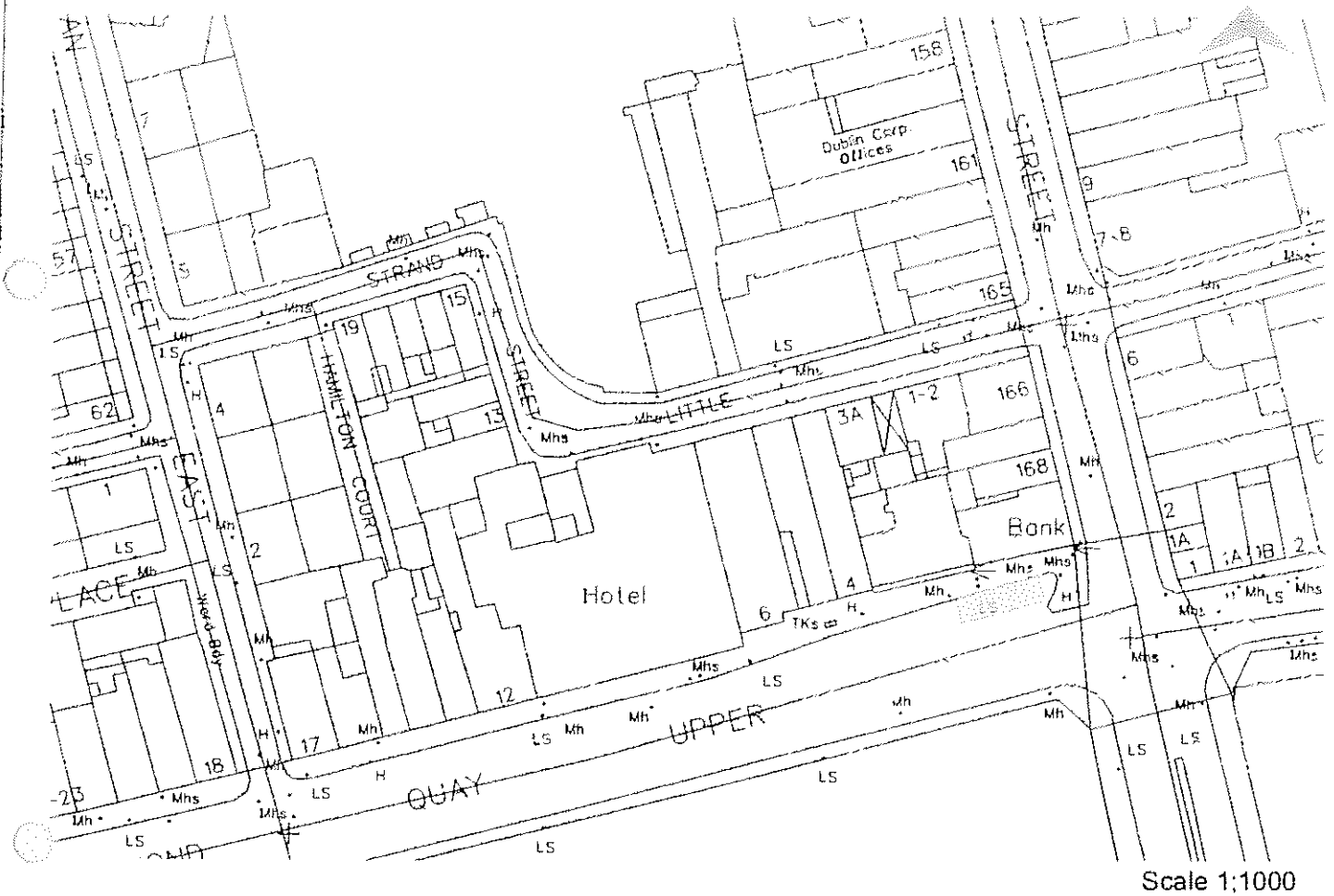
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# 110. BICYCLE SCHEME LOCATION ORMOND QUAY UPPER



# BICYCLE SCHEME LOCATION

## ORMOND QUAY UPPER

Station Location: Ormond Quay Upper	
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 quays are also part of a conservation zone with protected structures fronting the quay.
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.	<p>Capel Street forms the east boundary of the Markets FDA. Ormond Quay is located south east of the main focus of the plan area but its proximity to areas of renewal along streets behind the quays is noted. 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 exit with the city centre moving east.</p> <p>Capel street also forms the west boundary of the Dublin City Centre Developing the Retail Core Framework Plan. Ormond Quay is located at the western edge of this identified retail core area. The proximity of the prime retail areas to Ormond Quay should be noted. 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, 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.</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. Ormond Quay is an important section of the quays located at Grattan Bridge, an important crossing point between the historic north and south city areas. Key city attractions such as City Hall, Dublin Castle and a route towards the Cathedral area are accessible moving north to south across this bridge. A bicycle station facility close to this bridge junction would recognise the prime location of this section of the quays and promote north to south linkages for greater permeability and inter connections.</p>
Transport 21 Proposals for the Area	The street is not part of any proposed Transport 21 proposals. It is however located a short distance south of the existing Luas Red Line (closest station is the Four Courts a short distance west). In addition, the north section of the quays have extensive bus lane corridors
Location with respect to Strategic Cycle Network or future cycle route proposals.	The north city quays are part of a continuous alignment of cycle lanes ( shared with the bus lanes) linking Conyngham Road with the Docklands. Sections of the SCN branch north ( such as Blackhall Place, Church Street and O Connell Street) and sections of the network in the south city centre are accessible crossing the Liffey bridges ( crossing O'Donovan Rossa Bridge or Grattan Bridge for example will link with extensive cycle paths in the south city centre). The north quays are well connected to the SCN.
Existing Road Designation and Existing Flow of Traffic	Capel Street is a designated main street with a one way traffic flow moving south from the junction with Parnell Street. the quays are part of the city centre National Primary road network with a one way flow moving east. At the junction of Capel Street and Ormond Quay, Grattan Bridge has a two way traffic flow giving access from the north quays to the south quays ( for westward movement) or continuation south to Parliament Street and Dame Street. There are a number of route options available therefore to cyclists from a station close to the Capel Street/Ormond Quay junction.
Significant Developments Proposed close to site.	A number of infill mixed use developments (office use with mixed retail and restaurant uses etc) have emerged along Capel Street, particularly where the Luas line crosses Capel Street at the Mary's Abbey/ Abbey Street Upper Junction. The areas closest to this location which will undergo significant change is the Markets Area to the west and the new redevelopment of Arnotts to the east. Capel Street is located centrally between these future locations of re-development and increased activity.

# BICYCLE SCHEME LOCATION

## ORMOND QUAY UPPER

### Justification for Site Selection:

This location, in addition to proposals on Strand Street Great /Capel Street Junction and Strand Street Little/Capel Street Junction provides three possible positions for a station to service the south section of Capel Street. All three proposals share similar characteristics in terms of location advantage and one from the three is likely to emerge as preferable.

Ormond Quay is located the junction of Capel Street and the Liffey and at the north end of Grattan Bridge. There is an off set area to the north side of the quay with a row of existing bicycle stands and motor cycle parking. There are some pay and display parking bays in this area also. The location would provide possibilities for a bicycle station to service Capel Street in a more accessible area. As stated in the consideration of locations further north along Capel Street, the street itself is unsuitable owing to limited space. At this southern section, traffic enters a number of lanes to continue journeys either east along the quays or south over Grattan Bridge to the south quays ( west bound movement) or onto Parliament Street (south bound for access to Dame Street). Whilst the Ormond Quay location is a notably busier junction than either the Strand Street Great/Strand Street Little options, it has the advantage of a prominent location on the quays at a quay junction to positively give attention to the station and encourage its use.

The Capel Street corridor warrants consideration for bicycle stations. As a Category 1 retail street, stations would promote the retail functions of the street and encourage movements through the local area. In the medium to longer term horizons however, this corridor will have an important centre location between the retail core expansion areas to the east (the Arnotts redevelopment in particular) and the Markets Area to the west. The location is central to broader spatial movements from Smithfield and the Heuston area further west and O Connell Street and the Docklands further east. Bicycle stations in this centred location in the north city centre would promote movement east to west across the wider area and compliment the proposals to position stations at these locations also. Bicycle stations would compliment the objectives of planning initiatives in the adjoining areas (the Markets and retail core areas) which promote such movements and strengthened connections.

As this section of the quays affords one of the few possibilities of space to consider a bicycle station directly on the quays, such a facility would highlight the quays area, encourage movements and exploration of the river corridor and in this regard promote the policies of such initiatives as the River Liffey Corridor study.

In addition to supporting movements across the north city, the Capel Street corridor would also provide an important north to south connection between different areas of the city centre. The one way traffic flow system can be negotiated through looped trip movements but essentially the Capel Street corridor would provide a strong link from the Bolton Street area to Dame Street following the spine route of Capel Street/ Grattan Bridge/Parliament Street and Dame Street. Cycle station facilities along this route would benefit visitors to the city centre moving between north and south city centre attractions and additionally benefit employees of the retail , professional services and other mixed uses located in the area.

### Comments

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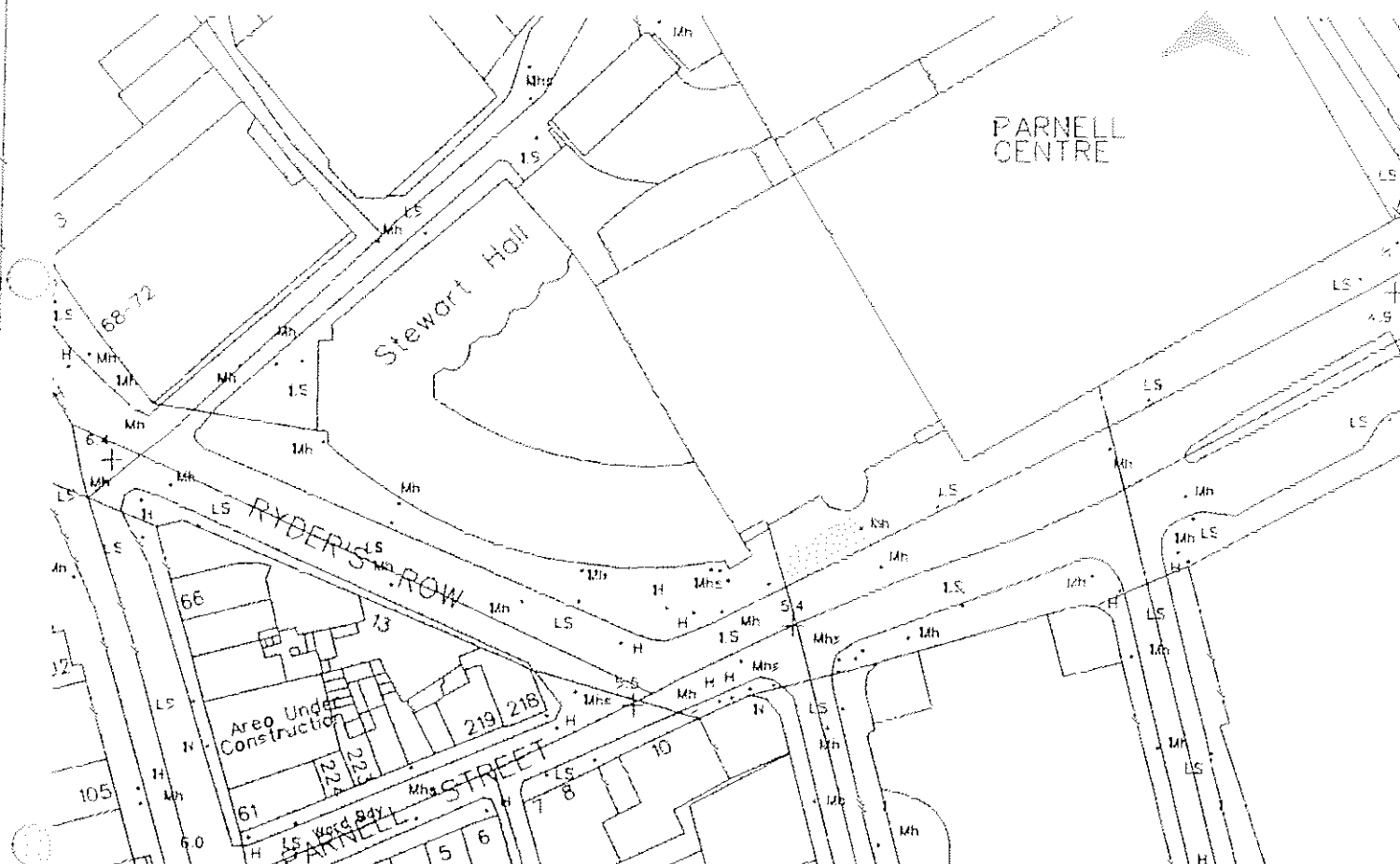
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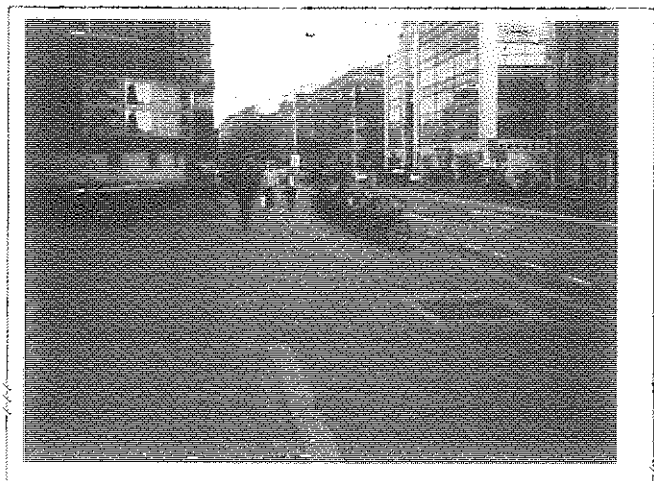
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**111. BICYCLE SCHEME LOCATION  
PARNELL STREET / UGC CINEMA**



Scale 1:1000



# BICYCLE SCHEME LOCATION

## PARNELL STREET / UGC CINEMA

Station Location: Parnell Street/ UGC Cinema	
2005-2011 Development Plan Zoning Objective	The area is zoned Z5 "to consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity".
DED and 2006 Population Level	Route 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>The location is close to the proposed housing regeneration area of Dominick Street Lower. Rejuvenation 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	Parnell Street is a Regional Road connecting with Gardiner Street to the east (also a Regional Road) and Capel Street to the west (a main road). Parnell Street is intersected by O'Connell Street at a central location creating two distinct sections to Parnell Street. Parnell Square is north of it. Connections to the wider city area are varied owing to the extensive length of the street and the number of side streets connecting with it running both north and south. It is an important corridor in this regard and facilitating bicycle stations along it affords the change to link various sections of the north city centre within the network.
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 redevelopment 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 re-development 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 Arncliffe 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>



# BICYCLE SCHEME LOCATION

## PARNELL STREET / UGC CINEMA

### Justification for Site Selection:

The location is proposed to service Parnell Street within the bicycle scheme network. This key east to west corridor connects Gardiner Street with Capel Street. Its significant extent is subdivided into distinct zones to either side of the central spine route of O'Connell Street. Facilitating bicycle stations along this route enables connections therefore through a wide spatial area in the north city centre. Such connections include movement northwards along the Dorset Street Corridor or southwards along the Capel Street Corridor. A number of north to south aligned side streets provide opportunity for permeable filtration towards the city quays and the south city centre beyond. A bicycle station facility on Parnell Street is complimentary therefore to the spatial location of other stations across the north city centre. Locations considered close to and connecting movement wise to the location include Bolton Street/Capel Street junction, Dominick Street Lower, Wolfe Tone Street and a number of side street locations along Capel Street. There are locations proposed on Parnell Street West, in the area to the north west of Parnell Square, on side streets off O'Connell Street such as Cathal Brugha Street and Cathedral Street, along the Dorset Street Corridor and on side streets of Gardiner Street.

The location proposed is close to the Parnell Street and Capel Street junction and is adjacent to the UGC Cinema. At this location the footpath is widened which may facilitate an opportunity for a footpath bicycle station (such opportunities along widened pavements is uncommon in the city centre area). The location would have an obvious advantage of having positive visual exposure along Parnell Street at this location. It is located close to the junctions of Wolfe Tone Street and Jervis Street giving options for movement to and from the location.

The location would have an association with the adjacent cinema use and therefore benefit visits to this leisure use.

As noted for a proposal at Dominick Street Lower, the location is to the direct north of a prime retail area. Opportunities to position bicycle stations in the centre of the retail zone are limited due to pedestrian zones and constrained space for station position and servicing. Locations off Parnell Street are within close walking distances of such areas including Henry Street, the Ilac Centre, the proposed redevelopment of Arnotts and the anticipated future applications for the Carlton Site. A station in this general area would benefit the retail functions of this zone for both visitors and employees.

In addition to prime retail areas south of Parnell Street, the street is itself an important mixed use location with infill developments including residential uses, retail uses and hotel uses (a new hotel is located a short distance east along Parnell Street). A bicycle station facility would benefit the mixed uses of the street.

The location is reasonably close to future proposed public transport investment including Luas city centre connection (Line BX) and a Metro North station at Parnell Square. Owing to constraints on locating stations on the routes of such proposed alignments, viable options in close proximity will promote opportunities for modal change from public transport to cycle trips for local based journeys.

The location is close to the renewal area of Dominick Street Lower. The re-development of Dominick Street Lower will provide a greater concentration of residential units in the centre of the north city area. A bicycle station close to this area would signal confidence in the on going regeneration of the north city centre and provide benefit to city centre residents and access to proposed community and leisure facilities as part of the rejuvenation plans.

### Comments

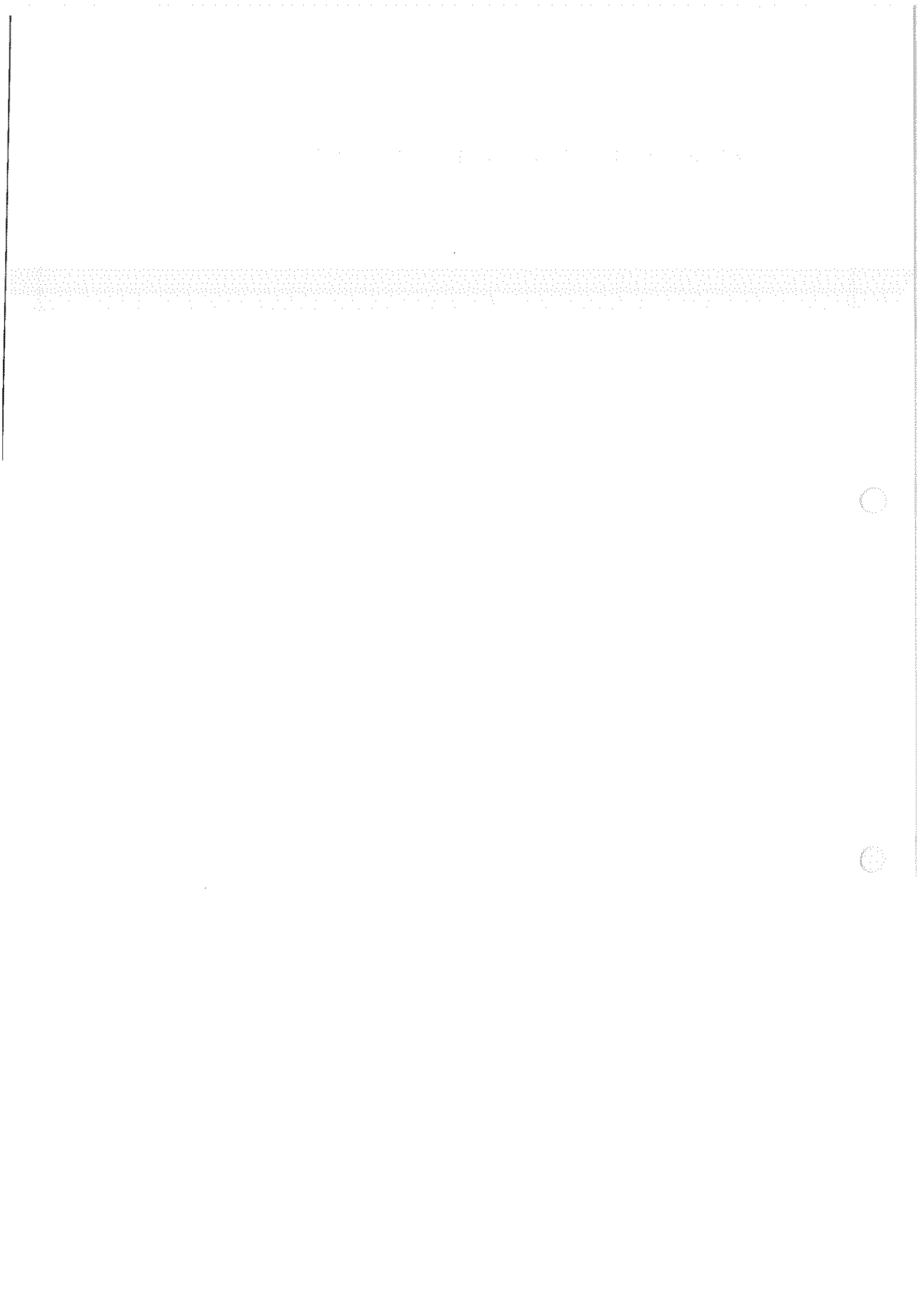
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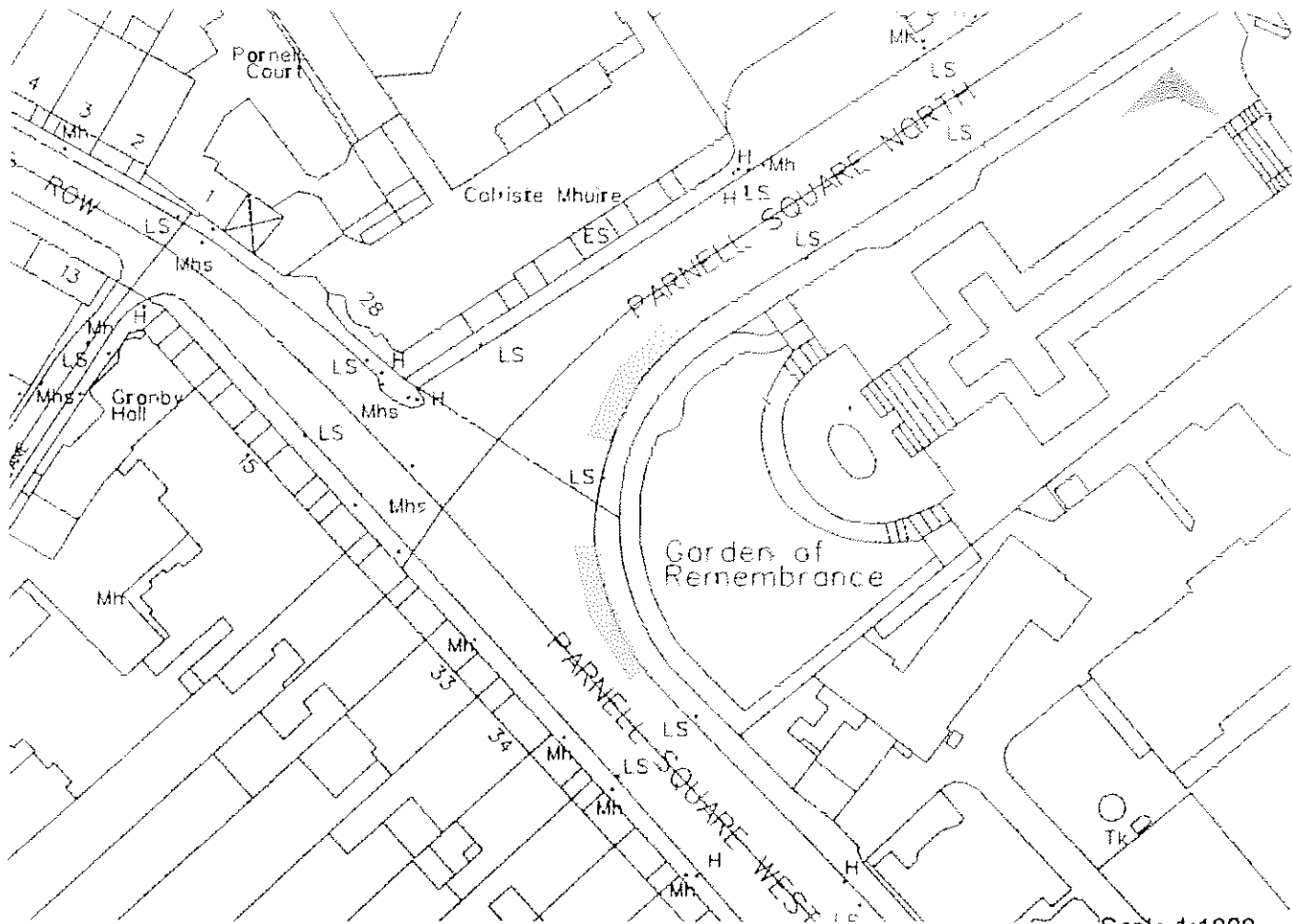
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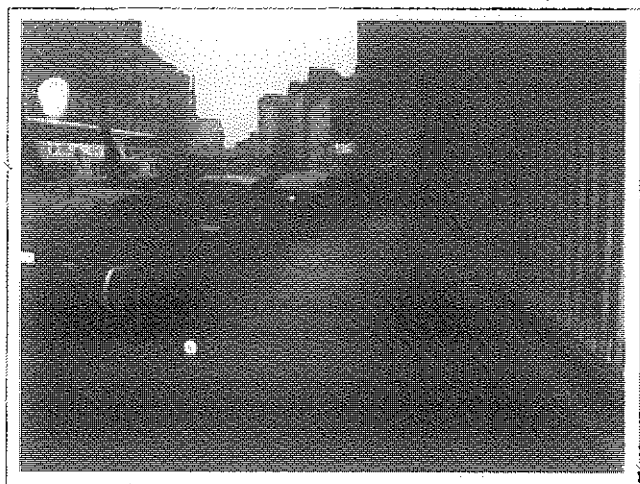
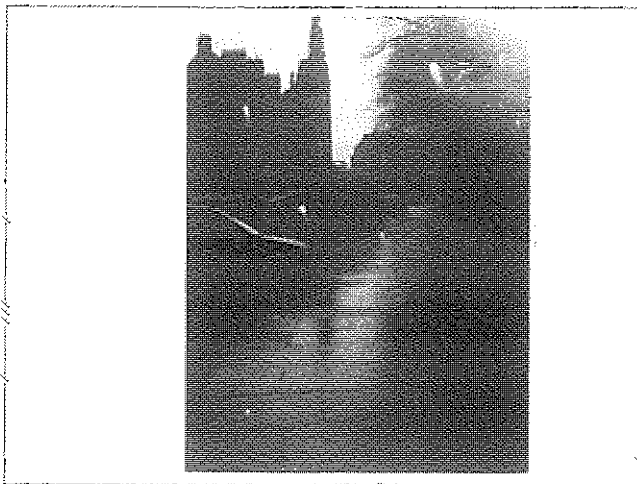
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## 112. BICYCLE SCHEME LOCATION PARNELL SQUARE WEST



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# BICYCLE SCHEME LOCATION

## PARNELL SQUARE WEST

Station Location: Parnell Square Sites	
2005-2011 Development Plan Zoning Objective	Parnell Square is mostly a Z8 zoned area to protect the architectural and civic dignity of the zone. The square is within a conservation zone and the southern half is within the O Connell Street ACA and area of Special Planning Control. The Garden of Remembrance is zoned Z9 to provide open space and recreational amenity. Protected structures align the square on most sides.
DED and 2006 Population Level	Rotunda B: 2,137 persons. Increase of 22% from 2002 Census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The Framework Plan for Parnell Square proposes a number of enhancements which together will help reinstate the square to its former glory, facilitate a social and economic rebalancing within the area and transform the square into a significant cultural quarter. Significant improvements to the public domain are included. The works are outlined under a series of phases. Phase 1 primarily relates to the improvement of the public domain. This will improve the appearance, usability and perception of the square and will increase business confidence. Phase 2 identifies 5 projects, two of which relate to the gardens and the square and others are cultural and commercial initiatives. Phase 3 concerns remedial work and improvements at the Rotunda Hospital.
Transport 21 Proposals for the Area	Significant proposals under Transport 21 exist for this square including a possible metro station on Parnell Sq East and possible connections with Luas Line BX. Dublin Bus possess a high concentration of bus stops on both the east and west sides of the square.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Parnell Square East is part of the SCN. The square is well connected to other streets in the SCN going north ( Frederick Street and Dorset Street) and south ( O Connell Street).
Existing Road Designation and Existing Flow of Traffic	Parnell Square is designated a national primary road on three sides with one exception, the north side which is a local road. Traffic moves in a clockwise direction around the square. Following the flow of traffic provides therefore options to move in any direction connecting with streets leading to and from the square.
Roads and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	Owing to the Z8 zoning, conservation zone status and protected structures around Parnell Square, the square is not likely to accommodate any significant new proposals. Recent planning histories show a trend for refurbishment works to offices and restaurants, refurbishment for provision of offices, change of use applications etc. The most significant development site close to the square will be the Carlton Site on O Connell Street. The development of a landmark mixed use development is anticipated to significantly increase activity in the area and promote redevelopment of areas adjoining.

# BICYCLE SCHEME LOCATION PARNELL SQUARE WEST

## Justification for Site Selection:

The site is considered prime and strategic for bicycle station options. Parnell Square is directly accessible from O Connell Street and is the location for the commencement of the city's main civic thoroughfare or civic spine ( the route from Parnell Square Sq. North to Christchurch via O'Donnell Street and Dame Street). The square has a wealth of architectural and cultural attractions including the Gate Theatre, Garden of Remembrance, Hugh Lane Gallery, Dublin's Writers Museum, Findlater Church and Rotunda Hospital. The square is lined by several hotels and guest houses, restaurants, offices and residential uses.

Options exist for several bicycle station locations on three main sides of the square facilitated by either on street parking or wide footpaths.

The location will benefit visitors to the city and interconnect this location with other tourist and cultural attractions. It is noted that the potential range of locations to the north and east of the square makes the location a key arrival point in the heart of the city centre. Arriving at the square from the south provides further options to continue on the system to streets further north and east ( Blessington Basin, Mater Hospital, St Georges Church Hardwicke Place, Mountjoy Square, the Royal Canal etc).

Proposals to rejuvenate Parnell Square and reinstate it as a cultural quarter will add to its draw. Bicycle stations will both benefit from and help contribute to this rejuvenation process.

The location will benefit visitors and tourists to the city but equally will provide benefit for residents and employees within the city centre. Parnell Square is a convergence point for a substantial amount of bus routes. Bicycle stations will help shorten city centre journeys from the general vicinity of bus stops to places of work near other stations in the system.

The amount of passing pedestrian movement in the area will increase significantly with plans for a Metro Station on Parnell Square East and the Luas Line BX proposals which may link with the Metro in this area. A significant opportunity exists to promote a modal change from the public rail systems to a bicycle system for local access in the city centre.

The redevelopment of the Carlton Site between O Connell Street and Henry Street is close to Parnell Square. Complimentary movement patterns are anticipated between the significant development on that site and the surrounding streets. Visitors to that centre will benefit from the close positioning of bicycle stations nearby. Parnell Square is well positioned to offer a range of location options that benefit movements towards the redeveloped Carlton Site.

Proposed station locations need to be consistent with public transport works and proposals under the rejuvenation of Parnell Square.

## Comments

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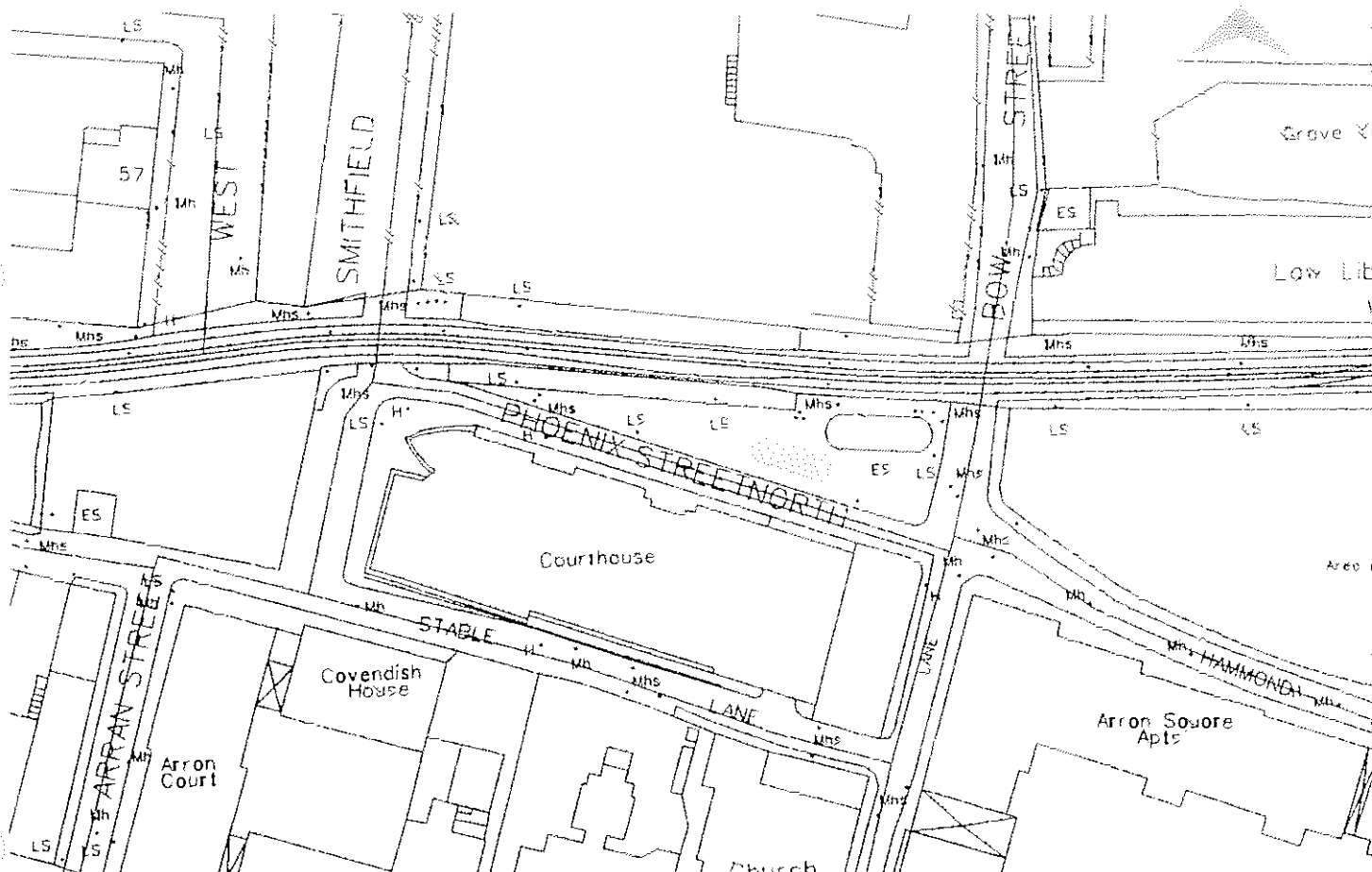
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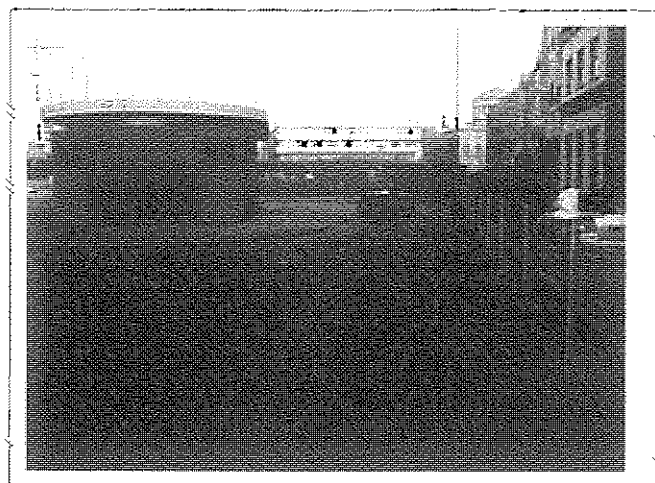
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# 113. BICYCLE SCHEME LOCATION PHOENIX STREET NORTH / BOW STREET JUNCTION SMITHFIELD



Scale 1;1000



# BICYCLE SCHEME LOCATION

## PHOENIX STREET NORTH /

## BOW STREET JUNCTION SMITHFIELD

Station Location: Phoenix Street North-Bow Street Junction	
2005-2011 Development Plan Zoning Objective	The area is zoned Z5 to consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity. Smithfield square and area around Haymarket are part of a conservation zone.
DED and 2006 Population Level	Arran Quay C: 3,714 persons which is an increase of 56.4% from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	Smithfield was a key site under the HARP Integrated Area Plan. The west side of Smithfield Square has been regenerated with apartments, retail, pubs and restaurants and cultural uses anticipated in the short term. The square itself is now established as a key civic space which hosts seasonable events, weekend food markets etc. It is expected that developments in the Market Area further east will act as a major catalyst to better connect Smithfield with the city O Connell Street and create activities for the length of the route between the two areas. The south end of Smithfield possesses a large area of surface car parking of low quality. There are several opportunity sites framing this area. Future proposals are anticipated to upgrade the south part of Smithfield, extend the civic square south of Haymarket and front the space with high profile mixed use developments.
Transport 21 Proposals for the Area	The location is served by the existing Red Luas line and a station at Smithfield. Further proposals under Transport 21 will not impact on the location.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Although Smithfield is not itself on the SCN, North King Street to the north, Arran Quay to the south and Church Street to the east are all part of the network. The one way system of traffic flow along the side streets in Smithfield provide traffic calmed conditions for cycling and connection back onto the SCN.
Existing Road Designation and Existing Flow of Traffic	Local roads adjoin Smithfield. From the quays, options include access via Arran Street North and Bow Street. It is possible to move north along Bow Street and turn west into the square via Stable Lane or Church Street New. North King Street has an east to west flow which facilitates access from the north of the square. The grid pattern of streets should facilitate ease of local access between North King Street and the quays.
Roads and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	Smithfield has already undergone a significant transformation, particularly on the west side. Further proposals include corner sites close to the Luas line and an extension of the civic space into the surface car park area. A landmark development is anticipated on the site of Irish Distillers adjoining the Luas station. Under Reg Ref 2776/07, permission was granted for a landmark 9 storey office block at Hay Market with a roof level bar/restaurant.



# BICYCLE SCHEME LOCATION PHOENIX STREET NORTH / BOW STREET JUNCTION SMITHFIELD

## Justification for Site Selection:

The location is strategic with respect to the existing Luas station and the large area of public open space in Smithfield. As the flagship rejuvenation area of the HARP Integrated Area Plan, Smithfield is gradually consolidating as a new urban quarter within the inner city. Mixed use development on the west side of the square has injected a significant quantity of residential units to the area. A number of hotel chains ( Park Hotel Group and the Comfort Inn) have located on the square. The Smithfield Chimney observation platform, the Jameson Distillery and the square itself are significant city landmarks. In addition, a number of well established offices and professional services linked with the courts are established. The area is still in need of rejuvenation plans to encourage uptake in occupancy of ground floor commercial development and to transform the Haymarket and surface car park area accessed from Arran Street West. It is anticipated that progress in the Heuston Area, Collins Barracks etc to the west and moving east to O Connell Street via the Markets and the area around Jervis Street will place Smithfield more centrally in terms of city centre activity and passing movement.

A bicycle scheme helps to achieve the above objectives to further progress the area and reinforce the area as a destination in its own right. The Luas station provides a transport node for passing pedestrians and to encourage modal change.

The station would benefit tourists visiting the area ( the Jameson Distillery is a well visited city landmark), local employees engaged in office and professional services work and the local residential area which includes new apartments and longer established apartments/houses. Future developments will increase the amount of activity within the area to in turn use the cycle facility. .

Location choices include Pay and Display parking spaces. To facilitate movement to the quays for circulation, be accessible to side streets that link east and west towards the National Museum at Collins Barracks and Markets Area respectively and be accessible to the Luas station, two preferable locations emerge at Smithfield. The parking area accessible from Arran Street North and adjoining the south side of the Luas track provides location opportunities with potential for servicing and access in a traffic calmed area. The location is adjacent to office buildings, cafes and is accessible via the quays from where directional signs into Smithfield for tourists are positioned. There are parking areas to the north side of the Luas track which could provide alternative location choices.

The wide area of public pavement to the south of the Luas line, north of Phoenix Street North and close to the Bow Street Junction is another possibility. This location will have visual prominence from the Luas station to encourage use. It is also close to side street access to Church Street to provide route option choices both arriving and leaving the station. The location is also in a traffic calmed area where the wide paving should facilitate opportunity to servicing.

These station choices can be considered as either complimentary to each other or either /or options.

## Comments

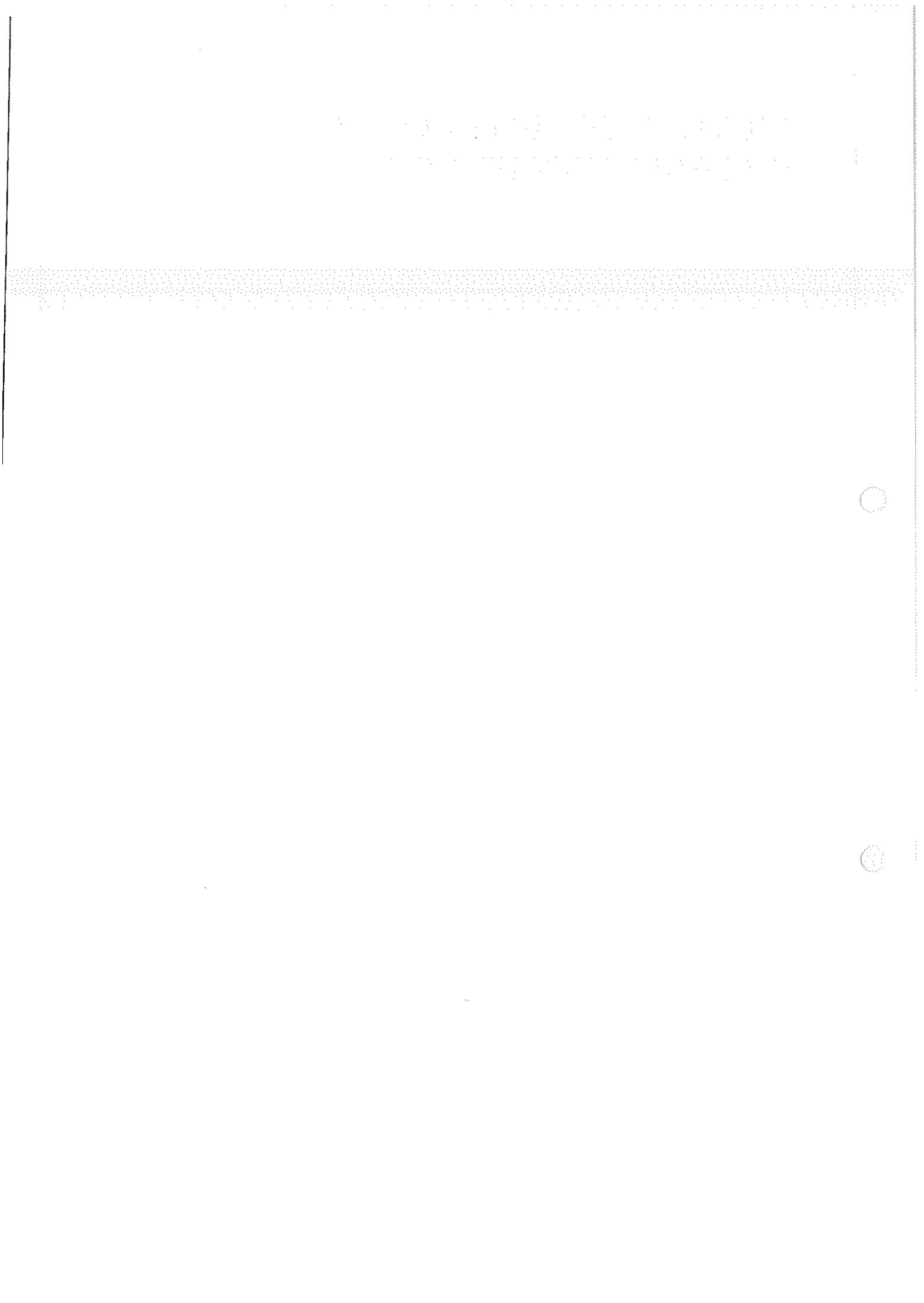
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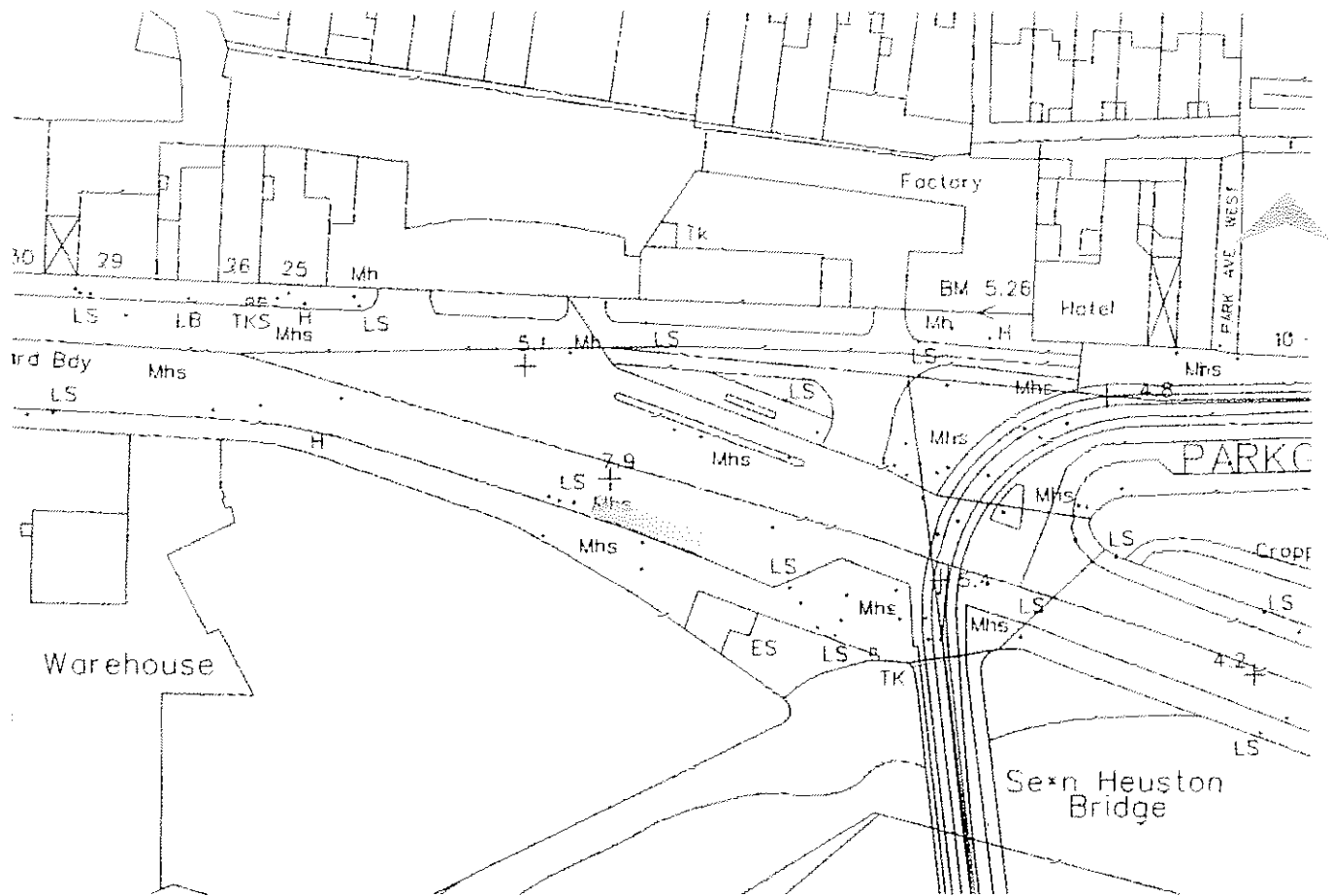
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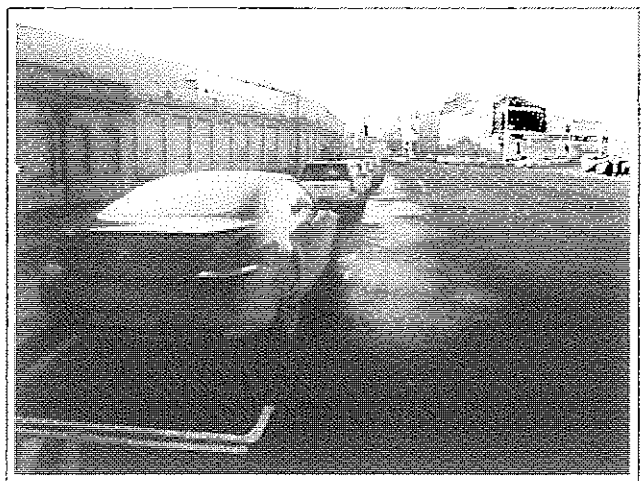
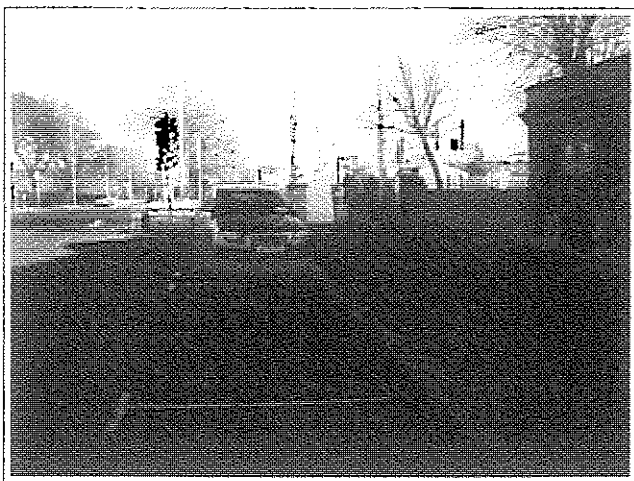
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# 114. BICYCLE SCHEME LOCATION HEUSTON BRIDGE / PARKGATE STREET



Scale 1:1000



# BICYCLE SCHEME LOCATION

## HEUSTON BRIDGE/ PARKGATE STREET

Station Location: Junction of Sean Heuston Bridge and Parkgate Street	
2005-2011 Development Plan Zoning Objective	A small pocket of land adjacent the quay wall at this location is zone Z6 for light industrial uses. The main area adjoining is however 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. The site adjoining the widened footpaths and Sean Heuston Bridge itself are protected structures.
DED and 2006 Population Level	Between Phoenix Park and Ushers A. Phoenix Park : 1,568 increase of 6.8% on the 2002 census. Ushers A: 1,928 increase of 14.8% on the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The area is part of the Heuston FDA. The Hickey's Fabric site on Parkgate Street is identified as one of the major opportunity sites in this area. Although a significant re-development of that site ( which included opening a large public plaza onto the quays) was refused by An BP (Reg Ref 36/3/06) , it is envisaged that alternative designs will emerge. A substantial rejuvenation and enhancement of this streetscape is envisaged under the FDA plan.
Transport 21 Proposals for the Area	The Luas Red Line crosses Sean Heuston Bridge and is immediately adjacent to the location. There are no further proposals for this particular area although the location is still close to Heuston Station and the proposals for interconnection between underground DART, commuter and inter city rail, Luas and Dublin Bus are close to the location.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The south side of Parkgate Street is part of the SCN although the north side is. Wolfe Tone Quay is part of the SCN.
Existing Road Designation and Existing Flow of Traffic	Sean Heuston Bridge is a pedestrian bridge where the Luas Red Line crosses the Liffey. Parkgate Street is a designated Regional Road with a two way traffic flow. At this side of Parkgate Street, cyclist movement would travel west towards the Phoenix Park or cross the street to travel east along Wolfe Tone Quay towards the city centre.
Roads and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	Parkgate Street already contains higher density apartment and office developments which the location would serve. The redevelopment of other brownfield sites between the Liffey and Parkgate Street will enhance activities and movement along the street. Although refused on appeal to An BP, a significant re-development opportunity exists on the former Hickey's Fabric site.

### Justification for Site Selection:

The location is identified owing to the extensive area of wide pavement at the junction of Sean Heuston Bridge and Parkgate Street. The location benefits from significant pedestrian movement towards Heuston Station. The location would provide therefore a further bike station option close to Heuston and convenient to access by commuters. The location would have a positive visual prominence to encourage its use.

In addition to potential space and overlap with the Heuston stations, the location would encourage movement along Parkgate Street. The future rejuvenation of this street with development on the Hickey's Fabric site will create activity and a destination point in close proximity to the location. Existing and future residents and office workers in this location would benefit from the location. It would also provide a bike station on route towards the Phoenix Park entrance. Possible station locations exist at the entrance to the Phoenix Park in addition to a cycle

### Comments

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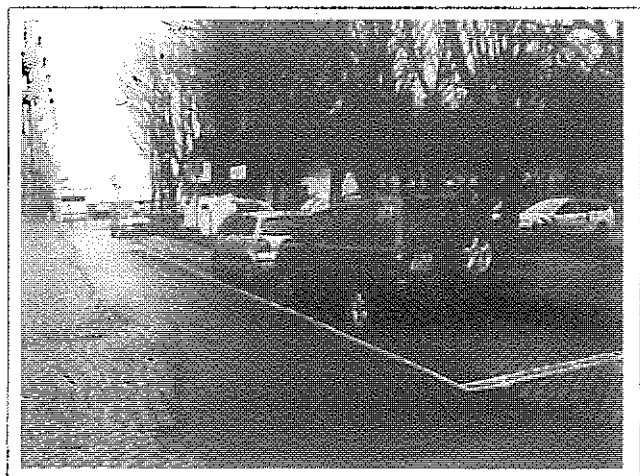
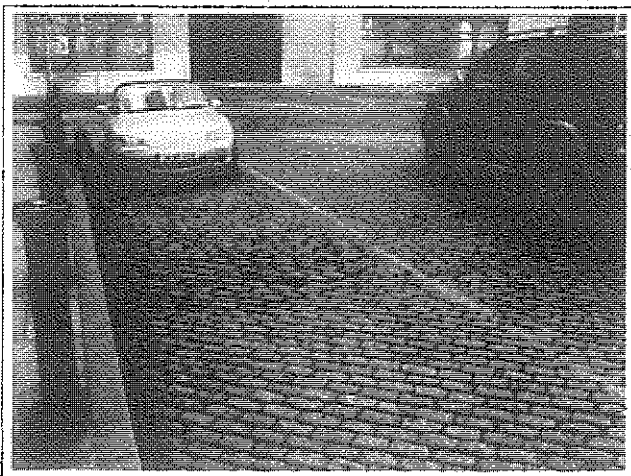
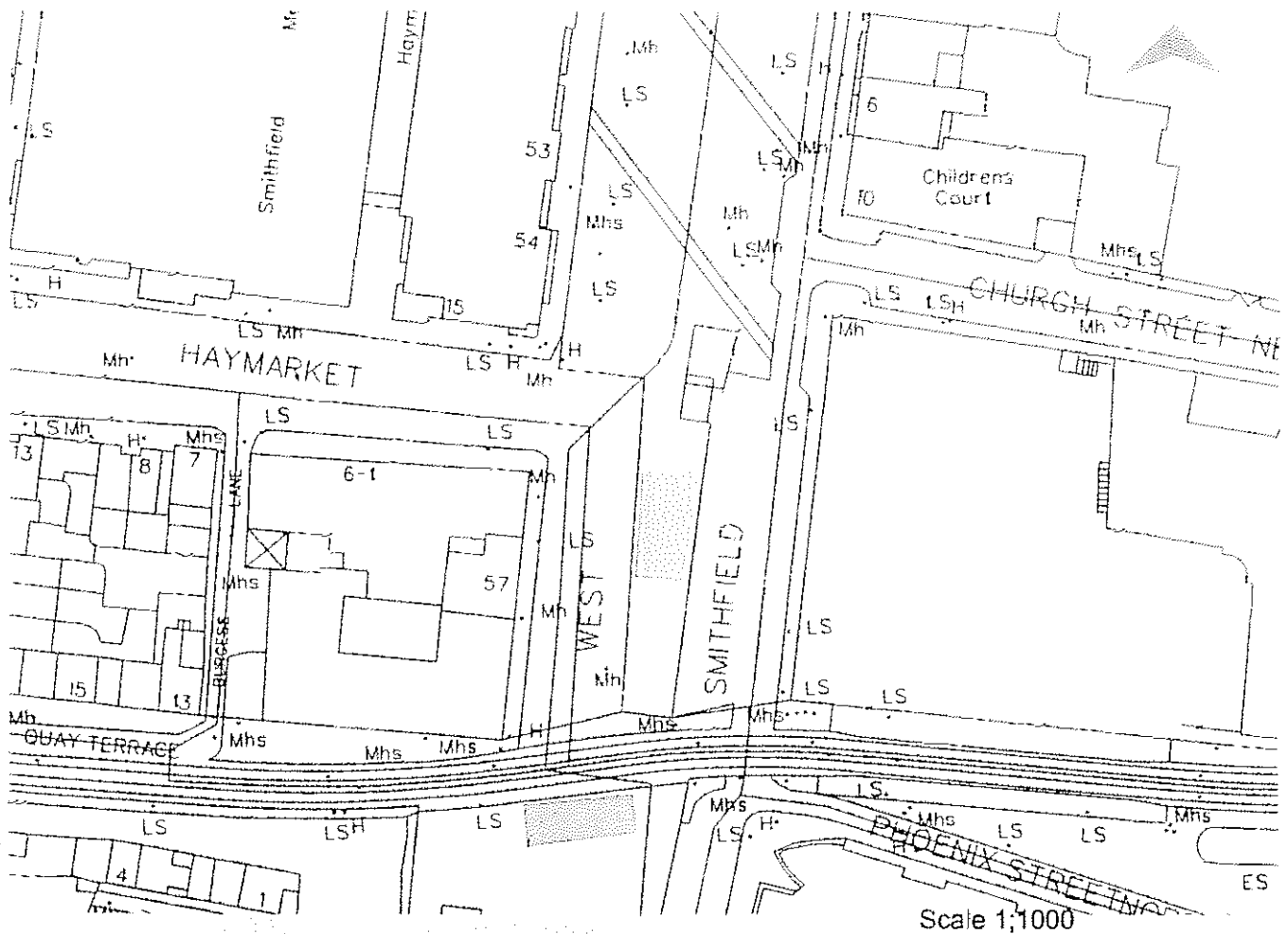
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## 115. BICYCLE SCHEME LOCATION SMITHFIELD MEDIAN



# BICYCLE SCHEME LOCATION

## SMITHFIELD MEDIAN

<b>Station Location: Smithfield.</b>	
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. Smithfield square and area around Haymarket are part of a conservation zone.
DED and 2006 Population Level	Arran Quay C: 3,714 persons which is an increase of 56.4% from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	Smithfield was a key site under the HARP Integrated Area Plan. The west side of Smithfield Square has been regenerated with apartments, retail, pubs and restaurants and cultural uses anticipated in the short term. The square itself is now established as a key civic space which hosts seasonal events, weekend food markets etc. It is expected that developments in the Market Area further east will act as a major catalyst to better connect Smithfield with the city O Connell Street and create activities for the length of the route between the two areas. The south end of Smithfield possesses a large area of surface car parking of low quality. There are several opportunity sites framing this area. Future proposals are anticipated to upgrade the south part of Smithfield, extend the civic square south of Haymarket and front the space with high profile mixed use developments.
Transport 21 Proposals for the Area	The location is served by the existing Red Luas line and a station at Smithfield. Further proposals under Transport 21 will not impact on the location.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Although Smithfield is not itself on the SCN, North King Street to the north, Arran Quay to the south and Church Street to the east are all part of the network. The one way system of traffic flow along the side streets in Smithfield provide traffic calmed conditions for cycling and connection back onto the SCN.
Existing Road Designation and Existing Flow of Traffic	Local roads adjoin Smithfield. From the quays, options include access via Arran Street North and Bow Street. It is possible to move north along Bow Street and turn west into the square via Stable Lane or Church Street New. North King Street has an east to west flow which facilitates access from the north of the square. The grid pattern of streets should facilitate ease of local access between North King Street and the quays.
Roads and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	Smithfield has already undergone a significant transformation, particularly on the west side. Further proposals include corner sites close to the Luas line and an extension of the civic space into the surface car park area. A landmark development is anticipated on the site of Irish Distillers adjoining the Luas station. Under Reg Ref 2776/07, permission was granted for a landmark 9 storey office block at Hay Market with a roof level bar/restaurant.

# BICYCLE SCHEME LOCATION SMITHFIELD MEDIAN

## Justification for Site Selection:

The location is strategic with respect to the existing Luas station and the large area of public open space in Smithfield. As the flagship rejuvenation area of the HARP Integrated Area Plan, Smithfield is gradually consolidating as a new urban quarter within the inner city. Mixed use development on the west side of the square has injected a significant quantity of residential units to the area. A number of hotel chains ( Park Hotel Group and the Comfort Inn) have located on the square. The Smithfield Chimney observation platform, the Jameson Distillery and the square itself are significant city landmarks. In addition, a number of well established offices and professional services linked with the courts are established. The area is still in need of rejuvenation plans to encourage uptake in occupancy of ground floor commercial development and to transform the Haymarket and surface car park area accessed from Arran Street West. It is anticipated that progress in the Heuston Area, Collins Barracks etc to the west and moving east to O Connell Street via the Markets and the area around Jervis Street will place Smithfield more centrally in terms of city centre activity and passing movement.

A bicycle scheme helps to achieve the above objectives to further progress the area and reinforce the area as a destination in its own right. The Luas station provides a transport node for passing pedestrians and to encourage modal change.

The station would benefit tourists visiting the area ( the Jameson Distillery is a well visited city landmark), local employees engaged in office and professional services work and the local residential area which includes new apartments and longer established apartments/houses. Future developments will increase the amount of activity within the area to in turn use the cycle facility. .

Location choices include Pay and Display parking spaces. To facilitate movement to the quays for circulation, be accessible to side streets that link east and west towards the National Museum at Collins Barracks and Markets Area respectively and be accessible to the Luas station, two preferable locations emerge at Smithfield. The parking area accessible from Arran Street North and adjoining the south side of the Luas track provides location opportunities with potential for servicing and access in a traffic calmed area. The location is adjacent to office buildings, cafes and is accessible via the quays from where directional signs into Smithfield for tourists are positioned. There are parking areas to the north side of the Luas track which could provide alternative location choices.

The wide area of public pavement to the south of the Luas line, north of Phoenix Street North and close to the Bow Street Junction is another possibility. This location will have visual prominence from the Luas station to encourage use. It is also close to side street access to Church Street to provide route option choices both arriving and leaving the station. The location is also in a traffic calmed area where the wide paving should facilitate opportunity to servicing.

These station choices can be considered as either complimentary to each other or either /or options.

## Comments

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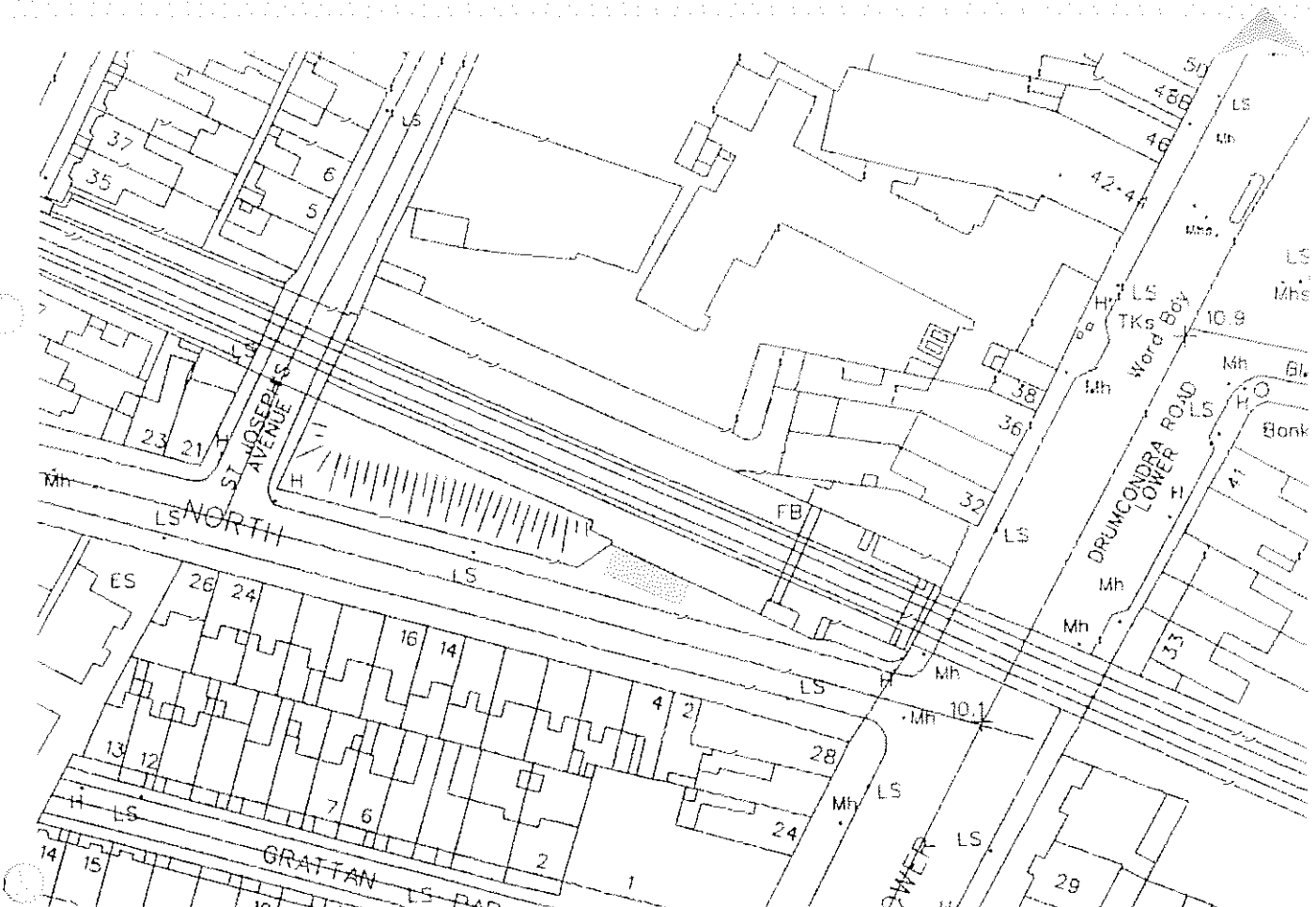
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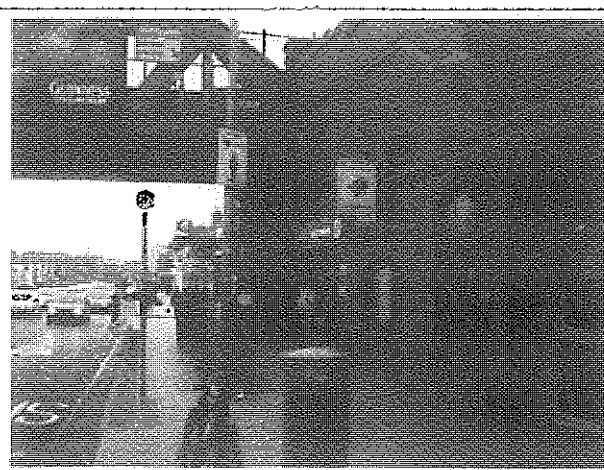




**116. BICYCLE SCHEME LOCATION  
ST. ANNE'S ROAD NORTH /  
DRUMCONDRA ARROW STATION**



Scale 1:1000



# BICYCLE SCHEME LOCATION ST. ANNE'S ROAD NORTH / DRUMCONDRA ARROW STATION

Station Location: St Anne's Road North/ Drumcondra Arrow Station	
2005-2011 Development Plan Zoning Objective	Z1 to protect, provide and improve residential amenities. The location adjoins a Z4 mixed use commercial zone.
DED and 2006 Population Level	Botanic C: 2,098 persons which is a decline of 4.4% from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	There are no specific framework plans or other local area plans proposed for the immediate area. Drumcondra Road Lower and Dorset Street Lower have benefited from public domain enhancements
Transport 21 Proposals for the Area	Drumcondra Station is an important city centre station along the Arrow Line and provides a connection from inner suburban areas to Connolly Station. Transport 21 proposals for Metro Interconnections and Luas Interconnections along this line will increase the importance of Drumcondra Station in the city centre public transport network.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Drumcondra Road Lower and Dorset Street Lower are part of the SCN. The location is adjacent to these routes.
Existing Road Designation and Existing Flow of Traffic	Drumcondra Road Lower is a national primary road. St Anne's Road North is a local road adjoining it. There is a two way traffic flow along Drumcondra Road Lower. The station is positioned on the side of north bound traffic. Moving towards the city centre from the location would require crossing the road to move south.
Significant Developments Proposed close to site.	There are no significant re-development sites close to the proposed location. Future Transport 21 works and the location of metro stations close to the arrow station will present opportunities for the area.

# BICYCLE SCHEME LOCATION ST. ANNE'S ROAD NORTH / DRUMCONDRA ARROW STATION

## Justification for Site Selection:

The site is located close to Drumcondra Arrow Station. The station faces directly onto Drumcondra Road Lower. There are few opportunities for a bicycle station at the rail station entrance. However, St Anne's Road North is located beside this station. It possesses on street parking adjacent to the rail station side gable. The location provides an opportunity to place a bicycle station near this public transport facility at a location which is traffic calmed and where there is space to consider options.

A bicycle station close to the rail station would encourage inter modal change from public transport to cycling for local journeys.

The location would compliment future public transport investment including alignments of Metro North under Transport 21 and the possible location of metro stations in this vicinity.

Both Drumcondra Road Lower and Dorset Street Lower are key public bus route corridors. In addition to rail interchange, the location will benefit inter modal change from bus transport to cycling.

The station could be positioned close to the junction of St Anne's Road North and Drumcondra Road Lower for visual exposure to encourage use by passing pedestrians (particularly pedestrians moving to and from the train station or on route to bus stops).

The location is mostly residential in character. Chosen as the northernmost station position in this draft report, the station could serve the residential area and provide a facility for residents moving south towards the city centre. Drumcondra Road Lower and Dorset Street are a key corridor towards the city centre. The location adjoins this important corridor.

The location would encourage movement through the local area and compliment the position of other stations along the Dorset Street Lower and Drumcondra Road Lower spine.

The facility would compliment the recent investment in the public domain along Drumcondra Road Lower and Dorset Street Lower which has included widening of pedestrian footpaths, street lighting and tree planting. The works have aided the visual upgrade of this corridor in recognition of its importance as the route into the city centre from the north (and airport in particular). The infrastructure of a bicycle station would provide equal recognition of the importance of this route towards the city centre and compliment the street improvements initiated.

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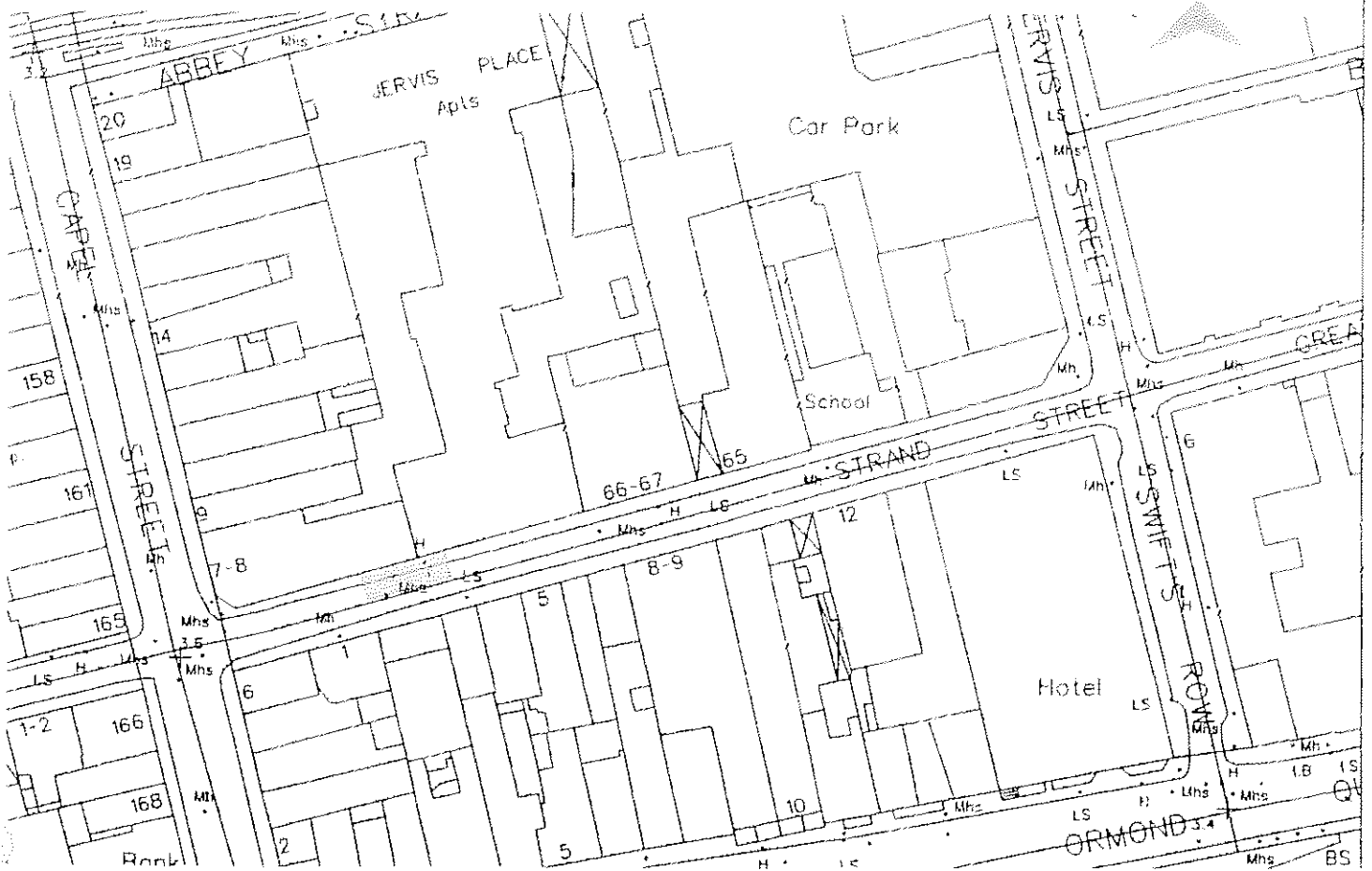
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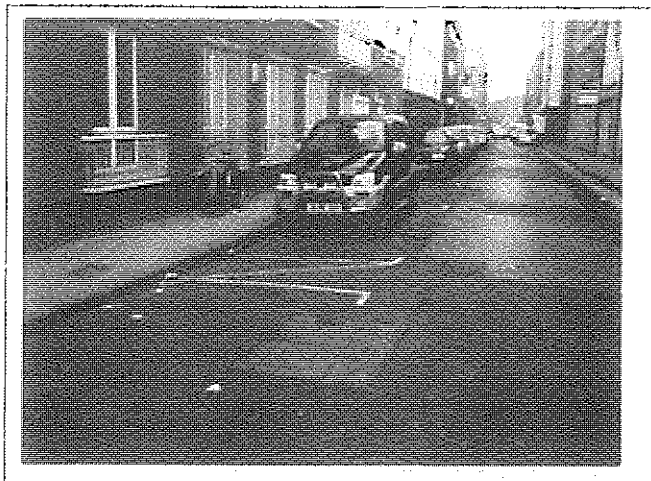
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# 117. BICYCLE SCHEME LOCATION STRAND STREET GREAT / CAPEL STREET JUNCTION



Scale 1:1000



# BICYCLE SCHEME LOCATION STRAND STREET GREAT / CAPEL STREET JUNCTION

Station Location: Strand Street Great/ Capel Street Junction	
2005-2011 Development Plan Zoning Objective	The area is zoned Z5 "to consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity".
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.	<p>Capel Street forms the east boundary of the Markets F&amp;A. Strand Street Great is a short distance east of this plan boundary. 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.</p> <p>Capel street also forms the west boundary of the Dublin City Centre Developing the Retail Core Framework Plan. Strand Street Great, at a location further east of Capel Street, is recognised as a street with greater potential for pedestrian movement to encourage greater retail vibrancy along a looped network of trip movements. The western end of Strand Street Great could equally encourage pedestrian movement towards Capel Street for synergy between Capel Street and the both the Jervis and Henry Street shopping areas. The retail core framework plan 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, 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.</p>
Transport 21 Proposals for the Area	The street is not part of any proposed Transport 21 proposals. It is however located a short distance south of the existing Luas Red Line (closest station is the Four Courts a short distance west). In addition, the north section of the quays have extensive bus lane corridors.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The north city quays are part of a continuous alignment of cycle lanes (shared with the bus lanes) linking Conyngham Road with the Docklands. Sections of the SCN branch north (such as Blackhall Place, Church Street and O Connell Street) and sections of the network to the south city centre are accessible crossing the Liffey bridges (crossing O Donavan Rossa Bridge or Grattan Bridge for example will link with extensive cycle paths in the south city centre). The north quays are well connected to the SCN.
Existing Road Designation and Existing Flow of Traffic	Capel Street is a designated main street with a one way traffic flow moving south from the junction with Parnell Street. The quays are part of the city centre National Primary road network with a one way flow moving east. At the junction of Capel Street and Ormond Quay, Grattan Bridge has a two way traffic flow giving access from the north quays to the south quays (for westward movement) or continuation south to Parliament Street and Dame Street. There are a number of route options available therefore to cyclists from a station close to the Capel Street/Ormond Quay junction. Strand Street Great is a local road and facilitated side street movements parallel with the quays in access a number of other side streets in the north city retail area.
Significant Developments Proposed close to site.	A number of infill mixed use developments (office use with mixed retail and restaurant uses etc) have emerged along Capel Street, particularly where the Luas line crosses Capel Street at the Mary's Abbey/ Abbey Street Upper Junction. The areas closest to this location which will undergo significant change is the Markets Area to the west and the new redevelopment of Amotts to the east. Capel Street is located centrally between these future locations of re-development and increased activity.

# BICYCLE SCHEME LOCATION STRAND STREET GREAT / CAPEL STREET JUNCTION

## Justification for Site Selection:

This location, in addition to proposals on Strand Street Little/Capel Street Junction and Ormond Quay provides three possible positions for a station to service the south section of Capel Street. All three proposals share similar characteristics in terms of location advantage and one from the three is likely to emerge as preferable.

Strand Street Great is located at the east side of Capel Street. There are pay and display parking bays on the street close to its junction with Capel Street. The location would provide possibilities for a side street location which is visible from Capel Street and can be accessed and serviced in a more traffic calmed location where more space is available. As stated in the consideration of locations further north along Capel Street, the street itself is unsuitable owing to limited space. At this southern section, traffic enters a number of lanes to continue journeys either east along the quays or south over Grattan Bridge to the south quays (west bound movement) or onto Parliament Street (south bound for access to Dame Street). A side street location is therefore preferable to avoid disruption to this traffic flow.

The Capel Street corridor warrants consideration for bicycle stations. As a Category 1 retail street, stations would promote the retail functions of the street and encourage movements through the local area. In the medium to longer term horizons however, this corridor will have an important centre location between the retail core expansion areas to the east (the Arnotts redevelopment in particular) and the Markets Area to the west. The location is central to broader spatial movements from Smithfield and the Heuston area further west and O Connell Street and the Docklands further east. Bicycle stations in this centred location in the north city centre would promote movement east to west across the wider area and compliment the proposals to position stations at these locations also. Bicycle stations would compliment the objectives of planning initiatives in the adjoining areas (the Markets and retail core areas) which promote such movements and strengthened connections.

In addition to supporting movements across the north city, the Capel Street corridor would also provide an important north to south connection between different areas of the city centre. The one way traffic flow system can be negotiated through looped trip movements but essentially the Capel Street corridor would provide a strong link from the Bolton Street area to Dame Street following the spine route of Capel Street/ Grattan Bridge/Parliament Street and Dame Street. Cycle station facilities along this route would benefit visitors to the city centre moving between north and south city centre attractions and additionally benefit employees of the retail, professional services and other mixed uses located in the area.

Strand Street Great itself provides opportunities for side street movements off the quays eastwards that filter through the north city centre. Such movements would encourage greater activity levels along side streets and promote objectives of plans such as the retail core framework plan to encourage a series of side street looped movements to encourage retail growth and enhanced activity along side streets in the area.

## Comments

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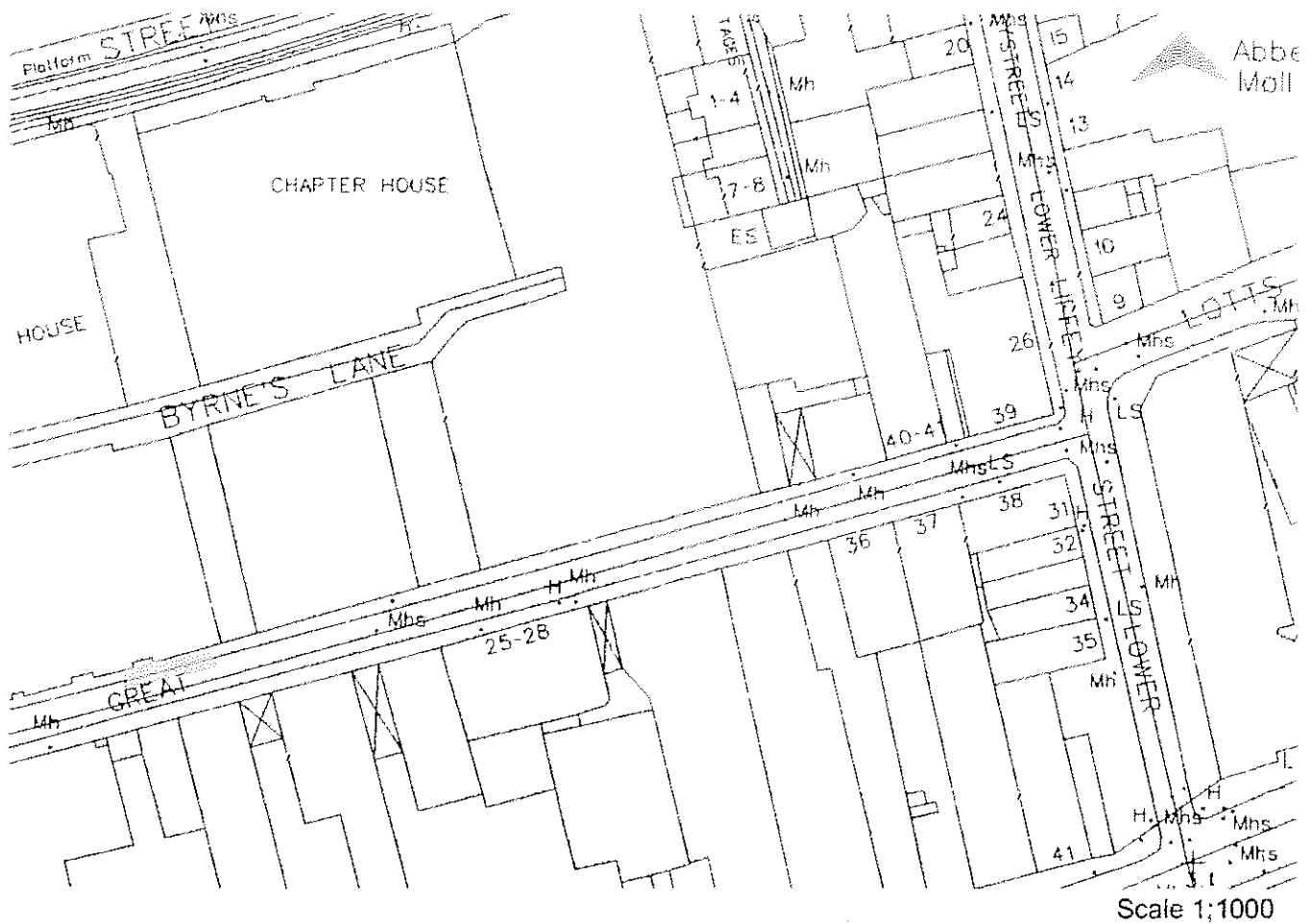
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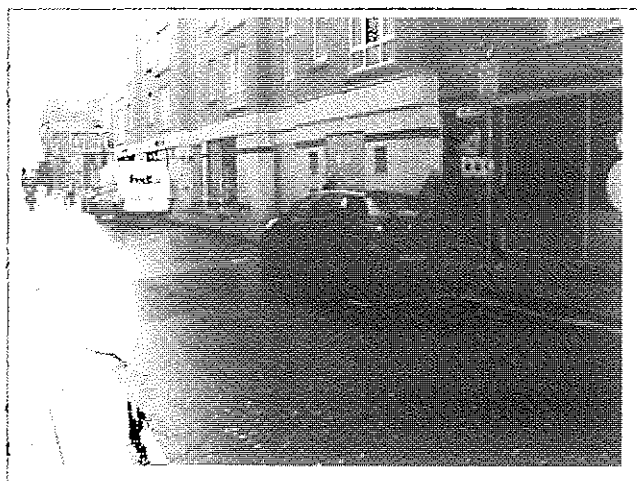




## 118. BICYCLE SCHEME LOCATION STRAND STREET GREAT



Scale 1:1000



# BICYCLE SCHEME LOCATION STRAND STREET GREAT

Station Location: Strand Street Great Q'alre Bloom and Liffey St Junction	
2005-2011 Development Plan Zoning Objective	The area is zoned Z5 to consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity.
DED and 2006 Population Level	North City: 3,867 persons which is a decline of 1.9% from the 2002 census.
Framework Plans/ Local Area Plans or similar initiatives for the area.	The area is included within the Dublin City Centre Retail Core Framework Plan. The street is identified as one of the streets with potential for greater pedestrian movement as part of a loop movement pattern through the retail area between Henry Street and the quays.
Transport 21 Proposals for the Area	The street is located one block south of the Luas Red Line. The area is therefore well connected to existing public transport. The street is not impacted by future Luas or other Transport 21 proposals.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The street is not located on the SCN although as a backstreet it has a traffic calmed character and one way traffic flow. It is close to cycle lanes on the quays. Following the movement of traffic around the grid pattern of streets between Henry Street and the quays could facilitate successful cyclist movement through the north retail core area.
Existing Road Designation and Existing Flow of Traffic	The street is designated as a local road with a one way traffic flow moving east to west. Cyclists at the station would need to move west initially to Swifts Row with opportunities to move north towards Henry Street or south onto the quays.
Significant Developments Proposed close to site.	Under Reg Ref 6380/06, permission was granted for a bus depot and interchange on a site with frontage onto Strand Street Great and included a five storey hotel development. The hotel will have an entrance from Strand Street Great and will promote enlivenment of the street. The bus depot will provide a public transport hub close to the existing Luas line. The location would serve to benefit therefore bus commuters in addition to Luas commuters.

# BICYCLE SCHEME LOCATION STRAND STREET GREAT

## Justification for Site Selection:

The location is suggested on a street running parallel with the quays but with the advantage of light volumes of passing pedestrian movement. Two pedestrian streets running north to south from Strand Street Great connect Ormond Quay to Middle Abbey Street. The pedestrian streets are lined with restaurants and retail units. The entrance to the pedestrian street off the quays is closely aligned to the Millennium Bridge. Pedestrian movement between the north and south quays and retail core areas occurs.

Placing a station within the pedestrian zones would conflict with pedestrian movement. Strand Street Great offers a convenient middle point between the two pedestrian zones. Options would include use of pay and display parking areas close to the pedestrian route between Ormond Quay and the Jervis Centre. A second option on this same street would be to consider positioning the station close to the Liffey Street junction where there are pay and display spaces. This location would be close to significant pedestrian flows and be would be east of the bus depot site proposed on the street to avoid congestion to bus flows at times of servicing the station etc.

The location would encourage movement to Strand Street Great. The street is identified under the Dublin City Centre Retail Core Framework Plan as part of Character Area 2 with potential to encourage loop pedestrian trips through the area. The bike station would help to promote this objective by encouraging movement and permeability through this grid street pattern between Henry Street and the city quays.

The location would compliment the placing of other stations in the locality including proposals at Liffey Street (Woollen Mills site opposite the Ha'Penny Bridge) and Wolfe Tone Park. The location is also close to the Jervis Street Shopping Centre and Luas stop. It would benefit customers and employees of the retail area and commuters on the Luas line. It is also noted that the location would be close to the multi storey car parks to the rear of the Morrison Hotel and also at Jervis Street shopping centre. The location could benefit therefore modal change to cycling close to these locations. The location would also benefit city centre residents. There are a number of apartment developments close to this location.

Of particular note for this location, permission was granted under Reg Ref 6380/06 for a bus interchange facility and hotel development with frontage at No's 31-34 Upper Abbey Street on its north boundary and No's 42-51 Strand Street Great on its south boundary. The proposed location for the bicycle station will be close therefore to a further public transport interchange. The activity generated by commuters and the hotel development ( which is accessed from Strand Street Great) will significantly increase activity levels and enlivenment of Strand Street Great.

## Comments

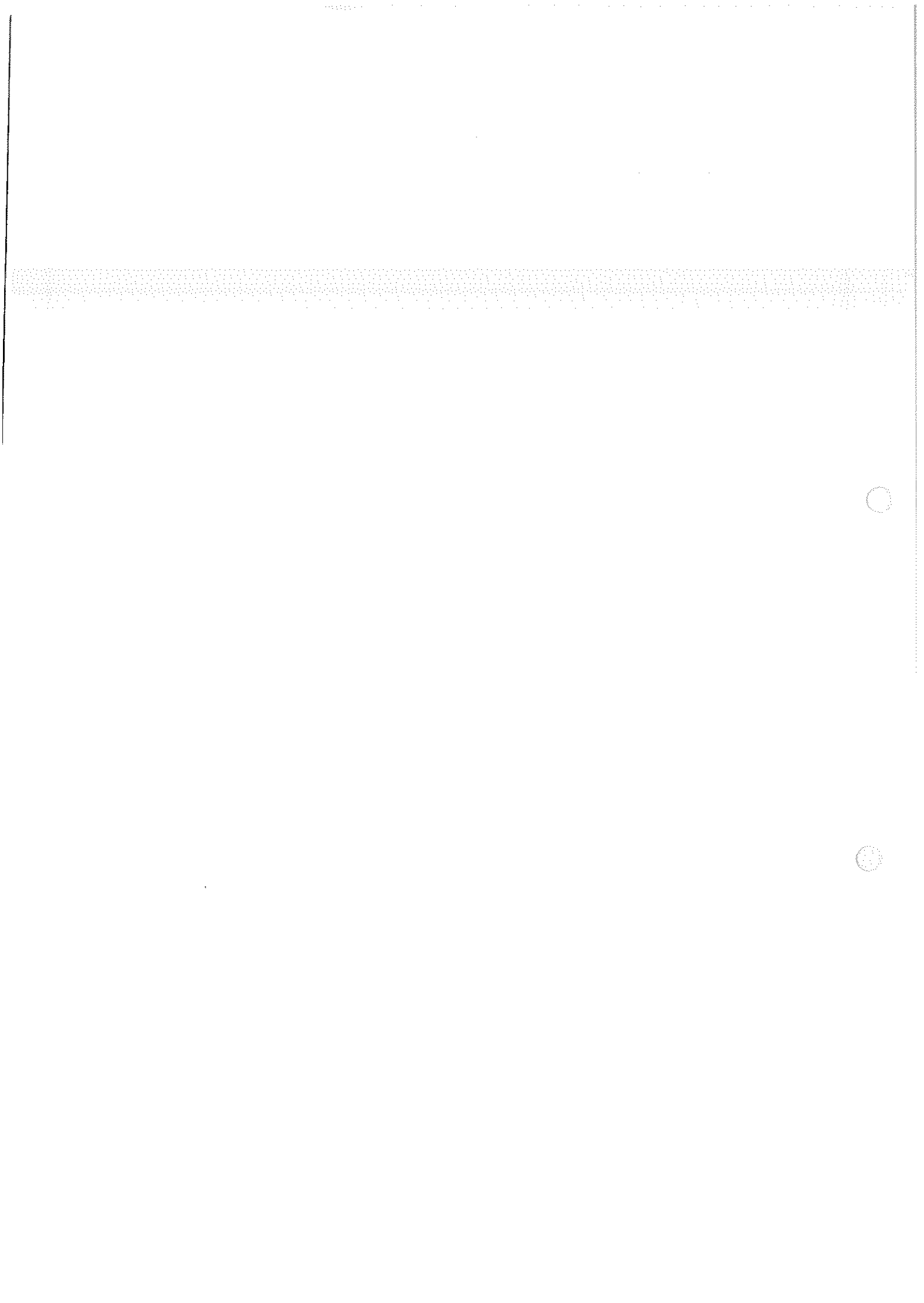
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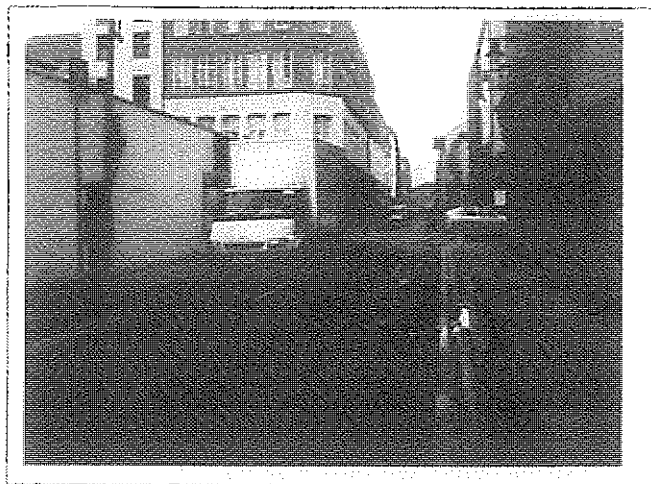
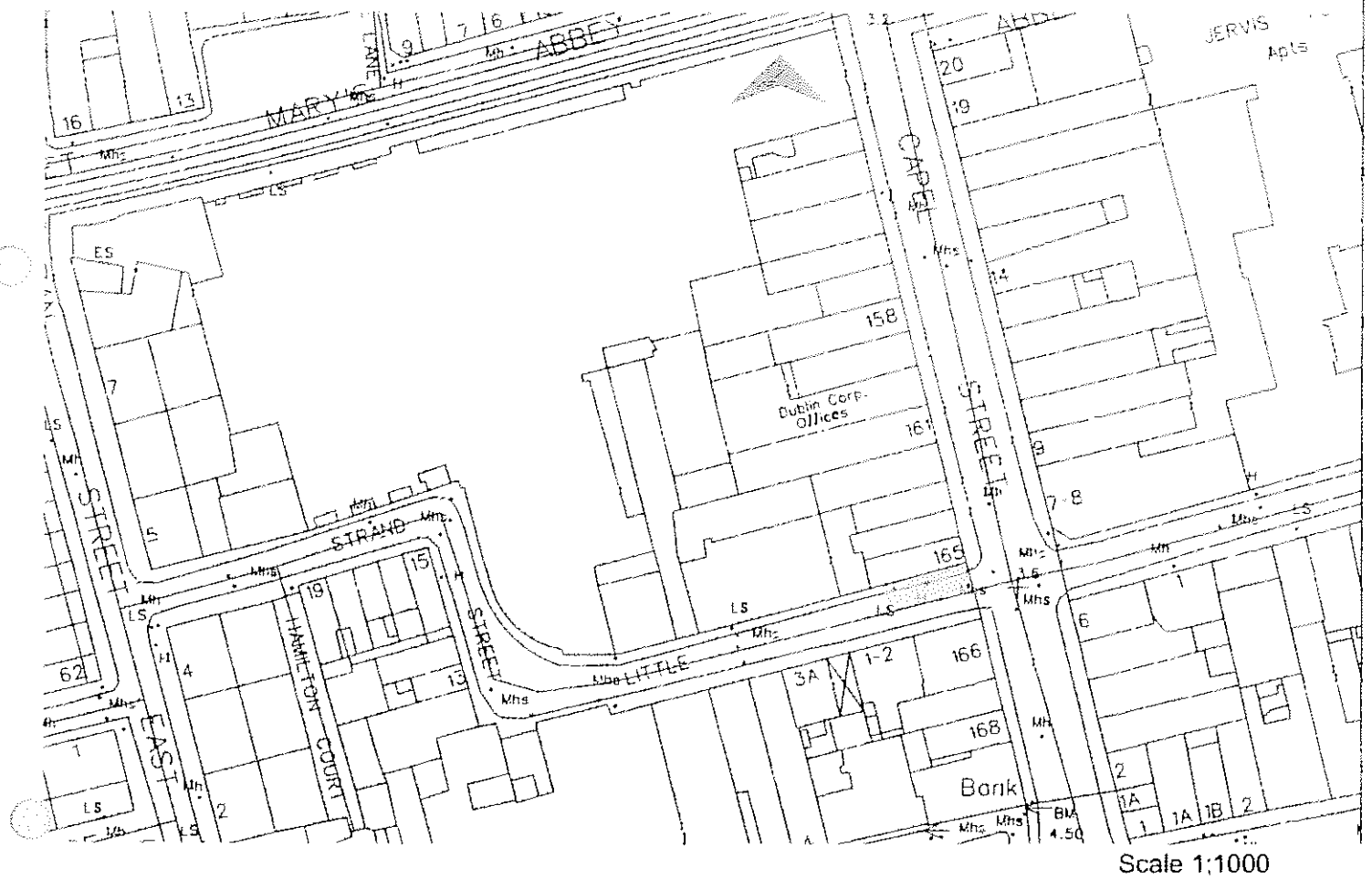
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# 119. BICYCLE SCHEME LOCATION STRAND STREET LITTLE / CAPEL STREET JUNCTION



# BICYCLE SCHEME LOCATION STRAND STREET LITTLE / CAPEL STREET JUNCTION

Station Location: Strand Street Little/ Capel Street Junction	
2005-2011 Development Plan Zoning Objective	The area is zoned Z5 "to consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity".
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.	<p>Capel Street forms the east boundary of the Markets FDA. Strand Street Little is within the plan area although no specific proposals are made for this street. The street is located close to areas targeted for renewal under that plan. 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.</p> <p>Capel street also forms the west boundary of the Dublin City Centre Developing the Retail Core Framework Plan. Strand Street Little is a short distance west of the retail core area but its proximity is noted. 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, 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.</p>
Transport 21 Proposals for the Area	The street is not part of any proposed Transport 21 proposals. It is however located a short distance south of the existing Luas Red Line (closest station is the Four Courts a short distance west). In addition, the north section of the quays have extensive bus lane corridors
Location with respect to Strategic Cycle Network or future cycle route proposals.	The north city quays are part of a continuous alignment of cycle lanes (shared with the bus lanes) linking Conyngham Road with the Docklands. Sections of the SCN branch north (such as Blackhall Place, Church Street and O Connell Street) and sections of the network in the south city centre are accessible crossing the Liffey bridges (crossing O'Donovan Rossa Bridge or Grattan Bridge for example will link with extensive cycle paths in the south city centre). The north quays are well connected to the SCN.
Existing Road Designation and Existing Flow of Traffic	Capel Street is a designated main street with a one way traffic flow moving south from the junction with Parnell Street. The quays are part of the city centre National Primary road network with a one way flow moving east. At the junction of Capel Street and Ormond Quay, Grattan Bridge has a two way traffic flow giving access from the north quays to the south quays (for westward movement) or continuation south to Parliament Street and Dame Street. There are a number of route options available therefore to cyclists from a station close to the Capel Street/Ormond Quay junction. Strand Street Little is a local street and provides side street connections moving west to streets in the Markets Area.
Significant Developments Proposed close to site.	A number of infill mixed use developments (office use with mixed retail and restaurant uses etc) have emerged along Capel Street, particularly where the Luas line crosses Capel Street at the Mary's Abbey/ Abbey Street Upper Junction. The areas closest to this location which will undergo significant change is the Markets Area to the west and the new redevelopment of Arnotts to the east. Capel Street is located centrally between these future locations of re-development and increased activity.

# BICYCLE SCHEME LOCATION STRAND STREET LITTLE / CAPEL STREET JUNCTION

## Justification for Site Selection:

This location, in addition to proposals on Strand Street Great /Capel Street Junction and Ormond Quay provides three possible positions for a station to service the south section of Capel Street. All three proposals share similar characteristics in terms of location advantage and one from the three is likely to emerge as preferable.

Strand Street Little is located at the west side of Capel Street. There are pay and display parking bays on the street close to its junction with Capel Street. The location would provide possibilities for a side street location which is visible from Capel Street and can be accessed and serviced in a more traffic calmed location where more space is available. As stated in the consideration of locations further north along Capel Street, the street itself is unsuitable owing to limited space. At this southern section, traffic enters a number of lanes to continue journeys either east along the quays or south over Grattan Bridge to the south quays (west bound movement) or onto Parliament Street (south bound for access to Dame Street). A side street location is therefore preferable to avoid disruption to this traffic flow.

The Capel Street corridor warrants consideration for bicycle stations. As a Category 1 retail street, stations would promote the retail functions of the street and encourage movements through the local area. In the medium to longer term horizons however, this corridor will have an important centre location between the retail core expansion areas to the east (the Arnotts redevelopment in particular) and the Markets Area to the west. The location is central to broader spatial movements from Smithfield and the Heuston area further west and O Connell Street and the Docklands further east. Bicycle stations in this centred location in the north city centre would promote movement east to west across the wider area and compliment the proposals to position stations at these locations also. Bicycle stations would compliment the objectives of planning initiatives in the adjoining areas (the Markets and retail core areas) which promote such movements and strengthened connections.

In addition to supporting movements across the north city, the Capel Street corridor would also provide an important north to south connection between different areas of the city centre. The one way traffic flow system can be negotiated through looped trip movements but essentially the Capel Street corridor would provide a strong link from the Bolton Street area to Dame Street following the spine route of Capel Street/ Grattan Bridge/Parliament Street and Dame Street. Cycle station facilities along this route would benefit visitors to the city centre moving between north and south city centre attractions and additionally benefit employees of the retail, professional services and other mixed uses located in the area.

Strand Street Little itself provides opportunities for side street movements off the quays westwards which in the longer term would filter through a rejuvenated area and new Markets character area.

## Comments

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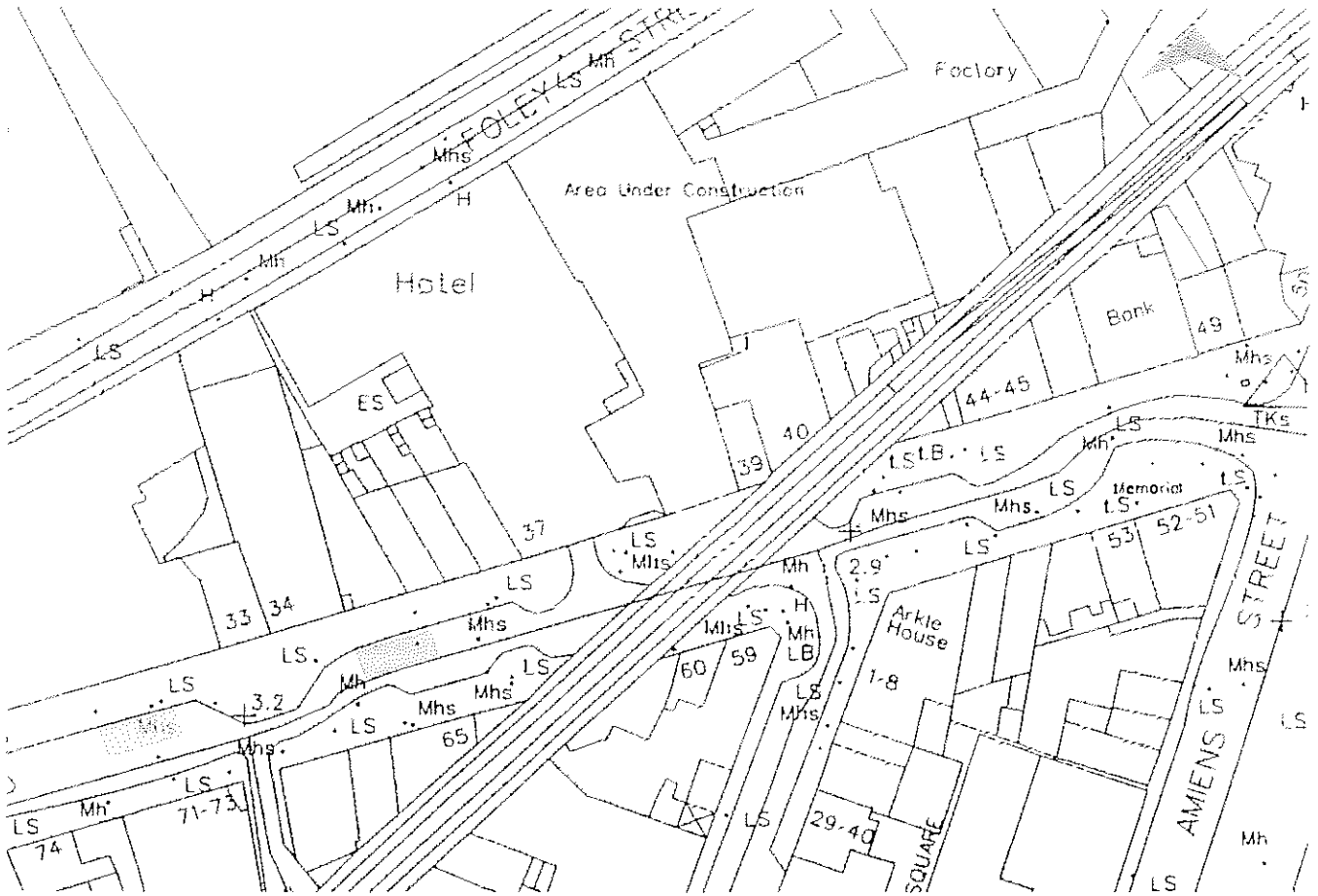
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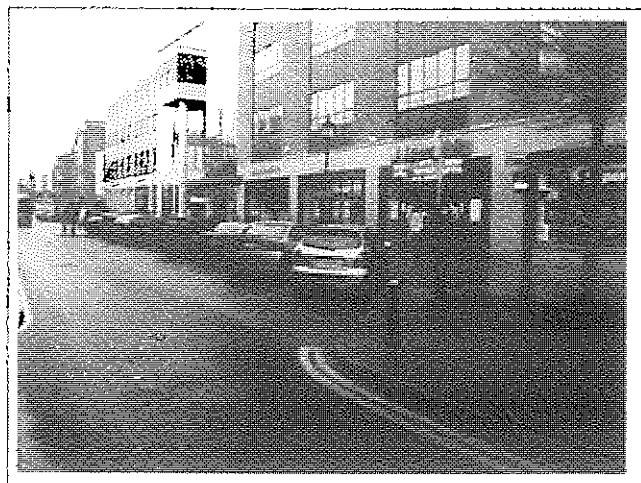




**120. BICYCLE SCHEME LOCATION  
TALBOT STREET EAST**



Scale 1:1000



# BICYCLE SCHEME LOCATION TALBOT STREET

Station Location: Talbot St East	
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. At the junction of Gardiner Street, Georgian terraces zoned Z8 are located.
DED and 2006 Population Level	Talbot Street is shared between North City and Mountjoy A. Mountjoy A: 3,760 persons which is an increase of 16% from 2002 census. 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 no specific plans for Talbot Street although planning studies are to be initiated in conjunction with the business association for the Talbot Street area. The street is a Category 1 street with regard to its retail function.
Transport 21 Proposals for the Area	Talbot Street is close to proposals for Luas Line BX with the south bound line along Marlborough Street proposed to cross the junction of Talbot Street and Earl Street North. The remainder of Talbot Street is not impacted directly by the alignment. It is strategically located close to the Line BX proposal, the existing Luas Red line, Bus Aras and Connolly Station.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Talbot Street is not on the SCN. The one way traffic flow and traffic calmed nature of the street would be conducive to cyclist movement. The street connects with the SCN further to the east at Amiens Street. The street would facilitate connections to the SCN south onto the quays.
Existing Road Designation and Existing Flow of Traffic	Talbot Street is a designated main road with a one way traffic flow moving west from the direction of Connolly towards the city centre. Side streets north and south of Talbot Street would facilitate loop movements to turn east, north or south. A counter clockwise pattern of movement is created moving west on Talbot St, South on Marlborough Street and east on Abbey Street Lower.
Roads and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	There are no significant redevelopment sites along Talbot Street. The area is consolidated and well established as a mixed use zone. Its proximity to Connolly Station and potential for future intensification of uses at that transport hub would generate considerable associated movement and activity along the Talbot Street corridor.

## Justification for Site Selection:

Both sides of Talbot Street (to the east and west of Gardiner Street respectively) are well established as a mixed use zone. There are equally areas of fine grain and larger formats (the Irish Life Centre for example). There are several high density office developments including the city centre HQ for Independent Newspapers. There are a number of hotels and guesthouses along the street, a use that continues along Gardiner Street. The area is on a strong east/west corridor that links O'Connell Street to the transport nodes of Connolly Station, Bus Aras. The IFSC and docklands are further east. The area provides an alternative walking route to the quays towards the Docklands. The street is also parallel to the Luas line which runs along Abbey Street Lower.

Locations along Talbot Street would therefore benefit a diverse range of users including local employees, commuters moving towards and from the Connolly Station area, shoppers and tourists to the area.

The positioning of locations along Talbot Street encourages movement through the grid pattern of streets east of O'Connell Street. The positioning of stations would also complement other locations in the area including Connolly and the IFSC (east), Marlborough Street (north west) and the quays (south). The locations help to complete a comprehensive grid pattern of stations through this area. The encouragement of movement through the local area will help to encourage the continual rejuvenation and enlivenment (evening activities in particular) of the local area.

## Comments

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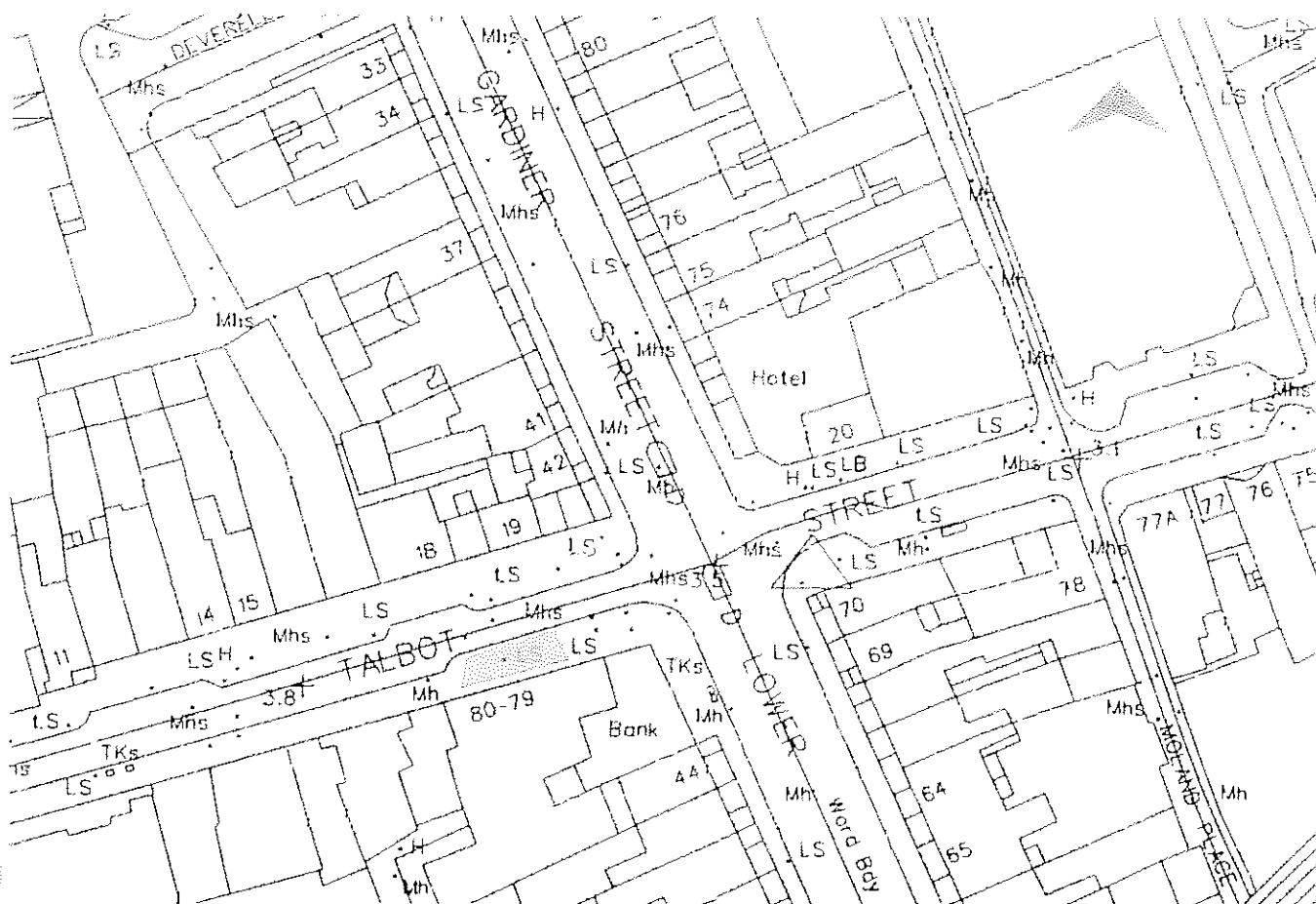
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# 121. BICYCLE SCHEME LOCATION TALBOT STREET WEST



Scale 1:1000



# BICYCLE SCHEME LOCATION TALBOT STREET

Station Location: Talbot Street West	
2005-2011 Development Plan Zoning Objective	The area is zoned Z5 to consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity. At the junction of Gardiner Street, Georgian terraces zoned Z8 are located.
DED and 2006 Population Level	Talbot Street is shared between North City and Mountjoy A. Mountjoy A: 3,760 persons which is an increase of 16% from 2002 census. 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 no specific plans for Talbot Street although planning studies are to be initiated in conjunction with the business association for the Talbot Street area. The street is a Category 1 street with regard to its retail function.
Transport 21 Proposals for the Area	Talbot Street is close to proposals for Luas Line BX with the south bound line along Marlborough Street proposed to cross the junction of Talbot Street and Earl Street North. The remainder of Talbot Street is not impacted directly by the alignment. It is strategically located close to the Line BX proposal, the existing Luas Red line, Bus Aras and Connolly Station.
Location with respect to Strategic Cycle Network or future cycle route proposals.	Talbot Street is not on the SCN. The one way traffic flow and traffic calmed nature of the street would be conducive to cyclist movement. The street connects with the SCN further to the east at Amiens Street. The street would facilitate connections to the SCN south of the quays.
Existing Road Designation and Existing Flow of Traffic	Talbot Street is a designated main road with a one way traffic flow moving west from the direction of Connolly towards the city centre. Side streets north and south of Talbot Street would facilitate loop movements to turn east, north or south. A counter clockwise pattern of movement is created moving west on Talbot St, South on Marlborough Street and east on Abbey Street Lower.
Roads and Traffic Division Proposals for the Area.	
Significant Developments Proposed close to site.	There are no significant redevelopment sites along Talbot Street. The area is consolidated and well established as a mixed use zone. Its proximity to Connolly Station and potential for future intensification of uses at that transport hub would generate considerable associated movement and activity along the Talbot Street corridor.

## Justification for Site Selection:

Both sides of Talbot Street (to the east and west of Gardiner Street respectively) are well established as a mixed use zone. There are equally areas of fine grain and larger formats (the Irish Life Centre for example). There are several high density office developments including the city centre HQ for Independent Newspapers. There are a number of hotels and guesthouses along the street, a use that continues along Gardiner Street. The area is on a strong east/west corridor that links O'Connell Street to the transport nodes of Connolly Station, Bus Aras. The IFSC and docklands are further east. The area provides an alternative walking route to the quays towards the Docklands. The street is also parallel to the Luas line which runs along Abbey Street Lower.

Locations along Talbot Street would therefore benefit a diverse range of users including local employees, commuters moving towards and from the Connolly Station area, shoppers and tourists to the area.

The positioning of locations along Talbot Street encourages movement through the grid pattern of streets east of O'Connell Street. The positioning of stations would also complement other locations in the area including Connolly and the IFSC (east), Marlborough Street (north west) and the quays (south). The locations help to complete a comprehensive grid pattern of stations through this area. The encouragement of movement through the local area will help to encourage the continual rejuvenation and enlivenment (evening activities in particular) of the local area.

## Comments

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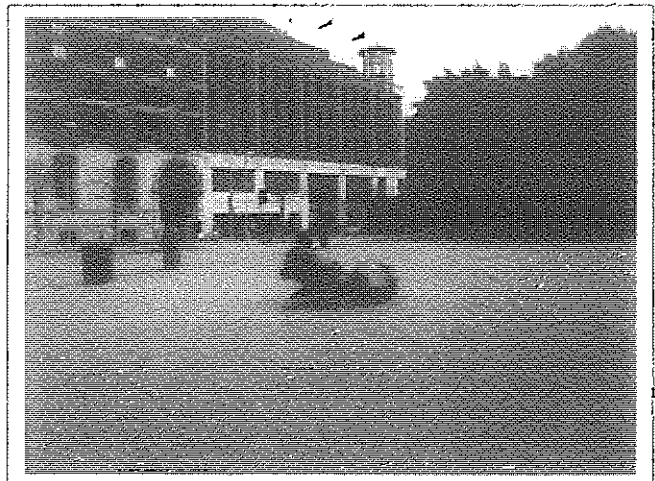
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The map shows a residential and commercial area. At the top, there are streets labeled 'Mrs. Lane' and 'Lower Lane'. To the left, there are buildings numbered '43-45' and '53'. In the center, there is a large open area labeled 'Wolf Tone Memorial Park'. To the right of the park, there is a building labeled 'F.S. Training Centre'. Further to the right, there is a 'Shopping Centre' and a 'Platform'. The map also shows several streets, including 'Mrs. Lane', 'Lower Lane', and 'Habbeys'. Various landmarks and buildings are labeled, including '43-45' and '53'. The map is oriented with North at the top.



# BICYCLE SCHEME LOCATION

## WOLFE TONE STREET

Station Location: Wolfe Tone Street	
2005-2011 Development Plan Zoning Objective	The park is zoned Z9 to protect, provide and improve recreational amenity. The area adjoining is zoned Z5 to consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity. St Mary's Church, on the north side of the square is a protected structure and within a conservation zone.
DED and 2006 Population Level	North City: 3,867 persons which is a decrease in 1.9%
Framework Plans/ Local Area Plans or similar initiatives for the area.	The area is given particular focus within the Dublin City Centre Retail Core Framework Plan. This plan identifies the park area and streets / buildings adjoining it as having potential to generate greater levels of shopping activity. The western side of the square, Wolfe Tone Street, is identified as having potential for greater retail activity and café uses to enliven the square. Axa Insurance have a premises on this side of the square. The street is indicated as having potential for pedestrian improvements and removal of on street parking. Such proposals could consider a bicycle station facility within a design.
Transport 21 Proposals for the Area	The existing Luas Red Line runs to the south of this square along Abbey Street Upper. The location is close to the Jervis Stop. The location is therefore highly accessible to the Luas line. Further proposals under Transport 21 do not impact on the location.
Location with respect to Strategic Cycle Network or future cycle route proposals.	The streets framing Wolfe Tone Square are not included within the SCN. The one way road system around this square does however create a traffic calmed environment. Movement through the area would connect with the SCN in short distances, particularly south onto the quays and north onto Parnell Street.
Existing Road Designation and Existing Flow of Traffic	The streets around Wolfe Tone Square designated as both main roads and local roads. The one way movement facilitates north bound flows from the quays to Parnell Street along Jervis Street. Wolfe Tone Street runs parallel to Jervis Street on the west side of the square and connects Parnell Street with Abbey Street crossing Mary Street. Connections to these routes including Capel Street to the west provides integration with other sites proposed on the network. The counter clockwise movement north along Jervis Street, west along Parnell Street and south along Capel Street provides a movement pattern around this city quarter with Wolfe Tone Street located centrally to access the movements in either direction. As stated for other sites in the north retail core area between the quays and Henry Street, cycle stations in this vicinity would provide possibilities for cyclists movement following the flow of traffic and negotiating the grid pattern of streets in accordance with movement objectives under the retail core framework study.
Significant Developments Proposed close to site.	The area is well established as a shopping zone with the Jervis Street Shopping Centre located to the immediate east, Henry Street to the north and the restaurant / café use in St Mary's Church established to the north. Future opportunities to consolidate the area may exist on the AXA site to the west and the Fas office site to the south. Such opportunity is identified under the Retail Core Framework Plan. The area is also close to the proposed redevelopment of the Arnott's site. As stated for other locations in this locality, this development (on appeal to An BP under Reg Ref 5170/06) should generate significant volumes of new activity within the local area.

# BICYCLE SCHEME LOCATION WOLFE TONE STREET

## Justification for Site Selection:

Wolfe Tone Square is an important public area within the north city retail core. It is located at the west end of Henry Street and immediately adjacent to the Jervis Street Shopping Centre. The area is central therefore to areas with significant pedestrian footfall and retail activity. The proximity of the Luas line and station at Jervis highlights the primacy of the location. The facility would benefit shoppers, employees, visitors and commuters. As noted for other sites in this local area, there are two multi storey car parks close to the site. The location could encourage therefore modal change from these facilities.

The public domain around the square includes wide footpaths with on street car parking spaces adjoining. The car parking spaces on the west side of Wolfe Tone Square on Wolfe Tone Street provide options for considering a layout and servicing without significant disruption to local traffic flows. It is noted that this side of the square, as opposed to the east side, is more traffic calmed which would benefit access and servicing. The Jervis Street side accommodates more traffic movement with the entrance and exit to the Jervis Shopping Centre car park creating greater levels of vehicular movement than Wolfe Tone Street.

The location would benefit from positive visual exposure visible to shoppers and tourists in the local vicinity. The location would promote permeability through the grid network of streets north of the quays and south of Henry Street and would compliment the location for other stations proposed in this local area. As a landmark location (the square, St Mary's Church and Jervis Street SC all well known landmarks), it would be easy to reference the location for visitors to the city.

The Smithfield Area is located to the west across Capel Street. In addition to encouraging movement north to south between the quays and Parnell Street, the location would also encourage east to west movement from Smithfield towards O Connell Street. The location therefore could compliment the placing of further stations to the west.

## Comments

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