



**Supplementary report by Delve Research
for**



Dublin City Council
Comhairle Cathrach Bhaile Átha Cliath

**Open Ended Comments - Dublin Bikes
Usage, Attitudes and Views on Expansion**

Survey reference period: October 2011

Private & Confidential

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The comments included in this document are the verbatim responses provided by respondents to the online survey of members of the public in relation to the proposed expansion of the Dublin Bikes scheme.

This document is supplementary to the main report which contains a complete quantitative analysis of the survey results.

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Other Reasons for Using Dublin Bikes

A great asset to the city

A very good way to see Dublin

access

Access to bike

Access to the city

accessibility

Accessibility - stations beside both home and office

accessible

All 6 reasons above

All the above

All the above really

Allows me to be flexible

allows me to move without having to worry about the bike

Alternative to bringing own bike into town

another option when traffic is bad

Arrive in work fresh after long train journey

Available all day long

available at pretty central locations

Availability, but recently there seem to be less and less available at certain stations

avoid risk of having own bike stolen

Avoid Traffic Jams

Avoids gridlock and is low cost.

avoids the possibility of theft of my bike and allows flexibility as to pickup point for bike in city centre

backup bike

beats using the bus!

Because it is a flagship project that shows Dublin in a modern light

Because of the convenience of them being available. I walk through Smithfield. If there's a bike there, I'll take it. If not, I'll walk.

Because they ROCK. Plain and simple.

Because they're great! :)

Better carrying capacity in basket than own bike

Better than waiting for a bus

Better to take a risk with Dublin Bikes than worry about my own being stolen/vandalised

Bike rack beside where i work.

bike safety. Personal bike not being stolen is a plus

bike security

Bikes are quicker to get around than walking

bikes are reliable

BIT THE TRAFFIC!

can be used to connect up luas to train station

can cycle down town but don't have to worry about my own bike

care free

change of scenery - use different routes

Civilises the public realm

Convenience

convenience

Convenience

Convenience

convenience

convenience

Convenience

convenience

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Convenience

convenience

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Convenience

CONVENIENCE

Convenience

Convenience

Convenience

Convenience

Convenience

Convenience

Convenience

Convenience - often easy to commute one way by bike, but not back again, due to traffic or weather.

Convenience & safety (don't have to worry about my bike getting stolen)

Convenience and choice. You can bike into town and if it rains get the bus back and vice versa. Also, speed!

convenience and freedom

Convenience around town; no locking/unlocking of bike

convenience, speed, ease

convenience, the whole city becomes accessible so you can really make the most out of your day in town

conveniency

convenient

convenient

Convenient

Convenient

convenient

Convenient

Convenient location of stations

Convenient locations

convenient to my office

convience

CONVIENCE

Convience of not having to lock bicycle

Convienent

Convinience

convinient

cycle lanes provided

design of bike suited to windy weather

Don't have the worry of locking my own bike up in town.

don't have to talk to taxi drivers

Dont have to worry about it being stolen

Don't have to worry about own bike getting stolen while out and about

don't have to worry about scum robbing my bike

Don't have to worry about security of own bike

Don't like to walk long distances

dont want to crash on my bike

Don't want to risk my own bike being stolen from a bike stand in the city centre

Don't want to use my own bike in the city centre for fear of theft.

Dublin is perfect size for the scheme

Dublin needs to become more cycle-friendly and Dublinbikes is a great way to drive that message forward!

Dublin streets blocked with traffic, public transport inefficient.

dublinbikes allows greater freedom to enjoy and move around the city, it opens the city giving an added dimension

eas

Ease of getting to different appointments/engagements

Ease of use

Ease of Use - they are just great!

easier to move around in the city center

easier to park

Easiest way to get about town quickly.

because it is a brilliant idea and should be supported

emergencies

enjoyment

Enjoyment

Enjoyment

enjoyment

Enjoyment

Enjoyment

enjoyment

Enjoyment also

Environment

Environmentally friendly

environmentally friendly

environmentally friendly

Environmentally friendly

Environmentally friendly

environmentally friendly

environmentally friendly, ease of use

everyone was talking about it

Fantastic Service

Fast

Fast and flexible way to cover longer distances in town

Fast way of getting

fast way to get around the city

Faster than any other option around the city centre

Faster than bus or car

faster than car in city

Faster than other modes of transport

Faster than walking for short trips

Faster than walking/ bus

Faster than walking/taxi

Fastest way around the city

Fastest way around town

Fastest way to get around

Fastest way to get around the City Centre

Flexibility

For carrying shopping bags!

For short journeys it's quicker to cycle from A to B than to walk

for the fun and to see if i was capable of cycling in town

Free

free for first 30 mins

free the 1st half hour, much faster than bus or taxi

FUN

Fun

Fun

fun and enjoyment

fun with friends

Get to my destination faster

Good for image of city

Good fun & feel like I'm doing some exercising

Good fun!

Good when Time a Factor

great advertisement for the city

Great idea

great way to get around city, safer now without hgvs in city limits

great way to get to meetings if your late

great way to promote cycling in the city

Great way to see/experience the city

had six bikes stolen so more secure

Handines, easy access

Handiness

handy

handy

handy to get around town

Handy to shop during lunch hour

Handy when you don't have your own bike with you

handyness

hate traffic/no parking in town-more economical

Have a good bike and avoid using it in the city as afraid it would be stolen

Health and efficiency

Health and fitness

Health and fitness

Health and Fitness

Healthy and environmentally friendly.

Healthy option

I can save some money but not using a bus and paying for the bus tickets.

I dont have a bike

I don't have to bring my own bike with me and can simply leave the Dublin bikes where I please, particularly if I'm going out for the night.

I don't have to risk my own bike being stolen in town.

I don't have to worry about locking it or having it stolen and also it allows me to cycle to a bar and not be stuck with a bike afterwards which would be dangerous to ride after a few pint of plain.

I don't have to worry about my own bike being vandalised

I dont like waiting on a bus.

I don't like walking or taxis!

I dont use it as much as I would want to as Im scared in the Dublin traffic and Irish drivers...

I don't use it, only tried it once

I enjoy cycling

I enjoy cycling through the city and it's a quicker way to see more.

i feel i am engaging with the city

I find if I am cycling I leave my bike in work and use the dublin bike, I am not worried about my own bike.

I find it difficult to carry heavy shopping other wise

I get a great buzz from the schemes success to date and really want it to continue to thrive & expand.

I get to see the city from a different angle

I got fed up having my bike stolen!

I have a bike in work for going around town but I don't like leaving it locked for too long so then I use the db

I like supporting such a great initiative

I like the bikes

I like the community feel of the scheme, the fact that it's accessible to anyone in the city for a tenner a year.

I like the idea of a bike friendly city, where cars don't own the roads.

I like to show off when I have foreign friends in town, that we are part of a cool cycling community in Dublin.

I love cycling

I love to support the scheme - think it's excellent.

I think it is an excellent initiative which should be expanded. The only reservation I have is that we now have hundreds of cyclists around Dublin City Centre with no helmets - some with no understanding of the rules of the road either!

i think they are cool

I tried it once as a test, i cycle my own bike normally

I use my own bike for cycling usually, but if I'm going into town to a pub I often take one in and walk home if I don't want to cycle home after the pub

if I USE IT IT IS MORE LIKELY TO BE EXPANDED

If my own bike is not available

If there were more stations i would use it more. specifically along the promanade towards howth

I'll use a DB on any occasion when I don't want to leave my own bike in town - e.g. on a night out

In a hurry and need to get somewhere quickly.

In the absence of handy bus service that is sometimes the only alternative to walking.

Innovative idea

it broadens my lunchtime horizons

It gets me from a to b right across town quickly

It is great to be able to just pick a bike and not be bothered with locking my own bike in the city.

It is quick. I wish there were more db stations around, I'd use it more then.

It is the right thing to do.

It lessens the exposure of my own bike to thieves, rain, snow etc!

it makes it so much easier to get across the city

It promotes sustainable transport

It supports the provision of an expansion if the first phase is used well

Its a brilliant way to get around Dublin!

it's a good idea

Its a great way to get around the city

It's a lot faster to get around the city.

It's fashionable!

it's fun and sociable

it's fun!

It's generally only as a last resort if I need to get somewhere else in the City Centre quickly and I don't have my own bike.

Its great for the City and needs to be encouraged. Its also quicker

It's great fun, without commitment of buying and maintaining a bike

Its is fast

Its just handy for short distances

Its mad craic.

it's much safer than locking up my bike in the city centre

It's often quicker than taking a bus

It's such a great scheme, I want to actively support it

It's the only mode of public transport to link with other modes of public transport.

It's the quickest way to get around the city!

It's very handy

Just an excellent way to get around

Just general handiness. When I'm unable to cycle to work using my own bicycle, I often walk to the bus stop, get a bus to the nearest station, then cycle the maximum distance possible, and finish with a walk into work. So it has added another option to my commute.

Just so handy!!

Less chance of own bike being stolen

Less worry about having own bike stolen

location

Location of the bikes is key

locations

Love cycling!

Love them!

low cost

low cost

Low cost and environmental friendly option

Low cost, it's very affordable

Luas stops at Stephen's Green, I need to get to IFSC area.

Managed extremely well - good condition, clean.

More accessible without the hassle of bringing your own bike

More reliable and pleasant than most other forms of public transport

Much faster than walking down the entire way to college!

Much faster than walking or waiting for a bus

Much quicker than walking

My own bike won't be stolen

near to my job

no bike rental competition

No need to bring my bike

no parking problems

No responsibility for maintenance

no risk of personal bike being stolen

No traffic, no timetable to keep to

no worries about my own bike being stolen

No worry about security of my own bike

Not having to risk my own bike being stolen in town. Quick journey to destination without having to bring vehicle home afterwards.

Not risking getting my own bike stolen!!

Not to have to worry about bike getting stolen

Not worried about theft

not worried about theft of own bike

often faster than a bus, or walking

ON days when I do not want to use my bike after work as I am going to events

Once you return the bike properly, you don't have to worry about it being stolen!!!

other reasons use

Parking

Personal bike keeps getting stolen!

personal bikes getting stolen

Poor public transport in city centre

Prevent theft of my regular bicycle I use

Promote Cycling

Proximity to home

public transport being so bad and unreliable

quality of service - very reliable and well maintained bikes. also fear of own bike getting stolen

Quick

Quick trips around town

Quickens my journey to and from work.

quicker

quicker than taking the bus.

Quicker than walking

Quicker than walking

Quicker than walking + wouldn't use my own bike due to risk of theft.

quicker than walking!

Quicker to get around the city than any other mode of transport - for eg, you'd have to get a taxi from Smithfield to Stephens Green-or cycle for free on DB

quickest way across town

quickest way around Dublin!

quickest way around the city

Quickest way from point to point

quickest way through town

quickest way to get across the city

Rapid Transport

really conveniently located for me

Reduce chances of my bike getting stolen while parked in city centre

removes risk of using my own bike if I'm going to stay in the city for a while - esp when going into town at night for drinks

Risk of own bike theft

safe equipment

Safe to use at night - they have lights

Safe, no chance of theft.

Safer than cycling my own bike

Safer than walking at night or locking my own bike in town.

Safety: don't need to worry about bike locks; Parking: don't need to worry about it

SAVES TIME

saves time travelling around the city

security - don't want to risk own bike!

security - I don't have to worry about my own bike, if I have parked the dublinbike at a station

security - I don't need to bring my bike into town, lock it up and risk it getting stolen!

Security - safer than locking up my own bike in the city

security - safer than using my own bike in city centre

skipping the traffic, faster than on foot

skipping traffic and faster than on foot

Smart thing to do

So I can dump it wherever

So I can ignore the law and ride through red lights and on foot paths with out ever being stopped or bothered by the Gardai

so i can leave my own bike at home and not worry about it getting stolen

so i don't have to keep locking and unlocking my bike around town

So I don't have to lock my own bike in the city centre

So much quicker than walking places when you are in a hurry.

Social impact of cycling, political support for project, when my bike is out of action, when friends come to stay they use my card

specific health reasons

Speed

Speed

speed

Speed

speed

Speed

Speed

Speed

speed

speed - expanded range of where I could go during lunchtimes

Speed across the city

Speed of getting A to B!

Speed of getting around town.

speed of getting from a to b

speed of transit

speed of travel

Speed of traversing town

Speed over walking

Speed; meeting friends for lunch on other side of city

Speedier way to travel.

speed, it is ready to go when you are, you dont have to wait for the next bus etc.

station close to my work

Station near home

Stations are close to my route to work

Stations located near our office - convenience

support a great idea

Support cycling schemes generally & encourage development of cycle paths, etc

Support the business

Supporting a good idea

Supporting a very good initiative

The basket allows me to carrying heavy shopping

The baskets are very handy for shopping too

the remaining 3 - low cost, enjoyment & environmentally friendly

The unreliable bus system

there is no alternative. Bus services are expensive, there is no smartcard for Dublin Bus, the bus routes are not designed for moving within the city centre - they are more suburb based

They are a great way to see the city from a different perspective

They are a reliable alternative when I can't/won't use my own bike.

They are great bikes, better and easier to cycle than on my bicycle.

They are quite cool!!

They are safe and easy to use

they're cool!!!

they're flippin' brilliant

To avoid getting my own bike stolen in town!

to avoid risk of own bike being stolen

to avoid traffic

to be able to enjoy the good weather. when it happens.

To encourage others to use them

To help create a critical mass of cyclists in Dublin

to lazy to walk

To make ""single"" journeys, e.g. when travelling by train, perhaps not returning the same day. This avoids the risk of theft of my own bicycle. Also, single journeys where I know that it will be raining when I would be making the return journey, or I am getting a lift home.

To save time crossing the city

to support a great idea in the city

To support the scheme

to support the scheme as I think it is excellent for a way of getting around any city

To support the scheme!

To support the use of bikes in the city

To support this brilliant initiative and, hopefully, by showing my support, incentivise DCC to expand the scheme

to travel routes not covered by public transport

traffic

Using dublinbikes affords a flexibility you don't get when you bring your own bike places, I don't have storage space for a bike at home

Usually its faster than walking to bus stop, getting bus and walking the remainder of your journey

very convenient locations

Very handy

Very little chance of bikes being stolen

When going out and you don't want to bring your own bike in or leave it in town. Also, I think they are fun and really handy. I'd like to include environmentally friendly and low-cost from the above list too

When going out on a night and I don't want to bring my own bike

when I'm staying in town and don't want to worry about my bike being robbed

When late for something or to go where a bus doesn't

When my bike is broken or not worth me. I'm an avid city cyclist since 2001 so the bike scheme is in addition to my normal bike routine.

With a dublinbike, one does not have to worry about the bike being stolen as is the case with a personal bike.

Would need 3 locks on my own bike- quicker to use db

Yes: Convenient location to me personally of the nearest bike station.

you can be guaranteed they are in good working order when you go to use one. reliability.

You don't have to go back to where you parked your own bike

you don't have to worry about your bike being stolen

Suggestions for Encouraging Cycling

A policy to permit a maximum of one general traffic lane in a particular direction. 3-4 lane highways such as Pearse St and Westmoreland Street say to me that the car is the priority, at least give cyclists equality with the right to use of space that is provided to private motorists. Enforcement of an emissions cap on buses. By far this mode of transport discourages me from cycling due to the inevitable daily inhalation of clouds of black smoke, just a thought.

Much more cycle lanes that have only bike access, no bus's or cars something similar to The Dutch and Vienna style.

(1) Dismantling the cyclist-hostile one-way street systems (eg. Westmoreland St/ D'Olier Street) / permitting two way cycle access on one-way streets or provision of wide contraflow cycle facilities (eg. St. Stephen's Green West and North and East); (2) Making wide / complex junctions cycle friendly (E.g. (i) Christchurch Place / Nicholas Street) and (ii) Harolds Cross bridge / Canal (3) A new (enforced) traffic law on minimum over-taking distances of cyclists. I think the above three types of interventions should have been amongst the list of options in Q17 above.

** Separate bus-lanes and cycle lanes; not necessarily physically segregated lines * Relaxation of traffic laws compared to cars. For example, allow left-turn through red light for bikes. Too strict rules seem to make everyone violate rules, which causes watershed and further deterioration of observing traffic rules.*

** Two bike lanes in one way streets (like the one on Inchicore Rd) * cycle traffic lights for crossing busy junctions * alternative and parallel route to cycling along the quays*

1 helmet per Dublin Bikes bike

1. Allowing people to take bikes on public transport, at least during off peak times or on special trams/buses (e.g. every third luas/dart might have a bike carriage). An extra fee might apply for bikes. 2. The provision of secure bike parking, even if you had to pay a small fee to use them. 3. Extending to Heuston

1. Expand the brand to include Pride in the city 2. Somehow work out how visitors could use the bicycles, currently you need to register, etc

1. Right of way / priority given to cyclists over motorists at traffic lights 2. More supervised (and free) cycle parking space similar to the DCC bike parking in Drury St car park

1. The attitude of other road users (buses, taxis, cars etc.) needs to change. Cyclists are treated as pests. 2. If DB was in suburbs I think it would attract a lot more users

1. The main reason people do not cycle is that they think it's dangerous. Therefore anything that makes cycling safer will encourage more people to cycle. 2. People are worried about their bikes being stolen. Therefore, the provision of secure bike parks in Dublin city centre would encourage more people to cycle.

1. Extension of scheme to provide secure, sheltered and monitored bike parking. 2. Allow cyclists to turn left on red.

1. More secure sheltered locking/parking facilities for bikes. 2. More traffic law enforcement for both cyclists and motorists.

24 hour access to Dublin bikes. Was in Toulouse recently and you could get a bike at any time. Didn't seem to be any problems

2-way cycle lanes

3 reasons I don't use so much - 1 is the 30 minute free limit stops me from taking the bike out for my lunch break - 2 is the lack of a bike station at grand canal dock area and - 3 is that the bike stations are often empty or full

A bicycle designated traffic light systems so bikes can turn right on some of the quieter junctions.

A campaign to remind motorists that they're not the only road users and to accept that cyclists and others have just as much right to use the roads. It is fear of traffic that keeps many off their bikes.

A change away from roads like Pearse St which act as thoroughfares, make it difficult to cycle, and destroy any commerce on the street. Also, where appropriate, more contra-flow on-road bike lanes on one way streets, like the one near Suffolk St. They're brilliant.

A coin slot to pay for one of use of the Dublin Bike Scheme

a complete evaluation of danger spots where cycling accidents have frequently occurred, the lack of investigation into these danger zones is horrifying as they are everywhere and extremely dangerous even for an experienced rider, too much responsibility is given solely to drivers who have no intention of looking out for cyclists, this is a massive deterrent for people looking to cycle in Dublin. Cycle safety should be part of the nation driving test. A driving licence is a licence to kill and cyclists are falling victim, this must stop.

A completely free bike scheme. Anything less encourages people to use cars and public transport.

A culture of providing showers/ changing areas in offices.

A dedicated and perhaps segregated cycle lane along the quays, from Heuston Station to the O2 - both sides. I find the quays very frightening to cycle along with all the busses and the occasional trucks that still drive along them.

A designated cycle lane alongside the Luas lines. A cycle lane alongside the M50 and toll bridge Palmerstown to Castleknock and other major routes

A different type of bike for older and physically challenged folk

A facility that allows us to park our bikes safely in some sort of lock up so vandals can't access them.

A growing number of cyclists are cycling on footpaths and ignoring the rules of the roads and traffic signals. This situation shouldn't be allowed to continue as it gives sensible cyclists a bad name and is off-putting for those thinking about taking to the bike

A helmet scheme

A hotline number cyclist could call if they've had an incident with a 'bad' driver or even a near miss. I've had the experience of nearly getting knocked off my bike because a driver encroached on the cycle lane I was in or where just plain old bad driving did or nearly knocked me off my bike. The Gardaí aren't necessarily the best place to go to report this but a hotline would empower cyclists to increase reporting of incidents and would help in the promotion of safer driving. On another note, I feel I don't always know what the rules of the road are for cyclists, so a guide from DCC to highlight the rights and wrongs would be very useful

A lot more efficient, reliable public transport e.g an underground, better bus service, better overground train service. If this happened much less people would drive in the city centre, roads would become less congested and much safer for cyclists. It is currently hugely dangerous to try and cycle in the city. I see buses and cars almost knock down cyclists daily.

A modal hierarchy based on vulnerability: pedestrians at the top, cars waaaaay down the bottom. And congestion charging/road pricing.

A more aggressive advertising campaign highlighting the existing cycling routes with the promise of the expansion of the cycle network

A more friendly, respectful attitude from car (and in particular taxi) drivers. Educating drivers about the 1.5 meter recommendation for overtaking cyclists

A more relaxed way of payment for the dublinbikes scheme (i.e. a system with a pre-paid card or a credit scheme card-pay as you use - a card to be available on automatic machines located near the bike stations, based on an ID card-pin no.)

a more strict enforcement of no parking on cycle lanes. Every day i see cars parked on the cycle lane on Charlemont Street (Barge Pub). While clampers are always on the road to punish people who park without ticket, i have NEVER, in this location, seen a car clamped because it was parked on the cycle lane (i pass there every day). This is really disappointing so please make sure cars who park on cycle lanes are clamped!

A person is more likely to be knocked down at traffic light crossings by a bike than a car - 90% Of cyclists ignore red lights. POINTS SYSTEM NEEDED-charge more for those with high points.

A public campaign to encourage more people, especially secondary school kids to cycle to school and/or work.

A roof on the city!

A roof!

a safe route through dublin which is policed better this would improve confidence

a secure bike park where like a car park you could leave your bike in safety for a small hourly fee, or overnight if required. prime city centre spots would do well with this. Taxi drivers to learn not to squeeze cyclists to the curb or suddenly stop in cycle lanes. Motorists to be discouraged more rigorously from parking in cycle lanes.

A significant enhancement of the road surface over drains and the strict enforcement of cars encroaching on the bicycle area at traffic lights. Heavy handed enforcement of traffic laws particularly on taxi's.

A significant reduction in vehicular access to city centre streets

a system of contraflow cycle lanes that allow cyclists to take the shortest route. don't force cycles to take longer routes simply because of a one-way system designed to accommodate motor cars.

A SYSTEMATIC NETWORK of cycle lanes on-road combined with off-road combined with both directions in one-way roads as an allowed and marked way of cycling. Look at cities in Holland and Germany how much more can be done!! It is a disgrace and often dangerous that cycle lanes ""end"" (written at end of it) when the road becomes narrow with no way to go/cycle. I used to work as a cycle traffic planer and I am appalled of the dangerous cycling in this country! The Dublin Bike Scheme has approved that hugely in the city, but there is so much more to do! In the countryside even more!

a traffic free day in the centre, so all cyclists could enjoy a relaxing cycle

A two-way bike only boardwalk, on the southside of the Liffey, similar to the current pedestrian boardwalk, running from Heuston to O'Connell Bridge, could take bikes off the dangerous quays and allow for safe cycling through the main thoroughfare of the city.

A way to make it safer to leave your bike in town, they get robbed a lot

a)Allow left-hand turns on red lights. b)Do not build cycle paths in bus lanes. c)Do not build cycle paths on foot-paths.

Ability to carry bicycles on the commuter train services

Ability to cycle around stephen's green. To get to Rathmines directly - remove one way roads. Dedicated pothole repair team.

Absolute focus on safety for the cyclist - and emphasise on their safety for motorists

Access to buses and trams for bicycles â€" even with a fee. Less daytime rain.

Access to public transport = less cars; More db stations & ensuring bikes are always available for pick up and docking (staions acn be empty or full at certain times)

Actually have a thought process before constructing junctions, roads, roundabouts, etc. It's quite obvious that the DCC City Mgr is more interested in ticking the box with this silly pink strip on the road that motorists dont pay a blind bit of notice to. WE NEED SEGREGATED CYCLE TRACKS. Oh, and what about the park on beach road in Sandymount? when are the OPW &

DCC going to resolve their tiff and install a cycle path adjacent to the sea... away from the dangerous road.

Ad advertising campaign to make motorists more aware of safety in relation to cyclists. Many motorists often veer into cycle lanes or cut accross cyclists without warning to the cyclist

Ad campaigns showing how cycling can speed up journeys, improve fitness, help environment and is enjoyable. More cycle / pedestrian zones / streets Make traffic lights favour cycllists first and then traffic

Add a â,-10 levy to car tax and give everyone who taxes a car access to Dublin Bikes. Use the funds to expand the scheme and improve cycling facilities.

add campaign aimed at driver awareness of cyclists

Add more safe places to park ones bike as when I cycle into the city I never leave my bike as I feel it would not be secure even with my locks.

Address conflict between buses and taxis cyclists; also parking in cycle lanes; this poses greatest threat to cyclist safety. Redesign cycle network

address the (multi-lane) city centre one-way street systems - address the intimidating wide junctions - cycle lanes without time restrictions

Adepting traffic lights to cyclists, now they are designed for cars and don't make a lot of sense for cars. Making car driving less attractive, by making parking more expensive, enforce traffic laws, do not let cars park on cycle lanes. Change the law (like in the Netherlands) so that a car is legally responsible in accidents between cars and cyclists (and pedestrians). 'The weakest' traffic has a legal advantage.

Advertise more, making drivers and others aware that bikes are in the area. Some people driving or walking just come straight out in front of you not realising the speed you could be going on a main road

advertising

Advertising campaigns to highlight the benefits of cycling increase its popularity

advertising/ posters for health/ cycle group runs

Again, the problem of bike-theft is a severe deterrent.

All of the above and also a definite segregation between bus and cycle lanes

All of the items on the list are excellent ideas. There should be greater emphasis on secure bike parking. A lot of people are discouraged from buying bikes because they're stolen so often. Council should provide free high vis jackets and lights so that cyclists can be seen particularly by motorists. A lot of cyclists ignore the rules of the road and cycle training should help to address this.

All of the options presented would have a positive impact, but the one thing missing is ""a greater level of thought being given to implementation"" :) As they say, joined-up thinking.

All road users need to obey the rules of the road, if feel these should laws to be enforced to encourage road users to behave properly.

All the other measures above

allow bicycles cycle both ways on one way streets. get rid of cars parked on the side of roads.

Allow bikes on buses, Luas and trains

Allow bikes to use (more) one-way-streets in both directions.

Allow cycles in pedestrian areas but with pedestrians having right of way.

Allow two way bicycle traffic in certain one-way streets as is done in Germany. The current Dublin Bikes scheme is biased in favour of the south side and biased against the north-west. There should be a station in Manor Street where there is adequate street space and the required services. There is also good security as Manor Street is a well lit busy street. Even through the night there is regular traffic, e.g. taxis, as it is a major route. May I stress again the absence of adequate parking. I often have to walk in the city centre at weekends as there would be no hope of finding a place to lock my own bicycle. People are forced to lock bicycles to street furniture which can be unsightly and more importantly present a risk of injury to pedestrians.

Allowance to bring bicycles on public transport during rush hour (especially luas and trains) with a special place on them for bikes.

Allowing bikes on the luas

Allowing bikes on the Luas/ Dart, people would be more likely to cycle to their local station, take the bike on board, then continuing cycling once they got to their next station - no hassle with having to find a place to lock the bike, un hook all your baggage/ pannier, then switch to another mode of transport, it would be much simpler

Allowing bikes to go contra-flow on one-way systems. The use of gyratories is very annoying for cycling.

alternative day for vehicles according to odd or even license plates, for less traffic on the roads

Amendment of driving test to include more..reference to cyclists needs, joined up thinking between these public sector functions. Bicycle traffic lights. Induction regarding safe cycling for new dublin bike users. Free branded high visibility bibs for dublin bike users.

An awareness campaign for drivers as has happened in other countries to create awareness about the laws around interacting with bikes on the road etc. A magentic buffer that would ensure all Dublin Bus drivers cannot get within 3m of a cyclist!

An awareness campaign targeted at car drivers to get them to use their mirrors and indicator lights, and to check before they swing open their car doors or turn left as this is what causes accidents. Dublin car drivers have never had to be aware of bikes, they are getting slightly better, but cyclists are generally regarded as crazy rule-breaking idiots. Also, CCTV monitoring over the largest cycle parking areas in the city centre is crucial, as SO many bikes are stolen in the city now. Also, Dublin city planners should be forced to cycle on the cycle lanes they plan.

So many of them are downright dangerous (who has right of way on the new cyclepath by the canal? There are no signs, no right of way indications, and no way for cyclists to turn right safely when you're on that path.) or downright stupid- so many cycle paths begin in the middle of nowhere and expect you to hop up onto a footpath to join the cycle path. My 'bunnyhopping' skills aren't as good as Dublin city council seems to think they are. I think that Dublin city council should look to Amsterdam which is a huge cycling city for inspiration on road traffic rules.

An awareness campaign for motorists to be aware of cyclists. I dedicated number to call in the Garda Traffic watch to report dangerous driving/cycling

An increase in fuel costs would encourage more cycling. However, I don't think that's something that we should do! To encourage more cycling I would attempt to increase the number and size of bus lanes, and expand the 'bus gate' (which I have first hand knowledge of massively improving my experience of cycling in Dublin City Centre).

An increase in the time before you are charged with dcs IF they are expanded to the suburbs

Andrew Montague to stop introducing crazy speed limits that piss people off in general. Train people to use bicycles and train them to be aware of and observe the rules of the road and there will be less fatalities and accidents. The 30kph speed limit is ridiculous.

Annual cycling event through the city

antiseptic hand gel dispensers at the bike stations - like those in banks and hospitals.

Anyone ive ever spoken to about cycling in the city chooses not to due to safety concerns.

Anything that makes it safer would be great, more cycle paths linking Northside to city centre

Anything that would make it safer. I cycle to and from work and I don't feel safe.

As a former cyclist I can speak from experience. I have seen and been involved in FAR TOO MANY accidents and close calls with car (esp. taxi) drivers. There seems to be little regard for cycle lanes which are often used as car parking spaces around the city. Cars drive too close to cyclists, and seem to have little regard for cyclists safety. I have also had bicycles stolen - despite the use of numerous locks, sometimes even U-locks. There is a huge culture of bicycle stealing, which also needs to be addressed.

As above at #10, strict enforcement of existing law as it applies to motorists, pedestrians and cyclists together with improvements to road network - resurfacing, road markings, signage, lighting etc. - will lead to a better commuting experience for all and an increased uptake in cycling as conditions improve.

As above, especially people having the courage to cycle after years not having cycled.-free cycle training.. People would be encouraged if it was advised as good practice in the interest of a fitness and health regime. ILetting tourists and visitors to the city know about the Bicycle Scheme- Media Campaign in National Newspapers , If deemed cost effective.

As I understand it, I need a credit card to use the service. It would be much better, I think, if Laser cards could be used or even cash. I'm very reluctant to use my credit card, which is the

main reason why I don't use the system. Also, users should have to opt into a promise to follow the road rules - as a pedestrian, I've been knocked to the ground twice by DublinBikes users cycling on the pavement. Still a great innovation - congratulations! Brendan Coghlan.

ask them to obey traffic signals

At 8.00-8.30-9 during week not always spaces to put them back in when finished-its the busiest time just better time management

Attitudes more like Amsterdam - millions of bicycles with little road rage - everyone just gets on with it. Drivers and pedestrians anticipate bicycles

Availubility of bicycle lights for bikes under the bicycle scheme

Ballsbridge

BAN ALL MOTORIZED TRAFFIC FROM THE CITY/CYCLING ONLY IN THE CITY DAY

Ban cars vans trucks from city centre, like Groningen in Holland-such a lovely town

Ban on lorries during busy commute times that I think are 08:30 - 9:30 and 17:00 - 18:00

Banning all car traffic, more luas and more cyclists... Oh and get rid of the rain and wind too

banning cars and buses from certain city centre areas. Banning taxis from using bus lanes (the greatest nonsense ever)

Banning cars from parking in cycle lanes. Allowing them to park in them at certain times is a ridiculous and dangerous practice.

banning of parking on cycle lanes at any time of day or night, and also at weekends. Parking of cars in cycle lanes adds to the danger element for cyclists

Baskets /Carriers for files work stuff etc and also some to have child seats.

Be sure that the person whom cycling has no history of Seizure, Stroke, Cardiac, limb prosthesis, Visual impairment, psychiatric problem Neurological impairment. Those people needs to carry personal card allow them to cycle

Behaviour of Motorists and Bus drivers needs to improve.

Better / allocated cycle lanes within the city centre, esp around Dublin 2 where I cycle, there are few designated lanes & this can be un-nerving in heavy traffic

Better ability to bring bicycles onto all public transport, at last at off-peak times.

Better awareness by drivers and other road users.

better awareness from other road users

Better awareness training for bus drivers and taxis. I have seen numerous incidents of carelessness on the parts of public transport drivers. Also, taxi drivers disregard other road

users but because cyclists are largely unprotected, they are very vulnerable. Having said that, cyclists need to stay within the rules of the road.

Better behavior from drivers

Better bicycle lock up areas

better bike parking at luas stops .

Better bike parking facilities (such as covered/sheltered areas). Encouragement of offices to have shower facilities in the building. Some method to reduce/discourage bike theft such as subsidised high quality locks. More information readily available to cyclists and other road users on bike related rules of the road (such as when to give way to cyclists, who has right of way, when bike lanes may/may not be used by vehicles (especially motorcyclists) etc.

Better commuting infrastructure. Such as cycle-only lanes running alongside the Dart and Luas lines (or at least alongside any future expansions.

Better continuous cross city (north - south) routes

Better cycle lanes

Better cycle lanes - that dont just disappear when you are cycling on them

better cycle lanes with more room away from vehicles.

Better cycle lanes, better signage, better policing (for cycles as well as cars/vans/lorries - so many cyclists break red lights, don't make themselves visible, and weave in traffic)

Better design of public pathways and less obstruction by poles and street furniture

Better direction signposts and cycle parking next to major attractions, shopping and leisure facilities

Better education for ALL road and path users, and a proper emphasis placed on everyone's knowledge of the rules of the road. It's very important that cyclists know what they're doing, but can still be cut off by a motorist or walked in front of by a pedestrian. Education and awareness (or lack thereof) are the main reasons Dublin isn't truly a safe cycling city yet.

Better education of cyclists in the rules of the road.

Better education of other road users.

Better infrastructure for cyclists, better quality roads, enforcement of road traffic laws. Think if cyclists abided by laws more there would be less antagonism between drivers and cyclists

Better infrastructure.

better motorists

Better 'policing' of cycle lanes to ensure that cars/buses stay out of them!

Better preventative Security to prevent theft - well-placed parking in the sight of security cameras More advertising and help when bicycles are stolen -more interaction with the GardaÃ- on finding stolen bikes It is really difficult to dare to take your kids on the road in a box bike or trailer in this city

Better prioritisation of lights at junctions to better fit the requirements of cyclists. At present lights are designed for vehicles and this often creates difficulties for cyclists. Particularly around the customs house areas. Increased use of planned segregated bicycle routes to be incorporated into area designs

better public transport and park and ride to reduce motorised traffic

Better road conditions. More enforcement of traffic regulations. Segregated cycle paths, and introduction of pedestrian/cycle only roads.

Better road maintenance routine.

Better roads and an reinforcement of laws and fines for bike accidents caused by taxis and buses. some of the cycle lines are not continuous they need to be solid and continuous lines to reinforce safety and encourage drivers to be more aware of cyclists.

Better safer parking for private bikes

Better safety. Drivers are not aware of cyclists

better security and policing of bike thefts

Better security for locking bikes.

Better signage, more awareness from motorists and an easier access to the the dublin bike scheme.

Better signage. For example, there is a dock near Tara street but you wouldn't know unless you checked online. Its the other side of a busy road from the station as well. Think about the pedestrian part of the journey after getting off the bike Once you start using a scheme it is less daunting but until you do it is difficult to know your way about. A dedicated DCC App plotting best routes would be helpful. The route could be relayed through headphones as you cycle (if safe). Colour in cycle lanes on the road where possible. Contra flow bike lanes along routes where lanes can be segregated from the road only An online safety course should be run for cyclists (this could be sponsored by the road safety authority). Not enough cyclists know the rules of the road. With half price Dublin Bike membership for those who complete the course Bus drivers need to respect cyclists more. There should be increased dialogue. Dublin Bikes should be advertised as part of a wider tourism package for tourists visiting the city. (3 day ticket)

better weather

Better weather

better weather :)

Better weather :)

Better weather!

Better weather!

Better weather!

better weather!

Better weather!

Better weather! Proper cycle lanes a must - away from other road traffic & pedestrians.

Better Weather!!!!

Better weather!?

Better/ more frequent distribution of bikes in the scheme. Better Bike lanes, that are not just painted onto the same road traffic is on leaving inadequate space for neither car or cyclist. Clearer lanes in pedestrian areas so people know not to walk on them.

bicycle parking at main tourist spots so tourists can cycle around the city and park the bike outside and then move to there venu at ease

Bicycle streets only

Bicycle theft in the city is rampant. There should be a no tolerance approach taken & a scheme similar to community watch introduced. A tagging system (ID/micro-chipping) should be introduced. There seems to be a black market in operation in stolen bikes. I have witnessed minors attempting to steal bicycles fully equipped with wire cutters etc. These kids can't be prosecuted properly when caught by the Gardai because of their age and they are clearly being put up to the task by someone else. There are large amounts of money being spent on bikes in the city with the introduction of the Bike to Work scheme yet it is unsafe to leave these bicycles on our streets. I don't know one person who cycles regularly in the city on their own bike that HASN'T had a bike stolen. We have seen paid parking offered to cyclist by private companies of the last few months. Free secure monitored bike parking should be introduced.

Bicycle traffic lights allowing bikes through before cars. TV adverts showing cycling in a positive light and making motorists more aware of overtaking distances (especially taxi and bus drivers), opening of car doors and also the fact that cyclists have as much right to the roads as they do and that they do NOT pay "ROAD" tax they pay tax on the emissions of their motorvehicle-so many motorists seem to think they pay for the roads with their car tax and have more of a right and this needs to be highlighted. Tackling and punishing aggressive driving would also help. Once motorists are more aware the roads will be safer for cyclists thus encouraging more people to cycle.

bicycle with a kind of roof-top or some other kind of protection against the rain ;p

bike lanes only its just too dangerous

Bike only segregated Contra Flows on the huge number of One Way streets that we have. Cyclists want to travel in a straight line - make it easier for them. Also - at some junctions it is safe for cycles to break a red light if traffic allows. Mark those junctions with a band of red paint on the traffic lights (cheap, quick and effective!) At other junctions, penalise cyclists that break red lights.

Bike parking (and associated theft) is a major issue. Easier self-registration of bikes with the Garda would help. Priority could be given to bike parking at the front of major hubs e.g. cinemas, infrastructure, shopping centres. The dublinbike card should be integrated with the other public transport cards, so that everyone with a luas card can use them.

Bike safety-helmets

Bike Scheme at Hueston station it makes no sense why it isn't there and up by james hospital two centre hubs of activity in dublin

Bike stations, and lanes, should be used to link up existing transport methods where links do not exist. e.g. there should be one at grand canal dart station to match up with the ones at the luas stops, or ones at other areas in the docklands to do same

Bikes are being stolen at an enormous rate in Dublin city centre - hence my not currently having a bike. Secure parking spaces would be the absolute priority, in my view.

Bikes are more vulnerable to being stolen in Dublin than in other European cycle-friendly cities.

bikes fitted with saddles to carry toddlers.

Bikes only in built up small streets within the city

Bikes with baby seats. Portable locks (e.g. if you are stopping for coffee you can lock it to your chair)..

Break the myth that the weather has to be favourable to cycling, peopole just need better rain/snow gear

Build stations in the docklands, D1 and D2, where there are thousands of apartment dwellers and existing cycle lanes along the quays

Bus drivers watching out for cyclists

Bus, Taxi & Car Drivers and Cyclists should be given Lessons on Courtesy on the Road to other Road Users.

by far the best thing to encourage it would be better surfaces and training for drivers who don't understand why cyclists have to move out into the road to avoid potholes

Bycles at Heuston Station

Cameras at junctions linked to the traffic lights that record with a view tio prosecution for dangerous driving traffic that goes through red lights

Campaign for motorists to be more aware of cyclists

Campaign with car drivers and especially buses and taxi's to be more courteous to cyclists.

Cant think of anything

Car and lorry free streets

CAR DRIVER BEHAVIOURS

Car drivers being more courteous and more aware of cyclists. Better weather.

Car free days in the city centre, say up to 2km either side of O'Connell St - North, South East West

Car free days or hours

Car Free Roads More Bike Lanes that run counter to the flow of traffic ie stand alone bike lanes up one way streets. ie Lower Leeson Street. Bike Traffic Lights ie turning left have them on amber for bikes

car free roads part time on weekends like they do in Canada

Car free zones - pedestrian - cycle areas only

Car free zones - though I'm against the 30km/h speed limit!!!

Car free zones. I would like a congestion charge applied. With our public transport there is no need for the volume of cars that are in the city

Car tax like in London?

Careful of cyclists signs

Cars not parking in the cycle lanes A better understanding of the rules of the road and how they apply to cyclists More accurate results on the Dublin Bikes Apps More northside bikes

Catch the bike thieves !

Cctv watching over the bike parks in order to reduce theft.

Change bye-laws to permit left turns on red if safe.

change the weather or put a roof on the city

Change to the protection legislation for cyclists. Currently a cyclist is required by law to use a bicycle lane if it is provided, regardless of it's condition. Elsewhere in Europe and in the UK, the cyclist can use a provided cycle lane at his/her own discretion based on their judgement of the safest cycling conditions.

Change Traffic lights to UK system, where when stopped amber starts flashing before green to go. Let cyclists go on Amber to get a head start on cars. Alternatively let cyclists go through pedestrian lights but giving way to pedestrians.

charging cars to enter. unified ticketing for all modes of transport

Cheaper bikes(discounts for students) and more secure parking spaces for the bikes - nobody wants to use their own bike to go to the city centre where it will be stolen

Cheaper safety equipment, and raingear thats easy to use and handy to store and carry around

Clamp down on dangerous cyclists (the huge percentage who break lights, etc) - this would definitely encourage people like me, who don't currently cycle in the city to consider it.

Clean broken glass off cycle lanes and penalise cars parked in cycle lanes

clear cycle lanes, clearly labelled and segregated no motorist or pedestrian interference

Close down Lower O'Connell Street, O'Connell Bridge and College for cars

coffie docks

combination locks at locations

Compared to Dutch cities Dublin is not cycle-friendly. This is a good scheme and would be great if proper cycle lanes through the city were created.

compulsery wearing of helments

Compulsory to wear helmets

congestion charge

Congestion charge for motor vehicles between 2 canals north & south.

Congestion charge/tax on cars with single occupant/driver. Improvement of public transport (bus, Luas, Dart).

Congestion charges at certain times (like London)

Conjestion Charges

Connecting cycle lanes. Would love to cycle in the city centre but think its simply too dangerous at the moment

CONSIDERATION FOR PEDESTRIANS AT TRAFFIC LIGHTS. CYCLISTS DONT STOP. SUPPLY OF WATERPROOF GEAR

Contaflow systems. More training and cycling awareness for prospective Dublin Bike users. Current standards of cycling by many Dublin Bike users is erratic and dangerous - footpath cycling, breaking lights etc

Continuation of bike to work scheme More shower/ changing facilities to be provided by employers

continuous cycle lane throughout the city. remove all cycle lane pinch points

Contra direction cycle lanes needed in a number of one-way streets

Contra flow bike lanes on all one way streets in the city centre

Contra flow bike lanes, the one way system in the city doesn't suit bikes, makes journeys longer than they could be. A lot of people already cycle wrong way up one way streets so doing this would increase safety.

Contra flow cycling on one streets should be permitted. Parking on bicycle lanes should not be allowed 24 x7

Contra-flow bike lanes on streets around Stephens Green and Kildare Street

Contraflow cycle lanes

Contra-flow cycle lanes along one-way corridors and choke points.

Contra-Flow cycle lanes in certain one way areas; e.g. around stephen's green system

Contraflow cycle lanes in the city centre

Contraflow cycle lanes on one way streets. Adoption of more direct and logical cycling routes around the city.

Contraflow cycle lanes that allow cyclists to avoid lengthy one-way circuits would be great.

Contra-flow lanes in one-way streets

contra-flow lanes on one-way streets

Counter-flow cycle lanes. In a number of one-way streets in Paris, there are clear markings that show that cyclists may also go the other direction. Dublin's one-way system is not cycle friendly (e.g. around College Green), but ad hoc cycling the wrong way up roads is not the answer. Permission and clear lanes to do so would be a big help.

Courses for vehicle and bike drivers together, and ensure that both stick to the rules. A lot of cyclists don't - why?

Covered in the above, but to reiterate expansion of the scheme & improvement of cycle lanes would be a big must.

covered parking bays/areas i.e with roof

Covered well in the options above

Crackdown on bike theft

Crack-down on bike thieves

crackdown on bike thieves -- more secure bike parks like in Drury Street better enforcement of parking regulations -- tow cars blocking bike lanes allow bikes on the Luas/Dublin Bus

Create contra flow bike lanes where one way systems create huge diversions for cyclists e.g. westmoreland st to grafton st requires a huge detour because of the one way system.

Creation of priority of YEILD SIGNS for cyclist, rather than having to give way to motorist. Regular cleaning of cycle paths to save having to move out to avoid punctures. Penalties for Vehicles parked on cycle paths as shown on leaflet sent with car tax reminders.

creation of traffic free streets (exemptions for service vehicles etc)

Cultural cycle trails created, signposted and encouraged

culturally themed tour advice

Currently benefits are clear to be seen, cheap and good for health but will still need to drive occasionally for shopping plus get taxi's or public transport after a couple of drinks

Cycle lanes both ways on one way roads (like in Paris) Encourage employers to provide safe parking, changing rooms/showers, ""mileage"" when business travel (some kind of benefit in kind scheme if cycling to/from meetings instead of using mileage for car journeys).

Cycle lanes in pedestrianised streets

Cycle lanes should be broadened. Cycles should be given equal road space to a bus lane. They should not have to share with buses. Providing proper space, will make cycling much safer and result in a huge increase of people cycling. A road with three lanes should be divided into a full lane for cycles, one for buses and one for car traffic. Current road layouts of shared cycle/bus lane and two lanes for car traffic is unacceptable. Also, by further restricting road space available to cars, this would encourage car users to switch to buses and bicycles.

cycle lanes, segregation, improve road surface (above options selection not working)

Cycle only zones

Cycle priority at junctions. Better use of existing road network, i.e. creation of cycle networks using quieter streets and roads.

cycle specific traffic lights would make it safer and friendlier for cyclists to use the city

Cycle tours at weekends. More cycle lanes. Less dangerous. cycle friendly. bicycle traffic lights. Clearly visible road markings. education of car users

Cycle/pedestrian only areas of the city e.g. Parliament Street through Dame St. to Grafton Street

Cyclestations / cyclecafes Marketing of cycling as a hip alternative

Cycling & cyclists do not form part of the thinking of the current road design. If you wish to encourage cycling, you need to make cyclists' the 'default', rather than vehicles. Various examples of what I mean... 1. When a road widens, usually the carriageway widens, rather than the painted cycle track. When it narrows again, the cyclist has to 'push back into' the traffic. Instead the carriageway should stay static width, and the cycle track should get wider. One

example of this is at the junction of Bride Street and Peter Street...try cycling it. (This also reflects the road engineers' thinking - that cycling is slow...path-hugging a cycle track doesn't often make sense for higher cycling speeds.) 2. The red boxes at traffic lights. For eg on a 3-lane roadway. How is a cyclist supposed to move over to the right lane when the red box is a standard depth? Cyclists can't move at 90 degrees...about 45 degrees max. In a 'cyclist-default' design, that red box would be wider on the left hand side, narrowing to the current standard on the right hand side. It would remove one or two spaces for vehicles at the traffic lights, so it becomes a decision as to what are the priorities of the city...cyclist or vehicle. 3. A 3-second amber light is far too fast for cycling. One example is the junction of Bride Street and Lower Kevin Street (travelling from Bride Street direction out of town)...try getting across the road as it just turns amber when you've already passed the white line. It's not long enough to get to the far side, and it's not long enough to stop your bicycle safely (especially in the wet) when it turns amber just as you approach the white line. Regarding my options in question 18 above, there is no enforcement of existing traffic laws regarding cycling. For example... 1. No enforcement of the 30kph limit (it's exceeded the vast majority of the time). 2. Vehicles not stopping at the legal first white line...ie they sit in the cyclists' red box. 3. Vehicles parked in cycle lanes (within hours). 4. Also to be fair I should include cyclists breaking red lights. (However I think if they felt the system had considered them, and a conscious - rather than just by chance - decision had been made that the red should equally apply to them (for example numerous cases where it would actually be safe to continue travelling straight ahead when traffic is entering your carriageway from the right hand side (but no green light for them for straight ahead).

Cycling in Dublin is stressful. Lazy motorists not watching and ignorant other cyclists disobeying basic rules like red lights and cycling against traffic. More awareness and enforcement would be nice!

Cycling only days, on the lines of the "" sky ride"", maybe on one Saturday in the month.

Cycling training (Rules etc) in primary school

Cyclist friendly junctions. Particularly getting rid of wide and downright scary junctions in city centre e.g. westmoreland street/D'olier street/college street or at Donnybrook Bus Garage. Contra-flow bike lanes on all one-way systems in town. Very confusing and convoluted to find your way around using ordinary one-way system

Cyclist/Pedestrian only zones. I still don't feel 100% safe cycling in the city and choose routes where there may be less traffic.

Cyclists breaking lights creates a bad/poor image for cyclists - greater enforcement of the law would be beneficial.

cyclists get a bad rap - cars and buses - both I have seen have a total disregard for cyclists - if it was safer more people would cycle - I know I would cycle into work but I don't at the moment as I don't feel safe in town

Cyclists in Dublin are alas possibly the worse I have encountered in any European city: little adherence to rules of the road, cycling on pavements, breaking lights, no lights on bikes this needs to be addressed before a pedestrian/another cyclist is hurt

Cyclists must be stopped from using the footpaths, threatening safety of pedestrians, elderly, children, and tourists. Dublin City Co. should not be promoting the use of bicycles without using a helmet!, they should encourage helmets, and safe cycling- this aspect has been overlooked.

Cyclists need safe places to park their bikes. having bikes stolen is a big problem in the city

cyclists right of way Less buses on quays more cycle ways in parks etc

Cyclists should be given more leeway regarding Rules of the Road. Street cleaning to clear the abundance of broken glass. Companies who uproot parts of the road should be obliged to restore them properly instead of leaving an uneven bumpy surface.

Cyclists should be more aware of the laws, and have more respect for the public in general (cycling on paths, down the wrong way of one way streets etc)

Cyclists should be subjected to road traffic laws as well as cars. Drivers (cars/trucks/buses) need to respect cyclists on roads.

Cyclists should make themselves more visible. Cyclists should also consider the safety of pedestrians, motorists, and other cyclists.

Cyclists should obey the laws and stop going the wrong way up one-way streets and cycling on paths and pedestrian streets.

Cyclists should obey the rules of the road. Priority must be given to cyclists. In Amsterdam motorists have respect for cyclists as from early age people use bikes to get around. Dublin at the moment is not a safe place for cycling

Cyclists to be rigorously prosecuted for having no lights, brakes or helmets and similar dangerous cycling habits.

Cyclists, Pedestrians and Drivers all need to experience commuting from each perspective, not just one in order to understand travelling in the city centre better and improve safety.

db stations at key public transport interface areas like all train and bus stations as well as in the larger multi story car parks and shopping centres.

Definitely need more bike stations. I live in Chapelizod and there is no station here.

decent cycle lanes. more facilities for credit cards. more stations. more spaces for returning a bike, they are often full. Safety - trying to cross 3 lanes of traffic to turn right is not safe in Dublin.

dedicated cycle lanes on every road in the city

Dedicated cycle routes similar to pedestrianised areas

Dedicated secure parking for private cycles, Off road cycle routes (e.g. convert some lanes, parks, etc), Better explanation of the bike purchase scheme, Convert one traffic lane to bikes only (no taxis/buses - these are often more dangerous than private cars)

Deterrence on bike thieves. Fear of having my bike stolen is my number one reason for not wanting to cycle in Dublin.

discouraging cars in the city centre

Docking stations in the suburbs

dont demand such a big deposit to use bikr no good if u dont have a credit card.

Driver awareness

Driver awareness - safe driving behaviour towards cyclists must be enforced in driving tests. More space on the roads for cyclists (perhaps through reduced car usage or provision of infrastructure). Higher number of bikes will ensure drivers must take note - Dublin Bikes could encourage this.

Driver awareness campaigns. I think the city centre has gotten a lot safer since the introduction of the scheme as people are looking out for bikes now.

Driver awareness of cyclists

Driver awareness training. Bicycle priorities. Secure parking for bikes. Where cycle lanes exist make sure they are free from glass etc. Better marking of lanes where they exist. Enforcement of parkin regs in relation to cycle lanes.

Driver awareness? Cyclist terror in traffic is the main problem.

Drivers and cyclists need to respect the rules of the road.

Driver's attitude's deter a lot of would-be cyclists. In my experience, a lot of people who would want to cycle are scared off it because of the traffic and the way drivers react to you. Cycle lanes are often in very bad conditions and there aren't enough. Of course, better weather would help a lot I'd say

Dublin _should_ be cycle friendly being small and flat. However marking cycle lanes on roads which are then used for car parking is not useful. Giving room to cycle (on street, off street, etc) along with common sense bylaws (allow left turn on red, etc) would go a long way to encouraging non cyclists.

Dublin as a city is lethal to cycle in and the gardai dont enforce the rules, in the space of 3 weeks I've nearly been hit 6 times, 2 cars trying to reverse into me, 3 side swipes and 1 car door opening, I've also had a car force me to crash whilst on the bike and only this week I was assaulted by a pedestrian who was walking in cycle lane along the canal - I had rung my bell to make my presence know. People dont give a toss about cyclists and the number of unlit cyclists is insane. the guards need to enforce the rules of the road properly.

Dublin Bus Drivers and taxis seem to pay little attention to cyclists in the city and ignore/fail to to seee cyclists while driving

Dublin Bus drivers should be made aware of peoples right of way when they are out on their bike and get rid of their drive to kill policy towards cyclists. They should also pay attention to complaints or at least pretend they are interested

Dublin bus drivers treating cyclists with respect

dublin buss not having to weave in and out of cycle lanes at every bus stop. They trap cyclists in dangerous places. Also cycle lanes on footpaths (ie north strand into amiem st.. people walk on them and enter/exit bus's in the middle of them)

Dublin is a very dangerous city to cycle in. The only way I would ever cycle in and around the City is if there was dedicated separate Cylce Lanes.

Dublin needs to devote entire segregated road space to cycling, a la cities in The Netherlands. At least for primary cycle routes, cycling on the same space as buses and cars does not feel safe. I would also devote current lightly used roads to exclusive bike use, eg Exchequer Street, Liffey Street, etc and the abundance of side roads in and around the city.

Dublinbikes could have some free trial days of the bikes to encourage new users

Easier non credit card access to bikes

Easier parking of bikes. Swift removal of ""dead bikes"" from bike stands i.e. no wheels, obviously abandoned bikes. Enforcement od cycle lane use, its not for parking cars. Gardai ticketing of dangerous cyclists, some can be a menace on the road.

Educate car drivers Why do they insist on parking in the cycle lanes? Where are the Gardai?

Educating drivers

Educating vehicle and bike drivers on road safety

education

Education (in the form of tv and radio ads etc) aimed at motorists to advise them to be more thoughtful towards cyclists. For example, allowing rooms for bikes to pass.

education and bike training rules of road enforced

Education at school and facilities at school to promote safe cycling. Encouraging Businesses to include parking and other facilities for cyclists.

Education for drivers about cyclists and for drivers to be more aware of cyclists. At the moment Dublin is too dangerous for me to cycle in. Some way of adding helmets to the dublin bike scheme. Certain roads and junctions could be improved eg. eden quay, college green. I would prefer if bike lanes were not on bus lanes with bus pulling in and out eg o'connell st, even though buses generally pay more attention than cars to cyclists.

Education for motorists to increase awareness of cyclists on the road.

Education of Drivers towards cyclists and a pro cyclist enforement of laws. More Bicycle cops on the streets

Education of drivers. Many still pass bikes way too close.

Education of motorists and pedestrians. Banning traffic in city centre. More planning about ingress/egress to bike stands in city centre vis Āj vis one way streets

effective lighting all round

electric bikes

Eliminate one way streets for cyclists. One ways cause drivers frustration, but to cyclists they mean exhausting detours and the temptation to just break the law. Put two way bike lanes down every one way street in the city.

Emphasis must be on improving the quality of surfaces and lanes, including those at junctions

employ more people to remove bikes from full stations and replenish empty stations, the current situation around portobello is a joke; there's always practically no bikes before lunchtime everyday then the stations are pretty much totally filled up every evening. this discourages me from using dublin bikes and i will not renew my subscription if this continues much longer

Enclosed and protected cycle lanes. Maybe a edge of path type of barrier between traffic and bikes.

Encourage cyclists and motorists to have more respect for pedestrians at all times and enforce road laws for cyclists breaking lights etc...

Encouraging it at school/college level and encouraging more women to cycle.

End public transport and ban all the cars!!!!

ENFORCE LAWS RE PARKING ON BIKE LANES.ON SAT LAST 15/OCT THERE WERE CARS PARKED ON THE BRAND NEW CYCLE LANE ON THE GRAND CANAL!!

Enforce the law for cyclists who ignore it totally

Enforce the no car parking law on cycle paths

Enforcement of traffic laws. Better behaviour by cyclists in general - some are very dangerous and can anger drivers.

Ensure that drivers stay in lane, indicate properly, stop overtaking & turning left before intersections and stop squeezing cyclists against the pavements. This needs, in particular, to happen with Taxi and Bus drivers.

Entend the scheme to some of the suburbs on a pilot basis. Provide dedicated cycle lanes. Publicise the scheme through all local offices and the public library network. Host information stands to promote the scheme and give people free three/five day passes to try the scheme out.

Erection of more bike stands for safe parking

Even more craic.

Everyone should like the [fb.com/leisurecycling](https://www.facebook.com/leisurecycling) page and get involved

Everything helps - the more cyclists there are, the safer and more attractive it becomes. Reduce over-emphasis on the ""safety"" message as this reads as ""dangerous activity"" to non-cyclists. More of the enjoyment and health message.

Excluding the bike scheme, more places to lock a bike securely, especially in areas where there is already CCTV installed, which would hopefully dissuade theft.

expand the Dublin Bikes to a each of sububan villages at a 5 to 7 ile radius of the city eg Inchicore , Rathgar , Rathmines , Kilmainham.

expand the network

Expand the parameter of the bikes further outside the city i.e Rathmines, Ranelagh etc.

Expand to outer suburbs (e.g. Blanchardstown, Dundrum, etc)

Expanding Dublin bikes into the inner suburbs and creating physically segregated cycle lanes is essential. Should be fines for motorist who drive in cycle lanes.

Expanding the service out to the suburbs

Expansion of DEDICATED cylce lanes, not just a bit of red paint at edge of existing roads and calling them cycle lanes.

Expansion of owner occupied exclusion zone in rush hours

expansion of pedestrian zones at weekends. Experiment with increased road access for bikes one Sunday per month - e.g. Bus lanes for bikes only.

Expansion of scheme particularly in the Docklands area and at key locations eg O2, Aviva Stadium, Croke Park, luas stations, train stations etc

Expansion of the Dublin Bikes Scheme to more areas in the city.

Expansion of the scheme. The western inner city has virtually no bike stations, i.e Kevin Street, St Patrick's Street, Coombe, Dolphin's Barn, Liberties, Guinness land, Kilmainham, Heuston Station, South Quays.

Explore the relationship between Motorists pedestrians and cyclists. and then use information to improve interaction of all users of roads and footpaths.

Extend scheme to Eastpoint Business park

extension of dublin bikes into school as part of school road safety program

extension of scheme

Extension of the Dublin Bikes Scheme

Extension of the tax incentive Bike to Work scheme would be good.

Extensions and more marketing of the DBS

feeling safer - hate the proximity of buses and large vehicles

Fewer cars

Fewer cars

Fewer cars, naturally. Also, being able to take bikes on the Luas.

Fewer one-way streets! They make you go so far out of your way, you lose the benefits of cycling

filling in pot holes, as they can put people off, cycling to work in case they fall off or get a bang of a passing car.

Find natural bike shortcuts and facilitate them (e.g. use systems like contraflow bike lanes rather than getting bikes to do massive loops to get short distances)

Fine/clamp motor vehicles parking within cycle lanes Stop/Fine motorcycle users using cycle lanes Greating policing of cyclists (cycling on footways, cycling wrong way on one-way streets, no lights at night, etc.)

finer for parking on cycle lanes and other breaches

first go free or free times for bikes during slack period of usage

Fix the roads, they are simply too dangerous to cycle on at the moment. Mark cycle paths. Stop people cycling on footpaths and foot bridges through fines or confiscations. Enforce traffic legislation as it applies to cyclists.

Fly to dublin politicians to Holland & Belgium to have a look at the cycling infrastructure

Formal recognition that bicycles can break red lights when deemed safe to do so and giving pedestrians full right of way at pedestrian crossings.

Free bike pumps. In copenhagen all bike shops leave free pumps outside, and MalmÃ¶ has some at certain key locations. I'd like the Dublin Bikes scheme to be easier to use. The interface is terrible, and the pricing model isn't great for someone who just wants to use the scheme when they visit Dublin the odd time.

Free cycle awareness training to bus drivers and taxi drivers.

Free helmet use as people who use the rented bikes do not always want to be carrying a helmet with them

Free helmets!

free helmets/hi vis vests in some locations

Free hi-vis gear. Showers in work/college.

Free safety gear for cyclists

Free safety gear high viz & lights & helmets

Free training on Rules of the Road and Safety for cyclists

free training targeting older adults who have never cycled

Free trial on the Dublin Bike scheme

Free trial passes for 1st time users, available on-line.

fun cycle events like the recent ""car free city"" family cycle day.

Fun cycles in the city / bike only days / loyalty points for using dublincycles that can be traded in for future free time or city treats such as money off vouchers etc

Garda action to tackle bicycle theft. Bicycles are seen as low cost and their theft seen as minor or trivial. For those who do not have a car, a bicycle is worth more than the money it cost.

Garda enforcement of cycle lane parking. Cycle lanes on one-way traffic streets, cycle highways along main arteries to city, but all useless without Garda enforcement!

garda enforcement of traffic laws with regards to cyclists

Garda stopping bikes, cars and pedestrians who cause dangerous situations with actual repercussions

Gardai have to take cyclist's claims seriously. I've been abused by taxi drivers and hit by their cars, and despite having all the taxi's details when going to the Gardai, nothing was done.

get cycle path cleaned regularly (esp along the canal - lots of broken glass all the time)

Get rid of the hills and stop the rain :-)

get rid of thieves, hefty fine

Get the buses and bikes out of the same lane

Getting a critical mass; as it becomes normalised, more people will consider doing it themselves. Cycle training is important but it needs to start at school level. Local authorities do offer a limited scheme, which is fantastic, but this needs to be rolled out to all schools. The road surfaces are shocking and need improvement ... Bike shops offering quick and cheap turnarounds for repairs such as punctures would also help.

Given the high level of bicycle theft I would like to see secure parking for bikes. Additionally greater restrictions on vehicles in and around the city centre would make it a lot safer.

Giving more priority to cyclists/pedestrians in the city. At present it is ALL ABOUT THE CARS. Many people who would cycle dont because they feel/know it is still unsafe to do so.

Good Weather !

Good, secure, free parking for bikes. The ability to leave your bike overnight would also be advantageous.

Greater bicycle circulation at rush hour. Often stations nearby are empty by 8:30, and the town stations are full by 9:00. Adds a daily challenge, sometimes an inconvenience.

Greater driver awareness of cyclists

Greater respect between motorists and cyclists

Guarenteed better weather!! Shower facilities at the workplace.

Have a Dublin bikes stand in UCD, Enforce the law for pedestrians, motor vehicles AND cyclists

Have bikes in key areas of the other authorities, e.g DLR, South Dublin co co etc.

Have more slots/places to drop bikes to at key locations e.g. St Stephen's Green Have more locations near the Dart and Luas stations

Having a bike station close to home.

Having dedicated cycle trails in the city Safe supervised bike park / locking facility Too much theft of bikes in dubin city venter

HEAVY FINES FOR CARS PARKED IN CYCLE LANES

Helmet hire, I don't cycle in Dublin because I think it is dangerous and wouldn't use bike scheme without a helmet

Helmet hire.

Helmet rental would be a valuable option

Helmets

Helmets should be available with the bikes Too many inexperienced users with no head protection

helmetsto be encouragede

help drivers be more bicycle aware

How does one manage for helmets when riding the bikes ?

I also agree that improvement in the network of cycle lanes would help.

I am a long time cyclist with a bike of my own, and I definitely think the defining feature for most people is road safety. Dublin's current bike lane system is not good enough, and not safe enough. The ideal situation includes segregated, covered cycle lanes, which are not necessarily linked with the road system (concerning one way roads). Dublin Bikes is the perfect way to encourage cycling, short of a highly necessary revamp of the existing cycle lanes.

I am always paranoid about cycling near buses as they never look out for cyclists and they drive quite aggressive and for me it is the main reason why I never cycle in the city centre.

I am strongly opposed to the creation of a new network of physically segregated cycle lanes. They are ugly, unproven and lead to segregation of road users, whereas studies have shown

that less barriers between various road users and pedestrians actually improves safety as all traffic must have regard to others on the roads / pavements.

I am worried about the safety aspect where cyclists do not wear helmets as they cycle about in the busy city centre.. I know the provision of helmets presents practical difficulties but the risk of serious head injury must be considered.

I believe a helmet rental/deposit scheme could encourage others to use the scheme, though it is not a major concern for myself.

I believe it should be promoted more and advertised on TV and Posters . A concerted effort by the the Government and Dublin City Council to really promote cycling just like Holland .

i cant think of anything

I didn't know about the scheme but think it's a great idea. Safety is paramount so for me it's about creating safe cycle areas like in the Netherlands.

I do think segregated bike paths are also a good idea. The ones overseas in places like Vienna are excellent. But, it's probably less disruptive to have bike paths that aren't separately segregated, which is why I've stated that. Also, using these requires education of drivers to keep out of the bike lane! Better road surface is a huge impact. Cycling on the north side of the quays is now relatively easy. A cycle patch just at the lights so that bikes can wait there helps. London have an option to plan journeys by bike on tfl.co.uk, it's excellent. Basically, it allows you to plan your journey using quieter roads, but not necessarily pedestrian. Love love love Dublin Bikes, the more of them the better. Maybe subtle campaigns to remind drivers to remember to keep an eye out for cyclists on the road. and, probably one for cyclists to remember that they don't own the road! particularly big groups at weekends.

I don't bring my bike into the city center for security reasons, I would afraid that the bike would be stolen. I think with the cycle to work scheme the standard of the bikes people have has greatly improved. If the dublin bike scheme was extended to my area I would cycle in. Cycle lanes that are currently in existence are in very bad repair also.

I dont cycle in Dublin because it is too dangerous. Too encourage cycling their needs to be stricter enforcement of the rules of the road to protect cyclists. I think wider cycle lanes would be a positive step as well. These however should not be attached to footpaths as such lanes are a hazard to pedestrians.

I don't use bike scheme myself but three of my children. Would it be possible to extend parking racks to some of the suburban dart stations.

I find it quite dangerous to cycle in the city centre, many roads are very narrow and don't have any cycle lane. I think it would be the biggest improvement if cyclist could have their own lane - separate from driving lanes.

I grew up cycling across Dublin to school, so I'm used to negotiating its traffic. However, I suppose to encourage more users, the expansion of cycle lanes would be good. Also, I know that in other cities, bikes are allowed up and down ""one-way"" streets, making journey planning easier and the journeys themselves quicker.

I have my own bike so do not use dublinbikes but know of many people who do and are pleased with the system in general, road surfaces are quite a dangerous issue so the new cycle paths are a huge help.

I have never used the scheme but iam fully behind it and am impressed with it I don't really understand how you pay for the bikes but would it be possible to make it so that you could give a voucher/token/credit or annual membership to someone as a present?

I have seen traffic lights for bicycles in germany. they also do seperate cycle lanes on the road.

I know it's above, but priority is seperate cycle lanes-then we'd feel really safe. Supervised lock up parks. A pedestrianised city centre. Less big lorrys by the liffey.

I live in Castleknock so I am a little biased but really think that there is a need for a docking station in Pheonix Park esp. the zoo and Farmleaigh (& Castleknock)

I love the bike scheme, but it isn't in enough areas yet. I live in Ballsbridge and I'd love to have a bike stop right in the village. Instead, the closest one is Baggot Street, but by then I'm practically in town. I also think linking UCD would be so smart! You have thousands of kids trying to get in and out from there every day - it seems like it would be an ideal location for the bike scheme.

I love the security of the Drury Street Car Park's free bike park, so it would be great to see a similar scheme on the other side of the city, maybe in the Jervis car park for example.

I really think, off road cycle lanes is key

I think civil servants should lead by example and use the scheme, such as policeman etc. I think more people would partake in it, if they saw a lot of others doing it. At the moment I only see maybe two or three cycling a day.

I think cycling courses should be offered in schools and in the community to teach rules of the road, proper safety and proper road usage.

I think cyclists weaving through traffic is extremely dangerous, I think designated or segregate cycle routes would encourage more cycling in Dublin.

I think if people felt safer cycling in the city it would encourage alot more people to cycle

I think it would be a great addition to have the Dublin Bike scheme at Heuston Station I believe there would be a vast amount of usage from train passangers who now get the bus or luas to the city centre.

I think its crazy that a bunch of people should be allowed use these bikes and break every law in the book....up and down 1 way streets.....cycle on the paths.....no helmets supplied.....because they rented the bike believe they have the right to cycle anywhere and everywhere they want and are a traffic hazzard. I dont belive they are as popular as the council say as I pass several bike bays every day and they are always full of unused bikes.

I think more campaigns to make motorists more aware of and respectful towards cyclists may change the current mindset of people. Cycling is not attractive to many as there can be aggression towards cyclists from drivers (buses/ taxis/ cars).

I think safety is the biggest concern and I use the bike scheme to cycle mainly at off peak times. I do not think cycling in Dublin is safe - a lot of the cycle lanes are essentially part of bus lanes

I think that if we had more cycle routes that would help, and maybe more docking stations. I don't use the scheme as I can't cycle, but I have noticed that lots of people que up at a particular docking station to put their bikes back but can't cause it's full. So I think you should have more spaces available to put back the bikes than bikes, especially in the more popular areas.

I think that motorists and cyclists should have to learn each others rules of the road. I think on-road lanes need to be greatly improved. The Dublin bike scheme has brought cycling front and centre. This needs to be built on by ensuring that cyclists have 2 way access to one-way streets. If cycling is faster than cars, and you don't have to go ridiculously out of your way to get to where you want, then it puts cycling out front. Also, taxis and buses must be taught not to speed up in front of cyclists to only suddenly come to a stop in front of them, or open their doors on the traffic side. I've had many the painful run in trying to not slam into a newly opened door. Trucks remain the most dangerous road partner for cyclists. Cyclists must be taught not to undertake a truck, and trucks must learn how to use their indicators.

I think that parking in cycling lanes should be forbidden not just between the hours of 8am to 7pm as in the evenings in poor light is when the cycling lanes are of most use and having cars parked on the cycling lanes is not just irritating but also dangerous for people cycling and the motorists. I think a creation of separate cycling lanes will make cycling safer as many motorists force the cyclist to have to cycle very close to the parked vehicles. Separate cycling lanes will also make right turns safer as oppose to the current situation where cyclists are often cut off by motorists. I think there is insufficient bicycle parking which leads to bikes being locked to light polls, quay walls, etc which doesn't reflect very aesthetically on city image.

I think the Dutch model should be looked at where the order of priority in road use is pedestrian, cyclist and motorist and there is designated infrastructure for each of the users

I think the implementation of all the suggestions above would lead to more cycling in the city centre.

I think the rules of the road is appalling, cyclists included. I think strict penalties for cyclists who break lights etc will give cyclists more respect

I think there needs to be off road cycle lanes like in Germany- I would like to cycle into work in city centre as it would be quicker and cheaper than the bus but at the moment the lanes are intermittent and mostly on the road which in my opinion are often dangerous for cyclists.

I think vandalism and bicycle thief are some of the reasons people do not cycle. I have my own bicycle but would be afraid to leave it by the roadside in case someone take of the wheels or damage it. If there are ways to prevent these problems, I think there will be more people who would use bicycles.

I think we need to create a more friendly pedestrian city... which would help people to choose bikes over cars

I used a public bike scheme in Munich Germany, whereby it allowed the bikes to be locked anywhere - as long as it was locked TO something. Last person to use the bike is responsible for it. One of the blocking factors for me is that if I rent a bike, will I be able to find a place to lock

it at my destination? Sometimes, when the city is busy, I cant find a place, and almost end up going back to where I got the bike from in the first place!

I used to cycle a lot in the city but it is very scary having cycle paths combined with bus lanes. It totally put me off. I have children now so I dont get the opportunity to cycle so much anymore but i do think the bike scheme is brilliant and would love to try it some time. I think the separate cycle paths outside the city centre such as the one along clontarf seafront are great. I use this with my children it is a great ammenity especially with the view which I hope will be still there next year. It is a lovely cycle down to the wooden bridge with my children it makes be proud to be a dubliner on the northside. Please keep the view, I know this is a separate issue but really aren't they all combined if you are talking about ammenities in our cities

i was recently in amsterdam and i tought cycle scheme over there was great so we are on the right lines over here to make it work

I wish there were more measures taken to prevent and/or prosecute bike theft.

I wish to join cycle scheme but the problem is I dont have a credit card , so maybe it could be an option to use laser or visa debet card?

I wonder if we could get more visitors on bikes if there was some sort of bike map/gps to show where drop off points are. Also a tourist guide suggested bike trips that visitors could download and people (like me) who live in Dublin can be tourist's in our own town.

I would like more than 3 of the available options. Free cycle training for all primary schools, with an official certification after training.

I would like to be able to take two bikes sometime, one for me and one for a friend. I am a member of db and they have my credit card details in the event of misuse.

I would like to see the enforcement of helmets.

I would love to use the Bike scheme, but I don't have a credit card to take out a bike. Any solution for people like me who don't have credit cards?

I would love to use this scheme - it's great. All my friends use it, the city seems much more open since its inception. Unfortunately, I have arthritis and am not able to cycle but other than that I think it would be great. I know from being in traffic and watching other drivers and from my friends' accounts and experiences, that there is not always a great driver awareness of cyclists and it would be good if this was improved in some way?

I would use the bikes a lot more if they were in the suburbs. I think tourists would use them more if they were in clontarf, st annes, howth, blackrock, malahide, portmarnock, dun laoghaire, sandycode etc.

Identifying the areas where cyclists have been killed and changing the road design to ensure no reoccurrence of these accidents

if bike lanes could go both ways up one way streets (contraflow)

If car driver behaviour was more understanding of the needs of cyclists, better road surfacing, better signage indicating the presence of cyclists

If cars stopped driving in the cycle lanes and Parking in them. Cycle lanes should NEVER have designated parking spots within them. A cycle lane should be just that...with no designated parking spots along them.

if drivers were more careful of cyclists that would be a big help as a lot of the time they drive way too close to bikes,which makes me anxious.

If it was safer and traffic lights were cyclist friendly

If it was safer to do so. pedestrians walk out in front of cyclists and likewise cyclists think the traffic lights do not apply to them

If more employers were required to fit showers in workplaces, I would cycle more frequently

If most cyclists adhered to the rules of the road it would be a vast improvement

If my company promoted it. Even tolerated it. I work for a backward thinking organisation which promotes car use, takes care of car drivers and has no tolerance for bikers.

If state hopefully helps and end homelessness in Dublin city then definitely we getting more tourists and cyclist.My wife and three friends of mine strongly agree.Thanks

If the City Council is serious about not only encouraging more cycling in the city centre, but actually making a significant change in the way that we transport ourselves around the city, then it needs to build dedicated cycle lanes throughout the city centre. Spend a day on a bike in Copenhagen and discover what could be done.

If the conditions on the city's roads were safer. As a pedestrian, cyclists are actually quite a hazard as lots of them do not stop at traffic lights, and cycle on footpaths.

If the cyclists had more knowledge of laws it would be helpful as they are dangerous on roads

If the dublin bike stations were regularly checked for availability of bikes and spaces ..especially for peak times

If the dublin Bikes extended closer to Harolds Cross Bridge or Griffith College and up into the village of Rathmines, Ranelagh and Rathgar

If there is to be expansion, they should be expanded to include all the train stations around the city centre, including Heuston Station

If there was less vandalism of bicycles left locked up in town.

If there was more support from Gardaí- for cyclists when they are put in dangerous situations by drivers. Also, an awareness campaign aimed at bus and car drivers as to the rights of cyclists as vehicles on the road with equal rights to road space.

if there were bikes available at heuston station alot more people would use them instead of bus and taxis

If there were less cars - eg it is scary cycling down O'Connell street, also there are too many oneway streets

If traffic laws were enforced and cyclists obeyed them it would make it easier to cycle in the city.

if we could get 3 wheelers for the not so experienced cyclist

If you could do something about the weather (rain) apart from that I think you are doing a good job with awareness and keeping the bikes in good order

Im not sure but when i did try and use one once they didnt take laser card so that kind of pu tme off them as it looked like a lot of hassle so i just got hte luas instead

I'm retired now but would definitely avail of free cycle training to get back into cycling again. I know of several others who haven't cycled for decades but would love to do so - a bit of help to get going again would be great.

Implementing fines for vehicles parked in the cycle paths would make cycling around the city safer. Also, there should be more functioning cyclist/pedestrian traffic light crossings for cyclists along the canals and river.

Impose congestion charges for cars in the city centre

Improve access for visiting tourists. I have tried to assist many using a booking from the internet but I have not found one who has successfully completed the instructions and I do not know where to tell them to go. Needs to be clearer either on internet instructions or at bike site

improve cycle lane surfaces

Improve motor vehicle drivers awareness of cyclists, cycle lanes etc.

Improve the quality of the roads. Most important issue. Avoiding pot holes is like taking your life in your hands

Improve the road surface Make signal timing suitable for cycling Design one-ways to suit cyclists not just cars Provide cycle lanes along Luas streets Segregate cars from bikes Proper restoration after road opening for utilities

Improve the surface of the bike lanes particularly the Marrowbone Lane bike lanes.

Improved driver and pedestrian awareness of cyclists

Improved policing of jay-walking. This is worsening in Dublin - pedestrians are taking much greater risks when crossing the road, and are not checking for traffic/cyclists.

Improved safety

Improved safety is the key. Roadside signage/information boards should encourage road users to look out for the most vulnerable. As a motorcyclist I also suffer from the consequences of car drivers who only look for cars at Junctions. On the push bike this inattention can be lethal.

Improved security about cycle locking centers.

improved weather :-)

Improvement in road surfaces

improvement of current cycleways is more important than creating new ones

Improvement of cycle lanes-most have badly damaged surfaces, and a large portion , I'd say 60% have absolutely no planning put into them , I mean really, do you let brain dead monkeys decide the layout?? No forethought put into the actual way that they will be ridden, never properly integrated with roads, and the mix of Onroad- offroad(isolated from the road) onroad offroad on road offroad, just feckin ridiculous, means your journey is interrupted by the switching. Or not having the offroad paths properly merged with the road, so theres a large lip just as you get onto it, no doubt leading to endless punctures for people. The scheme is a great way to get people out on bikes, I'm an avid cyclist myself and I've only one go on a DBS bike, but they seem like they're decent enough for JoeBloggs. I've noticed a massive surge in people cycling through out the city. GET BIKE SPECIFIC TRAFFIC LIGHTS

Improvement of Road Service

Improvement of the road surface, and better weather!!

improving driver awareness and flagging cycle routes . Give cyclists a sense of safety by using visual awareness signs displayed prominently throughout the city.

improving the roads would be number City centre in particular has too many dangerous junctions for cyclists still even with the HGV ban. Need to look seriously at reducing car journeys and this will only be achieved when we have an integrating working reliable public transport system

In areas where footpaths are not heavily used having a shared path with pedestrians and cyclists

In Holland cyclist and pedestrians are classed in one category and in the event of an accident are always in the right. Ireland should have a same rule and make car drivers aware that they would be held responsible in case of an accident involving cyclist or pedestrians

In some countries cyclist are allowed the wrong way up one way streets so they don't have to stick to the one way system. Cyclists should be given priority over cars. Also cycle lanes should not be in bus lanes- these should be separated.

Incentives

Incentives for different groups eg those going to work, tourists, senior citizens

Increased ""secure"" bike parking

Increased provision of contra-flow cycle lanes, aka, provision along Pearse St, and Lombard St and better quality facilities where there high amounts of cyclists

Information / Awareness campaign for all road users (motorists, cyclists, professional drivers etc.) to be aware of cyclists, allow them space and time, know the road/hand signals cyclists use and for cyclists to signal properly, look around etc.

initiative to increase drivers' awareness of cyclists on the roads, and those cyclists' rights

Installing built-in Sat Navs on the bicycles.

Instruction for pedestrians! Although car/bus traffic is the major concern, a lot of pedestrians in the city centre walk into the road without looking, which can force you to swerve dangerously.

Insurance Co./law placing onus on Motorist to avoid cyclists ...as in France

Introduce contra flow on one way streets to allow bikes travel freely around the city

Introduction of a commuter 'cycling centre' catering for those who cycle in from out of town to include showers, lockers and secure bike storage as in other capital cities. Even paid for would be OK as long as rates were reasonable (or even annual memberships)

Introduction of compulsory high - vis vests for ALL cyclists making them more visible to other road users.

Invert the road hierarchy. Cyclist should have right of way over cars. Where a cycle lane meets a road junction road signage demands the cyclists to stop nad not the car. Also there should be stricter enforcement on pedestrians walking in cycle lanes especially in the Phoenix Park where accidents often occur between cyclists and pedestrians. I dont believe the 30km speed limit is enforced. Also why are the majority of cycle lanes on the road marked with a white dash line. I take this to mean the lane is advisory which is no very effective and encouraging to cyclist road safety?

It is currently not safe to cycle in Dublin, until the cycle ways are improved and segregated there is no point in doing anything else.

It is most important that motorists are targeted through advertisement campaigns. As a cyclist of 10 years in Dublin City centre, the lack of respect for the LIVES of cyclists is astonishing! Motorists see you as nothing more than rubbish that is in their way on the road. If you point this out to them they are nothing short of self-righteous and abusive. The Gardai need to penalise motorists for dangerous driving; not looking, not indicating, cycling into dedicated cycle lanes without even looking, breaking red lights, texting whilst driving, putting on make-up while driving, driving closer to cyclists than they do to other cars! Every day I risk my life at the hands of drivers who don't have any respect and I have NEVER seen a Gard even look sideways at this behavior.... if I even see a Gard observing traffic at all!

It is necessary to turn right and cross oncoming traffic to reach bike stations. It is dangerous to sit in the middle of the road with moving traffic, an Island for turning bikers would be great

It needs to just feel safer. Buses in the city centre are a major problem - no cyclist like the feeling of a bus thundering past your shoulder or cutting in front of you to stop at a busstop.

It really requires a massive change in attitude by both cyclists and drivers. All to obey the law, and be aware of each other. The one way streets make this tough though, sending cyclists well out of the way

It should be easier to take your bike on DARTs, Luas's and buses. There should be a central facility where cyclists can secure their bike and get a shower before going to work. It would also be great if you could rent a locker at this facility in which you could keep clothes etc. Security and cleanliness would need to be paramount

It's important to reach a critical mass whereby drivers even realise that cyclists are other road users. At the moment that is not the case in Dublin. More and better bike lanes would be a big help

It's not all about Dublin bikes, a lot use own bike, top priority would be working with employers to develop more in work facilities for commuter cyclists

It's not just the lack of lanes that's the problem, it's the crazy one way systems that make it so difficult to get around. e.g. from Wicklow street, how do I get back over to Central Bank without breaking the rules. Or how do I get from Custom House to Capel Street without multiple hop on's and off's ? And some cycle lanes are laid out strangely e.g. the one at top of Capel St seems to be bidirectional and so encourages cycle accidents.

just better cycle lanes in the city center

Just reinforce what you say. I am just back from Salzburg and cycled there. Lots of separate bicycle lanes made cycling easy and risk free - something which puts people off in Dublin is the lack of above.

Just safer streets

Just safety, safety, safety for cyclists

Just safety. It's why I don't cycle: I live in the city centre and I'm scared of the traffic. I've given away my bike because I wasn't using it.

just to make it feel safer and have physical barriers in place so that ONLY bikes can fit into the cycle lanes, particularly on the quays

Keep the bikes out of pedestrian zones

Keep the Dublin bike stands stocked with bikes at peak times

Keeping road surfaces better - lots of Georgian Dublin (baggot st, merrion sq) is very dangerous on a bike. As a commuter on my own bike but also a user of the scheme I feel ""new"" & occasional cyclists need more info about road etiquette & safety. Bus lanes sharing with cycle lanes, cycle lanes having parking on them, cycle lanes ending abruptly are all examples of short sighted solutions. Proper signage on the new lanes along the canal (leeson st-baggot st bridges for example) to explain their function to wandering pedestrians would help make cycling less daunting and pedestrians less dangerous.

I nthink for safety there should be helmets.

Lanes specifically for bikes. I have been nearly run over countless times due to lack of space on the road, angry drivers(especially the bus drivers) and new cyclists.

Learn from Amsterdam. We need safe road for bike.

Legalising left turns on red while cycling. Because this is a rule that many cyclists break, it leads to disengagement with traffic laws. If this was legal, cyclists wouldn't have ""crossed the mental boundary"" of breaking the law and so would be more likely to obey other red lights etc.

less aggressive/thoughtless driving

Less aggressive motorists!

Less broken glass on the cycle lanes leading into the city. Less cars driving in the cycle lanes. Adequate space to cycle along the quays.

Less buses. The single most dangerous aspect to cycling is sharing a lane with the biggest vehicles on the road. Physically segregated bicycle lanes would be ideal. Gardai taking bike theft more seriously. Noone in this city can keep a good bike for long without it being stolen.

Less car orientated one way systems, like the top of Camden Street, Bleeding horse junction, Intimidating and dangerous on a bike.

less car traffic

less cars

less cars

Less cars allowed in to the city centre - make the city more bike friendly.

Less cars or at least more rights for cyclists, in Scandinavia cyclists and pedestrians have always right of way which makes it easy to cycle--and harder being a driver

Less cars!

Less hills and better weather - not within your control I know.

Less lunatic drivers in cars might help.

Less motorised traffic

Less motorised traffic in the city centre.

Less on street parking

less parking facilities for motor vehicles

Less private cars

Less rain

less rain :)

Less rain! And a crackdown by gardai on pedestrians jaywalking. They're actually more dangerous than drivers. At least drivers are aware of how dangerous they are so they look before they turn etc. But pedestrians just walk out in front of traffic and don't look - I got knocked off my DB by one and broke my arm so I'm now hyper aware of pedestrians. They're much more likely to cause an accident than a driver

Less Road Tax for Vehicle Drivers, If the car didnt cost as much to maintain maybe they wouldnt feel the need to drive it all the time

Less traffic allowed in city centre

Less traffic -if possible

Less traffic in city centre

Less traffic ramps and Traffic measures.

like amsterdam give right of way to cyclists

limit certain roads in the city centre to only pedestrians and cyclists. Create permanent car/ vehicle free spaces within the city. Provide sheltered places to securely lock bikes such as Drury street carpark.

Locate bikes at the grand canal theatre

locker system for secure bike parking.

Logical cycle lanes - i.e. no break in route, on and of footpaths, etc Cycle only routes

Look at installing 2 way cycle routes on one-way streets. E.g. Lombard Street, Leinster St.

Lower cost of bicycles (discounts for students) and better security of bikes parkings - you don't want to use your own bike to go to the city centre where it will be stolen

Lower levels of theft of bicycles

Lower the price for annual pass and extend the 30-minute cap on free rides.

Main issue for me is the pot holes. It seems that is becoming more and more dangerous to cycle in dublin due to the potholes.

Main reason I haven't yet tried the scheme is that there are no bike ports close to either where I live (Sandymount) or work (Grand Canal St). Beside Grand Canal Dart station, or near the corner of Bath Avenue / Grand Canal St / Shelbourne Road in Beggars Bush would both be very convenient sites for me, as would close to Star of the Sea church in Sandymount.

Mainly more cycle lanes!

Major improvement to the road (edges) surfaces, currently too many pot-holes, ridges, sunken/raised drain covers, cobble stones etc. would be good.

Make cycling the favoured form of transport in the city centre. Give priority to cycling in all cases. Stop forcing bicycles to follow road systems designed for cars such as one way flows.

Make Dublin safer for cyclists. Dublin Buses should stay a minimum of 2 metres away from bikes when overtaking. Compulsory cycling sessions for all people applying to do their driving test (as they do for truck drivers in Europe) would encourage cycling and safer driving. This should be immediately adopted for Dublin Bus drivers.

Make it generally safer for cyclists.

Make it illegal to over take a cyclist and then turn left. Educate taxi drivers on the rules of the road

make it much safer and prevent cycle theft i stopped cycling because of too many thefts

Make it safer for cycling around the city especially when you need to turn right at a busy junction. Also make it compulsory to wear light reflective clothing

make it safer!

Make owning a car mad expensive, like in Denmark. Get them while they're young - too many parents are afraid for their children to cycle and so the children don't grow up with it so maybe encourage bike to school days and stuff. You have to breed a culture of it like the Netherlands, Scandinavia etcetera have. Glorify the use of a bicycle somehow. Clever ad campaigns could achieve this. The bicycle is a fashion accessory for girls (I think more guys are currently open to cycling than girls. This could work - drunk-driving ads are effective (but of course we want a different vibe here).

Make street layouts easier to follow - cars weave constantly due to lanes appearing and disappearing, short lefts, bus lanes starting and stopping. as a result there's a culture of lane hopping by cars, which gives rise to short acceleration bursts into small spaces, without fully checking if there is a cyclist in that space.

Make sure that drivers have respect for bikers, and vice versa. In my country I used the bicycle every day, for everything. I tried in Dublin and almost got killed and/or assaulted for almost being killed many times. I quit.

Make sure the Dublin Bikes scheme is integrated into the new 'Transport for Ireland' integrated smart card.

Make the bikes look nicer, helmets, more cycle friendly roads-I'm too scared to cycle in the City Centre!

Make the cycling infrastructure, wherever provided, more consistent across the city. There are too many different treatments and details of cycle facilities markings signage priorities in the city's roads

Make the quays more cycle friendly - cycle lanes. Many of main thoroughfares have cycle lanes that just end all of a sudden and lead into bus lanes- where buses nearly run over you for cycling in

make the quays on both sides more bicycle friendly

Make the roads safer, motorists are not sympathetic to cyclists.

making a bus lane a separate lane

Making cycling safer.

Making it safer for young and old cyclists. Can you extend to Blackrock and Booterstown with pick up and drop off at Booterstown station.

Many people are still scared to cycle on the roads as the cycle lanes are limited.

map of the available stations; map of the cycle roads; extension of the network according to the main people attractors (main universities, monuments, parks...)

Mapped cycle routes around points of interest in the city

Market city cycling as a normal easy thing to do - not just the preserve of fit guys in hi-vis clothing and racing helmets on fast bikes. Cycling in Dublin should look like cycling does in Amsterdam

Market the idea

Marking bike counter lanes on one-way streets.

monitoring of bike theft, CCTV

More awareness training for other all road users. including pedestrians.

More ads to warn motorists of existence of bikes

more advertising

More advertising encouraging people to cycle, explaining that there has never been a better safer time to cycle in Dublin city. Ad's on tele/radio explaining how the DBS works

more advertising on papers and TV

More advertising to increase driver awareness of cycle safety issues and for cyclists too so that they learn to observe the rules of the road.

More and more docks please. Especially in Grand Canal Dock and on St. Stephen's Green and maybe extended to Sandymount. Routes plans for cyclists and new learner cyclists.

More and safer bike parking similar to the scheme available in Drury St car park

More areas where cycles are not competing for road space with motorised vehicles.

More availability of bikes!

More availability of cycle helmets for use with the Dublin Bikes Scheme. At present the traffic in Dublin is treacherous for cyclists

More available stations for returning at end of journey

More awareness among drivers, particularly bus drivers, of the amount of space cyclists need. Exceptions on one-way streets for bicycles.

More awareness in the media creation of programme awarding the people that cycle the most (distance and journeys).

more bike lanes in parks and roads

more bike lanes motorists to respect same make it legal to wear helmet

More bike parking

More bike parking

More bike parking with CCTV cameras trained on the railings would be good. Enforcement of existing legislation on errant cyclists and motorists, both of whom are equally dangerous.

more bike stands. extend system .more empty stands to return bikes to.

More bike station closer to public transport train stations

More Bike stations further out of the city

More bike-parkings / bike stands where one can lock their bike to. Cycling lanes along the quays.

More Car Free Days...

More consideration given to cyclists by lorry, bus and car users. No parking by vehicles on cycle lanes. Maintaining condition of surface of cycle lanes.

More contra-flow bike lanes

More contra-flow bike lanes to make it easier to navigate around the city by bike. One way streets are very inconvenient for cyclists and are often - dangerously- ignored.

more credit card enhanced stations for people without annual subs - often talk to people wishing to use on infrequent basis who are turned off by lack of facility

More cycle friendly signals / lanes at major junctions e.g. Kevin st junction (between garda station and DIT).

more cycle lanes

More cycle lanes!

More cycle paths

*more cycle routes, shared roads with cycling priority over cars, pedestrian priority over bicycles
counter cycle lines on one way streets.*

*More cycle-specific traffic lights. One way system altered and made not always applicable to
bikes*

*more cycling and safe cycle lanes. buses are so dangerous for cyclists in the city therefore
some way of making them keep there distance!*

More cyclists on the roads

More days like the Sky Ride and also more cycle friendly lights and junctions.

*More delivery of safe cycling routes segregated from traffic, and less talk about it- very
frustrating making the effort to cycle and not seeing improvements on the ground to make it
easier and safer*

*More driver education re: advance cycle stop areas at traffic lights. Burden of responsibility in
accidents weighted on motorists. Education of cyclists to obey traffic signals.*

More Dublin Bikes!

*More Dublin Bikes. Possibility to have bikes on public transport. Good safe bike parking at
public transport hubs.*

*More education for drivers and the general public about awareness of cyclists/bicycles on the
road: equality and respect among various types of road users.*

More enforcement by gardai of cyclists ! They have total disregard for traffic lights / pedestrians.

*More ephasis on cycling in dublin and more advertising I think a better cycle network with
dedicated cycle lanes and we could advertise to tourists a daily rate to rent a bike or weekly rent
for tourists that come to the city.*

*More events similar to Sky ride, but longer- for example in summer -cycling from city centre to
phoenix park (where some concerts can organised) and back. Secured bike parking*

*More exclusion of private car journeys through the city centre - more pedestrianised areas with
access through the city's streets on foot, on bike or on public transport only.*

More free secure bike parking in existing Car Parks.

More free spaces when returning bikes to popular destinations!!!

*More freedom to bring bikes on other forms of public transport when you get too tired to cycle
anymore.*

more frequent 'traffic free days'.

more garda watch

More high-viz vests distributed for free to improve cyclists' visibility on the road.

more in the suburbs

more information i.e what one needs to register. One gives the bank details I believe and a credit card necessary?

More information on how to pay for use of bikes and how you go about getting a membership or whatever it is you need

More joined up thinking in the development of cycle routes and not giving in to local interests, e.g. cycle lanes are used for parking at shops. More thought put into the detailed design of cycle routes, e.g. not having a cycle lane to the left of left-turning traffic. Accidents predominantly happen at junctions, not straight sections of road. Minimum of 5 parking spaces at every shop and place of employment. Contraflow cycle lanes on the likes of Camden Street-South Richmond Street, Nassau Street, St. Stephen's Green East, etc. Fixing the route from St. Stephen's Green West to St. Stephen's Green North. Creation of permeable routes for cyclists and pedestrians, but not for cars - ban cul de sac developments.

More knowledge of what Dublin Bikes offers. I do not know how much it would cost me to use Dublin Bikes. Not many people who don't use it do. Less cars. Dublin Bikes extended to areas like Phibsborough where many people who work in the city centre, live. Bike boxes/ priority traffic lights for cyclists

more legislative support. eg too much on street parking allowed. replace onstreet parking with cycle lanes....bike lanes being parked on after 7pm

More locations. Better street parking security for those who use their own bicycles.

More of the cycle track network needs to be put in place, resurfacing of roads in some areas of the city instead of patch up jobs, and the repair of the red/pink speed bumps that have seriously disintegrated causing a danger to cyclists. An indoor cycle park for the northside of the city similar to the one in Drury St car park.

more off road dedicated cycle lanes safer parking bays

More on street parking - it's getting better, but still needs more.

More one way driving routes for cars. Oh and you don't mention the bus fares which rise at 7-10% every two years.

more pedestrian areas would shift the balance in the city centre away from cars and noise towards people enjoying the city centre as a place to relax

More pedestrianized streets (to reduce motor traffic). Another secure bike park

more places to park your bike and more awareness from car drivers in regards to cyclists, particularly when turning left.

More promotional advertisement make people more aware that it is the way forward

More prosecution of bicycle thieves

More protected bicycle lanes as there are beside the canal. No sharing of bus lanes and cycle lanes. Its lethal. Some kind of accomodation for bikes to cross over larger roads ie at merrion road to nutley lane. These intersections are very dangerous and I have seen cyclists get very seriously hurt. A recognition that some of the bike lanes demarcated in the bike maps of dublin are not actually marked out on the road in real life.

More protection for the cyclist

more publicity about dublin bikes , strict enforcement of traffic speed,

More respect from motorists towards cyclists. Compulsory reflective clothing for cyclists. Ban Cyclists from having earphones listening to music on. Stop cyclists from going through red lights.

More restrictions on car use to encourage more bike use: more parking restrictions, congestion charging in city centre, more car-free roads and restricted use.

More safe locations to park bikes - Dublin is famous for the amount of bikes stolen daily!!!

MORE SAFER BICYCLE LANES

more safety features for cyclists at major junctions and in general at junctions...segregation from other road users at every possible opportunity

More secure ""parkin"" too many get stolen

more secure bike lock ups like in Drury street car park. Bike theft is a huge problem in the city and does contribute somewhat to the success of dublinbikes but reduces peoples use of their own bikes instead of cars. There needs to be more monitoring around areas of high bike theft, bike gardai presence in these areas. also a bike tagging/insurance scheme in conjunction with bike shops and the DCC so stolen bikes arent as easy to sell (people can post pictures of stolen bike and details and buyers can check it on their smartphone to see if its stolen)

More secure bike parking

More secure bike parking

More secure bike parking, as seen in cities such as Copenhagen

More secure bike parking.

More secure Bike Parking. Bikes are stolen so regularly that it discourages people from cycling. It's one of the reasons I haven't bought my own bike and use Dublin Bikes

More secure cycle parking spots as in Drury St

more secure parking for bikes, possibly with cctv

More secure parking for own bikes.

More secure parking/shelters for bikes

More security for bikes parked in public areas

More security to stop bikes getting stolen

More segregation between buses/cars and bicycles. Dedicated bicycle traffic lights. Proceed with caution etc... More on the spot fines for law breaking. Cyclists and motorists. Educate the ""professional drivers"" in patience, distance between bike and vehicle and road signs. Especially the one which says that the lane is for buses AND bicycles.

more showers in the workplace

More signage advising drivers to be mindful of cyclists

More signs to alert motorists and van/bus/ lorry drivers that cyclists are using the roads too. If I cycled, I would be worried about the lack of care of motorists take with regard to cyclists. Also signs to alert cyclists not to jump the lights avoid putting themselves in danger on the roads

more sinage to warn motorists of cyclists and training of large vehicle drivers on the dangers of not using mirrors when turning

More social cycling events

More stations in the city centre and more bikes at each station. For instance, why isn't there a dublin bikes station at heuston station and one nearer connolly station? Creating segregated bike lanes that would make it much quicker to get around dublin than in a taxi/car, for instance if there is a one way street for cars, make the segregated cycle lane two ways on the same street.

more stations, definitely. I live in the Grand canal dock area, where many young people live too. There are no station there, so we resort to the bus or our feet. If I had a station close to my apt or work, I would cycle at least once a week.

more stations, the are no stations in the docklands, aviva stadium, grand canal, ballsbridge.

More traffic taming, but not expansion of 30kmph zone, it is ignored anyway. Charge to bring car into centre? Quota for bringing car into centre (why should rich people be able to bring car in more easily?)

More visible Garda presence on the streets...to discourage would be thieves & Bag snatchers who can make a quick getaway on a bike or in a car

Most importantly, we need to see the current bike lanes and areas of the road used by cyclists improved. We need to see the potholes repaired etc. I have had too many burst tyres and near misses with cars for my liking!

Motorist & Pedestrian education

Motorist training on how to behave with cyclists and awareness of cyclists would be very valuable and should be available. Motorists frequently overtake cyclists when turning left and dont leave enough room for cyclists on the road.

much more awareness in other road users about the existence of cyclists. Maybe an increase in the one way system to other roads in Dublin?

Need to expand even as far as Drumcondra asap.

needs to be safe. to educate drivers and to segregate cycling lanes away from traffic, to encourage cyclists to light up well at night and train them on safety, make compulsory to learn safe cycling

new road surfaces are good but if the surface nearest the kerb is not good then resurfacing is no good for cyclists. Particular attention needs to be paid around drains/shores etc that are located where cyclists would cycle

new routes along both canals; devise a dodder river cycle path;

No cars city centre

No jaywalking by pedestrians

No parking allowed on cycling lanes at any time.

No parking in cycle lanes by any motorised vehicles. Major danger to cyclist's.

No traffic days in the city only bike days a few days per month

No traffic on O Connell Street

No, but I would enforce the need for more public bike parking. This is absolutely essential.

none other than to ask to extend the scheme out further

not having to share bike lanes with buses or have lanes that all of a sudden double up as parking spaces. also as well as training cyclists (which has been talked about) it might be useful to do some campaign for motorists to remind them that there are cyclists on the roads too

Not just more cycle parking place safe!!!!parking place

Off road cycle tracks. Less crazy taxi drivers

Offices with shower facilities.

Off-road cycle lanes, similar to Germany/Denmark, are a must

On proof of cycling to work obtain a reward from your employer.

on Sundays, close off roads in city center to cars to encourage more people to cycle into town.

One mile radius more for bike stations I think would greatly encourage more users.

One of the main reasons I find people are put off cycling in Dublin is the lack of appropriate infrastructure for cyclists. Although Dublin City Council are trying to improve on this, there is a persisting lack of cycle lanes and also a lack of enforcement on stopping vehicles parking in cycle lanes. An improvement on these two issues I believe would encourage a lot more people to cycle in Dublin City.

One way streets and pedestrian areas make some journeys difficult. Cycle access would alleviate this

Option for a baby seat on Dublin bike scheme

organised weekend cycle trips

Outside of the Dublin Bikes Scheme safer parking facilities for bikes, particularly if you own an expensive bike that you don't want to see vandalised/robbed.

Paris has introduced a similar scheme for electric cars. That would be wonderful in Dublin

Park and ride facilities available from suburbs, i.e. Glasnevin, Whitehall, Donnybrook on the north side and similar on the south side.

parts of the city to be for bicycles only (Saturdays and Sundays)

Paying in shops & then putting your ticket in the bike machines

Pedestrian streets/roads for use only by pedestrians and bike users. A designated cycle lane down the quays would make it safer and enhance tourism.

People really fear for their safety, so the physically separated lanes are important (like along the canal). It would be nice also to see traffic junctions that explicitly favour cyclists (as in Denmark). Better driver training would really help too – some drivers get frustrated when stuck behind a bicycle.

People think cycling is dangerous - it's not but perceptions matter. I would suggest 1 - emphasise the convenience and fun of cycling 2 - encourage better manners on the road in general. I imagine people are put off by unthinking drivers and by cyclists on footpaths etc

perhaps banning cars from certain streets in the CBD like in other city centres. I drive also as cycle but would love to see for example Dame St. to O'Connell St for example pedestrianised and for cyclists

Perhaps more road signs for bike users as most drivers do not "see" cyclists.

perhaps not encourage more cycling but helmets should be encouraged by the Dublin bike scheme

Perhaps some facility to store items for a short time near bike stations - e.g. if you have a car parked you can shop and drop some items in the boot temporarily. On a bike you have to carry everything with you at all times.

Permission to turn left on a red light when it is safe to do so for cyclist. Permission to cycle the wrong way down a one way street, when it is safe to do so.

Permit cyclist to cycle both ways on smaller one-way residential streets - better still avoid making them one way in the first place. Improve cycle permeability in the city centre. eg permit cyclists to cross the city centre by wandering through the smaller back streets and not force them onto the main traffic routes

Personally I am a bit nervous with all the traffic and the lack of respect for cyclists by motorists

personally it's all about safety/protection from car/van drivers and being able to park without having your bike robbed.

physically separate all lanes, like Copenhagen

Please expand out the Dublin cycle docking stations to the west part of the inner-city - this area has been badly discriminated against in the initial scheme, which has favoured the east inner-city Georgian areas - see the web site's map (<http://www.dublinbikes.ie/All-Stations/Station-map>).

Please ignore the third option the system requires me to select 3 I only see the two options as being beneficial to cyclists

policeing of bike users,

positive changes to traffic lights for cyclists. road safety campaign to promote driver awareness of cyclists and the needs of cyclists on the road. space etc

Prevent cars from parking/driving on the cycling lanes for more safety (e.g. Camden Street)

Prevent cars from turning left at crossroads when green light given so that bicycles can get out of the way, e.g. green arrow for straight, followed later by green arrow for left.

Prevention of cars parking in cycle lanes, especially in evenings and at weekends

Probably a better climate!

Probably not relevant, but I would like to see penalties for cyclists who cycle on the footpaths, especially those who frequently cycle southwards on the narrow path on the Liffey side of the north quays. Not a nice experience for pedestrians; especially when cyclists are arrogant!

Proper cycle lanes. Prevention of cars from parking in cycle lanes.

Proper enforcement of the rules of the road by the gardai for all road users

Proper segregation of cycle lanes is necessary. See Barcelona for example.

Properly policed cycle lanes

Prosecuting drivers and cyclists who break red lights. It's a bloody danger! More driver education for those in private cars (taxi seems to get the idea of sharing a road, maybe because they expect to share the bus lane with buses and cyclists - not so for private car users). Increase the hours of non-24 hour bike lanes - e.g. the one through Rathmines is very busy in the late evening, but there are cars parked all over the lane, which doesn't add to my safety as a cyclist.

provide cyclists with one minute advance at traffic lights bike zones at traffic lights for cyclists congestion charge for cars expand existing dublin bikes to heuston, and inner suburbs.

Providing a service for Heuston Station and colleges in the city area

Providing safe lock up areas for bikes in town , maybe in shopping centres

provision of helmets with the bikes

Provision of more secure bicycle parks as in the the Drury Street Multistorey Carpark

public awareness campagins about cycling. better cycle paths, seperate cycle paths (not sharing with buses and taxis), bike traffic lights (works well in denmark)

Public service advertising on cycle safety, for both bike users and motorists, reminding us that most cyclists are motorists too, and vice versa. And could someone stop couriers being so reckless and being a threat to pedestrians

public transport should become more bicycle friendly. more bicycle awareness training / signage for cars. changes to intersections, traffic signals and other measures to favour cyclists speed of travel and safety. toll the entire city centre. increase parking charges. bike parking coupled with a showering facility.

Publicity campaign aimed at creating awareness between. cyclists and drivers.

Put a bike centre in donnybrook

put adverts on your bikes, inform people that cars burn money and make you fat, whilst bikes burn fat and save you money!

Put the default blame on a motorist in the event of a collision with a cyclist, and it is then up to them to prove otherwise.

*Rain gear for cycling in available to purchase or rent - it rains a lot!
<http://www.bbc.com/travel/blog/20110909-travelwise-bike-sharing-around-the-world>*

Raising bigger awareness of the benefits of cycling.

Really they need to look at making dublin more cycle friendly by pedestrianising the city centre completely.

Reduce threat of imminent death from trucks and cars. Force cyclists to obey traffic laws, thus reducing the image if cycling as a foolhardy pursuit.

reduced speed limits

Reducing the number of cyclist deaths in the city centre.

Reduction of traffic lanes from 2 to 1 on roads like the Quays. Wider bus lanes to allow buses to safely overtake bikes. More restrictions on oversized vehicles.

regular ""critical mass"" cycle days when many cyclists tour the city en masse.

removal of gyratory/ one-way street racestrack traffic management system in the city

Removal of one way street system. Changes in the paving on the street

remove the M50 toll and/or impose congestion charges. It is currently cheaper and faster (or as fast) to drive through the city centre then to use the M50, even at peak times. The resultant volume of through-traffic discourages cycling. Driver attitude: Driver awareness and training around cyclists is poor. I regularly encounter motorists unaware that bikes are legitimate road users. They will turn across cyclists expecting them to stop. opening doors without checking mirrors is another constant danger. Finally, I've found even some professional drivers (taxis, private busses) are unaware cyclists are allowed use bus lanes and will try to bully a cyclist off the road.

Remove the right for cars to park for 30 minutes in a non-mandatory cycle lane. Encourage cycling lessons in schools. Stop putting all responsibility on cyclists for their own safety - research shows motorists are more likely to be at fault and therefore efforts should be aimed at motorist behaviour (and respect) towards cyclists. We need to make people, especially women, feel it is safe to cycle, otherwise they simply won't. This may mean the introduction of expensive physically segregated cycle lanes but in reality the biggest risk is at the point of merging between cyclists & motorists at the end of cycle lanes. This has to be addressed.

Removing obstacles in existing cycle lanes. Insistence that any private companies digging up city centre streets make the surface safe for all users once works completed or they're fined heavily. Improving driver awareness of cyclists being on the road (though this will improve once more people are cycling).

Rented helmets, high vis jackets and safety gear.

Re-open the Road Safety centre in Clontarf, it is where I learned about cycling safe when I was a child.

Repair of existing bike lanes - this is more relevant to outside of immediate city centre but might be an issue if scheme expanded.

Respect being shown to both drivers and cyclists from each other

restrict cars and encourage use of public transport

Restrict motor vehicle access to the city

Restricting access to the city centre to pedestrians, cyclists and public transport only would encourage more cycling but also increase quality of life for citizens.

Restricting motor traffic and dedicating more streets entirely to cyclists and pedestrians. Also, more infrastructure such as increased secure bicycle parking.

restriction on hgv's

Revision of city centre traffic flow for cyclists, particularly in the Grafton St / Stephens Green Area

Road improvement most important, and no ""cycle lanes"" included in the bus lanes, find this extremely dangerous, it is just paying lip service to ""dublin as a bike friendly city""

Road Traffic Laws implemented by Central Government regarding rules for cyclists.

Route maps showing working cycle lanes.

RSA awareness ads on Radio and TV to tell motorists how vulnerable cyclists are and to urge cyclists to obey the rules of the road

safe bicycle parking

Safe bike lockup facilities for people cycling their own bikes. We have had many staff get bikes robbed from outside work so they have stopped cycling to work!

Safe, supervised bike parking

Safer areas to lock your bike. Enforcing cyclists to adhere strictly to the rules of the road. As a cyclist who does my efforts to adhere to them is daily undermined by others not wearing helmets, breaking lights, cycling on footpaths, not using lights ALL day. As long as this is allowed to continue motorists who continue to take risks around cyclists.

Safer bike parking - the thought that my bike might be stolen often puts me off cycling into town.

Safer bike parking areas like at the Drury Street Car park

Safer cycle lanes and cycle lanes installed on busy traffic routes

Safer driving

Safer locking facilities. Too many bikes are stolen and damaged to be leaving a bike locked somewhere for long periods of time. I would be highly reluctant to leave my bike locked in Dublin City centre over night.

safer roads. educating motorists about cycle lanes

Safer secure bicycle parking, better road edge surface for cyclists (cover manholes/drains), less vehicle lanes, more police presence to control cyclists & speeding vehicles

Safety

Safety and pay as you go.

Safety Awareness - too many cyclists are very dangerous in the way they go about the city. Swerving in front cars etc. Accidents will happen and the drivers will be responsible regardless.

Safety campaign for drivers to be more aware of cyclists

Safety is my biggest concern

safety is of prime importance so enforcing law and better cycle lanes throughout the city and suburbs will facilitate more people to cycle.

Safety is the key. Driver awareness and also pedestrian awareness signs eg look left for bikes. I get a lot of pedestrians walking on the bike lane not paying attention

Safety is the main issue for cyclists. Cars don't give bikes enough respect but equally cyclists need to respect the rules of the road and obey traffic lights. Bike lanes are not really dedicated as cars often drift into them.

Safety of cyclists

Saturation police supervision

Scrap the multi-lane one-way system in the city centre!

Secure (paid for) parking of bicycles, and where there is room on one-way streets to offer cycle lanes in opposite direction.

Secure and covered areas to lock bikes, ideally with lockers available as well.

Secure and weather-proof sheds throughout city, but especially at Dart stations

secure areas to lock bikes & increased efforts to stop bike thieves and vandals.

Secure bike parking for non-Dublinbikes. Maybe even supervised/camera-monitored parking with a yearly fee system like there is for Dublin bikes i.e. with a yearly pass you can park the bike for less than 30 mins its free; there are fees to leave it longer; there are higher fees if you don't have a yearly pass. Perhaps it could be combined with the bike servicing stations mentioned in Q18. If there are lots of people happy to use the Dublinbikes service I'm sure there are lots of hardcore cyclists willing to pay a small fee to ensure their bike is safe & secure while they're at work/shopping/out on the town. It might even be possible to have the bike parking facilities indoors/undercover in vacant premises around the city.

Secure bike parking. Dublin Bikes is a good alternative to using your own bike in the city centre given the high level of theft.

Secure Cycle Parking, Day & Night

Secure lock up bike parks

Secure overnight parking facilities for bikes in the City. Dedicated CCTV coverage of bike parking areas to discourage theft.

secure parking

Secure parking - this is the main issue. Too many bikes getting stolen.

Secure place to park bikes ie with CCTV to discourage bike thieves

Secure safe parking facilities

Security for parked bicycles, e.g. I notice that bicycles may be parked in Drury Street Car Park.

segregate bicycle lanes from bus lanes by making more use of footpaths for bicycles

Segregated bicycle lanes are a definite requirement for Dublin. Yellow lanes are NOT a cycle lane, despite what most drivers think.

Segregated bike lanes

Segregated cycle lanes to encourage children to cycle in a safe environment

Segregated cycle lanes, like along the canal.

Separate bike lanes from bus/taxi stops - e.g. by putting them on the right side of one-way streets and next to the central meridian of dual carriageways, e.g. O'Connell Street.

Separate cycle lanes . Also pedestrian safety needs to be considered, a lot of cyclists speeding through pedestrian crossings. Stricter enforcement needed and visible Dublin bike registration numbers in case of accidents / incidents

Separate cycle lanes from traffic

Separate Cycle lanes/ streets. Traffic lights just for cyclists to enforce the need to Yield and Stop

separate cycle lanes are key in my opinion

Separate cycle lanes . . . NOT BUS LANES!

Separate lanes through parks or other areas not subject to heavy traffic - as is done abroad. dangerous cycling through red lights, no hand signals etc could be eliminated and traffic flow assisted for both cyclists & motorists

Setting up neighbour parking bays in the outer suburbs.

Shared use of streets in Dublin City Centre. Pedestrianisation of more inner City Centre streets that would allow cyclists to use them.

Shorter more direct routes that avoid cyclists having to use main high trafficked routes

shower facilities for workers!

Signage detailing journey time in minutes and priority at certain junctions for cyclists and counter flow lanes

some ads that show cycling as cool like copenhagen cycling chic. more gardai on bikes. funding for the dublin cycling campaign changing traffic light to allow left hand filtering

Some city centre areas that are motor free

Some control of where taxis can pull over. many stoop for customers with no warning for cyclists.

some cycle only streets with bike parking area set aside on the street

Some junctions need to be improved for cyclists, for example St Stephens Green onto Lower Leeson St. Cyclists trying to get onto Leeson st from Stephens Green south must cycle around the green, down Dawson St, Nassau St, up Kildare St and onto the green again (unless they make a illegal U-turn onto Leeson St).

somehow ease the conflict between cyclists and motorists as currently they seem to dislike/ irritate each other. separating them would prob be the best idea.

Something needs to be done about theft of bikes. And not just bikes but bits of bikes. Saddles, lights, wheels, all go missing too.

Somewhere close to each station where we could hire helmets for kids or 'wet gear'.

Somewhere to have showers after long comutes

Special offers, free days at christmas etc.

Special rates for tourist and visitirs to the city. More advertising of the bike scheme especially in tourist venues and tourist offices.

Specific cycle lanes for bicycles; it's dangerous having to cycle on bus lanes etc

sponsored cycling events within the city. Get a free something if you cycle to an event (rather than drive)

Stations can fill up very fast, system needs an ongoing monitoring service to keep 5 bays free. This is critical around grafton st area, where all 3 parking bays are regularly full, forcing you to cycle aways to other bays.

Stop sharing lanes with buses

Stop taxi's, delivery van's lorry's etc parking in bicycle lanes, a lot of bicycle lanes are short and become parking spots, introduce similar laws for lanes as double yellow lines, change all double yellow lines into bicycle lanes, thanks

Stop the rain!

Stopping cyclists breaking rules of the road

stopping people on bikes going through lights and up on kerbs and up one way streets (providing cycle paths that dont end suddenly or turn into a foot path would help) and in turn, fining drivers for dangerous turning in front of bikes, lack of courtesy to bikes, and beeping unnecessarily. Respect for cyclists as a non poluting, simple mode of transport rather than jsut a nuisance or somone to shout abuse at would encourage more cycling - (though both improvements for bikes and better behaviour by cyclists would both help this)

Stopping sharing bicycle lane with bus lane as road not wide enough for both bicycle and bus simultaneously so can be very dangerous for cyclist.

strick enforcement of the rules of the road to cyclists. i.e. Riding through red lights!!

Strict Garda inforcement of the rules of the road would encourage me to think positively about cyclists. They constantly ignore all the road safety rules. ie. cycling the wrong way on one way streets, cycling on the wrong side of the road, total disregard of the traffic lights.

Stricter enforcement of law for both motorists and cyclists

Stricter enforcement of road traffic laws - prevent motorists - especially taxis thinking that a cycle lane can be used when they feel like it

Stricter enforcement of rules for cyclists themselves. Too many cyclists think the rules of the road don't apply to them. This gives cyclists a bad name. Introduce mandatory wearing of helmets for all cyclists.

Stricter enforcement on the law so as to stop both motorised traffic and cyclists alike from creating potentially dangerous situations

Suggested cycle routes for visitors on the website incorporating sights and attractions. Campaign for safer cycling habits and a safer cycling environment through improvements to infrastructure and behaviours

sunshine:)

Supervised or protected cycle parks

Sweeping of the bike lanes

T.V. Advert as to how to obtain a bike - coins/cards etc. required and a list of bikes parking places.

Tackle bicycle theft. Crack down on markets and shops selling stolen bikes. I know quite a few people who won't cycle into town for fear of their bicycle being stolen.

Take cars off the street

tax breaks for cyclists car congestion charges better urban electric bus shuttle transport

Tax credits on bike purchase and repairs.

Tax free initiatives.

Tax relief for employers to install bicycle parking / shower facilities etc

Teach cyclist to be aware of their surroundings also to learn the rules of the road.

teach people how to drive properly. limit cars as per college green arrangement

tell me what to do to join ! No info at the stations ? Where do I begin Thanks ! Extend the cycle to work scheme to include retire to cycle or cycle to retire with deductions from pension just like the cycle to work scheme

the (multi-lane) city centre one-way street systems need to be addressed, and also the intimidating wide junctions. But the physically segregated cycle lanes would be the most important. The S2S needs to be built, south of the Liffey. The canal cycle ways are a good start but they need to be expanded. I believe relatively small projects like this would see a huge increase of cyclists in the city. This needs to be implemented soon though, while cycling is still enjoying being trendy amongst young people.

The attitude of Bus drivers has to change. They have absolutely no respect for cyclists on the road.

The big issue is the state of the roads and the way that cycle lanes are disrespected and often occupied by parked cars. I know many people who are afraid to cycle in Dublin because it is too hazardous.

The bikes are extremely heavy and hard to handle. New bikes are getting lighter all the time, why the need for such "heavyweights" !!! (I have arthritis in my arms/hands)

The car/bus traffic in the city center looks very dangerous for cyclists

The cycle lane that travels down the left hand side of the north quays is a death trap, and a disgrace. It should be moved to the middle of the road, between the lanes of auto traffic, as this would mean no cars turning across it at junctions.

The cycle to work should also be continued

The docklands area (especially Barrow St/ Grand Canal Station/Google Area) really needs a Dublin bikes stand.

The Dutch have a fantastic cycling infrastructure that allows doesn't require enlarging road intersections: <http://www.youtube.com/watch?v=FIApbxLz6pA> Whilst more driver education would be fantastic I've found when I cycle in town I find other cyclists (particularly those who cycle every day) to be very dismissive of the rules of the road (breaking red lights, yield signs, crossing traffic dangerously). This causes a complete lack of respect between drivers and cyclists. Enforcing road rules on cyclists would be a big plus

The enforcement of rules of the road should be applied to all road users INCLUDING cyclists who currently have a terrible reputation for breaking lights, cycling on footpaths and against the flow on one way streets and not wearing lights/visibility gear after dark.

The Gardai to enforce mobile phone use by drivers. Currently its pathetic.

The increasing cost of motor fuels.

The introduction of contra flow cycle lanes

The main gripe I have with the bikes scheme is that its stations have reduced the number of parking spots for other bikes. Better cycle lanes is also essential - e.g. no lamposts inserted in the middle of the lane like on Drumcondra bridge over the Tolka!

The main problem as I see it is lack of education for ALL road users. This begins at school and also for the driving test. A lot of people who drive cars don't have enough consideration for bicycles/cyclists. And the cause of this is because a lot of them don't cycle. The more people that cycle, the safer it becomes for all cyclists (aka what's called critical mass).

The mobile apps that are available on android aren't very good. You can stand at an empty bike station, looking at a load of empty bike stations and still the mobile apps will tell you that there are 16 bikes there. Useless for planning a journey.

the need to address the (multi-lane) city centre one-way street systems, (ii) ditto re the intimidating wide junctions, (iii) the non-enforcement of traffic law, (iv) the benefits of cycle training (eg. as made available for adults for free by Hackney Council in London).

The North side of the city needs this scheme badly as it has a poor public transport system,

The number of cyclists in the city centre is increasing yet I still feel drivers are not aware of us. Time and time again drivers dont check mirrors/ cycle lanes etc... I was in an accident myself in August where a van driver drove me off the road just from being absent minded! An awareness campaign (tv radio...) would be a good idea as well as figures released about number of bike accidents in the city

The one-way only system should be addressed with cycles allowed counter-flow. More bike lanes like the Grand Canal one would be great. Also, fixing potholes which inevitably fall within the meager existing bike lanes.

The one-way system around Dublin city is a real nightmare for cyclists, so there needs to be a way for cyclists to get from A) to B) in a more straight-forward way that is still safe (e.g. segregated cycle lanes in both directions, even in one-way streets).

The only reason I do not cycle in the city centre is due to the lack of safe cycle lanes. It is still quite dangerous to cycle in the city centre (I have experienced enough incidents in which I was nearly knocked off my bike to stop me from cycling in the city, mainly due to passengers in parked cars opening their doors without looking and inattentive drivers on the road). There needs to be a greater provision of cycle lanes, particularly those which are segregated as a cycle lane on which cars can park and buses can stop are not safe. Even though the Dublin Bikes scheme itself is wonderful, Dublin is still very much a car-dominated city.

the option of helmets with the bikes, i myself wouldnt cycle in the city without one, way too dangerous on the roads in the city not to have one!

The possibility to transport bicycles in the DART or in the LUAS

The reason I participated in this Questionnaire as a non-cyclist is to stress how increasingly dangerous it is becoming for pedestrians - cyclists are flouting all rules of the road. Gardai are ignoring this completely. I feel so sorry for disabled and sight-impaired people, cyclists routinely cycle through red lights and insult anybody who brings this to their attention. Dublinbikes will have to highlight safety far more vigorously, this cannot continue.

The reasons I tend to hear for not cycling are: - it is dangerous, due to the traffic - your bike will get stolen - you sweat and get rained over - Making a real effort to stop bikes from being stolen. - Measures that would make new cyclists feel saf

the road infrastructure cannot cope with the amount of bicycles between DublinBikes and Cycle to Work Schemes, cyclists have no training or do not know how to use the rules of the road in relation to cycling

The roads , for example O'Connell St. could be made a bit safer, but really the whole city centre . A lot more cycle lanes . Lanes could be made wider , sometimes they are impossible to cycle on as the surface is rough .Also the drainage could be improved - no pools . Maybe cyclists should be allowed to go ""The wrong way ip one-way-streets"" Such a thought , but it can be

safer. Cyclists should be permitted to go through lights when the pedestrian light is green . Again it can be safer. DCC should make Car Free Day a day with NO CARS! (Excl Gardai etc .)

The separation of bus and bike lanes. Very dangerous if the road surface is bad.

The single anti-motivational factor when considering cycling in the city is Bike Theft. The authorities need to bring a serial number system on bikes to prevent theft - it's disgraceful the amount of bikes which are stolen daily in the city, and in most circumstances in broad daylight.

The stations need to be further afield. I bought a bike because I lived in the Old City, but my partner was in Inchicore -- the scheme was not useful for this.

The stupid traffic calming measures which narrow the road and junctions at certain points which leaves no room for a bicycle between the vehicle and kerb.

There are a good number of stations but there appears to be a lack of linked stations with current transport routes in to the city for people living in the commuter belt (i.e. Train stations, Lusa stops, Park and Ride, major office/business sectors).

There are plenty of places to park bikes in the city centre however very few of them are secure. The number of bikes stolen in the city is incredible, even when locked, and this discourages me from using my bike for journeys to destinations other than where I know secure parking is available.

There HAS to be compulsory training for motor vehicles drivers regarding cyclists in an urban environment. Cyclists share lanes with taxis and buses which are the most dangerous vehicles for them and sometimes have no clue how to react in the presence of cyclists. The free training is as much for motorists than new cyclists.

There is a need to address the intimidating wide junctions around the city centre and terrifying multi lanes. Many bike users like myself do not know how to drive so don't know how to use the different lanes etc. Free cycle training would be a great benefit to cyclists like myself as I need to know the rules of the road just like a car with the current system of cycling on the main roads and not separate bike lanes!

There is zero interference by the Gardai for the anti-social and thug like behaviour by the average cyclist in Dublin. it is a total free for all, I can ride my bike up one way streets, on the footpath and ignore red traffic lights so I really can't see anything that would improve upon that!

There needs to be more SECURE bike parking. If you have a half decent bike it will be either stolen or vandalised. Could there be bike parks set up near the DB stands as they are already in places which are visible and in busy areas and are probably more secure.

Theres is not enough knowledge to drivers about how to drive around cyclists. Also, traffic lights are still in complete favour to the pedestrian and car, there should be some cycle specific light sets

Thinking of Bordeaux, it would help a lot if some city centre areas were car free and open only to bicycles, pedestrians and delivery vehicles.

Three issue: Cyclists could be exempted from many turning restrictions, one-way streets etc that are purely for traffic management purposes. It is unacceptable that most traffic lights will not detect bicycles. Contra-flow cycle lanes are an excellent idea, but a 24 hour ban on parking is required, not just working hours.

To be able to cycle against traffic in a Bicycle lane

To educate drivers about cyclists - there seems to be a feeling out there that demonises cyclists, that we are all lawbreakers. By the same token, cyclists should be encouraged not to break red lights etc!

To have several streets car free

traffic light priority for cyclists at busy junctions so cyclists won't have to turn corners at the same time as cars

traffic lights for bikes.

Traffic lights need to be cycle oriented and consider cycle flows of bikes. Note when it would be safe to have cycles flowing in multiple directions at junctions. Motor drivers need to be more aware and considerate of cyclists, leave room on the inside of roads, especially at junctions. Failing that, then junctions need segregated cycle lanes that more vehicles cannot infringe upon. Dublin buses and other buses need to raise the height of their side view mirror because us cyclists can currently hit our head on these mirrors!

Traffic restrictions in city centre - more streets for pedestrians & bikes only. Training for taxi drivers and for learner drivers!

Traffic restrictions similar to London.

Traffic-free Cycle Days - certain roads closed off and bikes given priority. Bike lanes painted the same colour as the Dublin Bikes brand colour. Special scenic bike routes created taking in historic buildings and parks, special signs would need to accompany these routes.

Train car drivers - should be tested on the driving test for their awareness of cyclists and how inconsiderate driving endangers cyclists (hey, put them on a bike for a few minutes if they have feet!) - and pedestrians, same reason, but probably need to be sensitised through awareness campaigns on telly and the radio. (Some cyclists need training too.)

Training is needed for all road users when it comes to cycling. Enforcement of traffic laws should apply to cyclists also.

Training & signage for motorists to be more aware of cyclists

Training / public education programme for drivers. A big push to encourage cycling as a safe means of transport. A major promotion of encouraging people who work in the city to cycle. Changing facilities in work places.

Training drivers how to deal with cyclists in a more positive manner and making sure they use mirrors. Additionally, the government and councils working towards better legislation, such as

not having ""temporary"" cycle lanes (lanes that are only active between certain hours) because they, more often than not, become car parks regardless of the hours.

Training for motorists about sharing the road. Bicycle-friendly campaigns sponsored by motorist lobbies.

Training for motorists re cyclists. Information for motorists on safe passing distances and using mirrors to look for cyclists. Police to stop and fine cyclists for dangerous cycling and running red lights

Training from a younger age, incorporated into schools etc. Dedicated cycle tracks/roads, separated from the car/bus/motor surface.

Training of drivers - especially van, taxi, bus and truck drivers - in cyclist safety - most drivers don't know that the minimum safe distance for passing a cyclist is six feet away, for instance.

Training would also be good ! Education in the schools would be useful !

Training/ad campaign for drivers in how to safely pass cyclists.

TV ads presenting cycling as a ""cool"" thing to do!

Two for one offers, competitions on local radio with prizes of free membership, viral events e.g. paddys day costume cycling, cycle to croke park etc, Dublin bike race in the Phoenix Park, Sean Kelley V Stephen Roche,

Until such time as cyclists are regulated /licenced there should be no expansion of this scheme. Cyclists routinely ignore the road traffic laws, running red lights, crossing lines of traffic, cycling on the footpaths, along pedestrian only areas and travelling the wrong way on one way streets. Many do not wear helmets and worse ride dangerously in both the city centre and suburbs with children on rere carriers or in what I can only describe as modified messenger boy baskets on the front of bikes. The can also been seen daily with very small children in heavy traffic. Motorist pay road tax and insurance, pass driving tests and are licenced the same rules should apply to all cyclists.

Vehicle free roads!

Visible Gardai monitoring and stopping bad road user habits. (mobile phone use, ""red light"" hopping.

Visible punishment of bad drivers. Slap those bus-drivers' wrists. ;)

We definitely need more Bike Lanes around the city and in the suburbs too - especially Northside of Dublin.

Well designed contra-flow cycle tracks

Westmoreland street area is frightening. The vast amount of Taxis in the city a danger to cyclists. They seem to operate under their own laws.

What puts me off is having to carry a helmet into town with me as I dont like cycling without a helmet

When I lived in Amsterdam. Every quarter the authorities there would mark all bikes parked with a sticker or a spot of spray paint on the seat. Two weeks later any bikes that still had the marker were removed. Train stations and shopping centres had large covered and supervised (CCTV) lockup areas. Their Police Force also stopped you from time to time to check your frame's serial number against their data base. Bike theft in Dublin is a huge put off. The lack of good quality supervised parking/locking increases this risk. On a recent trip to the Savoy Cinema I was rebuked by the Oá€™Connell Street Taxi men for attempting to lock my bike on the island there. They have even erected no bike parking signs in on one or two poles and claim the rest of this prime parking area is a no bike area. Please look into this.

Wider cycle lane so cyclists can overtake without going into the main traffic

With regards to the Dublin Bike schemes, I am sometimes put off using them to get into the city centre at lunchtime or other times when you know there is a higher volume of 'inwards' traffic to the centre - this is because it is frequently the case that there are no free slots in which to return the bike. The last time this happened, I visited four DB stands in the city centre and still couldn't find a place to put my bike. I had to wait 20 minutes at the Central Bank one until someone arrived to take a bike away. There really needs to be a more frequent check of the stands to see that bikes are being moved to where they are needed and that spaces are available to park. I live near Merrion Square and the opposite is true there - I have several times arrived there at 7am to find no bikes available at either stand on the opposite sides of the square, nor at the one up the side of the Bank of Ireland on Baggot Street.

Would have training NO 4 on above list. Reduce Car parking in the city center.

Would like to see a few bikes suitable for people with disability.,...

would like to see a station put in donnybrook

Yes, an integrated network plan & facilities for cycling between the 4 Dublin Local Authorities. This would certainly lessen the traffic congestion entering & leaving the city. It would also give great pleasure/encouragement to many people to cycle from the suburbs into the city centre eg. Rathfarnham, where I live, I certainly would be interested.

Yes, remove the cars and trucks. HAVe an exclusion zone. Dublin would be a much healthier and beautiful city to be in with removal of same. Give the city back to the people

Yes, the above items on left are good. Others would be More sheltered bike parking at targeted areas that have existing passive surveillance e.g. bus stops, luas stops, garda stations BUT with CCTV to discourage theft.secondly, MORE car free days within city 30 mph cordon on bank/ public holidays. START a cycle marathon e.g the Dublin City Quays Race from Heuston station to east link and extend from heuston stn to chappo etc

YES. Prioritise cyclists and pedestrians, put them front and centre of road infrastructure and planning, particularly in the city centre. I'm tired of being treated as a second class citizen when I'm not driving, and refuse to collude with anyone who tries to mistreat me in that way.

Yes...expansion of the scheme to at least other business areas at the perimeter of the city - e.g. ballsbridge. There's also no bike stands at a prime business area - i.e. Grand Canal Dock and Barrow St - thousands of people working in that area, a DART station that serves up as far as Merrion Sqaure etc. and no bike scheme! Please add stands here!!

Yes: bike theft, and the perception of bike theft, is a HUGE problem, any improvement to this would help encourage cycling. Also, in France there's no law against cycling on the pavements so long as you go slow - allowing this would encourage nervous would-be cyclists who can't keep up with motor or bike traffic.

Other Ideas & Suggestions for Proposed Expansion

1) When bikes/spaces are unavailable at a station, it lists all nearby stations and their availability. It would be much more helpful if DB could show a street map (instead of a list of street names) with details of availability. Not everyone knows the street names and it's very confusing to figure out how far or what direction we need to travel in. 2) It would be great if there were more stations. Particularly in Dublin 3, Eastwall or near the Point. 3) The instructions for using the lock & key mechanism is very tricky to follow. 4) Many of the bikes have bells which don't work.

1. More bike stands at suburban amenities such as Dollymount, Zoo, Botanic Gardens. This would encourage people to go to those places, park up and then cycle on/back. 2. Covered bikes stands so bikes are not wet.

1. Bikes need more gears, currently bikes are too slow. 2. Should be a 24 hour service

100% behind the proposed expansion. Go for it!

100% in agreement if extended to the suburbs

8-9.30am is a pinch time. Maximise redistribution of bikes during this time.

A bicycle scheme in the village of Donnybrook would be of great advantage to the many visitors in our area. It would our lovely beach at Sandymount Herbert Park down the river to the docklands etc. and the coast road to Dunlaoghaire

A bike stand at Heuston station please. Many people use this station every day to connect to the city center and other areas where bikes are available!

A bike station down at the O2 would be useful, also it would be good to be able to take a bike for longer to visit places like Sandymount or the Phoenix Park without incurring high charges.

A bike station on green area on Clanbrassil Street (Space left over after Planning) would mean that I could use the bike scheme socially as I live near Leonards Corner

A Dublin bike stand outside the Botanic Gardens. Bicycle lanes in our public parks and open spaces.

A few more city centre stations are required before expansion into suburbs. Very appealing to tourists, so Guinness storehouse/Thomas Street obvious, as is Heuston Station for commuters. Then expand to key suburb/village hubs in the wider city/county area.

A good idea.

A great biking city = a great city. It's a way to become world-class.

A great idea but how to use it should be more accessible!

A helmet dispensary.

A phone app to locate bike stands and availability of collection/drop off?

A process of highlighting broken bikes at stations so that they cannot be hired. Stop the two Dublin bike drivers chatting at Earlsfort Terrace each morning with two full trucks between 8 and 8.30

A quick release similar to the Paris scheme should be incorporated

A stand for Dublin Bikes at Harts Corner Glasnevin because, of course, that's where I live.

A station beside Connolly Station would be of benefit.

A station by Grand Canal Dock DART station would be a really handy link between the rail and bikes network

A station near Heuston train station

a stress test should be conducted on the numbers using the current cycle path system in the city, if there is already an overload then there is some rebuilding to do. that new cycle track along the canal is pretty much a pedestrian footpath with the amount of people walking it end to end! sign post stations from main routes with the cool logo. i see that a large effort has been made for accommodating cyclists but before 2007 there was hardly any cyclists on the road let alone any conscious drivers to look out for them, those drivers are still out there with more cyclists. keep up the progress, thanks for your efforts over the last 5 years.

A worthwhile project

add more bike stations close to train stations

All commuters need to be aware of others around them and how they interact with each other needs to be understood and improved.

All train/dart stations should have a bike station.

Allow for Laser Cards to be used when registering Long Term. We need expansion along places like Barrow St, with it's Google HQ, 2,000 workers, the Point area, Clontarf, Howth, Dun Laoghaire, Ranelagh, areas where tourists want to visit....excellent service nevertheless, well done to all!

Allow people to keep the bike at their home place. 1 day allowance

Allow tracking of cycle routes by users of the bicycles for fitness or some form of incentive scheme.

Allowing Debit cards to be used as well as credit cards (which not everyone has).

Along the grand canal would be nice for a weekend family afternoon trip out.

Although I am not a user I can totally agree with the expansion of this service. it has a great success in town and would as well in suburbs.

Although I haven't used the scheme, I think it's a great idea and I'm delighted to see it has been such a success in Dublin.

Although I haven't yet used the system I do foresee using it in the future as I have two children at 3 & 8 years of age and it would be my intention to use these bikes with them as they get older. I think it is a fantastic asset for the city for tourists and should be made available for them at all ports and airports so that they can use these bikes when navigating throughout the city so maybe a tourist price or an easier means of obtaining the bikes for tourists could be a good marketing ploy. Is there any point in providing some bikes for children so that a family day could be planned and maybe have 3 or 4 dedicated family bike racks maybe near Stephens Green or near to the Phoenix Park or at Museums etc.

Although you've missed the Tiger, could some developers be conditioned through the planning process to provide a DublinBikes station as part of a new development?

Always though there should be a stop at the Royal Hospital Kilmainham

an android mobile app with station location and availability would be useful

An awareness campaign highlighting the dangers of cycling as they apply to all road users would be of great benefit as cycling becomes more and more popular in Dublin.

An excellent idea

Another docking station in City centre south area eg Poolbeg St./ College Green. Extension to sites c. 5 to 8 km outside City Centre asap.

Any expansion needs to be beside key shops, train stations, colleges etc. But in fairness, the sites have been very carefully chosen to date

Any expansion of the DBS is to be welcomed. It is important to ensure, strategically, the right areas are selected and that the ongoing maintenance of bikes and supervision of stations/availability is maintained.

Areas like Phibsborough/Cabra, Navan road, Glasnevin, Ranelagh, Rathmines etc to have dbs. Segregated cycle lanes, less cars. More respect by road users for cyclists. Marketing. Priority cycling. Bike boxes.

As a cyclist myself I'm loving the move of so many of my friends onto bikes now. But new cyclists are a danger to themselves and they don't know the rules of the road and wouldn't know where to find the info. It would be great to have the scheme in the suburbs for when my bike has a puncture or has been stolen. Races and family days would be fun.

As a French person living in Ireland for 13 years, I'd say that DublinBikes is a great scheme to motivate people to bike. However, non experienced bikers or even those who are experienced don't seem to see the traffic lights! If we want to change car drivers attitudes we'd need to train bikers to respect road rules.

As expressed earlier, increase provision of safe segregated cycle lanes.

As I am also a driver I would not like to see the lower city speed limit expanded. Greater awareness should be given to cyclists in the form of advertising, leaflets and billboards. The JCDecaux billboards should carry safety messages on occasions throughout the year. These should express caution towards cyclists and educate drivers of the hazards of cyclists. Likewise cyclists should be informed of the dangers of motor traffic, after all it is in everybody's interests that accidents are avoided. Cyclists could be allowed to use pedestrianized streets if markings were provided. Cheers Ian

As I don't use them myself but my son does all the time, I am sure any improvement in the service would be great

As I posted earlier; a Dublin bikes stand at places like UCD, Griffith College, DCU etc would be great

As it is such a success I think it is a great idea to expand the scheme.

As long as they're in place where people will use them. I think in large university campuses (like UCD or the proposed DIT Grangegorman campus) it'd be a great idea to have maybe two or three small stations in the campus itself for travelling within the campus where cycling is as safe as can be. People would then see more of Dublin bikes and when they're waiting to get the bus into town, they might just hop on a bike instead!

As per previous comments. I like the local cycle lanes in my area but parking and rental facilities etc would be great.

As previously stated in order to keep safety a priority perhaps rental of helmets, safety gear, Hi-vis gear etc

As said previously, if the bike racks could be placed in some of the suburban Dart stations I feel a lot more people would use them.

As someone who walks through town to work via key Dublin City Bike areas, I've found it particularly disturbing the increased number of cyclists with bad cycling habits. I've been knocked into 4 times on the Dame St. - Georges St. junction alone by cyclists! It's only in the last year and it seems to be people on city bikes - probably because the majority haven't cycled in years. A campaign re-educating people on what cyclists are allowed and not allowed do would be great.

As they go further out there has to be more stations and you have to be able to land a bike easily. A little wider from the City centre would make life a lot more easy. They have to be churned a lot more, particularly if they are further out from the centre.

At more Luas stops

At the moment the city centre stations are often quite full and could be larger

Baby/child seat option addition,

bad idea.....sorry to be so negative but it's given real cyclists a bad name!!

Before introducing extra bikes, They should improve bike lanes, they are very random, enforce laws, educated drivers and cyclists on better road behaviour. Cyclists should be more visible.

Before you expand to the suburbs, you need to finish the city centre. Dublin 8 has 1 station at High Street, no service to Irelands biggest tourist attraction at Guinness, nothing at IMMA, Kilmainham, etc. This needs to be fixed.

Being able to hire the bikes at each individual bike stand, like in Barcelona (as opposed to just having the single interface at each stop) would be significantly more efficient.

better awareness of rental pricing

Better management of the bikes in certain areas. For instance Baggot St in the morning has bikes stuck to the railings there are so many of them while in the evenings there are none at all. You can often walk from Clarendon St all the way along Baggot St via Stephen's Green and not have one bike available. If you were to allow people use them longer than 30 mins for free, it should still be restricted to quite a short time - 40 mins to an hour. The whole point of them is that they are to get about, not for leisure days out. People would take them and keep them!!!!

better movement of bikes between stands at peak times. can be difficult to rent a bike or return a bike

Better Policing/guidance around of cycling standards. As a cyclist I'm very aware of the rules of the Road. Many Dublin Bike users seem unaware that these rules apply to them.

better redistribution of bikes at peak periods; certain stations may be either empty, or full up.

Better re-stocking of bike stations in the mornings on the edge of the city

better signposting for the stations let app developers develop 3rd party apps the official one is very poor

Bicycle helmets ?

bike availability is a problem at certain times. Any expansion will have to deal with the additional challenges in relation to availability

Bike depots in the Phoenix Park would be great!

Bike rank at Drumcondra Train Station Bike rank at Croke Park

Bike scheme should cover all dcc areas and should be extended nationwide.

Bike station at Heuston Station Bike station along canal, harolds cross, sallys bridge Bike station in ranelagh & rathmines

bike station at phibsboro

Bike station in Ranelagh

Bike stations at transit hubs (Heuston station, stations along the commuter lines) and larger industrial estates in the suburban areas may encourage commuter to switch from car to rail+dublinbike.

Bike stations could be near tourist attractions... dun laoghaire pier, st anns park, botanic gardens etc... There could be different cultural trails on the routes e.g. Food Trails, Wildlife Trails, Architecture Trails, Art Trails, Historic/Heritage Trails.....

Bike stations should be nearer train and bus stops. In suburbs, near tourist points of interest e.g howth harbour, Phoenix park, dalkey village etc

bikes are a good way to stay fit and sould be installed at local points in villages on the outskirts of dublin city

Bikes available at Heuston station would be great

Bikes for children too, perhaps tandem bikes for families

Bikes further down the canal Harolds Cross Bridge or Griffith College .. Also up into the villages of Rathgar, Ranelagh and Rathmines

Bikes in UCD and Dublin 8 please

Bikes need to rotated more often in the mornings. Often bikes stands are empty at the outskirts of the city and queques form in the IFSC to park the bikes. This issue needs to be addressed.

botanic gardens would be very good for tourists

brilliant idea extend to some of the dart stations

Bring it beyond the canals to places like Terenure, Cabra

Bring it out to Ballymun !

Bring it out to suburbs close to the city like Ranelagh, Rathmines, Clontarf etc..

bring it out to the suburbs. Redistribute existing stations if they are known as being not so busy. Move more available bikes to busy stations at peak times.

bring it outside city

Bring it to Ballsbridge please! RDS, Aviva, Herbert Park, DART, plus thousands of office workers.

Bring it to sandymount please !

bring to every city

bring to to dcu and udc and croke park .

Bycles should be put in place at Heuston Station.

CAN DUBLIN BIKES SCHEME BE EXTENDED TO DONNYBROOK. THERE ARE IDEAL LOCATIONS SET BACK FROM THE ROAD NEXT TO KEILYS AND AT ABRAKEBABRA

Can it be arranged as soon as possible? It has been announced some time ago, but work needs to start now to have the system in place for next tourist season.

Can some of the resources go in to other commuters?, their contribution to health, environment and decreasing congestion is greater than short journeys in city centre

Can you place them near to the commuter line stations? e.g. Drumcondra, Sydney Parade

Cancel accounts of cyclists who 'jump the lights' - Include large reg. numbers on bikes so they can be picked up by cctv.

Can't wait for it to expand beyond the canals. Disposable ! helmets available to buy at cycle stations for impromptu use. Bike station at every LUAS/DART stop.

care that installation of cycle lanes do not create dangerous situations for motorists

Cargo bikes (see www.dutchbikeshop.ie) for families. Encouragement of the use of helmets, car driver training ads - they overtake too closely and encroach on existing cycle lanes

Cart before the horse. Must improve bike lanes before expanding scheme. Bike lanes in Dublin are a disgrace, little or no maintenance

Certain stations are not being restocked. A facility at the station to report faulty bike

Children's bikes, child seats for bikes.

Clontarf and Blackrock seafronts are possible locations. I have seen dublinbikes in Howth and Dunlaoghaire!!

come to phibsboro and Kilmainham and phoenix park please

Come to Rathmines!

compulsory wearing of helmets

connection between other scheme cities[paris, gotenbourg] to allow tourists to immediately use the scheme

Consider helmet hire

Consider placing a station in Heuston Station, Connolly Station, Hospitals

Considering the presense of a young and vibrant workforce in the Grand Canal dock area and at Barrow street where google is located it is very surprising that DCB have not provided a depot at these locations. A station is also required at Heuston station.....please!

Continue the principal of a dense network. It is important that you have fall back stations close by to rent or return. Enlarge the stations where space permits. The user pattern proves the bikes will be used and respected. Keep up the excellent maintenance and management system.

Look at the leisure market in addition to commuter market and try and link in new stations with new amenities such as greenways and S to S

Cost is always the issue for not signing up,

could non users get a free pass to try the scheme...like a day pass to try out the bikes..especially to try city centre cycling

Could routes which bring bikes from low use areas to high use areas be incentivised? ie if you bring a bike from a full station to one with no bikes you get a bonus point on your card, bonus points can be cashed in for coffee or free fee if over 30 mins

Could some child or baby seats be incorporated onto some bikes

Could you, please, put the new stand of dublinbikes in Grand Canal Dock/Pearse St area? It would be beneficial for workers of companies as Facebook, LinkedIn, Google and for the residents of the neighbourhood

Counter flow cycle lanes should be added to one way streets where db stations are located

Create a bike station on Thomas street beside the digital hub :)

Current format is good. More stations in suburbs. Improved advertising of benefits of use

Current system works well. However a system whereby frequent users could go straight to a particular bike stand position to release a bike (as London?) would be even better.

currently get the Dart (from Killester to Tara Street) - if the bus scheme was extended to Killester, I'd definitely use it. I have my own bike but sometimes the weather isn't conducive to cycling e.g. fine in morning, then bad in evening. The cycle scheme would let me mix dart/cycling on a daily basis

Cyclists cycling on regular foot paths, are frequently inconsiderate towards pedestrians, and people with push chairs or prams

Dedicated cycle lanes (investigate contra flow options) Dublin App and better signage for navigating city centre Dublinbikes offer of three day ticket and weekly ticket as part of a wider tourist package (include tours, entry to events etc). Cyclist safety course (RSA sponsored) linked to half price annual fee Dialogue with bus drivers

Definitely need to penetrate further south than the canal. getting from east to west of city is impossible by bus - extending the scheme further east and west along the canal allows for linkage to other bus routes too.

Definitely take it to places of interest, the RDS, Phoenix Park, Croke Park, Landsdowne Road etc as well as the studenty suburbs, Drumcondra, Rathmines etc.

designated cycleways

Develop an app to allow users to see where bikes and spaces are available (in real time).

Discount for Dublin City Council Staff

Do a public info campaign.

Do it

Do it asap

do it in stages in a radial pattern along with the construction of dedicated segregated cycle routes

Do it now....It'll be great and will definitely benefit the City Dweller.....reward us for living within the canals and bringi g up our families here instead of heading to the suburbs.

Do it soon

Do it soon!

Do it to ensure it complements our ideas on attracting more tourists to the city but be cognisant about security which is a big issue in our city

Do it, bigger, better and sooner

do more cycle lanes and advertise and plan some more new ideas to promote this scheme

Docklands station is a must and must be large enough to accomodate capacity as it will be used as pick up in the morning and drop off in evening

Does it operate in Cork, Galway? The more bikes on the road - the safer it will become - bring it on!!

Don't take on too much too quickly. Concentrate on specific areas and coordinate with authorities re development of cycle lanes.

Don't use JCDecaux.

Double the annual fee and extend the free cycle period to 45 mins / 1 hour or bring same in as an option.

Drumcondra please ;-)

Dublin 7 and 8 need to be better served with dublin bike locations

Dublin 8/Kilmainham first please :)

dublin bike stations should be near other facilities, like Drumcondra Railway station, St Pats, DCU, Botanic Gardens etc. but should be new parking spots not destroy existing bike racks! like was done in princes st., Botlon st.

Dublin Bike Users are a menace to the roads. I now drive my motorbike to and from work & I often see these idiots cycling up one way streets, on pavements, swirving all over the roads. 'filtering' though traffic - unwilling to use cycle lanes. Skipping lights and cycling through 'Green man' crossings. The vast majority show absolutely no knowledge of the rules of the road. I would like to see a scheme where a basic training course is required BEFORE you can become

a member of dublinbikes. ~As with car and motorbikes basic training. Ask any A&E staff what cyclists on dublinbikes are like and they will show you a casualty list as long as their arm. In their current uneducated state they are a menace and a liability to themselves and other road users.

Dublin Bikes are great. However, it is my understanding that the majority of the advertising granted to JCDecaux is based on the Northside, whereas the network is actually more comprehensive on the Southside. For example, there are 5 stations on the southside alongside the Grand Canal, whereas on the northside there are no stations even close to the Royal Canal. The most northerly station is based at the Mater hospital, and this station is frequently without bicycles. Phibsboro should be the next expansion of the scheme.

Dublin bikes stations should include some sort of link to a mobile friendly page with information about the service and about the app/webapps available. This would be useful for existing users as well as visitors to the city. e.g. A link, plus QR Code, plus NFC Tag that launches a smart mobile site similar to <http://dublinbikes2go.com> Some of the stations (e.g. CHQ) should also include some large sign-age to explain how the service works for tourists i.e. cruise ship passengers. There should be an open and accessible API for developers to get real-time Dublin Bikes information, without the treat of litigation by JCDecaux.

DUBLIN IS A DANGEROUS CITY FOR DRIVING. IF MORE CYCLISTS ARE ON THE ROAD, THEY NEED TO BE TRAINED AND KNOW THE RULES OF THE ROAD AS THEY DONT

Dublin streets are very dangerous traffic-wise, there needs to be some car free zones and more cycle lanes

Easier payment, for example, a swipe card or something on your keyring with a chip in it. Possibly an NFC chip, which are available in modern phones. Basically something to better cater for people without credit cards.

East and West of the city centre are not as well covered as North and South, Areas like Rathmines, Sandymount, Phoenix Park and Harolds Cross may in my opinion be suitable places to include

Educate wanna be cyclists to be more aware of their surroundings

Education about cycling from an early age, at school.

electric bikes

Emphasis should be on safety first and foremost.

Ensure bike stations are filled more regularly. Consider using any such expansion to ensure dedicated and separate space is provided for cyclists and that infrastructure such as secure parking for private cyclists and repair stations are established.

Ensure it's well linked with other forms of public transport, e.g. Luas, Dublin Bus, Dart stations

Ensure that people can drop bikes at their preferred drop-off point. Going elsewhere is a nuisance and time-consuming.

Erect canopies over bike stands to keep them dry (canopies could carry advertising).

expand scheme to fingal area to enable visitors pick up bikes from dart at howth malahide etc

Excellent idea

Excellent scheme, the sooner the better !

Excellent scheme. Would love to see stands in Ranelagh, donnybrook, ballsbridge.

excited by the extension outside the inner city

extend into the northern suburbs and cover the coast from northside to southside

Expand between inner canal areas as soon as possible. New station at Smithfield always empty.

Expand beyond immediate city centre to suburban villages and have docking stations available on main streets. Have more, quality bike racks everywhere.

Expand existing stations in the city centre where demand is greatest before expanding into the suburbs

Expand further westwards along the canals e.g. in South Central

expand it ASAP

Expand it more to rathmines and such areas. Expand it in general in city. Make it available 24 hours. Better management of some stations (many times there are no racks available to park or no bikes available to take).

Expand it past UCD to Stillorgan and improve the cycle lane along the N11

Expand it to include all the major employers: UCD, DCU, St. Vincent's Hospital, James's and Tallaght Hospitals, Sandyford industrial estate and Dundrum!

Expand it to tourist suburbs eg kilmainham goal/royal hospital

Expand it! :-)

Expand out to the suburbs as soon as possible and people will begin to use the bikes for trips across the city, particularly to get to different bus routes. Make traffic lights and junctions bike-friendly e.g. always green left turns. More bike parking everywhere.

expand outside canals more bike stations near grafton st, henry st, o'connell st please. there should be an option to report faulty bike on stations. takes too long to report by phone. needs to be more work putting into rebalancing bikes from empty/full stations.

Expand some current stations to facilitate more bikes. Better distribution of bikes needed around the city. Some stations empty a lot

expand stations to cover wider area

Expand the bike scheme further Northside, as far as Ballyboughal for instance

Expand the bikes to outer regions of high traffic beyond the canals ie - St. Vincent's Hospital, Rathgar, Fairview etc.

Expand to areas outside immediate city centre

Expand to D6W and D12 to help citizens from these areas to get to the Luas at Kylemore /Bluebell /Drimnagh or Rialto

Expand to Dublin 4 and 6 and locate stations beside Luas Stations (not 250 mts away)

Expand to Dublin 8 - e.g. New Market square for Sunday Markets & Saturday Co-ops, Guinness store house for tourists

Expand to Finglas. Team up with supermarkets (e.g. Tesco Clearwater) or place DublinBikes outside the Garda Station so the bikes can be better protected.

Expand to Glasnevin area - good opportunity due to recent savage Dublin Bus schedule cuts

Expand to Inchicore, Royal Hospital Kilmainham or Kilmainham Gaol , Heuston Station.

Expand to inner suburban villages - Rathmines, Ranelagh, Harolds Cross etc. Will improve shopping in these areas as currently pass through by bus to city centre.

Expand to popular suburbs eg. Rathmines Ranelagh, Harolds Cross, Phibsborough, Stoneybatter...

expand to rathgar!

Expand to Rathmines. Plenty of JC Decaux signs in Rathmines but no bike stop. Same for Ranelagh.

expand to suburbs..

Expand to the suburbs, even near the city like Rathmines etc. Also locate near luas stations would be great, from places people are commonly trying to get to from the luas stations. I am not sure if there is one at connolly station but having bikes to link the luas lines would be great.

Expand to the suburbs

Expand to the Suburbs

Expand to the west of the city, and have stands in the main 'urban villages', places like Rathmines, Phibsborough, etc.

Expand to UCD

Expand West of the City Center, this part of the City was left out the last time and should be a higher priority now as the area includes, Guinness Store House, Heuston Station, Phonenix Park, IMMA and Kimainham Gaol. All these site should have Bike stations. Heuston station should have a Large secure Bike Park/repair/hire center as otherwise the cycle station here would not

work.. The cycle Lanes on the Quays are death-traps, primarily because they are in bus-lanes causing conflicts with aggressive taxi-drivers.

Expand within the city first - towards heuston/Harold's cross/ringsend/phibsborough etc

Expand! :)

Expanding it into the suburbs would be a natural progression e.g. Kilmainham - jail / IMMA / Phoenix park all in close proximity. Would also be able to use it to get in and out of city instead of using bus.

Expanding out to the suburbs would let people cycle into-out from work everyday as the city centre is mostly downhill from the rest of the city and so sweat free going into work.

Expanding the scheme to include Heuston Station will greatly increase its usage.

Expanding the scheme to the grand canal area would be useful. Also putting bikes near Dart stations in the city centre may encourage people to use them more

Expanding the scheme with stations along the main arteries into the city centre eg N81

expanding to further areas like in Dun Laoghaire

Expanding to Heuston would be great for early morning commuters.

Expanding to the suburbs is an excellent idea

Expansion a great idea. More publicity about low annual cost to attract more users.

Expansion down to the Phoenix Park and Heuston Station would be good aswell as smaller stations in outlying areas such as Ranelagh, Donnybrook, Rathmines, Fairview etc.

Expansion is needed sooner rather than later!

Expansion of bikes scheme out to Fairview which is a highly residential area near the city centre would be brilliant

Expansion of scheme in docklands area and at key locations around city such as O2, aviva, croke park, luas stations, train stations etc

Expansion of scheme to more locations.

Expansion of the scheme to provide stations outside of the city centre to make the suburbs more accessible and link up with bus routes

Expansion of the scheme to the suburbs. Consideration should be given to provision of dedicated cycle tracks to as far as Greystones and Enniskerry. Witness success of Westport - Newport - Mulranny scheme.

Expansion of the scheme towards the coast in particular Howth and Dun Laoghaire would be great for tourists and would add to its value, expansion of the scheme is bdy needed.

Expansion out into the suburbs is long over due and will make a huge improvement to the scheme.

Expansion out to the canals would greatly encourage use. There should be a dublin bikes station alongside public transport hubs (LUAS, DART and Bus) to integrate public transport links.

Expansion over canals to outer villages of the city centre would change the way people use the bikes .. ie allow dbs to be the primary mode of transport on journeys to and circling the city. currently they are a secondary for of transport once you have arrived in the city centre.

Expansion should include UCD/RTE/St. Vincent's Hospital

expansion to heuston station and outlying areas would be great!

Expansion to Rathmines lower and upper would be very beneficial to the people and city.

Expansion to Ringsend would be hugely beneficial to me as the bus service is pretty bad. There's only one bus I can get from UCD in the morning and if I miss it I have to walk for half an hour, I would much rather cycle

expansion to suburbs is great but the re-distribution especially at rush hour needs to be improved, i can imagine they suburban stations being empty when all the bikes are in the city. Also an increase in the time the bike is free for to say 45mins to encourage people to cycle in from the suburbs

Expansion to the edges of the DCC area, e.g. Terenure, would help reduce traffic congestion at peak times in those areas.

expansion to the suburbs

Expansion to the suburbs is absolutely essential. Public transport is not particularly integrated and trying to get to anywhere within the suburbs means using a car or walking for miles - far more than in the city centre!

expansion to the UCD and DCU would be a huge step. In the nearer future, expansion to Phibsboro, Drumcondra, Ranelagh etc would be great

Expansion to the Universites (UCD / DCU) and also within the Canal Ring would be very welcome indeed.

Expansion to the west of the city is badly needed.

Expansion towards Grand Canal Dock would mean that I could commute from my apartment into town rather than just using the bikes as a means for travelling very short distances when in town. There is a high quantity of young people based by Grand Canal Dock with all the offices (Google etc) so I'm sure there'd be high uptake and it would encourage them to pop in to town for nights out etc - ensuring circulation of money in the city centre!

Expansion towards Heuston/ Phoenix Park area and Ranelagh, Rathmines, Drumcondra, Fairview etc is long overdue.

Expansion will be a great initiative. It is a vital part of the scheme that bikes can be availed of from any station, and returned to any station.

Expansion would encourage a lot more users including myself

expansion of dublinbike scheme would require: local community involvement -community commitment - active shared community monitoring with local authorities: initial piloted urban areas would require: market research to establish - level of interest- alternative to luas/local bus service - business or pleasure usage - positive/ negative affect on local community- security

Extend all areas in dublin

Extend as far as heuston, donnybrook & the docklands at least

Extend Bike Scheme to Donnybrook Village. Ideal site at Civic Square (village car park)

Extend further on Northside of city, and to suburbs like Rathmines, Ranelagh, Clontarf, Drumcondra etc. Much better signage for stations required.

extend further out of city centre

Extend it out to Sandymount and clontarf

Extend it to Rathmines please!

extend outside of city centre

Extend scheme to outer tourist areas like Dun Laoghaire and Howth - out by Bike - Home by Dart

Extend scheme to areas where people tend to park up before travelling to the city e.g. Dublin 3, Dublin 9. Also try to involve people travelling to school and college to encourage people to cycle more and free up roads locally during busy periods.

Extend the bicycle scheme to other busy suburban areas, such as Rathmines/Rathgar/Ranelagh/Phibsboro/Drumcondra/Crumlin. Within 5/6 miles radius of city centre.

Extend the scheme county-wide, and make it a fully free scheme.

extend the time limit and put more bikes on the tourist trail and inform the tourist with signs they understand for the hire

Extend the time you have the bike available to you for the minimum charge.

Extend to Harolds Cross and Eastpoint, Dublin 3

Extend to Heuston station

Extend to outside the city centre

extend to suburbs, free much longer and some bikes with children seat

Extend to the suburbs and the parks

EXTEND, IN COOPERATION WITH THE OTHER LOCAL AUTHORITIES, TO THE GREATER DUBLIN AREA

Extending Dublin Bikes to Heuston Station seems like a great idea. However, I fear that the numbers cycling to the station may lead to situations where there are not enough bike docks when they arrive.

Extending it to Heuston Station would be good. A lot of people take the Luas in from there, be nice if there was an option. The problem would be keeping the bike rank there full in the morning and making space in the evening.

Extending to the suburbs is a good idea. Care needs to be taken with locations such as Heuston and UCD to avoid empty or overcrowded stations.

extending/increasing the number of stands and bicycles would be a great addition to the city, it's a brilliant service and I've no doubt that the expansion would be a success

Extension of Dublin Bike scheme to West Part of the city centre (i.e. towards Heuston Station)

Extension of scheme outwards from the city centre by even 1 kilometre would result in a lot more people using the bikes

Extension to include Heuston is essential.

Extra bikes at stations. Stations at points further out of town eg. Stoneybatter, Grand Canal Quay and Dock, St James Hospital, Heuston, Phibsboro. A way to alert control to highlight lack of bicycles at certain stations that they can be topped up immediately. Emails sent out in advance when stations are to be closed due to parades etc. Signposts on roads to closest stations

fairview, drumcondra, all suburbs close to the city should be provided for

Fantastic scheme and great idea. We just need a more cycle friendly city. Also more awareness from pedestrians with regard to walking in cycle lanes. Better enforcement of road traffic laws for all parties.

Fantastic scheme... well done to all involved.... continue on expanding...

Fix the Interface & Billing scheme so it's better easier to use and easier for casual users and tourists to use. Also, don't let all those shitty dangerous advertisements be put up again like last time.

For cyclists travelling the same journey on a daily / regular basis, it would be beneficial if when they are removing a bike from the stand they are given an indication of availability at the stand they normally leave the bike back at .

For Dublin 8 it would be very useful to have a station at Heuston Station. It might be useful to recommend routes through the city through an online map that you recommend people to take - i.e. what are safest routes, avoiding quays etc

free term should be extended to 1 hour

From city centre to the suburbs

Gears 1 & 2 are only useful for quite steep hills. Too big a difference between gears 2 & 3. 1 & 2 almost exactly the same. Would it be possible to have 2 screens at busy stations? Don't think there is an official app yet. Would be helpful. Paint the bike in different, funkier colours. Don't think it would encourage stealing as security seems good. Sell advertising on bikes or promote cultural events.

get on with it

Get them out to the suburbs.

Give away yellow safety jackets to be more visible on the roads and educate people to wear them.

Give more incentives eg use bike, show your ticket or annual pass and get a discount in a shop/pub/restaurant beside bike bases. I think The Exchequer Bar ran something like that. Do a survey of current users and ask them what suggestions they have, where they would like new bases.

Give people DB credit/other rewards to bring bikes to empty stations/take from full ones

go for it

Go for it!

go for it!

Go for it! Dublin welcomes and needs an expansion.

Go for it! Dublinbikes in the suburbs would increase usage tenfold!

Go for it!.. (especially further into the IFSC area!)

Go for it.

Go for it. It worked very well. The only problems I had were having to walk a good bit to get to the nearest station and it is also awful when you come to a station to return the bike and it is full.

Go out of the city as far as you can, more bikes, more spaces at frequently used spots.

go to the suburbs - up to 10 km. Locate stands near parks and amenities

Go to the suburbs!

Go,go,go for it :) .Good luck.

Good and interesting idea and venture

good idea

good idea but a lot of users don't seem to think the rules of the road apply to them

Good idea to expand this scheme, especially in close proximity to outer lying trains stations and public transport transport hubs / interchanges.

Good idea!

Good idea!

Good idea!

Good Idea. No bikes in south central area of Thomas Street, James Street, etc and to the south

Good job! thanks for the service- definitely think it's one of the city councils strongest achievements to date and I know many others agree. It has also generally encouraged cycling throughout the city I think and there are certainly more bikes on the road these days, which inturn increases road safety for cyclists. Thanks.

Good luck.

Government funding, let students know about it, have talks to colleges about why they should use the service.

Grand Canal Dock - a LOT of people live there and it seems strange to have the closest station all the way in trinity

Grand Canal Quay, South Lotts, Ringsend and irishtown should be the next location, given the new cycle lane on the Canal etc

Grand canal, docklands, ballsbridge.

Great Idea

great idea

Great idea

great idea

Great idea - just worried about the availability of bikes at my favourite docking station.

Great idea and should go ahead! I would use it in suburbs more than city centre.

Great idea but in order for it to work the roads have to be way better. the - understandably - rugged design of the bikes makes potholes fatal. It's literally white knuckles as you hold on tight enough not to be thrown off.

Great idea would be 100 per cent behind it wish I was younger!

Great Idea!

Great idea, thoroughly in favour. Obviously, I'd prefer to see it expand to where I use it first, but the plan is good.

Great Idea.

Great idea. Go for it ASAP! It represents good value for money. Ensure that new bicycle depots can accommodate more DB's than existing ones especially those at the boundary of the DB zone. Please use the opportunity of expanding DB's to address (i) the hostile one-way street systems within the DB zone and (ii) the large complex junctions (such as the one at Christchurch). Good luck.

Great idea. I know lots of people who do use them around and about town.

Great idea. There should also be loyalty scheme where you can build up miles and get credit to encourage usage. It encourages a healthy lifestyle and its environmentally friendly.

Great scheme - would be great to expand it further in the city centre

Great scheme, great to expand it and look at ways to get around the registering to allow once off rentals (understanding the issues with security)

Great scheme. Please expand to electric cars for short hire as soon as possible.

great work. keep it up

Great!

great. get it done. extend to dublin 8

Great. Keep up the good work

greater consultation over proposed areas of expansion rather than just open voting on dublinbikes site or online survey. maybe call a meeting(s) with current dublinbikes yearly membership holders to discuss improving the system (eg problems with too many/no bikes at heavy use bike stations at peak hours, what routes they take around the city and where they'd like to see new stations at)

Greater expansion into docklands and linking Dublin Bike stations to existing public transport systems e.g. Luas/ Rail stations and concentrations of Bus stops e.g. Trinity/College Green/East of O'Connell St

Greater resources should be allocated to the servicing / topping up of bikes across the city. Allow reporting of faulty bikes through station terminal.

has it been considered to have a map on the bicycle to show where the stations are? Could there be some sort of a logo or obvious image enlarged and placed on the top of rental stations so that they can be identified from a distance. eg Exchequer St is difficult to see from Georges St., it'd be nice now that I know where it is, but a tourist may find a better location marker on site of greater benefit. Introduce more contraflows for bicycles that can directly connect stations, ie Dublin Castle to Bolton St, a long roundabout journey exists but a contra flow up Parliament St and Capel St would be efficient?

have a bicycle only zone at weekends in certain parts of the city or every month have one

Have a stand at Heuston station and at a couple of stations in Phoenix park

Have a substantial area of Dublin Bikes at train and bus stations

Have more docking stations than bicycles and a link to update JCDecaux if a station has no available bikes

Have them at the major bus stops as an alternative when people are waiting for buses, especially morning time when buses are so full they don't stop for passengers, this will generate more revenue and help people at same time e.g. Donnycarney Church (Malahide Rd) - Swords road/Whitehall/Collins Ave junction

have them close to Dart/Train stations and perhaps at points along the Seafront in Clontarf/Sandymount so people could cycle on one journey and train/dart on return .

Have them near to other transport, e.g. DART/LUAS

Have them on the main routes into town as far up as say Clare Hall and south as Rathfarnham

Have these bikes stationed in local areas as well as in the city

Heaps... 1. Integrated Dublin Bus/Luas/Rail/Bikes card. 2. Break bike data out into transport hubs "There are 22 bikes around the corner" 3. Completely open all bike use data, live and recorded, to the community. This will encourage development of apps, dataviz and art which can all help create awareness and better usability. 4. Increased work by Garda - to prevent bike theft. This should include CCTV over bike parking. Design work could be done on bike security around the city. Dublin's theft problems are ridiculous. 5. See my "One way for cars, two way for bikes" suggestion. 6. Scary suggestion I heard recently that Minister Varadkar was thinking of introducing a bike registration scheme should be prevented at all costs. It was tried and failed in Denmark, will cost a fortune and will serve only to put people back in their cars by introducing hassle and risk to cycling. 7. Is there a Dublin Bikes tourism drive? Run tours. Connect bike stations to city attractions.

Helmets should be mandatory, but I understand the logistical difficulties. The road surfaces throughout the city (and other council areas) are terrible. Cycle paths/sides of roads are the first to be dug up and the worst repaired. I'm used to them, but I fear that an inexperienced cyclist using the Dublin Bikes scheme may some day have a very serious accident primarily due to the potholed, uneven surface. Additionally, the laws need to be strictly enforced. Personally I'd welcome cameras on all traffic lights so that motorists stop treating a red light as a suggestion. It happens far, far too often. And I know cyclists are often poor adherents to the law, but a car can do a lot more damage going through a red light. All this said, I think the Dublin Bikes scheme is a great idea and as a lifetime cyclist, I'm delighted to see more and more people cycling in our city. Thanks.

Helmets!

Helmets??

Heuston station is already well served by the Luas Red Line whereas areas like Rathmines or Harold's Cross must depend on an often times chaotic and overcrowded bus network. Areas like this would benefit hugely from increasing the reach of the Dublin Bikes Scheme.

Heuston Station, Phoenix Park, Grand Canal Dock. Upper Rathmines

Hope it happens soon!

Hope it succeeds!

How come motorbikes are never mentioned in your utopian fantasies? When will cyclists ever be forced to obey traffic laws? When will cyclists ever start paying for the roads they use?

Hurry it along! :-)

Hurry it up!

I absolutely love the Dublin Bikes scheme, and would like to see it extended to the inner suburbs e.g. Grand Canal Dock, Ranelagh, Rathmines, Fairview etc. This would encourage people who live relatively close to the city centre to cycle rather than drive in.

I absolutely love the scheme. There is a station on my road and I use it all the time. It has made me get a bike to cycle to work. (Portobello road). I would suggest expanding out further ie to Rathmines, Ranelagh, Donnybrook, Drumcondra etc. This would get more people involved and be great for local business in the areas. Is the scheme self sufficient? If not you could get ads on the bikes and get companies to pay for them. Keep up the good work!

I absolutely support an expansion of the scheme

I am afraid I don't know about the expansion plans. I felt that this scheme would flop and have been absolutely thrilled to see that it hasn't and appears to have gone from strength to strength. It is wonderful seeing so many people on the Dublin Bikes. I applaud those involved. As I have my own bike, I have not yet used it. I know it isn't expensive but a perceived (and quite possibly incorrect) view that there is an awkward registration process beforehand has stopped me from considering using the bikes once I have driven into the city or taken public transport in. Instead of expanding too far geographically, I would ensure that there is a very high density of DB stations around the city centre and immediate surrounds, as this is the other factor that has slightly put me off (what if there is no DB station near to where I need to go or it is full?). Wishing you all the very best. PS - my own background is in urban planning for cyclists!

I am all for it- I think it has been a great scheme and would love to see Dublin as a more cycle-friendly city.

I am delighted to hear that the scheme is being expanded. It's the best thing that Dublin city has done, something we can all be really proud of!

I am very happy with the scheme except that the lack of bikes/docks available at peak times (8-9am, 5-6pm) is really frustrating, especially if you are depending on the bikes for business use (travel to meetings etc.) Would also be great to see the bikes beyond the canals

I believe it should be expanded wherever there are dedicated cycle paths eg. Clonarf to Sutton cycle track

I can not go to city with my bile because I feel scared by the way people drive. Also no parking place for bike I feel safe.

I can't wait for it! It would be very useful to be able to use dbs to go places outside the city centre.

I commute from Portlaoise to Heuston daily but the closest dbs is in Smithfield. I understand that the logistics of having a bike ""depot"" at Heuston would be quite difficult but realistically, I'm not going to walk / get the luas to Smithfield in order to cycle to the Southside of the City. I would prefer to cycle from Heuston to my workplace than take the bus.

I cycle my own bike to/from work - definitely a need to police the bycclle lanes for cars parking in them or drivers ignoring them altogether. THinl expansion a great idea and really welcome it

I definitely think the scheme should be extended to the inner suburbs to include places like Rathmines, Ranelagh, Phibsborough, Inchicore etc

I don't believe the scheme could expand too far into suburbs as bike although easy to use, are heavy and not suitable for long distances. Ternure/rathmines should be limit

I dont believe there is a need for it. Its starting to encroach into residential areas and personally am fed up with cyclists on footpaths, breaking lights. Everyday I drive up the canal and cyclists constantly coming towards me in the motor lane, NOT using the purpose built cycle lane, waste of money putting it in!

I dont have a bike of my own but I think cycling to and from work would be Ideal for me if you were allowed take bikes to suburbs

i don't use it as i live and work in the suburbs. i might use it for short journeys if it were extended to my areas

I f the bike scheme were expanded to include the suburbs I would definitely avail of it as my employer does not operate the bike to work scheme and I'm hoping they will.

I find that a reason why I don't use the bikes is that often there are no bikes at the station. (I would use bikes for second leg of my journey into work, after using bus to bring child to school). So expand numbers at existing stations, or replace them quicker, is as important as new stations further out.

I fully support the expansion.

I get the bus to the Convention Centre or to Jurys Inn at present and walk to Baggot Street - A bike station at the Convention Centre and the Grand Canal Basin area would be a good extension of the service given the number of people working in the area

I have a comment on existing dublin bikes scheme - there are not enough bicycles at certain stations. I would expand those, which are more frequently used.

I have no problem with the bike scheme but something needs to be done about cyclists lack of care for pedestrians.

I hope that the stations are replenish more often, as I have found several times the stations in the north of the city (all the way from the Mater hospital to O'Connell st) empty

I hope the expansion will involve Dublin 4 Ballsbridge

I know there could be difficulties regarding volume but it really needs to be at the transport hubs like hueston

I live in Crumlin and my nearest bike park is Portabello. I would love to have a DB stand further along the canal in the direction of Dolphins Barn. They are fab. Well done Andrew Montague, or whoever it was who pushed the idea through, it's a great asset to the city. Now lets hope the new premium bike lane opens sometime this century... it seems like they have been working on it for a very very long time....

I live in Dublin 8 and there are some fantastic tourist amenities in the area and I think the bike scheme linking these attractions would be great - the hospital, the gaol, garden or remembrance, guinnesses and the phoenix park. The bikes could be linked to the luas lines.

I live in Kilmmainham and look forward to new bike stns serving Kilmmainham Gaol, IMMA, Heuston stn , Guinness Storehouse and Collins Museum

I look forward to the expansion into the suburbs!

I love the scheme and wish I had started using it sooner. 3 points: 1. We need a DB bike stand or 2 in Stoneybatter. The area in front of Kavanagh's pub would be perfect as would Blackhall Place 2. We need lots of extra bikes for Smithfield North. Every morning the DBs are gone fast and every evening all the stands are full early. If there were DB stands in Stoneybatter it would alleviate the pressure on Smithfield North but right now there is way too much demand and too limited a supply. 3. Laser cards: Try and do something to allow 3 day subscription using Laser cards. I guess the need to take the 150 deposit is the problem here but it is inconvenient having a series of 2 euro charges to credit card. I am still nervous about being accidentally charged 150 euro due to some error in the system

I may have this wrong, but I thought there is a monthly fee for registering to use Dublin Bikes. I'd possibly use them occasionally but don't want to have to pay a monthly fee.

i might be mistaken but i think there is not enough stations on the north side e.g. Fairview ; also i would like to see a station in Rathmines

I own my own bike but I would use the dublinbikes scheme if it was available in my area. Churchtown/Rathgar

I really believe that it is important to have physically segregated cycling areas. I would also like to see areas of parkland segregated for bike use

I really hope you bring it to Ballsbridge. There are a lot of young professionals in the area and I think it would be very popular. Good luck with the expansion!

I strongly encourage you to expand the system, especially towards business parks like east point, etc.. Also more cycling paths across the city would be a great thing

I strongly support it. It would be wise to have sufficient stands to allow trips to be made within and between suburbs, otherwise every bike will simply end up in the city centre during the morning rush.

I support it 100%.

I think a good improvement would be if you could put a message on the screen (another option like the option 4 which checks the availability at nearby stations) to show when a truck will arrive to remove bikes from a full station or to show when a truck will arrive with bikes at an empty station. Also when there are events on in the city at the O2, or Aviva Stadium ... etc, then the truck should be more proactive in removing bikes from full stations.

i think a stop at james hospital and heuston would be a good idea

I think an expansion is a great idea. One possible location for expansion would be the space available outside Fresh & the Grand Canal Theatre.

I think college and student usage would jump considerably if docking stations were supplied at colleges and student specific accommodation around the city which would represent a lifestyle improvement and a considered move to cycling. DIT Grangegorman will influence but DCU and UCD should be targeted

I think colleges should be included - DCU, DIT, etc

i think cycle lanes are crucial for safety and would be good for families and friends for a day out

i think density is very important and the expansion of existing sites with a small number of additional peripheral sites is probably the best way to go i think there should be a general view that using dublin bikes should be a stepping stone to cycle commuting not a replacement for the ownership of a bike

I think expanding the scheme to the train stations including heuston would be very beneficial

I think expansion of the Dublin Bike scheme should only come with safer cycling paths, and much better enforcement of road rules, both for cyclists and drivers. It's dangerous to have more cyclists on the roads at the moment because there is nowhere safe to cycle (except that lovely cycle lane by the grand canal... that one is great!:)

i think expansion of the Dublin Bikes Scheme means there are less facilities for regular bike users, e.g. not enough bike lock facilities in the city because the DublinBikes Terminals have taken over, plus it should be mandatory for DublinBikes users to wear protective gear while cycling and must complete a mandatory training instruction before being allowed to cycle the city streets!

i think expansion to the suburbs is important, as within the city center i prefer to walk. better cycle tracks needed, as well as educating motorists(i also drive) where cycle tracks are on the road. would building cycle tracks alongside(but seperated) the luas tracks be feasible? this in

my mind would make a great cycle track, as with the canal, it offers a direct route to the city center with very few traffic intersections and more importantly, very few steep inclines.

i think it could work very well along the coastal towns following dart line...small stations at either end of dun laoghaire, monkstown, blackrock, booterstown and ballsbridge. treat each ""town"" in dublin like the city centre. especially dun laoghaire, the area is a diaster for traffic and parking on sundays due to the market and other recreation there...a big bike rack and improved cyclist safety around the area would be great help.

i think it is a fantastic idea it really adds to the city

I think it is a good idea, especially out to Ballsbridge area, with Aviva and RDS in the vicinity

I think it is a great idea and would love one for Rialto, where I live.

I think it is a great idea, but I'm not sure if I would ever really consider using it because I would be so afraid of cycling in the city centre. I spent time in Sweden where I cycled to work, to town, even to and from the pub and I loved it. But currently I would not seriously consider cycling in Dublin as I think it is unsafe for cyclists. Physically separated cycle lanes are best but are difficult to retrofit. Expansion of on road cycle lanes and better respect for on road cycle lanes by motorists and especially buses would be next best. Another idea to expand the Dublin bikes scheme would be the opportunity to rent helmets alongside the bikes.

I think it is a very good idea and i hope the scheme continues to expand

I think it is a very good idea

I think it is an absolutely wonderful idea which adds greatly to the amenities of Dublin allowing greater freedom of movement within the city. The bikes scheme also gives a European flavour to the city which marries well with the more diverse population. However, I believe that a greater awareness of safety and courtesy by motorists would make the scheme much more attractive.

I think it is an excellent idea - you only have to glance around the city to see how widely used it is. Expanding it can only make it better!

I think it is good to expand it in time and spaces, all the way to Grand Canal Dock and beyond, even to Blackrock, and to Howth.

I think it is great and I would use the Dublinbikes even more

I think it is great to see people cycling but everyday I have to dodge cyclists who do not stop at traffic lights. I don't know if it is already done but maybe a leaflet about the rules of the road could be sent to each person who registers with the scheme.

I think it is important that the Grand Canal Dock area be included in the expansion, with additional bikes and stands being added to current stations to improve availability at peak times.

I think it is the DBS is a great asset to the city and improves mobility of people around the city centre.

I think it is very good and positive scheme.

I think it is vital to extend the stations as far as Heuston station (with a network of stations around there) and in North Central - at least as far as the canal and into Broadstone/Phibsborough. I also think bikes should be available round the clock - for getting home after the busses stop. And finally, perhaps the monitoring and redistribution of bikes can be improved - I often now see stations without a single bike at them.

I think it needs to expand out more, i do think it would be used also it should have more up at stephens green.

I think it should be advertised better perhaps as a way families can enjoy Dublin and a day out in these tough times

I think it should be expanded beyond the two canals. Its an excellent scheme

i think it should be expanded into areas where it'll be used

I think it should be extended outside of the City Centre. I live near enough to the centre and if I need to cross the city to the suburbs it would be far more efficient for me to cycle

I THINK IT SHOULD BE EXTENDED TO SUBURBS - E.G. DUBLIN 3, 4, 5, 6, ETC. AND ALSO SHOULD BE AVAILABLE AT DART STATIONS IN THE DUBLIN AREA.

I think it should definitely go ahead. I regard Dublin bikes as the most positive change to the city in recent years

i think it was one of the best ideas that was put in operation and i hope it will improve

I think it will encourage others to start using the service

I think it would be a fantastic idea

I think it would be a great idea. The service as exists is far too limiting.

I think it would be a very good idea as I bring my bike on the dart and cycle home or other way about.

I think it would be good to expand the service as far as possible out to the suburbs. Where they are very densely used, perhaps more racks could be added to the existing stations. Smithfield is often without a bike from 8.30am onwards. I still think it's a great service and excellent value.

I think it would be great but we need more efficient restocking of bike stations during the day

I think it would be great if the bikes could be extended to places like fairview,artane & coolock as I think from that distance a lot of people would cycle & to make it an hour free instead of 30 minutes

I think it would be great to extend it alongthe coast first where tourists might be inclined to go.

I think it would be great. I also think there should be an expansion to urban areas. As less confident cyclists would be happy to cycle around their own area instead of taking their car, they may just be unhappy cycling in the city's busy streets.

I think it would enhance our City

I think it would enhance the system to have bikes at Heuston station, at the O2, Clontarf/Bull Island, RDS, at the main hospitals (James's, Mater, Vincents) and all museums for optimal use by tourists (IMMA, Guinness, etc). Well done everyone. The scheme has been another great initiative by DCC and has been a total success. Keep going!

i think its a good idea, but i think there are lots of people currently NOT using it, who have easy access to it - because of road safety issues so maybe better to focus money on this instead of expanding.

I think it's a great idea - been a great success, but some people who use it, have felt it a little limited in area. Hope though it doesn't lead to thefts in suburban areas.

I think it's a great idea and would suggest free high vis jackets be made available to users, I'm sure you could get some company to sponsor this.

I think its a great idea if there are cycle lanes created in all areas that are enforced by law as purely for the use of cyclists

I think its a great idea to get people on their bikes to get them healthy and fit but to be honest if there are no separate cycle lanes like on Clontarf road along the coast i would not ride a bike here. its way to dangerous and having taken public transport for the last 13years i have seen the aggression that bus drivers and cars have towards bikes. also the rules of the road need to be more enforced and this applies especially for the bike users themselves!! because it seems they dont have to obey them at all...

I think its a great idea.

I think it's a great idea.

I think it's a great idea. If I was younger, I would use the scheme. I used to cycle in Dublin.

I think it's a very positive move :-)

I think it's an excellent idea, as people are encouraged to exercise and be more environmentally friendly.

I think it's an excellent idea. People cycling are getting exercise and they are not causing pollution to the environment.

I think its an excellent idea. More people should be encouraged to use it. Maybe have a free weeks trial for potential users. Or free time for using the service a certain number of times. I have noticed that some are more popular than others so expand those ones to accommodate more bikes

I think it's great to hear the expansion is going ahead. The scheme is an overwhelming success and it will continue to gain success when expanded.

I think look at expanding to near suburbs rather than as far as Howth etc, at first. e.g. beyond Rathmines, beyond fairview, Phibsboro but not too much further until you figure out the usage patterns.

I think that ideas presented in this survey were good.

I think that if it was expanded slightly beyond the Grand Canal as far as places like Ranelagh, Rathmines and Donnybrook, for example, there would be a huge demand for the bikes by people in these areas. But I'm not sure that there would be as much demand for them in places further out in the suburbs and logistically it would be difficult to replenish the stations and repair the bikes docked further away from the city centre.

i think that if there where coffie docks at stations it would create badly needed jobs for the city

I think that it is a great idea.

i think that it is a very good idea..if there were segregated off road bicycle lanes like in amsterdam etc then it would be very attractive to more people including older people especially for shorter journeys..safety is the issue.

I think that the proposed expansion further into the Docklands area and the Heuston area would be hugely benefical

I think the area towards Lansdowne road could do with some, Grand Canal train etc. It's a really good scheme but works well because it is so hard to get a bus from A - B in Dublin City. I think cyclists need to improve their Rules of the road.

I think the current set-up works very well, It just needs to be expanded.

I think the dbs was a very successful project and I hope to see it expanded further.

I think the dublin bikes scheme is a great iniatitve but I am not keen on cycling in the city centre would like to see it expanded to areas of amenity where there are good cycle lanes

I think the expansion should go into every community

I think the expansion to the areas just outside the city centre will provide an alternative mode of transport for many commuters who normally rely on buses etc.

I think the idea of expanding the scheme to suburbs near the city centre would be a good idea.

I think the proposed expansion is a wonderful idea and I hope that the Council expands it but safer cycling conditions are a must!

I think the selection process for the location of the first phase of DB scheme was really good. They are nearly all located in well-lit areas that have frequent footfall. I hope the same thought process will occur during the expansion to the suburbs. The real danger is that a lot of vandalism could occur in the less footfall suburban areas. I live near Clarehall in Dublin 17 and I would really like to have the option of cycling to work - DB have been great for our city and have already become an iconic symbol of Dublin

I think the sooner the better, this has been one of the few beacons of light during the fall from grace that our country has experienced as a result of the financial mess we are in. Also, is there any potential for family friendly bikes? Could the age limit for participants be reduced if they could only hire a bicycle when accompanied by an adult hiring a bike or similar?

I think there should be a bike station at all the dublin city libraries

I think there should be stations much further out. UCD and DCU could do with a couple. Dun Laoghaire distance is good. I even cycle to the airport and a db station there would prevent me from having to leave my bike unattended outside the terminal for a week. One wouldn't need as great a density at these distances from the centre and maybe there could be a lenience for the time limit on getting between very distant stations.

I think they should be expanded out through the coast road.

I think they should link up the transport system effectively and also extend to areas of interest such as the south docklands

I think we should expand it's been a huge success so far

I use public transport such as the Dart for comfort and convenience.

I very much look forward to the proposed expansion, for myself and my family and the community, and for future generations to become less reliant on the car

I was a bit disappointed on a few occasions (eg St Patrick's day) to realise the bike system was shut down in my area. Perhaps an email could be sent to registered users to warn them of closures on days like that?

i welcome an expansion that widens the catchment while maintaining the closeness of the stations. The scheme is a fantastic achievement so far and it would be marvelous to see it expanded.

i wold cycle to work in Dun Laoghaire at lease 3 times a week and I am not familiar with how to pay for the dublinbike. The method should be made as easily as possible.

I wonder if use of the bikes merits an expansion. I haven't seen any statistics on the success of the plan, only verbiage trumpeting its success.

I work at IMMA in Royal Hospital Kilmainham. I think it would be great to put future docking bays for Dublin Bikes at or near cultural sites like IMMA/ Kilmainham Gaol & National Museum Collins Barracks - good for Dub natives, tourists & staff.

I would alter the terminus machines to have an interactive display showing the nearest docking stations and how many bikes are available at each. Rather random at the moment.

I would appreciate an expansion of the scheme to the suburbs

I would be afraid to cycle in the city centre because I think its too dangerous and I wouldn't be confident enough. Maybe there should be adult cycle training courses that anyone can go to to build up their confidence. Maybe then I would be better able to cycle in the city.

I would be cautiously accepting of it. It would be nice to expand it experimentally as long as it doesn't detriment the current network and it's idea of short hop journeys.

I would be great to expand as soon as possible so more of the public can use the bikes to travel to and from work

I would be happy to pay more if I could get a bike in the suburbs

I would be happy to use a luas park and ride but my closest station is goldenbridge, with a 3k walk down the canal to work- a Dublin bikes station at luas stop would definitely encourage me to change my commuting solution!

I would be most likely to use a bike to travel from the centre to the suburbs (& back)

I would be very supportive of increased docks in the suburbs

I would consider using this with my kids to show them around the city center but I currently see the scheme as aimed at adults. On Sundays (low traffic days) have family offers

I would like it to extend out towards Donnybrook Garage; also, some stations can be out of bikes (especially the one at Leeson St and also behind the IFSC) - this may be because of high take-up by locals of that area.

I would like to be able to hire two bikes sometimes, one for me and one for a friend. I am a member of db and they have my credit card details in the event of misuse. I would like to see a db at Grand Canal Dock and at Heuston Station.

I would like to know where the new stations are proposed? How many bikes will be rolled out and over what period of time this will be phased over? I also think there should be more secure cycle parking in the city centre to encourage more cyclists as bike theft is on the increase and is a big problem now. There is one in Drury Street but I think we should have a few more.

I would like to see a station somewhere between Christchurch and Harold Cross Bridge. It is also becoming more frequent not to have a bike free at some of the stations. Christchurch / Lord Edward St is often empty.

I would like to see an expansion in the inner city area, particularly Dublin 8.

I would like to see Dublin bikes expanded to Terenure, Rathfarnham and further.

I would like to see Dublin bikes scheme introduced in Ballsbridge area as there are many persons living in that area who would like to become part of the scheme.

I would like to see it expanded beyond the canals and to have a large presence at heuston station connolly and Busaras

I would like to see it extended outside of the city centre to the close suburbs both north and south of the city centre.

I would like to see it going beyond the canals at least to the Victorian suburbs

I would like to see it implemented as soon as possible as I think it is such a great scheme

I would like to see more lower socio-economic areas opened up to the Dublin bike scheme. It would be a great asset to these areas, promoting a healthier lifestyle, the environment, and encouraging business.

I would like to see the bikes expand into dublin 8 and dublin 6. Thank you.

I would like to see the Dublin Bike Scheme expanded throughout Dublin and the suburbs.

I would like to see the proposed expansion with a stronger focus on northside amenities and tourist destinations such as the Phoenix park, National Botanic Gardens, Glasnevin Cemetery, Croke Park.

I would like to see the redistribution of the bikes happen more often (as I detailed in the earlier question about cycling in the city) - it really is the one thing that puts me off using them because I can't guarantee that they will be there for my use - or that I will have somewhere to put them when I reach my destination. I think though that the surface of the part of the road where cyclists end up in the city (in the storm drain essentially) is appalling on most roads and I have had several punctures on my own bicycle from being forced by the lack of cycle track (or even a decent one if there is one there) to ride into potholes, drains, manhole covers etc. I know it's not possible to insert a separate bike lane on some narrow streets but those that are there have parking spaces on them sometimes which is quite unbelievable or they stop in the middle of nowhere. I wonder if Dublinbikes/Decaux would have any power in trying to secure a safer cycling network in return for expanding the scheme?

I would like to see the scheme come to Donnybrook and Ranelagh

I would like to see the scheme expanded beyond the grand canal south city, starting with the major routes into Harolds Cross, Rathmines, Ranelagh, Donnybrook, and Ballsbridge.

I would like to see the scheme expanded throughout the Dublin 8 area - Kilmainham particularly.

I would like to see the scheme extended to Chapelizod, and to within the Phoenix Park. Also the scheme should be located within the Docklands, it's madness that it is not, simply because this area is outside Dublin City Council. A huge number of people use the scheme, work in the Docklands / Grand Canal Dock area, but there is no station nearby. This has put me off signing up to the scheme to date, especially in the Summer.

I would love to see an expansion of the dbs to all the major suburbs, especially places like rathmines, ranelagh, where I think they would be well recieved

I would love to see an extension to Phoenix Park, Heuston Station and Kilmainham jail to allow for tourists to really use the scheme easily.

I would love to see bikes at Grand Canal Dock.

I would love to see bikes in the likes of Ranelagh and Rathmines on the southside, and Drumcondra and Phibsborough on the northside

i would love to see it in dublin 15 where i live, but i dont know how practical it would be in relation to the number of bike stations, anti social behaviour etc

I would love to see it rolled out toward Heuston and Ringsend along the quays, and then south towards Rathmines. I'm not overly familiar with the northside, so I'll leave that for others to comment on. I think it's an excellent scheme, and I'm a big supporter of it. I mainly use my own bike for work commuting and cycling into town on weekends, but really like the DBs for connecting me when in town, e.g. from Penney's in O'Connell St back up to Stephen's Green.

I would love to see the scheme expand to Commuter Stations like Heuston Station, Intermediate Luas stops also- this would help people a lot

I would love to see the stations expanded to Harold's Cross and then Terenure from a personal point of view. At the moment I walk to the station in Portobello to pick up a bike.

I would prefer to cycle than take a bus into town. It is not safe to leave my bike and would avail of the DCC bike scheme is situated locally.

I would really like to see it extended out to key heritage/tourist areas in the suburbs as there are natural links between e.g. Glasnevin cemetery and other heritage locations

I would really like to see the expansion of the sea route from Dunlaoghaire to Clontarf and beyond on each side of the city, tourists would then be able to appreciate our seaviews and still cycle back into the city to shop afterwards.

I would really love to have another mile radius included for Dublin Bikes. I would imagine a huge upsurge in use of Dublin Bikes. Also, an app is essential to the success of Dublin Bikes, as it is greatly frustrating to find no bikes at a station, or indeed a station full when one is in a rush.

I would really love to see the scheme expanded across the cities, and to include spaces at Luas stations.

I would strongly favour a significant expansion of the scheme so that cycling reaches a critical mass. Add park and ride centres for cycling as well.

I would strongly welcome the expansion of the scheme and think that bike safety should be strongly promoted as part of it. Easy access to helmets and high-vis gear would be great.

I would suggest to have a bike parking/picking up station in reasonable distances from each other across the city which would give more flexibility. A parking/picking up stations could be close to Dart/Luas/Bus stops outside city centre so you can switch and continue your journey with a transport that you choose.

I would use it for shopping etc.,- implies the need for bike parks in shopping centres

I would use this so much more if it came further out of the city; although I love DB, if it were extended it would be used so much more. I was in Sevilla this summer where there is a hugely extensive bike network of the same type and I used it a lot, even as a tourist, but far more people were using it than the Dublin Bikes because of how far out they could get using the bikes.

I would very much like to see it expand south. There are times when I would like to go to the city centre by bike but come back by bus (e.g. if I buy something bulky or want to drink more than

one pint in a pub) but currently I have to leave my bike in town and come back for it the next day. If I could use a db to get to the city centre and leave it there, that would be very helpful.

I would work on the elimination of snags/problems in the present scheme before considering any expansion.

I'd like to see high quality bike corridors linking DublinBike stations in the outer suburbs, ultimately joining all of Dublin together.

I'd like to see stations in Guinness Store House (Ireland's largest tourist destination & near digital hub), in Stoneybatter where I live, and in Phoenix Park for recreational use.

I'd like to see them located at Phoenix Park, Heuston Station, IMMA, Guinness Storehouse, Cork Street, Clanbrassil St, South Circular Road, Stoneybatter, Drumcondra, Ranelagh, Rathmines, Grand Canal Dock etc. All the city suburbs really!

I'd love to see an expanded service particularly out to the suburbs.

I'd love to see stations closer to public transport links - e.g., if I could rent a bike at Pearse, Tara Street or Connolly Stations and drop it off at St. Stephen's Green Luas.

I'd love to use them more but it is too dangerous to cycle around Dublin. Poor roads, dangerous driving, lack of cycle lanes.

I'd suggest that cyclists also need to improve their knowledge of, and adherence to, the Rule of the Road.

I'd welcome expansion around Heuston

I'd welcome it. Please also consider increasing the number of bikes/stations within the existing footprint ; more people cycling makes it easier for even greater numbers to get out

Ideal locations would be Grand Canal Docks, Ballsbridge (RDS), Aviva Stadium, Sandymount.

If expanded around bus/ train stations, will need to be regularly refilled based on commuter behaviour. No vandalism is a feature of the current scheme but this may change as the scheme expands into urban areas. Would need to include local parents as part of the expansion.

If expanding further outwards, please make sure that you have enough lorries bringing the bikes back: in Portobello, there are no bikes left at 8 and at 6 there isn't one in city centre. Those should be the times more heavily served.

If extended out to suburbs, it would be a good idea to have some mega bike stations in the city centre as that is where most people would terminate journeys. The no of stands should be in the region of 200 plus and could be in places like multi story car parks such jury street

if extending the scheme to Dublin's villages e.g. Rathmines, put bike stations at a number of locations at the edge of the village as well as its centre. This would encourage usage back and forth through the village as well as into the city centre.

If it aint broke, don't fix it...

If it could be spread into the suburbs with protected cycle ways.

If the hub of the distance from city centre was expanded it would bring more people using the scheme, also there needs to be more docking bays available in the centre of the city

If the scheme is expanded I would hope that safety and the rules of the road would be made clear to all prospective users of the bikes.

If the scheme is expanded, and consequently people may be cycling longer distances, it might be better to introduce some alternative bikes that would be better suited to longer journeys. The current bikes seem to be good for doing short journeys in the city centre. But I wouldn't be keen on cycling for over 15 mins on one. I would prefer a better bike, in the style of a hybrid road bike maybe.

If the scheme was extended to areas within a 10Klm area of the city centre more people would avail of the scheme.

If there was a station in Crumlin, that would be great, and raheny etc!

If there were about 50 bikes available at train stations such as houston that can only be used to come directly into town and back to that same station again there would be high usage. This would fix the issue of non availability or full bike stations

if there were more bike parks at rail stations and in housing estates for commuting; also at bus stops for times of delay where you may opt to take the bike rather than wait for the bus

If there's going to be one at heuston which would be great, the north quays will have to be looked at. At the moment this is a danger zone for cyclists in the city.

If you build it , they will come :O)

If you can bring it into the pheonix park and surrounding areas - also if it was set up in Dun Laoghaire (which is a beautiful area to visit) would be good

I'm all for expanding the network - go for it.

Im all for it!

Im in favour of expansion however the number of bikes needs to be sufficient to meet demand at Heuston in particular. I have a felling that there will never be any available bikes in the morning at Heuston.

I'm not aware of a simplified pay-as-you-go option for people who just want to use the bike as a once off or have an immediate requirement. At present it seems quite complicated to organise a single trip if you are not already subscribed. I think if this process was simplified it would make Dublin Bikes even more accessible.

I'm not certain extending it the suburbs would be a good idea. The Paris experience might advise us. The expansion should stay within the canals at most. Also, some electronic tagging of bikes, so that they can be traced no matter where they are

I'm not sure the bike design is the safest possible - seems unbalanced by the heavy handlebar/basket setup.

I'm of the understanding that you need a credit card to hire the bikes? This is a deterrent for a lot of people, if a cash deposit and fee could be accepted i'm sure it would promote business even further.

I'm sure everyone wants one in their back yard, but I would think that expanding it on a grid format so that it will eventually end up being out as far as me (Terenure/Rathgar)... well that'd be amazing. Apart from my selfish answer, I'd suggest including Harold's Cross, the Point, Heuston Station (obvious problems here, I know), and a station in Phoenix Park.

I'm very impressed by the existing scheme. I think that maybe going forward the data on the current usage could be analysed to ensure that there is better availability of bikes and free spaces at all stops. I know this isn't always possible, but it would really help people in choosing to use them. I also notice there is a good increase in people getting their own bikes after using the service - a good job is done!

I'm very much looking forward to the expansion. Probably best to prioritize transport hubs, such as train stations, and institutions with many very able-bodied attendants, such as universities. (In my last reply, I mentioned that I had four or more cars or vans at my disposal; this is only because I'm in the GoCar scheme.)

Implement it faster and stop wasting time. Just for once get on with it. It is an obvious decision so grab the funding / make it available and the public, economic and tourism benefits will follow immediately. This is a flagship opportunity to put Dublin on the world stage so do the right thing and do it fast.

Improve surfacing of cycle lane on N11. Position dublin bikes depots near public transport eg Dart and bus stations in suburbs

Improved availability at commuter stations and at visitor attractions

In general an expansion of the Dublin Bikes Scheme is very welcome. I live in D8 and would definitely use a Dublin Bike to get to the city centre if the proposed D8 station was installed.

In my opinion the Northside should have the same number of stations as the Southside and in particular Phibsborough (as one of DCC's prime urban villages) should have couple of station. I would suggest one at NCR/Avondale Road and one at Connaught St/Cross Guns/Harts Corner. Both of these have large populations nearby and large underutilised pavement areas and the former would be next to a proposed LUAS station

In the expansion of the Dublin Bikes scheme I have a proposal that I believe would greatly improve the efficiency of the system. One of the main problem that I encounter with the Dublin Bikes scheme is that frequently when I travel into town in the morning I find that my local bike stop has no bikes, nor the one after that and sometimes even the one after that. I find this is a problem that other users have aswell. A simple solution to this would be to have some sort of live update system that allows users to see when the next bike replacement truck is due. This would allow users to plan their commute (especially suring the high-usage period in the morning) and ensure they get a bike. This service could be offered online and as part of the

Dublin Bikes app for smartphones. I believe it would be another string in the bow of what is already, a fantastic service.

In the Paris scheme the stations had blue coloured lights on them pointing down the street so you could spot them at a distance. In Dublin lighting points across the street so you don't see the stations as easily. The stations tend to be in fairly obscure Areas and the more obscure they are the less likely you are to use them. More stations with asides distribution, like heuston station, kilmailham, sandy mount and balls bridge, Phoenix park. Perhaps stations in hub spots further out would encourage some people to cycle into town rather than drive as they would travel to the next nearest station.

In the suburbs the bikes should be in a closely monitored location.

In two / three years , the pay stations should be able to synchronise to mobile phones. NFC chips will be in phones allowing people to pay for items with their phone. The paystations could accept payments from PayPal , online banking etc etc.

Include areas such as Ballsbridge, Sandymount, Ranelagh, etc. Include sight-seeing areas and areas of special interest, e.g. Guinness Storehouse, Kilmainham Jail, Coastal Areas, etc.

include baskets on all bikes

Include Heuston Station, rathmines, phibsboro

Include Phoenix park, Clonfarf, Malahide, Dun Laoghaire, Aviva Stadium, RDS, Croke Park, Botanic gardens

include Rathmines, Ranelagh, Ballsbridge Glasnevin, Clontarf - everywhere that is approx 3 - 5 kms from GPO

Increase frequency of bike rotation/restocking of stations - Smithfield for example is devoid of bikes after 8.45am and full by 6.30pm making it impossible to get one in the morning and impossible to return one there in the early evening. If there was some way to efficiently monitor and then re-stock at peak times ...

increase number of stands at existing locations

Increase the area by a few more miles would be great.

Incremental growth around the perimeter of the existing scheme. Consider intergration with public transport, especially rail stations and main bus stops. It would be nice if there was some way of availing of the scheme without a credit card.

information for road rules to apply to people who partake and test for all people who use the service , also a test centre to inform,

Initial expansion of the scheme in a concentric way. Although more difficult to regulate the usage/ number of bikes at each station, with an extra number of bike relocation vehicles (which work v well) this could be easily achieved. The system is excellent and would love to see a controlled expansion.

Into the suburbs and stations at major LUAS, DART and Dublin Bus stops. Build wifi beacons into the stations so that we can build a city wide wifi network

Introduce a congestion charge for cars similar to London

introduce bikes with 5 gears and not 3

Introduce some form of Helmet

invest in cycle lanes before expanding

Invite tenders. Don't go for a JCDecaux monopoly. Proper competition will ensure that the scheme serves the people of Dublin and not the operators or those who give the contracts.

Is there a Dublin Bikes App for smart phones?

It can happen that you pick a bike that is broken and put it back you cannot get a different bike it would be good if you could return the bike and indicate that it is broken and you need a new one.

It definitely needs to be extended to areas outside the city centre. It is a great scheme but at the moment it is quite restricted.

It has been very successful and therefore shows how well received. Help to turn the city into more cycle use and make it attractive to people.

It is a brilliant idea and although I have a company car I would definitely use the bike scheme over any other transport to make my way into town

It is a good idea

It is a good Idea as there are not enough at main Train/bus route Terminus

It is a great idea

It is a great idea to have the scheme in Dublin. It gives a good profile for tourists visiting the city. They will think of Paris where the scheme is in place. However I believe the dublinbikes scheme is better run which is a complement to the city. This stat. could be advertised to promote the dubklinebikes scheme.

It is a great idea. It will make our city greener (next to many other benefits).

It is a great scheme that strongly enhance Dublin's image as a forward thinking city. also great for tourism

it is a very good service for the young people of Dublin and visitors alike

It is a wonderful and very popular scheme. Please expand and keep it such good value.

it is good

It is great that they are free for the first 30mins although after that it would be good if they became a bit cheaper than they are... Cheaper the better and more likely people will use them even if they have their own bikes.... It would be great if they expanded out to include all of county dublin. If new bikes were being brought in, a lighter bike would be cool!

It is great...

It is important to keep the scheme at the same price point and as flexible as currently. Lots more areas should be covered as soon as possible.

It is long overdue, don't forget the northside and inchicore and not just flatlands of rathmines etc when expanding

It is welcomed to hear DublinBikes is thinking of expanding southward and northward, but it should also consider west and east. For instance, after Smithfield Square west of the city there are no bike locations, as well as after Thomas Street on the Southside. I see huge potential in expanding the scheme further west, for commuters and tourists. Heuston Station should be a key location, as well as Phoenix Park (east and west entrances), Dublin Zoo, Kilmainham Gaol, IMMA, The Irish National War Memorial Gardens, Chapelizod, Guinness Storehouse, District Courts, Cabra, Crumlin etc. Similarly, the Docklands to Ringsend, Sandymount Strand and to East Wall, the O2 and Fairview should be considered to the east.

It needs to be done as quickly as possible

It needs to move further out and to join up with railway stations and transport hubs more. I usually ride my own bike in the city anyway so I don't know why I signed up for DB's!

It seems like a very good idea - so many of the bikes are concentrated in an area it's easy to walk around anyway (D2 and 4), I think the benefits would be greater with stations in the near suburbs, which are a short cycle but a long walk (eg, Drimnagh, Crumlin, Walkinstown). Also, greater connectivity to Heuston and the Phoenix park would be great - while there may be issues with lack of density and demand in certain suburbs, west city has clear demand.

it seems to work very well and maybe some covered shelters could be provided for collection points

it should be done immediately!

It should be done. Its a good scheme

it should be expanded and intensified within the inner city before it expands into the suburbs - east/west, north/south

IT SHOULD BE EXPANDED AS MUCH AS POSSIBLE

It should be expanded into the Suburbs to encourage more users

It should be expanded outside city centre.

It should be expanded to places such as finglas etc.

It should be expanded to include suburban areas. the 30 minutes free cycling should be increased. I live in Eat Wall but I see people using the bikes scheme cycling out to Clontarf. Bike stands should be erected along these areas. It is fantastic scheme and Dublin should be very proud of what they have achieve

It should be part of a wider transport initiative and not just a fluke-chance from an advertising company. Dublin needs to be made safer before I would allow the rest of my family cycle in Dublin.

It should expand out to the canals and as far as Pheonix Park/Hueston Station.

It should go hand in hand with improving bike lanes. The quays are a joke as you share the bike lane with the buses

It should include the inner city areas at least, but ideally should cover the suburbs as well. A deeper look into the scheme from top level of local government/ state and provision of funds- as it provides for green locomotion and healthier life style.

It should not be only expanded outward, but more stands should be constructed in city centre. It is often awkward and difficult to get to the existing stands particularly in view of one-way network.

It shouldn't take precedent over biking in general. 1st priority is to make cycling safer in the city and increase drivers awareness of this mode of transport. Not enough cycle lanes and where there isn't drivers need to be made aware. Thank you

it was a great idea and if arthritis had not hit me in recent years leaving me walking with a stick i would proably have joined this scheme.

It would be a good idea to have bicycle stations near public libraries, parks, motor tax office, tourist spots and other areas with a lot of public access

It would be a great idea to expand it to Heuston Station.

It would be brilliant if the scheme was expanded into the suburbs surrounding the city centre - particularly Dublin West which has an enormous population and doesn't have great public transport.

It would be brilliant to extend the scheme into the suburbs; it would also be excellent if you were absolutely sure of finding a free docking station when you ended your journey. (Rumours of full docking stations are the main reason I haven't signed up for it.) Brilliant scheme, though, well done.

It would be extremely important to have some sort of licence system and compulsory insurance because all the Dublin bike scheme has brought upon Dubliners is a state of law breaking anti social behaviour by 99% of cyclists that would not be tolerated in any other European city. Changes need to be made to encourage safety for pedestrians and all other road users. DCC can witness on its traffic cameras the all day law breaking by a majority of bike scheme cyclists. That needs to be sorted out now. There also needs to be a serious update of road traffic laws with the Gardai to be encouraged to enforce them against the anti social thug like behaviour of

cyclists. Until then the bike scheme should be scrapped as a serious danger to road safety for all !

it would be good for users of the scheme

it would be good if expanding to DLR

It would be good to expand it towards the beaches/hill walks North and South side

It would be good to have dublinbikes scheme extended to grand canal dock and heuston station.

it would be great because I would use the bus to the country if i could pick up the bike closer. but i don't feel safe in some areas where there is a lot of traffice eg clombassil st, is it possible to separate traffic and cycling lane?

It would be great idea to put dublinbikes stand in the area of Grand Canal Dock. It would be beneficial for workers of companies like Google, Facebook, LinkedIn and residents of the neighbourhood

It would be great if it was expanded to suburbs close to city eg Drumcondra, Whitehall, Cabra and areas on the southside like Rathmines, Rathgar etc.

It would be great if more could be done to combat clustering in the evening. I can rarely get a bike and when I do there are never spaces free near the train or bus stations

It would be great if the bikes were available after 10pm, many times they arent there. Including electric bikes if you are thinking of bikes located in the suburbs , might be a good plan, particularly since bus links between areas without going through city centre is nearly imposible without a car

It would be great if the bikes were expanded to include the greater dublin area, such as stations around chapelizod and Phoenix Park, more locations along the Grand Canal (as it is a nice area to cycle) and other areas outside the city.

It would be great if you could expand it towards Ringsend or even as far as Grand Canal Dock. Also, down to Heuston would be good too.

It would be great to be able to cycle from Howth to Killiney with stops along the way....sutton / clontarf / fairview / sandymount / blackrock etc

It would be great to have bike stations in DCU and Drumcondra area

It would be great to have sea and park links (phoenix park to irishtown/sandymount) as well as imma/collins barracks.

It would be great to integrate the bike scheme with the LUAS, bus and train system.

it would be great to see it.

it would be great to see stations along the coast, Sandymount, Blackrock,Howth etc

It would be great to see the plan actualized as soon as possible, to give chance to people who use cars to use the bikes in a long journey instead.

It would be great to see them moved further out into the suburbs such as Rathmines or Drumcondra.

It would be nice if it was an Irish Company

It would be nice to be able to pick them up at tourist attractions i.e. botanic gardens.

It would be nice to have stations near the major tourist sites like Guinness, Croke Park etc or Hospitals like the Mater and Beaumont or James St

It would be nice to rent the bikes for 30 mins or under for free - at the moment there is a cost associated with the rental that means that though 30 mins or under costs nothing, the total for hiring a bike for use in this time is actually something, and so this is misleading.

It would be simply pointless to expand the Dublin Bicycle Scheme if it is not safe or enjoyable to cycle in the city and suburbs. Aggressive motorists with bad attitudes towards cyclists are the biggest danger to cyclists in this city. This culture needs to be changed. Safety and respect must be a priority.... the image created by DBS is irrelevant if lives are lost or ruined on the roads due to a lack of respect for life!

It would be very useful

It would work well in the Suburbs and Coastal Towns.

Its a brilliant idea. Simple as!

it's a good idea. the drag and drop question would not let me drag and drop.

It's a great idea except for one thing; 90% of Dublin Bike users are dreadful cyclists and have even less respect for the Rules of the Road than regular cyclists (and that's saying something). I say all that as a fellow cyclist who sees all sorts of selfish cycling while I sit waiting for the red light to go green.

Its a great idea, perhaps helmets should be made available

Its a great idea, used by friends and family alike. There is a docking station outside my office and always a queue in the morning so expansion is needed

Its a great scheme - I havent had much need for it as I had my own bike but I will definitely use it if it is expanded.

It's a great scheme. Expanding it even out of the city centre would be great (and would help business there hugely), but for now I reckon the target should be to place it nearer to public transport hubs. Maybe a scheme where a Dublin resident gets a ""one free trip"" voucher in the post would be great too. They just enter their CC details and scan the voucher and they get a chance to go.

Its a question of safety really. Love the idea but think traffic in city centre makes cycling there difficult.

Its a very good idea in my opinion as the introduction of the scheme has made drivers in the city a lot more aware of cyclists and in turn some drivers have changed their driving behaviour for the better and become more careful of cyclists.

Its a wonderful idea

It's a wonderful scheme. But the road infrastructure to support it needs to be developed within the existing road network - mainly to keep cyclists a safe distance from cars and especially buses (who are often sharing the same lane). Relying on vehicle drivers to respect cyclists and share the road with them is going to work less and less as the number of cyclists on Dublin's roads increases.

It's about time

It's an extremely progressive move. Growth in cycling activity increases the levels of awareness of cyclists by other road users. Provided that cycling is convenient, not unduly stressful, either due to gradient, surface or interaction with other vehicles, it will continue to grow in popularity, as has been the experience of other cities. Convenience is driven mainly by the scale of the Dublinbikes network and the availability of secure parking for privately-owned cycles.

It's brilliant and needs to be expanded. end of.

It's difficult to leave bikes back sometimes so please have lots of docking space at the new stations!

It's impossible to get a bike in my local area after 8:30am - I'm sure a lot more people would use the bikes if there were more bike stations at existing stations and also if there were more trucks moving the bikes around. Also monday morning or after a bank holiday it's impossible to get a bike until the truck has been (after 9)

It's very unsafe to cycle in the city, put your life at risk every time.

just do it

Just do it

Just do it quickly! It would be great to be able to get down toward Ringsend and more into the IFSC on the bikes.

Just do it! Please!

Just ensure there is no drop in the quality of the service

Just expand really....Harold's Cross could do with a few stations...

Just expand to the neighbourhoods just behind the canals.

Just keep up the good work!

Just more stations and more bikes!

just need more of them!

just that it happens as soon as possible

just that you should do it!

just that, its a good idea for expansion, but i think the cycle lane safety issue needs to be addressed before any expansion takes place, as it puts people off cycling on the quays especially, as they are dangerous.

Just to expand to Ballsbridge/Donnybrook would be great for me. Still problems at some stations with either no bikes or no free spaces, will this get worse if the scheme expands?

Just to say it should take a prime time slot on TV, radio vis a vis it's safety, cost - incidents of theft, availability and well lit areas near the bike banks.

Just what I said in the other comment box, about making each bike station have more parking facilities than bikes there, ensuring that the busiset areas allow people to put back their bikes.

Keen for expansion to dockland - the one at sean o'casey pedestrian bridge is often full in the morning and empty at 6 due to large number of users in ifsc. Station at fitzwilliam sq is often blocked or made dangerous to access by the tour buses that stop there. They used to stop at exactly that spot. Never any bikes in that area in evenings.

Keep bikes more available and provide more docking stations. Cycle the routes to get a sense of the roads and often the complexity of getting from one station to another.

Keep doing it as its a great success. Encourage different tariffs or plans whereby you can promote the idea of keeping the bike overnight for example. Different plans to suit different clientele, tourists v locals

Keep expanding it. It is always good to see many european visitors using it.

keep expanding the scheme i would also like to see more ways of commuting with a bike like better ways to travel on trains with a bike.

keep it affordable and ensure respect for cyclists and that cyclists also have respect for road rules - very few cyclists have any respect for them (break lights, cycle on footpaths, cut in in front of cars and pedestrians etc) they don't keep an eye out for cars turning at junctions - totally seperate cycle lanes to footpaths and streets

Keep it simple, integrated with existing network of stations and locate more bike stations in the suburbs, e.g. Drumcondra, Fairview, Rathmines, Ranelagh, etc. where people actually live and travel to/from every day. Have a better publicity campaign to get more people cycling on dublinbikes.

Keep the bikeparks on the out skirts well stocked as they seem to be empty in the morning.

Keep the cost similar, and better redistribution of cycles at key times. 24 hour access would be a significant improvement.

Keep them coming as they got me back cycling. I have bought myself a new bike as a direct result of the Dublin Bikes.

keep up good work-this scheme has made significant progress in providing food for thought for the 'car culture' orthodoxy in this city.

Keep up the good publicity and maybe a bit more advertising.

Keep up the good work !!

Keep up the good work :D

Keep up the good work guys.

Keep up the good work!

Keep up the good work, clamp down on the lunatic drivers, cyclists [esp. couriers] and walkers.

keep up the good work.

Keep up the great work! It benefits everyone as I think motorists are more aware of cyclists. And motorists have rediscovered cycling.

Lansdowne Road!

Laser cards should be acceptable source of payment only reason I haven't registered is cause I don't have cc

Late night availability. Extended to at least 6km distance of city

Libraries could be used as docking stations for bikes.

limit the expansio to the likes of drumcondra, phibsboro. places literally just past the canals

link in with other modes of public transport Luas, Bus, Dart.

Link it up with all DART and rail stations

Link them into shopping/sporting venues in the suburbs

Link with DART & LUAS stops or good Bus networks

Link with events targeted for bank/ public holidays e.g free go on dublin bikes around st pats/ easter monday, august bank holiday for people to enjoy the bike on a day that is also made car free. Dublin bike racesas before dublin city quays race. Dublin Bikes fashion race. Get Dublin football team to sponsor some events to give 'being' healthy something everyone can do regardless of age (actually get the gaa, the church, behind it. Offer the lads from the IMF and EU Blkes rather than drivers !!

linking the Universities & train stations sounds like a good idea; UCD, DCU, DIT Graingegorman, Hueston.....

Local area schemes at lower cost

Locate stations near bus stops, particularly for going east-west Dub Bus is very bad, mostly radial into the city. A thought through system to make it easier for people who do not go into city would be good. In general the opportunity to go parts of one's journey by bus/dart would be a great support for cycling in general. This should be more addressed to Dub Bus / Dart / Luas but as the bike scheme is so popular maybe you can start to promote that idea, many European and US cities offer the service! Maybe offer some bikes for people who need to have more stability for cycling (tricycles with maybe special membership...). Organise celebration events - but first the roads must be safer for bikes (potholes, 'mounts', very often dangerously uneven where one cycles !!!) It is a very good scheme! Congratulation!

location of bike stands too limited - often there's either NO BIKES or NO spaces for bikes

locations chosen may significantly affect take up

Looking forward to an expansion out towards Dublin 6, then I can use the DB scheme for going to and from work. Cycle lanes in place already are good, all that's needed are Dublin Bikes!

Looking forward to bikes being available in Grand Canal Dock/Ringsend area very soon !

Looking forward to it .

Love the dublinbike scheme, its the best thing to happen in Dublin over the last few years. I think any extension would be well received.

love the scheme but I have had problems with the anti-theft locks on a couple of occasions - they can be inclined to stick and are sometimes quiet hard to unlock.

Mainly have pick up and drop off in booterstown, Blackrock and dun laoghaire please.

Major expans, more comfortable and attractive to use dublin bikes

make a small number of bikes available to DCC staff to be used between offices introduce incentives/interest competitions as per the pedometer challenge for staff which got people out walking

make helmets mandatory

Make it easier for tourists to use - base it on the Vienna model. Anyone can register with a credit or debit card at the bike terminal, take a €1 membership fee, if the bike gets stolen the registered card is issued a charge. Allow free use of the bike for up to 1 hour.

Make it easier to join the bike scheme for example I cannot join with my laser card make that happen!

Make sure if it is expanded it is done in context of what is already there and which is working extremely well.

Make sure it doesn't change from what is there now as this really works. Just expand it out further but don't change the way it works.

Make sure that there is a minimum of three bikes at every station ALL THE TIME. Also make sure that there is a minimum of three free spaces at every station ALL THE TIME. Too often do I see stations that are either full or, more commonly, empty.

make sure you expand to outer area still within the city, many other points would be nice to cycle from/to

Make the stations are visible from Heuston and Connolly and all the major train stations and bus stations. Tourists would be able to use it a lot more if these stations accepted credit card for short term registration. Have more bikes and more vans to move the bikes around when stations are empty or full...

Make the stations easier to find and put them closer to train stations and bus stops. Extend it to the close to town suburbs.

making sure bays are not full , or empty by perhaps more frequent pick up and drop by service trucks

Management of bicycle availability is poor, many stations empty, or too full to return a bike. The operator have exact information on all journeys by now, they should be able to resolve this. The bikes are fine, but there would appear to be a problem with the headset. Handlebars and fork assembly are often loose.

Management of where bikes are - there are definite tidal flows, meaning some stands are full when you want to park and you've to travel to a number of stands before being able to park, while others are completely empty when you want a bike.

Many areas of the city aren't served by dublin bikes, only the very central areas. Sometimes it is too far to the nearest station. For example, the Thomas St area of the city needs more stations.

Maybe extend the time to 1am

Maybe improve the type of bike frame used.

maybe more bikes on the outskirts of the city. would it be possible to have bikes in the phoenix park.

Maybe park & cycle car parks, double yellow lines to bicycle lanes

Maybe promote the idea of cycling as a form of exercise to improve health?

maybe smaller bikes for children to use

Maybe some sort of cleaning system for the users. disposable wipes or tissue as when you get to a bike, you are not fully aware if the bike has some rain or some other form of bodily fluid on it.

Maybe some system for cleaning the bike you are about to take, whether that be a sanitiser gel or disposable wipe to clean the seat, handle bar grips etc as when you pick up a bike, you are never really 100% sure if that is a few drops of rain on the seat or some other bodily fluid!

Maybe to provide a docking station along the South quays outside the Civic Offices . There is only one station and this is at Tara Street.

Maybe try to target areas within 10-15Km outside of the city centre for the bikes. Tie into other public transport like a train station or bus stop. E.g Castleknock train station has room for bike scheme and is easily to cycle into town or Drimnagh/Crumlin the far side.

Mayor Square should have a station. IFSC should be better serviced. This area is flat, newly developed and perfect for cycling. Stations near and inside the Phoenix park should be installed. These would be ideal for leisure, and for commuters on the borders of the park

monitoring the number of bikes at the station and keeping bikes available at it is paramount! it will be hard at rush hour but an increase in the bike movers will have to increase dramatically

More advertisement especially on tv

more advertising

more advertising for tourists

More at train stations and luas stops.

More bike lanes and protected bike lanes so that cars and buses are not sharing.

more bike stands in the harolds cross/ leonards corner/ clanbrassil st area and also a stand by kings inn/phibsboro area

More bike stations in outlying areas such as Huston/ other railway stations. Bike stations located in outlying City Council Offices. Could be used by the public and also by staff to commute between DCC work locations.

More bike stations to the west of city please - Digital Hub, IMMA, Heuston Station, Phoenix Park

More Bike stations, Especially in the wider Dublin 8 Area

More bikes and stands at Wilton terrace

More bikes are needed in northside areas such as the mater hospital and blessington basin - these are nearly always empty. Would be good to expand to other areas such as botanic gardens, clontarf etc

More bikes at dart & commuter stops, link up with Kildare coco, Final coco etc to expand beyond city limits

More bikes being moved at weekends, either empty stands or nowhere to park bikes

More bikes for Smithfield station please - its impossible to get one here most of the time. Otherwise a brilliant scheme.

more bikes further out from city centre

More bikes in South Circular Rd / Inchicore area; dublinbike stations by Luas stops.

More bikes is great but only worthwhile when people feel safe cycling on or near the roads

More bikes, more docks outside city centre.

more bikes.more stands.more stands than bikes to return bikes to

More Cycle Lanes in and around the City are crucial to the success of the scheme.

more db stations at heuston, busaras, major colleges/univ shopping centres etc. Also need more segregated bike lanes that link these venues.

MORE DESIGNATED CYCLE LANES

More designated lanes / stations/

More docking stations outside city centre

more drop off areas outside the city centre, the odd time i dont have my own bike with me, i would prefer to cycle at least some of the way home on the city bikes instead of waiting on buses.

More expansion on the northside, into the suburban areas.

more free stations so there is always extra space top dopck bicycles

More locations to lock the bikes.. or a better use of the current locking system. I realise that Dublin is not ready for them to be freely locked at any location.

More locations within the centre too. Ideally you shouldn't be more than say 300 metres from a bike location.

More on the outside of the city so more people could cycle in and out. like Foxrock includine the cycle lanes

More parking places for bikes in city centre

more people would use Dublin bikes if the scheme was expanded to the suburbs. Integrating this scheme with another such as the GoCar scheme would make Dublin an easier place to get around

More publicity for the scheme-e.g. locations/cost etc.Most of my acquaintances know very little about the existing scheme.I'm a user of the DART and occasionally the LUAS and the scheme could be better publicised in the carriages and the stations,where lots of people can read the details, and use the bicycles.

More resources put into filling up empty stations and removing bikes from full stations. This seems to be the main gripe.

more signposts for bike stations, expand further outside city - UCD? ensure availability of bikes at peak times including lunchtime

*More stands, wider coverage, more bikes. Also important - improve the terminals at the stations, e.g. provide the option to find out how many bikes/stands are available at that instant at *any* other station I choose.*

More stations along the canal (to Harolds Cross Bridge) would encourage a nice scenic route. More stations further west in Dublin city (Clanbrassil Street, Patrick's Cathedral, The Coombe, Cork Street) and not just clustered around the D2 area (on the southside).

More stations at, Ballsbridge, Canals, train stations, luas stations, attractions.

more stations further out - the phoenix park, the RDS and other major sites outside the city centre

More stations in a wider radius from city centre esp North side - patterns of station use must be monitored and serviced to ensure circulation of bikes

More stations in residential areas e.g Barrow St./Grand Canal St., Ranelagh, Rathmines.

More stations in the south side of the city and more stands in city centre stations

MORE STATIONS MORE BIKES

More stations needed to expand the scheme. Badly needed at transit points such as Heuston & Connolly stations and bus aras.

More stations on the North Side please

More stations on the Northside please. Also, bike swapping that is a bit more responsive to demand.

more stations within city centre. Biggest tourist attraction guinnesses store house - nearest station High Street. Also none convenient to Parnell Street/ilac centre

More tourist areas need docking stations including coast roads where cycle lanes are safe.

More traffic awareness to the safety of the bicycles on the road, especially on the quays and busiest streets

More updates on the dublinbikes website, please. The site is almost useless and it should be a prime source of info on the service, including expansion plans.

Move it out in to the suburbs

Must be backed up by ensuring steady supply of (a) bikes and (b) spaces at stations.

My biggest frustration is locating stations. I think that Dublin bikes should be available at all of the city's cultural spots. I went to Guinness on a Dublin bike, and had trouble finding a private spot to park the bike, as there is no DB stand. What about Kilmainham Jail, the entrance to the Phoenix park, James St hospital, etc. Let's open up the city for bikes, not contain them in a relatively small area. I am delighted with Dublin bikes, and wish them all the best. I believe there is a south bank bias to the location of stations.

My only comment is that it's a great idea but would not have to be just expanded but also alot more thought put into the safety for the user. The majority of roads are safe but some in the city centre are just not bike friendly

Need a station near St Patricks and around Grand Canal

Need docking station up by Digital Hub / Guinness Storehouse

Need dublin bike stations available at least as far as the canals. More needed in the south west region of the city and towards the south west suburbs regions. Currently there are no stations west of Station no.43 Portobello Road. Need some along the south west canal. The stations at the edge of the network seem to be empty most often. Need to keep them replenished.

need more north east side, furthest one out is at quays if you are going towards fairview.

Need roadspace made available to cyclist, not just stupid lines that are not respected by traffic

need stations near commuting stations - heuston for instance, would make a lot of sense

need to be a usable expansion - bikes can be docked at any station but also not be abused

Need to be increased along the quays down towards Dublin Port on both sides and also to areas like Sandymount and Clontarf sea fronts and even Pheonix park. Great for tourists and those living in Dublin to get a link to recreational amenities

Need to expand into the city adjacent residential districts and ultimately into the suburbs. Stations erected near train and bus stations. A network of wide two-way cycle lanes devoid of traffic which all link up!

Need to have high quantity of bikes at the train and bus stations; and at all of the Colleges and Universities in Dublin.

Needs good mobile app - Some way of knowing whether the station you're going to has spaces to park

Needs to be a network of amenity cycleways on greenspace throughout the city linking destination and transport nodes with secure covered cycle racks. Trains and luas should accomodate bicycles

Needs to be expanded to the suburbs

New stations along Fairview/Clontarf so that people can connect with the existing cycle paths along the seafront. Need a docking station near East Point Village/North Strand/Fairview etc as nearest station is Talbot street and the bank is always empty.

new stations at : Heuston station, Connolly, IFSC, Barrow Street, Herbert Park, Phibsboro. The real reason for the success of dublin bikes is due to the utter failure of dublin bus to provide a useful bus service.

New stations on Clanbrassil Street please!

Nicer bikes, more bikes, more locations to dock.

no but would like to say due to invalidity I cannot cycle anymore but a lot of my family do and my answers in this survey is based on their experiences cycling in Dublin

No ideas, but a faster roll out & better information re the roll out would be appreciated

No it works very well as is, just add more bike stations!

No just great service I would use the system but have my own bike and use it for around the city

NO need to go beyond City centre, could do with a few more on the North Side of river.

No proliferation of signage

no use expanding it too far out of the city without adequate cycle lanes... let common sense prevail.

no would love to get involved but for some reason i cannot ride a bike

No, i'd like to see it expanded but as a driver i would like to see cyclists penalised for breaking rules of the road as far too often, they fly through red lights without a bother on them and it's dreadfully dangerous.

No, the current expansion proposals seem sensible.

No. I have my own bike and probably won't use the scheme, but think it's a good thing for cycling in general.

No. Looking forward to seeing it.

no.just extend it and i and my friends say they would love to use it

none at the moment

None. Great scheme.

nope just please expand :)

North and South of the canals would be a great place to start the expansion. Areas such as Ranelagh, Rathmines, Drumcondra and Stoneybatter have young populations likely to use the bikes.

Not really aware of how the expansion is planned. Forgot to say - the suspension on the bikes on the scheme is awful, particularly on our surfaces. It would be a very nice touch to be able to rent box bikes to bring kids or shopping home. That would really put manners on cars, if more people were bringing their kids on the road in a way they felt was safe, or even just funky.

Not really, I do think overall it's a great idea to expand the scheme

Obligatory training for inexperienced cyclists A ban on wearing headphones while cycling Encouragement of bringing a helmet when renting a bike

official dublin bikes app for iphone is terrible and not user friendly. DublinBikes2Go is 100 times better

on previous comment

Once expanded there should be better surveillance of availability of bikes at stands eg There are NEVER any bikes available to take on Stephens Green after 7pm - the likes of this should be fixed and taken into account when expanding the scheme.

One bike collection point should be put in Donnybrook

One in Drumcondra. A park and Bike scheme.

online reservation

online voting allowing one person one vote or voting by users of the scheme

Only problem i've had with the scheme is at peak times it's hard to find an empty space to return your bike sometimes in the city centre

Only that I can't wait as it really is a brilliant idea.

Only that I think its a good idea.

Only that it is a great idea and should expand further along the coastal routes e.g Clontarf to Killiney etc.

Only that it would be a good idea - i believe that a lot more people would use the scheme if it was extended outwards from the city centre.

Only that it would be welcomed

Only that The expansion would be welcomed - Especially mini networks like in Donnybrook/ Leeson Street/Swords/Santry/Beaumont/Artane/Merrion etc... Would be great to go visit friends and drop the bike off not only in the city centre.

Option of childres chairs on some if possible

out further from the city

Over time the scheme should be expanded out to a 10 mile radius of the city centre. Bike stations should be more actively managed to ensure they are not full/empty at any stage. The whole network should be actively improved. Stations that consistently fill/empty should have more bike slots added or another station added nearby.

Paint thin blue lines radiating out 300m from stations to allow tourists to identify stations while cycling. Allow people to check if destination station is currently full, a plan B can be devised e.g. check at next nearest station to see if destination is still full. Allow retailers to advertise services near the station, this would soften the blow of losing a loading bay. Create a logistics competition for 2nd level students to map optimal routes visiting stations a,b,c,d,e, etc.

Parkgate Street / Museum / Blackhall Place Ranelagh

PEDESTRIAN RESPECT AT TRAFFIC LIGHTS

People who cycle in the city and suburbs seem to think that the rules of the road do not apply to them, ie going down 1way streets, breaking the traffic lights. The law needs to be applied to them as well as car drivers.

Perhaps docking stations could be located at the major train and bus termini.

perhaps encouraging secondary school kids to cycle and testing them on rules of road

Personally, to get from Terenure to Rathmines, James's Hospital, nearest LUAS stop, & Dundrum

phibsboro, inchicore, killmainham areas could do with stations

phoenix park - navan road

Phoenix park, fairview, killmainham, RDS

pilot suburban service

Place at all DCC area offices

Place bike racks at the train and dart stations and also the major bus stops- so if you need to get to work or the shops you can grab a bike instead of maybe having a 25 minute walk.

Place new stands further out than at present, e.g. the nearest one to Glasnevin is at Mater Hospital - almost in the city centre.

Please be more attentive to keeping bikes in stations and leaving some spaces for people to return bikes in the evenings - peak time to 8.30pm is always problematic

Please bring it to Terenure so I don't have to worry about locking my nice bike to a random signpost in town!

Please bring them further out to Dublin 8! Thank you!

please can we get a dublin bike stand in the grand canal dock area

please continue with expanding safe cycling throughout entire city and suburbs.

Please continue your great work in this area and make it as simple as possible for people to hire your bikes.

Please could you take the scheme outside the canal boundary and also into the Grand Canal Dock & Sandymount areas

Please do expand! The city is in dire need of better road surfaces, segregated bike lanes, traffic laws enforced and just more safety. My friends won't cycle to college (TCD) because they are scared to! Dublin has such potential to be a fantastic cycling city, and it is getting there but more safety is needed. Roads at night need to be better lit as well I find. I love cycling and I think a lot more people would cycle if it was safer, especially students would to save money.

Please do it as soon as possible! And bring it to Dublin 7

Please do it! I would cycle much more if I could get in from D3 without crossing car lanes

Please do it! My suggestion: 1) Glasnevin Cementery, 2) Griffith College, North Circular road 3) Philsboro Also 4) Botanic Gardens, 5)zoo. I would pay extra money to use expanded scheme (ie. if you ask users to vote if they want pay a bit more and be able to get a bicycle in Glasnevin, you would also probably have estimates how many people would use it.)

Please do it! Need more beyond Parnell St in north side & Portobello south side. DO NOT CHANGE THE BIKES. I have tried Paris,London & Oslo bikes - Dublin bikes are the best

Please ensure more even distribution of the bikes after morning and evening rush hours. It is difficult to park bikes in city centre in mornings, although that has improved.

Please ensure that there are always bikes available for use in each parking lot, would it be possible to provide a cycling helmet? introduce a short test for cyclists? for our own good and the good of pedestrians and cars

Please expand and improve the cycle lane network prior to any expansion of the scheme.

Please expand beyond the canals, e.g. a dublinbikes station at Drumcondra train station and/or Croke Park would be very useful!

Please expand out towards the docklands especially near barrow street

please expand to ballsbridge and donnybrook. Also along full lenght of South Circular Road

Please expand to Donnybrook

Please expand to greater county dublin. It's too restrictive just covering city centre.

Please expand towards Glasnevin Cemetery! (that's where I live, of course)

Please extend the scheme beyond the Grand Canal! Areas such as Ballsbridge, Ranelagh and Sandymount would benefit greatly from the scheme because of their young population and abundance of visitor-friendly amenities.

please extend the scheme to include the Dublin 8 area- Kilmainham- this gets a lot of tourists and would greatly expand the service and its users

Please fix road and make new bike lines

Please improve and network logical and safe cycle lanes

Please include Hueston station & kilmainham

Please include Rathmines in expansion

Please include the Ballsbridge and Dundrum areas

Please include: Grand Canal Dock square Barrow Street Spencer Dock Despite the empty apartments, these areas have the highest population density in the city centre (almost exclusively living in apartments) and would benefit the most from the expansion of dublin bikes.

Please introduce a bike stand near barrow street.

Please keep an eye on the dispersion of the bikes. I live on Manor street with my local bike stand in Smithfield. In the evening/night it is difficult to get any free spaces to dock the bike in smithfield so I have had to go down to Capel street on a number of occasions to dock. If the dispersion was monitored correctly, some of the bikes would be taken out of smithfield in the evening and placed in town (where it can be difficult to find any bikes after the evening rush out of town). There should be bike stands at all the tourist areas to make it easier for tourists to get around, for example at the phoenix park, the Aras, IMMA, Heuston Station, the Zoo (just a few of the northside areas I have looked for them before). I hope this is helpful as I feel that this is a great scheme - Well done

Please keep the stations topped up. Often Portobello has no bikes. Also annoying when you get to destination and no space available.

please look into expanding throughout the docklands and the coastal areas from sutton to seapoint.

Please make available around shopping centre areas like Blanchardstown etc

Please make it happen! This is a fantastic scheme that "normalizes" cycling in Dublin, allows people to try out cycling without having to invest significant funds and has raised the profile of cycling (and cyclists) making Dublin a far safer place to cycle. I would consider it important to maximise inter-modal transport, meaning dublinbike stations need to be located near transport hubs such as train stations and bus stops. This may present logistical challenges for locations such as Heuston station but it is still crucial to encouraging maximum uptake.

please open a station in Grand canal area of south docks

Please place a station at Mount Tallant Ave / Harolds Cross road. There is a large population of young professionals within an easy cycle of the city center and lots of space at the derelict Capco building.

Please please expand Dublin bikes out towards Dublin 3. Currently the last stop for me is Cathal Brugha Street and I live off Clonliffe Road. Recently everytime I go to get a bike at Cathal Brugha street on my way to work there is none. Similarly on my way home all the bikes are gone from the Concert hall and Stephens green. I haven't been able to cycle in weeks..

Please please please extend the Dublin bikes scheme in Dublin 8! Dublin's major tourist attraction, the Guinness Museum and its surrounding area is not served by scheme. There should be major Dublin Bike hubs at each of the canal bridges North and South of the city. I recently used the Borris Bikes in London and Dublin Bikes system kicks the pants off them. Give us more bikes & more docks!

Please please please please extend it to Kilmainagh and Clontarf!

Please please please put the bikes out along the coast of Dublin. The bikes would definitely be used a lot more if there was more of them along the popular safe cycling routes in Dublin. Also you need to encourage people to be able to get to places like howth without taking the car. Every nice summers day I have seen traffic backed up from clontarf all the way to Howth. Its unreal and totally unnecessary. Make dublin a better cycle city and something for the rest of the world to look up to.

Please put a docking station in Grand Canal Square, the closest is CHQ (where there generally is not space in the mornings) and Pearse Street.

Please put a station in Grand Canal Dock and expand to Rathmines.

please put a station in stoneybatter!

Please put docking stations in the west inner-city, between the north and south circular roads. A cursory look at the Dublin Bike Scheme shows how the east inner city has been favoured.

Please put one in Ranelagh! The Triangle would be perfect, and an honour to the memory of Deirdre Kelly.

Please put some in Ringsend

Please set up in areas where there are train stations nearby so you could cycle to the train. E.G. Lusk, Rush

Please try to locate the bikes in the empty stations quicker because very often they are just empty for a longer time. Thank you.

Possible borrowing of bike helmets from stations - not sure if it would work but would make it a bit safer for casual cyclists.

possible for tandem bikes?

Possibly longer time before return of bike, for example 40/45 minutes.

Possibly the best addition to Dublin life over the past decade and a brilliant success story. Only thing left is to expand both it and cycle lanes.

Praise to all involved in the scheme. My greatest concern was the potential for vandalism, my greatest surprise that it did not happen.

Press ahead with the expansion as soon as possible.

Problem: I suddenly decide I want to cycle somewhere, I can get a bike via DublinBikes but no helmet. Not sure how to address this.

Produce a series of booklets of cycle tours, how long they will take and the sights to see en route

Prominently display or highlight the rules of the road, try to emphasise in sme way the importance of courtesy to all other road users and pedestrains, have some I D scheme enabling identifying offenders.

Promote the use of safety gear and the following of the laws of the road which a lot of cyclists seem to forget

Proper dispersal of the Bikes, I've noticed that the Rack outside Bolton Street college is mostly always empty, Ya should do more bike swaps!

Provide a free text service where ppl can report to ur service a fault with a bike. Also provide yearly subscribers with a rag cloth to wipe bikeseats down that are wet. Finally get bikes down at heuston ASAP

provide a good quality road surface 1 - 2 metres out from the foot path

Provide contra-flow bike lanes to stations on one way streets.

Provide them with helmet in case they bang the head and have head injury or road traffic accident

put a bike station nearer to Busaras.

Put bikes where parking is available outside the canals.

Put in a system where it is possible to report a fault with a bike on the log in system e.g. puncture, poor quality brakes.

Put some bikes at Heuston and the other mainline rail stations

Put them closer to the Train/Luas/Bus stations as it would be good for people using them as part of their journey

put them in places like Raheny, Inchicore etc

Put them near the DIT colleges - Rathmines; Kevin St. Also you should plan to have two or three along the main thoroughfare of the new DIT Campus being planned in Grangegorman. The DublinBike stations should be grouped with car-sharing locations, like GoCars.

Quite often some of the stations are empty and some of them full. Not sure what to do here.

Quote: The Dublin Bikes scheme as it currently exists offers excellent value for money - Maybe more so for JC Deceaux

Ranelagh please!

Ranelagh, Rathmines, Rathgar, lots of people in flats would use the scheme if it expanded there.

Rather than have to supply credit and bank details install a device that enables the user to pay for the rental with the backup of verifiable identification at each station

Rathgar please!

Really great scheme. More bikes and more locations please

Really think safety should be looked at before expansion

Recommended areas: The Point, Grand Canal Square, RDS.

Register online via tourist sites so that you are more familiar with the scheme before you get to the machines. Introduce an all over travel pass which includes use of the bikes.

rolling to train stations at the edge of the city (Heuston, Drumcondra, Clontarf) would be a good start.

Saddle covers. Enough of them and they won't be robbed/get bored. Twould be easy to use them as advertising as well so no cost to the scheme! Nothing worse then a damp arse!

Safer and bigger cycle lanes

Safety first!

Scheme needs to be expanded further in the city centre and into the surrounding areas.

Secure bike parking at bus stops in suburbia could encourage people to cycle from home to bus stop. Alternatively bike scheme somewhere like Chapelizod, I could get bus to Chapelizod and then cycle the four miles along the Phoenix Park to work and return in the evenings.

See 11 comments

See above...Grand Canal Dock/Barrow St please! for new stands. Also...that really great new bicycle track along the grand canal - should have bicylce stands along there to encourage more cycling...

see my comments above as long as you are prepared to remove bikes from full stations and replenish empty stations on a very regular basis this expansion can only be another huge success. if you continue the way you are currently operating it will be a huge waste of time and money.

See my comments in an early part of this survey with regard to licencing and regulating cyclists.

See my earlier comments, stricter policing of cycle lanes, used by cars/vans as standard free parking areas, better road surfaces and particularly in wider city centre, more cycle lanes

Segregated cycle lanes would be great

Select those locations that tourists are more likely to visit, e.g. Howth

Service Dublin bikes more regularly. Use unused JC Decaux advertising space to display safety tips to existing and would- be Dublin Bike cyclists. Warn DB users against cycling after drinking (alcohol).Provide reflective gear to DB users upon subscription. Get regular feedback from subscribers- email a survey to subscribers on a bi annual basis.

Set up a special scheme for adults and children in Dublin's various parks and most especially in the Phoenix Park.

shared bicycles lanes and traffic lanes is dangerous

Should be able to rent a cycling helmet with the bikes

Should be brought out to about a 5 km radius

should be expanded further west as well as North and South

Should be expanded to areas outside the two canals boundary as at present but scheme should remain as is in that all bike stations should be available for all journeys - short and long.

SHOULD BE EXPANDED TO INCLUDE THE LIBERTIES AREA ESPECIALLY IN AND AROUND GUINNESS HOP STORE AND ALSO TO THE KILMAINHAM AREA.

Should be expanded towards Heuston and down to the Grand Canal Docklands area

should be family friendly with safety a priority to encourage useage.

should have one out around hueston station and in phoenix park.

Should include all train stations around the city including Heuston Station. More bikes and bike racks should be made available as sometimes you try to return a bike and bike rack is full then sometimes it is empty when you try to collect one.

Should take into consideration tourist sites, Guinness, IMMA, Kilmainham Gaol and newer districts like Grand Canal Dock, further down the IFSC

Smart card for bikes

some bicycly docking station are obviously busier than others and depnding on the time of day ther is either no bike to rent or no space to return a bike. Busy bike docking stations should be serviced much more frequently to ensure an even spread of bikes across the city. this does not happen now.

Some bikes suitable for people with disability, ie:Trikes, etc would be nice... This is the only reason I don't use the scheme!...

some cross suburban routes would be good eg along dodder

Sooner the better. It is a great initiative and much appreciated

Sorry, none, as I'd need to have more detailed information.

Sounda like a very good idea

Spencer Dock / Grand Canal Dock are ideal locations for new stations. Allowing people to note a fault on a bike at the terminal would be useful e.g flat tyres. Most people wouldnt bother phoning. 10 minutes wait after returning a bike is a long time particular if it's returned due to an issue.

spread it quickly :) consider bike rental after 12pm

Spread the scheme into the surburbs to encourage further use of this already successful scheme

Standalone schemes in outlying towns that will allow schemes to be linked to city scheme

Station required near Docklands train Station

stations at Glasnevin Cemetery and the Botanic Gardens

Stations filling up should be tackled

Stations in and around the Phoenix Park would be great. I don't want to carry wet gear with me for short cycling trips in the city centre - vending machines to dispense ponchos similar to those sold outside GAA/Rugby matches might be useful

Stations near Lansdowne road stadium

Stations near tourist areas would be great to make them accessible, such as - Phoenix Park - Aviva - Some of the Beaches, maybe Clontarf, Sandymount.

steady expansion. more trucks to move bikes to ensure spaces available. Also for sporting events near Lansdowne road /Croke park to promote cycling to the event

Stop delaying and expand the scheme.

Strongly in favour of expansion, but be careful not to change the prices too much. A large part of the current success is due to the low cost.

Strongly support the expansion.

talk to the Dublin cycling campaign and places like Rotherham

target commuters by placing bicycle banks in suburbs. Fill them up at night.

Target the areas that the usage is likely to be greatest first. Success on the initial expansion will lead to further expansions.

Taxi drivers should be sent for a course on how to see other users of the road, how to use indicators and how not to drive directly into cyclists.

*That all cyclists should have to carry visible identity. ie.... a small plate to fix on whatever cycle they are riding. this could be removed and re inserted on every bike with an appropriate holder.
(2) That every cyclist should be obliged to have 3rd party insurance.*

That it be expanded out the northside along the Swords road and definitely along the Sutton 2 Sandycove if even just as for leisure use in that regard. Also an amendment to the system to allow for a facility at the station kiosk to report bikes in disrepair at stations.

that it doesn't lose any of its efficiency. as something grows it needs a higher amount of support. extend the hours to 24/7

The 30 minute rule should be lifted for bikes travelling larger distances from suburbs (if the scheme is extended)

The ability to see what spaces are available at the station your aiming to get to on the Bike Station display and not only the ones close to the particular station.

The availability of bikes at peak times and weekend evening is too limited.

The availability of cycle helmets is an issue I think should be addressed

The availability of the bikes at the stations has been very bad in recent month - probably due to its popularity. This meant that I started to use the scheme much less as I cannot rely on the availability of bikes. This has to improve!

The biggest issue is the bike stations near the transport hubs tend to be empty in the mornings as people arrive in to the city and full in the evenings as people leave. These stations need to be much bigger.

The biggest problem to overcome is the poor distribution of bikes. At certain times, 3 or more locations will have no bikes and then a fourth will be completely full. This is frustrating and will discourage people from using the bikes.

The biggest problem will obviously be the mass movement of bikes in and out of the city centre morning and evening. Limiting station use between suburbs and city centre will over-complicate the system and reduce its efficacy. A logistical redistribution of bicycles before and after peak traffic uses by the study of trends over the first few weeks of any extension to the system i.e. (in over-simplified terms) There should be minimal bikes available outside a college early morning and a excess available in the evening.

The Bike racks need to be stocked with bikes. This is a growing issue. Is it possible to incentivise people to leave bikes back at particular stations? Micro-payments via mobile devices could be one method in the not too distantat future ... maybe there are other ways available now?

The bike scheme should be extended along the coast line first to utilise the great cycle lanes available, especially on the north side of the city.

The bike station nearest to me at Christchurch Place hardly ever has a free bike. I would be happy to pay a small fee to be able to book one for say 5pm when I finish work

The bike stations around Stephens Green are not emptied often enough, and it is often impossible to leave back a bike there in the morning.

The bikes could be spread around more effectively. eg in dit bolton st. there's loads of bikes in the morning when people are going to college but none in the evening when you want a bike to go home.

The city needs to seriously improve the cycle infrastructure. If that is at the expense of road space for cars or by removing car parking then so be it. More cyclists equals less congestion.

The creation and improvement of a safe and segregated network of cycle lanes, will do more to encorage cyclists and users than merely expanding the network would.

The current distribution of the scheme is oblong, largely on a north-south axis; which means bikes are less available in west Dublin. For example, the last bike station on the south west of the city is on High Street - not even out of the mediaeval city! The expansion of the scheme should extend to all areas equally, and special measures should be taken to encourage people without credit cards to easily avail of the system. I would like a bike station in Inchicore village - it has a large catchment zone and would bring more people from outside to the numerous rate-paying restaurants and shops that are there.

The current pay as you go methodology would be much simpler if I could use my luas card to pay for it. I know that the integrated ticketing system is on the horizon - dublin bikes should absolutely be integrated with that. Are you included on tourist maps? The User Interface of the paymnet terminals is awkward - why not use a tocuhscreen?! The system of using buttons that are away from the screen is not intuitive, and I have seen tourists struggling with it quite alot

The current scheme is brilliant & has really boosted our tourism industry. Integretated ticketing to line it up with DART and Luas might be good. Also, I'm just home from USA and there they have bikes secured on the front of buses where people are travelling a distance - maybe we could arrange something similar for Dublin to boost the use of the bikes by tourists.

The current scheme is quite ""narrow"" geographically, but you are already aware of that given that there is the intention to expand eastward and westward. Expanding to the suburbs is a great idea. I currently live and work in the city centre, but I would happily commute half an hour or 40 minutes on a dublinbike, in preference to driving or taking public transport.

The current scheme is very good. It would be a pity if expansion were to reduce the efficiency of the current scheme

The DB website is ok but not much use when you're away from your computer and have a mobile phone. The app is OK but only if you have an iPhone. The scheme really needs a mobile site that works on any mobile phone so that you can check bike availability when you're out and about. Good example is <http://dublinbikes.mobi> Scheme also has poor coverage in east Dublin e.g. CHQ, Grand Canal Dock, near the Point etc. Twitter feed would also be useful for notifications e.g. certain stations out of order etc. The brakes on the bikes are weakish, but overall the bikes are fine. Lock cable is a bit short.

The Docklands (north and south) and south east inner city is woefully underserved by DublinBikes given how many people work here, and how important it is to the city.

The Dublin Bike Scheme is fantastic and really enhances Dublin as a thriving european city. Expanding the scheme could only benefit the city and would provide a healthier alternative to taking the bus/luas. Tourists would also benefit, a dublin bike tourist trail could be implemented with pods placed at different tourist attractions around the city and county.

The Dublin bikes scheme NEEDS to be rolled out to include areas such as Ballsbridge which has a large number of working professionals who would use this service. I think it would also be good to have some stations near tourist/family places to encourage recreational use, for example, Herbert Park, Dublin Zoo etc! Some places eg. Guinness Factory/Kilmainham Jail might even contribute towards this development as it would encourage more people to visit. I'm looking forward to the Android app coming out, as this will make it more of an incentive to get a Dublin Bike,

The dublinbikes card should definitely be included with the planned integrated ticketing system

The Dublinbikes scheme should be definitely expanded to a larger area outside the city eg Finglas, Rathmines, etc. I also think that the bikes might be designed a bit better as they are not the most comfortable and don't look the greatest. Other than that I think its a great service.

The expanded scheme will only be as good as the infrastructure surrounding it - please don't expand it without dramatically improving the city's infrastructure! And, as I stated before, one of the most important things needed to make Dublin a safe cycling city is proper education and awareness for cyclists, motorists AND pedestrians

The expansion must incorporate good running of the scheme. Smithfield bike stations are always empty in morning, always full in evening. It is extremely annoying to have to cycle back, sometimes as far as Jervis Street to drop a bike back. More needs to be done to ensure that bike stations are available for use. I am losing my patience at this, and recently reduced my use of Dublin Bikes because of this.

The expansion should take place to outlying areas so that they can be used for slightly longer journeys into the city centre (as alternatives to buses). ie the suburbs of clontarf, marino, east wall being an example.

The expansion would be a very good idea as it would allow to commute easily to the city centre. However, this expansion won't be successful without a safer environment for cyclists. Dublin is currently very dangerous for bicycles, bike lanes are not being cleared, taxi are behaving badly....

The extension to the suburbs would be good

The first phase of expansion should be within the canals, the recognised physical boundry of the city.

The Gardai need to properly enforce the rules of the road for everyone and every adult should prove that they are actually capable of riding a bike properly, Also all drivers should me made cycle around Dublin for a day to see what its like to be a cyclist as most drivers dont give a toss about those on a bike

The Grand Canal Dock / Barrow St / Beggars bush area seems to be a major omission from the current network - it is on the canal 'line' and it is a major hub of (A) residents (B) high percentage potential cyclists i.e. young professionals and (C) The emerging centre of the dublin city tech area with Facebook, Twitter & Google... all bike friendly companies (I don't work for either but confess that I do live in the area and would love to not have to walk all the way up to Baggot St. to get a bike every morning).

The key area to expand to is the Grand Canal development. After that, the suburbs outside of the canals e.g. Ringsend, Sandymount, Donnybrook, Ranelagh, Rathmines etc

The last few times I went to grab a bike there were none at the stand. Could you increase the number of bikes? Could you make an App for smartphones showing number of bikes at each station to avoid pointless journeys? There should be stations at all tourist spots eg IMMA Can you get LUAS to change their No Bikes policy so I can go cycling in Dublin mountains at

weekends and return home on LUAS? This would mean more people would do the Tallaght-Bray cycle

The main issue is bikes not being at certain stations when they are needed (I can never get a bike from my nearest station in the morning) and then stations being full when bringing a bike back.

the main train stations should have one outside, Heuston, Connolly, Tara St. etc.

the more cyclists on the road, the better. feels safer that way. i do hope it gets expanded even though i only use my own bike.

The more, the better!!!

The north of the city is poorly served. Living in Dublin 7 and working in Dublin 1 it should be the ideal way to get to work but it's not currently.

the offer of stations is very poor. I compare the dublin bike service with the paris one (velibre) that is very powerful. In paris is possible to get a bicycle every hour and cycle around the city without the worry to find a station (because there are stations everywhere). It is also possible to pay just for 24 hours (great for tourists) or three days. I work in UCD and I'd like to go to work using a dublin bike's bike but it is not possible because there are not any station available in the area.

The only issue I have with the current scheme is the safety element. People are getting up and using these bikes without helmets or hi-vis. This would be more acceptable on dedicated cycle lanes not on the packed dangerous roads of our capitol

The only major problem with the scheme is that often there are no bikes available at certain stations (e.g. Molesworth St.) and no spaces available at others (e.g. Merrion Sq. West). This might be a problem if the scheme was expanded, as a person might cycle out to a faraway location only to find no spaces available to leave the bike.

The only reason I do not use the bike scheme is the fear of losing my deposit. If I was confident with not being robbed my friends and I would use these bikes on a regular basis

The Pheonix should be included in the next phase with a least one bike station there.

The places that could really do with bikes are the tourist spots of Glasnevin Cemetery and Botanic Gardens and the Docklands northside and southside

The proposed expansion should be considered with due regard to the visual impact of any new advertising panels

the proposed scheme is a good idea but in my must include a 'fix station' in the middle of the City

The quicker it happens the better! And it needs a good economic model for expansion, but also needs to be recognised in what it contributes to the life of the City

The quicker the better into the suburbs.

The reason i dont use Dublin bikes more is i live in Rathmines and my nearest docking station is Portobello which is just to far away so i end up getting the bus. If there was a station in Rathmines i would definately use the service far more frequently.

The recycling of bikes needs to be better organised. After 8pm there are invariably no bikes left at city centre locations. No bikes seem to be moved around after rush hour. The DB trucks need to be allowed use bus lanes. There also needs to be some way of informing DB when a bike is broken. At the moment there is an unofficial informal method of turning the seat backwards to highlight broken bikes.

The scheme definitely needs expansion due to the great success to date. The convenience of being able to use a bike for any short journey around the city centre far outweighs the use of a bus or car.

The scheme has been a great success and it shows the desire among Dubliners to cycle. The investment is needed and without doubt the returns will be huge. Perhaps introduce a scheme whereby those without credit cards can make use of the scheme. FOCUS ON IMPROVING THE CYCLE LANES!

The scheme in it's current format has proved far more successful than I honestly ever thought it would so I think it should continue along the same lines and credit where it's due it was a greatr initiative. Though I don't use the scheme that is because I work and live in the suburbs. I do however cycle to work and for leisure and believe improving the cycle lane network, particularly those segmented from the road is very important, Amsterdam has the most incredible network and everyone cycles. Motorists need to be more tolerant and aware of cyclists but I think as drivers we only appreciate the dangers cyclists face on the roads due to recklessness and impatience when we've been there ourselves

The scheme is a great idea, the problem is the users who do not know the rules of the road, cycle in the middle of the road, cycle two abreast, ignore pedestrian lights and traffic lights, and I was nearly hit by a man who broke lights cycling a bike from the scheme

The scheme is a very good one.It should be expanded to the suburbs especially on the Northside.

The scheme is excellent and needs to be extended greatly into the closer suburbs. Especially to the Docklands, Dublin 3, Dublin 4, James' hospital, Heuston station, to Fairview, Drumcondra, Phibsboro, Donnybrook, Ringsend.

The scheme needs to be expanded beyond the canal perimeter

The scheme needs to be expanded into the Docklands (i.e. Grand Canal Dock and O2), Also towards Heuston Station & Phoenix Park. There should be an expansion of the bike stations along the Grand Canal and into the inner suburbs (e.g. Rathmines, Donnybrook, Glasnevin, Clontarf etc.)

The scheme needs to be expanded into the western areas of the city centre (Cork Street/Marrowbone Lane/Dolphins Barn)

The scheme seems to run very well, and is very popular, but as I own a bike I have no need to use the scheme.

The scheme should be expanded to the entire city centre, from Hueston Station in the west, to the Point in the east. Bike stations should at least be provided in all areas within the confines of the canals. Also node points could be provided on major arteries into the city, i.e. Crumlin Road, Harold's Cross Road, Rathgar Road, etc

The scheme should be extended to encompass parts of the city which are further out. Living in Glasnevin the closest bike station is in Eccles Street and the last time I was there (Sunday morning) there were no bikes there. It should be extended to the Botanic Gardens at least as I often see people cycling out that far. Also the other bike stations in that area (Blessington Basin, off Frederick St) are always either empty or almost empty so there obviously needs to be more re-stocking or new stations in these areas. Also, having cycled up George's St and down towards Stephen's Green shopping centre I was surprised to find that there were no bike stations near or beside the St. Stephen's Green Shopping centre. Due to the busy nature of this area, I was surprised that there wasn't a station right there.

The scheme should be extended to other areas of the city and outlying areas. I think extending the service to highly populated suburbs would be good as well as to colleges and transport hubs such as Hueston station

The scheme should be extended to the colleges. UCD + DCU. Students do not have money to spend on bikes and when first arriving in the city can end up buying badly serviced bikes or stolen bikes due to both lack of funding and a lack of awareness of the sources of these bikes. In addition students are a perfect category to target for increasing bike usage in the city as most of them are new to the city. Hence they do not have strongly established habits in their methods of travelling across the city and are more open to change. Also, an increase in a large volume of people cycling at the same time creates a critical mass which enables pressure to be created for better provisions for cyclists in the city. even if this is only initially around the colleges it will create an area which has a strong culture of cycling which could then possibly spread. There is the possibility of creating a scheme where students get their initial year free if they take part in a training scheme. Targeting students with this scheme gives the opportunity to harness the interest of a high volume interest group in a setting where they can be trained and feedback and marketing can be obtained through the colleges.

The scheme shouldn't focus only on the city centre. There should be small nuclei of the scheme in areas such as Malahide, Portmarnock, Dundrum etc

The sooner the better

The sooner the better - The greater area covered the better!

The sooner the better!

the sooner the better!

The sooner the better. It is a liberating, healthy and economical service.

The stations at present are too far apart. There should be smaller (2-4 spot) stations filling in the gaps as there are in Paris where there is a small station around almost every corner. The stations could be managed better too, with the right number of bikes in the right places at the right times of day to suit traffic flow. The procedure for actually selecting a bike is too complex: is there really any need for a pin? Why not just swipe the card and pick a bike?

The system of moving bicycles from one site to another needs to be more responsive to demand.

There are areas that could use bikes, esp at train stations where people commute to work it would be very handy

There are existing cycle lanes on the quays in the docklands with lots of space for stations. We are crying out for stations in the docklands. At the moment I have to walk from the Point village to custom house quay to get a bike. Tourists would also use them to explore the docklands. It would be great to eventually see them all along a promenade around Dublin bay so you could cycle from Bull island to Dunlaoghaire for recreation

there are still some areas around city centre that are very dangerous eg around busaras and Amiens street

There is a lack of bikes available at peak times at the furthest stations away from the city. I travel in from Drumcondra every morning en route to Christchurch and can rarely get a bike before Hugh Lane.

There needs to be far more spaces at the peripheral stations. In Portobello, for example, the first stations entering town from Ranelagh/Rathmines, all the bikes are gone by 9am and there are no spaces after 5pm. There needs to be a much quicker turnaround on moving the bikes by truck to alleviate the rush hour availability problems.

There needs to be better road infrastructure for cyclists, dedicated lanes (not ones that disappear mid road), make lights a legal requirement (and crack down on people who don't use them)

There needs to be improved signage to help find the Dublin Bike stands. Just simple signs with a Dublin Bike logo on, pointing in direction, with stand name and distance written on. I'm surprised this hasn't been introduced before. As a non-native, it has taken me a long time to learn where the stands are and how to navigate the one-way systems to get to them.

There needs to be stands in recreational areas... Phoenix Park, Clontarf, Sandymount etc...

There should be a station at Heuston station as it is the main railway station in Dublin. I would also like to see a station around Jame's st, D8.

There should be an easier way to get a bike without a credit card. There should be some smaller 'sub-stations' with a few bike stands. There should be a simpler customer keypad with better lighting.

There should be more availability near colleges. Primarily the DIT's. and in the evening busy stations to be replenished with bikes more quickly. Yesterday at Stephens Gr Sth, I had to wait 15 minutes to get a bike. As did 2/3 other people.

There should be more encouragement to cyclists to wear helmets. The posters advertising the Dublin Bikes show people cycling with no helmets...not a good image if you are trying to promote safer cycling

There should be more stations that might be smaller in size and not necessarily be equipped with the terminal kiosk. Giving Paris as an example - it is possible to use the SMARTCARD to undock the bike directly from the bike lock (locks are equipped with NFC receivers)

There should be one at Houston, Guinness Storehouse and at the 2 main gates of the Phoenix park. All the main tourist attractions in Dublin should be serviced with Dublin bikes

there should be one in grand canal dock

There should be plenty of stations and they should be near each other so that people who are not used to cycling will be encouraged to use them for short journeys. They will then be more likely to use them for longer journeys. Put them in locations where people are more likely to use them eg beside shops/shopping centres, dart, luas stops/stations etc.

There was a dedicated app (map, locations, availability, etc) which was subsequently force to withdraw. Not sure whether there has been an official replacement since - but there should be

there's a growing level of resentment from 'Other Road Users' towards _some_ cyclists for their disregard of The Rules Of The Road and their apparent belief that they are 'Special' and wonderful people for not using a nasty internal combustion engined monster. Motorcyclists (yes - i am one) are fed up being ignored by planners - as promoting motorcycle use should be part of the congestion/pollution solution too!

There's no need to develop an official app, just keep providing the station information to developers who'll do imaginative things with it.

they could be put at the castleknock side and the city side of the phoenix park to facilitate people who live in castleknock

they need to have separate lanes from buses especially, they have no respect for cyclists, i have had to report 4 bus drivers this year

they should be available in areas at least as far out as Santry initially with drop off areas in Phibsboro, Grand Canal etc

They should be expanded up the canal preferably to link with the luas that goes to Tallaght and also out towards the RDS.

They should be in all urban areas too, particularly now that they have showed how effective they are.

They would get a lot of use if you expanded out past the canals further, e.g. on the southside, Ranelagh, Rathmines, etc.

They're heavy bikes. Not great for cycling against the wind. Perhaps some tourist link up with Dublin Bus or the Dart? Motor transport out and back to, say, Dun Laoghaire or Malahide and then six hours on Dublin Bikes for €7 or €8? Link up with DLRCoCo or Malahide Chamber to organise bike trails. The Brand project in DLR CoCO would be interested. That's surely worth an iPad

Think it is a great idea

Think it is a great idea

Think it is a great idea and good for Dublin dwellers and visitors. Market it to tourists.

Think it is great for Dublin City. It is working well. But definitely feel that we need designated cycle lanes for safety. This should be a priority, and would enhance more parents to allow their children to go into city centre, rather than local.

think it should be expanded into the suburbs with the option of use for local/into city journeys (at different rates perhaps)

Think it should be extended to suburbs as can only cycle part of my way home and then need bus. My kids (students) would also use if it extended to Terenure

Think it would be a waste of money, to many as it is, sort out roads first, everyone uses the roads not just cyclists. traffic is terrible in Dublin why add to the problem

Think it's a great idea and will get people fit and it is environmentally friendly.

Think it's a great idea but wish rules of the road were followed by cyclists and enforced by the authorities. Cyclists tend to go through red lights, cycle on paths, go the wrong way on one way streets, etc. Unfortunately a lot of cyclists are very dangerous on the road!

Think it's very important to maintain the momentum created by Dublinbikes so it's vital that Phase One of the expansion occurs during 2012.

Think that proposed expansion to Heuston station is a good idea.

This should be considered one of the major infrastructural projects in terms of impact. Expanding the scheme for longer trips makes a lot of sense, people commute to the city centre from as close as Drumcondra - there is massive potential for the scheme to expand. As it stands I have no problem in getting from any station to another within the 30min limit.

This should be kept as a city scheme and not expanded out in to the suburbs, the city limits should be extended out to the actual city limits and not just the core city centre. More stations for pick up and drop off around business hubs and transport links.

Tie in with universities have stations in NUIM, UCD, TCD and DCU get the youth in on this.

Time allowance for longer trips is a must and it should come out at least as far as UCD on the south, Tallaght on the west and Swords on the north

to ensure an even dispersion of bikes at all times

to expand it, have a station at the conference centre and in grand canal dock or google. stations in the suburbs on cycle friendly areas such as the coast road

To extend further along the Grand Canal, next stop Harolds Cross bridge (space is available)

To foster trust and respect for db scheme in disadvantaged areas of inner city, provide school lessons to kids on safe cycling and db. Expand out to high density outer Areas of the city e.g. rathmines, fairview etc.

To have Bike Stations at all major train stations

Training for cyclists and adherence to rules of the road is critical

Trinity Hall is a space on Dartry Road where over 1000 students live. There is a high rate of cycling from here. I would strongly encourage that a bike dock be put in the plans for use by the students. Catch them young and get them in the habit of cycling!

try always have bikes in each dock. It's hard when you try to use a bike and there are none at the bike stations.

Try to find a means for corporate sponsorship/ads to help defray costs of expansion

Try to integrate with other public transport - e.g. encourage CIE and RPA to fund bike stations rail stations, Luas station stops and bus termini. Likewise with major employers, e.g. Google. Talk to Business In The Community foundation about companies with good Corporate Social responsibility policies who might at least part-fund stations - or sponsor bikes.

Try to plan for certain milestones over the next 3-5 years and have a rolling schedule of expansion 1 new station every 10 weeks and secure low level of constant funding over the period. Encourage/promote use of Dublin Bikes by inner city dwellers

Trying to find a free space to return bikes is often problematic. To help with this you should do away with the requirement to wait a period between bike hires. This would mean that if the stand at your destination was full you could look for the bike, do some quick messages and if passing a free dock on the way back to your ultimate destination you could exchange the bike for another, thus avoiding being charged for running over half an hour and being penalised because there was nowhere to return your bike.

Urgently need to spread the network to outlying areas

Use info displays like those installed for buses to display availability and message.

Use the existing branding on bikes, so all bikes appear the same. Expand the trucks that deliver / collect the bikes, so that stations can be available for parking / bike hire more often.

Use tourist landmarks and promote it as a tourist attraction with sample routes. They are more likely to bring in additional income and promote the city also. get a company to sponsor and give free hiviis vest to members with company and DB logos

users of the scheme should be given a list of rules of the road for cycling - to cover such activities as cycling the wrong way down cycling lanes and streets, pushing other cyclists out into traffic in a dangerous manner, and trying out cycling and the bikes on busy city streets, after many years of not cycling. It should also be explained to them that use of the scheme does not exempt them from these rules

Very good idea. Perhaps other cities would consider doing the same

Very good to hear of this as it is in its present format a great success for Dublin and Ireland and in par with other European cities such as Paris and the likes.

Very happy that the scheme is being expanded.

Very much in favour of expansion of the scheme.

Very strong emphasis should be placed on cyclists to ensure they take personal responsibility for their safety and obey guidelines and regulations etc e.g wearing helmets, indicating (to motorists) when changing lanes, and obeying light signals.

Very strongly in favour of the expansion - would prefer to see it cover the entirety of the city centre before expanding out to the suburbs. There also needs to be improved segregated lanes across the city - even if there was one key segregated cross city route to start with. Love the scheme - it really adds to the city character in a positive manner. Why not get private sector companies to sponsor new stations?

very valuable asset for visitors more publicity aimed at tourist market

We are still some distance from having a full cycle network around the city, but the progress to date is very encouraging. More bike stations to collect / drop off bikes is the main thing I think would contribute to an ever greater takeup of the scheme.

Well that cyclists obey the rules of the road, and that cycle lanes should be more separated from the car traffic.

When bikes are restocked at docking stations in the morning it is important that the docking stations furthest away from the city centre are filled first as to add subscribers coming into the city, and vice versa in the afternoon as people head away from the city centre on their way home

When expanded to inner suburbs an app should be available on smartphones to show safest route from first bike station to bike station nearest destination, may not be most direct route.

When people sign up to the scheme they should receive information on cycling safely & the rules of the road as they apply to cyclists e.g. cycling the incorrect direction on a one way street, cycling on footpaths, crossing junctions diagonally, weaving in & out between cars, use of hand signals, etc. Reminders of this should be sent regularly also

When the station is completely empty, would be more helpful if it will receive some bikes quicker. Me and my friends have many times the situation that we came to the station and it was empty, then we have to walk to the other one.

Where possible place some near schools to encourage teachers to cycle to work, giving children a good example, and to encourage other adults working near the school to cycle rather than drive and cut down on the volume of cars near schools

While I think the scheme works well, I believe it has encouraged less responsible use of bikes around the city. This has led to frustration/impatience among motor vehicle drivers towards cyclists. Coupled with the fact that dublinbikes users appear far less likely to wear safety headgear than other cyclists, I fear that increased accidents and injuries are inevitable.

While most people will use the bikes within the city centre or in their local area, there should be no restriction in relation to distance or at which stand you can park the bikes. I should be able

to cycle from Drumcondra to Ballsbridge or from Rathmines to Finglas without any restrictions. Bike stands need to be positioned next to other public transport amenities - train stations, bus stops, etc. and there should be lots of them!!

While the number of bike appears fine, key spots, Grafton St area, maybe busaras or Heuston st spots, etc, should have a lot more bays, to allow mass parking of bikes. Rush hour and lunchtimes can be very awkward when seeking a service. Should always aim to have 5 bikes and 5 spaces in each bay at all times. Its a great service, much appreciated and an excellent addition to the city. Well done. Oh, more gears on the next bikes please?

Why not have a cycle scheme in the smaller towns - it would encourage tourists and locals to visit local attractions

Why not introduce them in large parks like Phoenix park maybe linked to points of interest (tourists); for recreation use have something similar to Sli na Slainte for bikes in suburbs.

Wider provision of docking stations and extend the area where they are provided

With the proposed expansion of the Dublinbikes Scheme, I feel that all cyclists (both those using bikes currently everyday and those returning to cycling as an alternative to cars and public transport) should become familiar again with the rules of the road as I observe across on a daily basis cyclists breaking lights when pedestrians are crossing with the green light at pedestrian crossings. Cyclists should be encouraged to have proper manners and respect for pedestrians. It would certainly make the footpaths and crossings around the city centre much safer for everyone.

Wonderful news!

Would be a good idea to expand it

Would be brilliant if the scheme was expaned to Drumcondra and as far as Ranelagh or even Clonskeagh on the south side. Purely selfish reasons, but I would then cycle to work.

Would be especially useful if expanded further down to docklands area -spencer dock and john rogersons quay - further than existing stations. Also helpful if available out towards UCD direction

Would be good in other areas of the city not just city centre.

would be good to see it extended into rathmines, ranelagh, drumcondra etc

Would be great if it went a bit further out, towards Rathmines, Harolds Cross, Ranelagh and down towards Sandymount, and maybe same on North side? Aslo up towards Thomas Street. Saw tourists on bikes the other day and think it is a great think for promoting Dublin. Could have a tourist map following bike route to show off places off beaten track. Thomas street and Tenter areas of Dublin are very interesting to cycle around and not your usual tourist route id say! Dublin Bike scheme is great, long may it continue!!

would be great if there would be few bike stations in Santry.

Would be great out in North County Dublin & South county dublin region ie Malahide, Howth & Dun Laoghaire, Killiney Dalkey

Would be great to have a stand at IMMA and at Collins Barracks / the Zoo. Would also be great to be able to check the status of all stands at the kiosks, not just the nearby ones. Also, a proper app would be super!

Would be useful adjacent to DART stations in Grand Canal

Would it be possible to modify the design of the bike to give more shelter from the rain to the user?

Would like a station in Ranelagh, and nearer the Stephen's Green Luas stop

would like stations in ringsend and donnybrook

Would like the scheme extended e.g. to Harolds Cross.

Would like to see bikes at major attractions, e.g. Botanic gardens, etc

Would like to see expansion down to the Grand Canal Dock area as the nearest db bikes dock is at the CHQ on the northside of the liffey. Expansion to subarbs such as Rathmines, Ranelagh etc and such other places where people work/socalise

would like to see it expanded out for the cycle lane to clontarf and beyond.

Would like to see it extended to Blackrock

Would like to see it extended to my area Dublin 12 and to more of Dublin 8. There seem to be no stations along the grand canal west of rathmines. Glad to see Heuston station included.

Would like to see scheme expanded to Rathmines, Ranelagh and Grand Canal.

Would like to see something at the O2

Would like to see the bikes installed along the new Grand Canal walk.

Would like to see the inclusion of fingal in the plan particularly around parks near main towns and villages.

would like to see them expanded out to the inner suburbs like irishtown, ringsend, ranelagh, rathmines, donnybrook and have as much integration with public transport nodes as possible. all dart stations etc.

Would love if they could connect with luas/dart stations to shopping centres, eg stillorgan sc-blackrock dart and stillorgan dart - stillorgan luas, etc.

Would love to be able to cycle to work as it's downhill! Not that keen on cycling home :) So dublinbikes would be great for me as I could go the easy way! (and gradually build up to cycling home in stages...)

Would love to see a station at Harolds Cross/Ranelagh/Rathmines area- Create a link to buses. Would be great if there were a few stations along the Luas Line too to commute and create link from bike station to Luas line.

would love to see expansion of bikes to Drimnagh Smarter Travel area

Would love to see it extended to Ranelagh and Rathmines.

Would love to see it in the suburbs, particularly linking e.g. UCD & DART/Luas (not brilliant bus links), Sandyford Ind. Estate/Stillorgan & Dundrum - where there are bus link weaknesses, Sports venues (e.g. RDS, Lansdown Rd - possibly could share one, etc), Covered parking (so the seats aren't wet from the rain), some more reflective strips on the bikes (most are good but dark wet nights not that visible)

Would love to see them expanded out to my area i.e. Digital Hub, Guinness Store House, James's Hospital, Kilmainham, Heuston & Moma. There are rarely any bikes at the High Street station when I go to use it... Much clearer directions from one station to the next in the event that a station has no parking spaces when you arrive there.

Would really support the City Council expanding the scheme, it is a win win situation for the people of dublin, directly and indirectly. Thanks for all your work on this.

Yes , I think the expansion is a very good idea. Also I think more of those interactive maps around or near to where a bike docking station is would be a good idea.

yes a lot of people in the donnybrook area would love to see a station put here there is a perfect spot for one at the civic square

Yes do it as soon as possible it would be great

YES EXPANSION TO DUN LAOGHAIRE AND DUNDRUM & STILLORGAN & tERENURE/RATHMINES

yes extend it to Sandymount

Yes Have cycle lanes on the MOTORWAYS TOO WHY NOT HAVE CYCLE WAYS TOO Try getting on a bike from whitehall road to rochestown ave by bike ? that is the journey of a film student who is forced to work part time to run a car to get her there and back ...

Yes Hueston Station and James Hospital bike stations and also more bicycle lanes segregated into town just like the Luas

Yes I work in UCD and this type of scheme would be fantastic on campus. For use around campus, city centre to campus and commuting between UCD and the academic hospitals (SVUH, MMUH etc.). Additionally I think if there were baby seats (which I have on my own bike), I would use them around the city centre.

Yes please go further west and into dublin 8 aswell as north and south

yes to extend further down the canal to areas like griffith collage, ranelagh rathmines on the south side

Yes would like to see it happen SOON

yes, bring to Drumcondra. Beside the railway would be good or even up further.

Yes, expand it out to Rathmies, Terenure, Rathgar - my route in to most areas into the city centre :-)

Yes, I would love to see the Dublinbikes scheme extended to Heuston Station and also the Phoenix Park. I think bike stations are badly needed and would prove to be very popular sites.

Yes, make it so ppl have to only use bikes in certain areas. Lots of park and cycle zones.. Better advertising of same, the logo looks more like a business. Put the castle in there,,

yes, please expand the scheme to the suburbs so you can cycle the newly opened canal bike track

Yes, the more the merrier

Yes. Every day I see tourists in the Grand Canal theatre / Google area on bikes with no station nearby. Add one (not for me I work in booterstown!).

YES. It needs to be expanded outwardly from the city centre. It needs to rotate the bikes more effectively, completely full or empty stations are unacceptable. DCC needs to work in tandem with Dublin Bikes to provide a safe and effective cycling environment e.g. One-way streets were not designed for cyclists, Bus Lanes should be marked more correctly as Bus & Cycle Lanes.

Yes. See my comments above about expansion of scheme. I also made a suggestion when the scheme was first introduced that a map in the form of a pocket card with the location of bike stations should be available (for those who don't have an app!). Nothing was done about it.

You need to deal with the issue of bike migration from the edges of the city to the centre. For example - you can rarely find a bike on Market St after 10am most days ... and even when you do, you can;t find parking on Wicklow St. It seems there are not enough people employed to move the bikes to ensure there are enough in each stand and/or stands are not full.

You should include a free pass to dublinbikes with any museum tickets or bus travel tickets for tourists to encourage them to use bikes also. Also 30km speed limit on High Street and Thomas Street VIP!!

You should include testimonials by dbs users in your advertising. I think this would encourage more people to use them.

You should make them available till later hours to facilitate social activities.