

Handshake Symposium 2022 Dublin



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council



Cycling in Dublin

Brendan O'Brien



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Transportation Context

- Historic City Core
- Greater Dublin Area > 1.4 m
- Irelands Biggest Port 2km from Centre
- Dublin area main driver of the Irish Economy
- **Policy decision in 1994 to not allow increase in private cars entering City Centre --- Final DTI report.**
 - Main projects are
 - Bus Connects Project 12 corridors 16 routes with complete network redesign
 - Metro link
 - Expansion of heavy rail Dart +
 - LUAS Light Rail lines
 - Cycle network
 - Enhancement of the Public realm
 - All our transport is on the surface and the bus network is the main transport mode





Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council



Suggested land use for redeveloped areas

Residential

Commercial or industrial

Figure 12.03 Recommended Route
for the Western Section of the
Tangent Ring Road



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

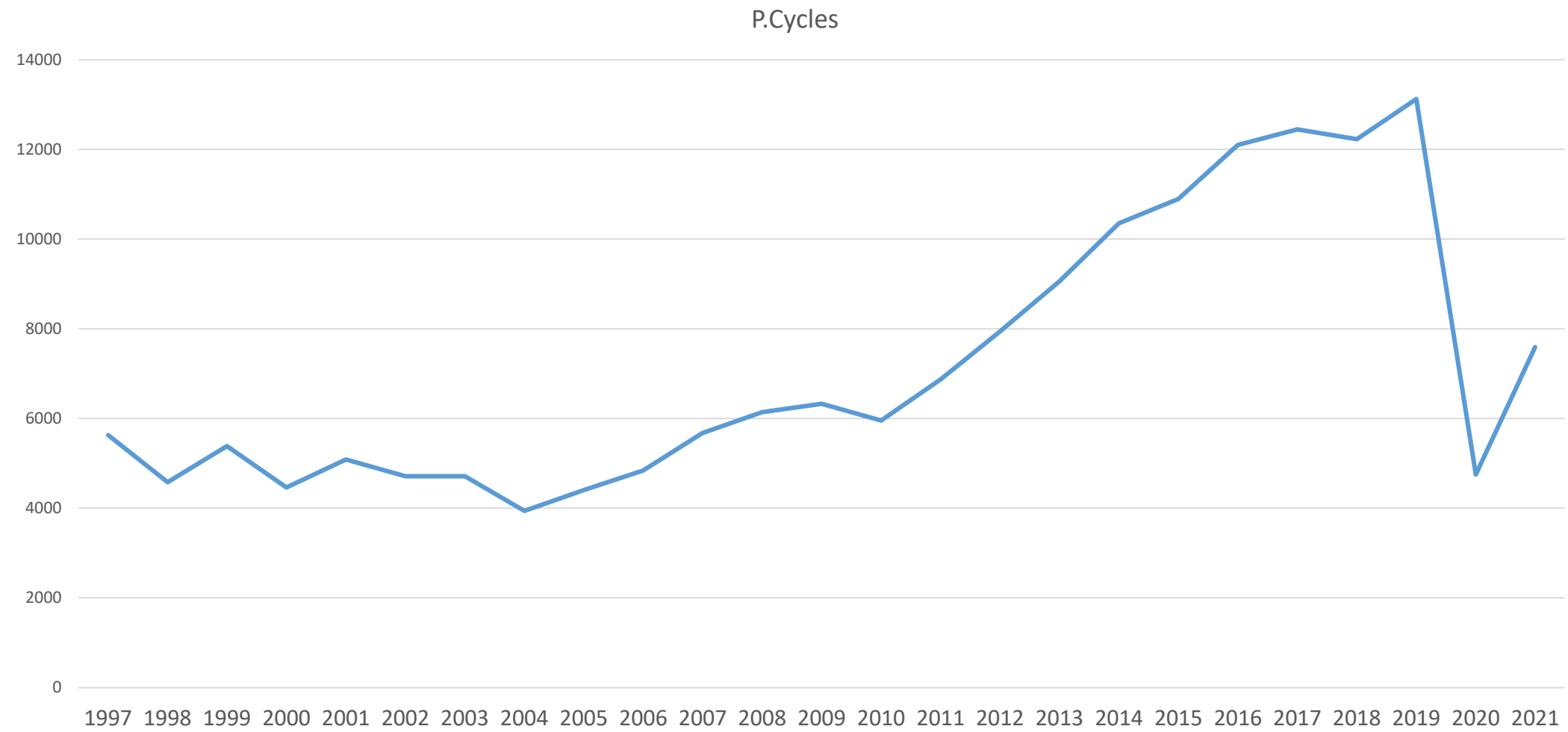
3.2 Percentage mode share of people crossing the canal cordon

Table 3 gives the percentage mode share for all modes of travel used by people crossing the canal cordon inbound between 07:00 and 10:00 for the years 2006 to 2019. The trend is graphed in Figure 3.

Means of Travel	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Bus	28.9%	28.1%	30.3%	29.8%	27.9%	29.6%	28.0%	29.2%	29.4%	28.8%	27.8%	28.8%	30.0%	29.9%
Rail	16.2%	17.5%	16.2%	13.6%	13.0%	12.5%	12.9%	13.0%	12.9%	14.8%	15.4%	16.3%	16.1%	17.2%
LUAS	4.4%	4.5%	4.6%	4.7%	5.0%	5.4%	5.4%	5.6%	6.1%	6.3%	6.1%	6.0%	6.5%	6.4%
All Public Transport	49.4%	50.0%	51.1%	48.1%	45.9%	47.5%	46.4%	47.9%	48.4%	49.8%	49.1%	50.7%	52.6%	53.5%
Car														26.7%
Taxi														1.2%
Walk	8.3%	9.1%	9.2%	7.8%	8.3%	7.9%	9.2%	9.1%	10.2%	9.4%	10.5%	11.8%	11.2%	11.4%
Cycle	2.3%	2.8%	3.1%	3.4%	3.3%	3.7%	4.3%	4.7%	5.4%	5.4%	5.9%	5.9%	5.7%	6.0%
Goods	1.1%	0.7%	0.6%	0.6%	0.6%	0.6%	0.6%	0.5%	0.6%	0.5%	0.5%	0.5%	0.5%	0.5%
Motorcycles	1.2%	1.2%	1.2%	1.1%	0.9%	0.8%	0.8%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
Total Person Trips	207,379	203,959	199,767	188,540	181,042	183,569	185,481	192,188	192,670	199,943	203,863	211,416	213,920	217,223

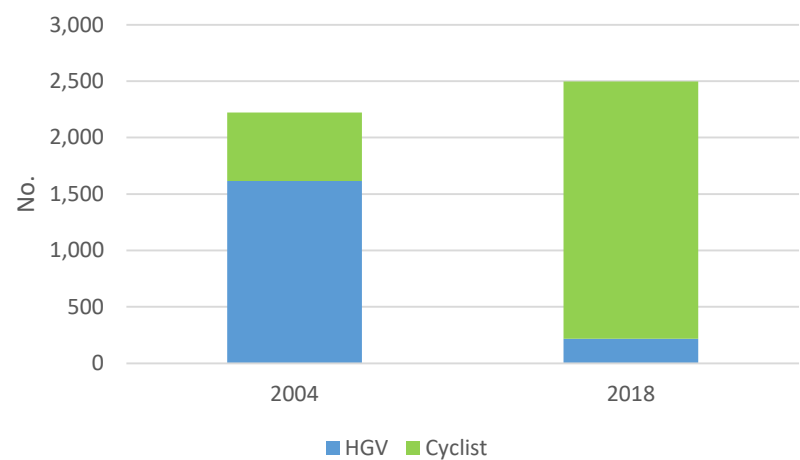
Dublin City Council Target is for 13% cycling mode by 2028

Then Covid Struck



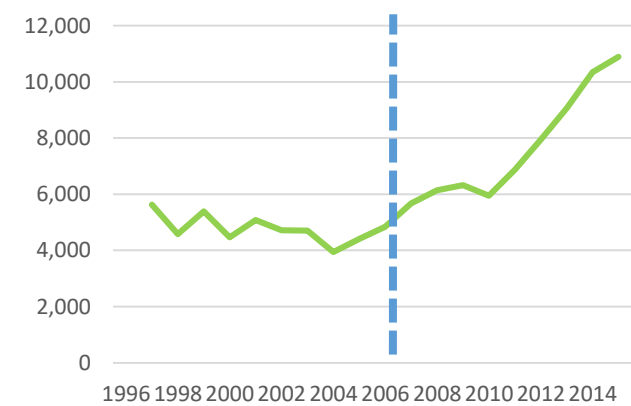
Cyclist and HGV numbers

North Quays (Bachelors Walk) 2004 v 2018
7am to 7pm

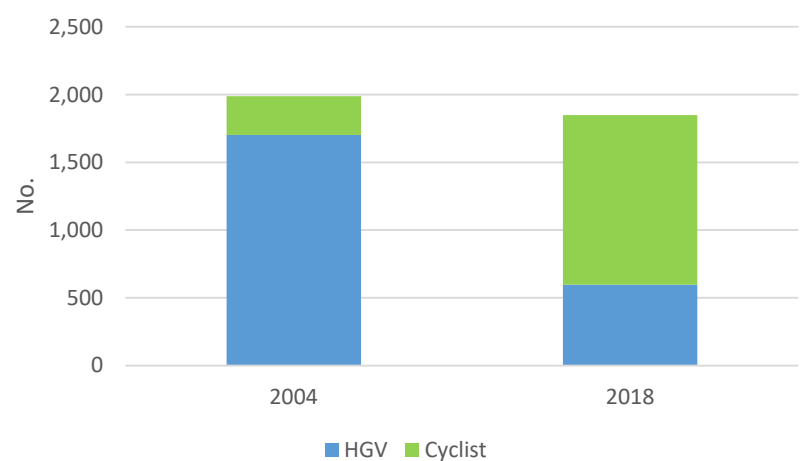


Mode	Percentage difference 2004 v 2018
HGV	-87%
Cyclists	+277%

Cyclist Numbers



South Quays (Victoria Quay) 7am to 7pm

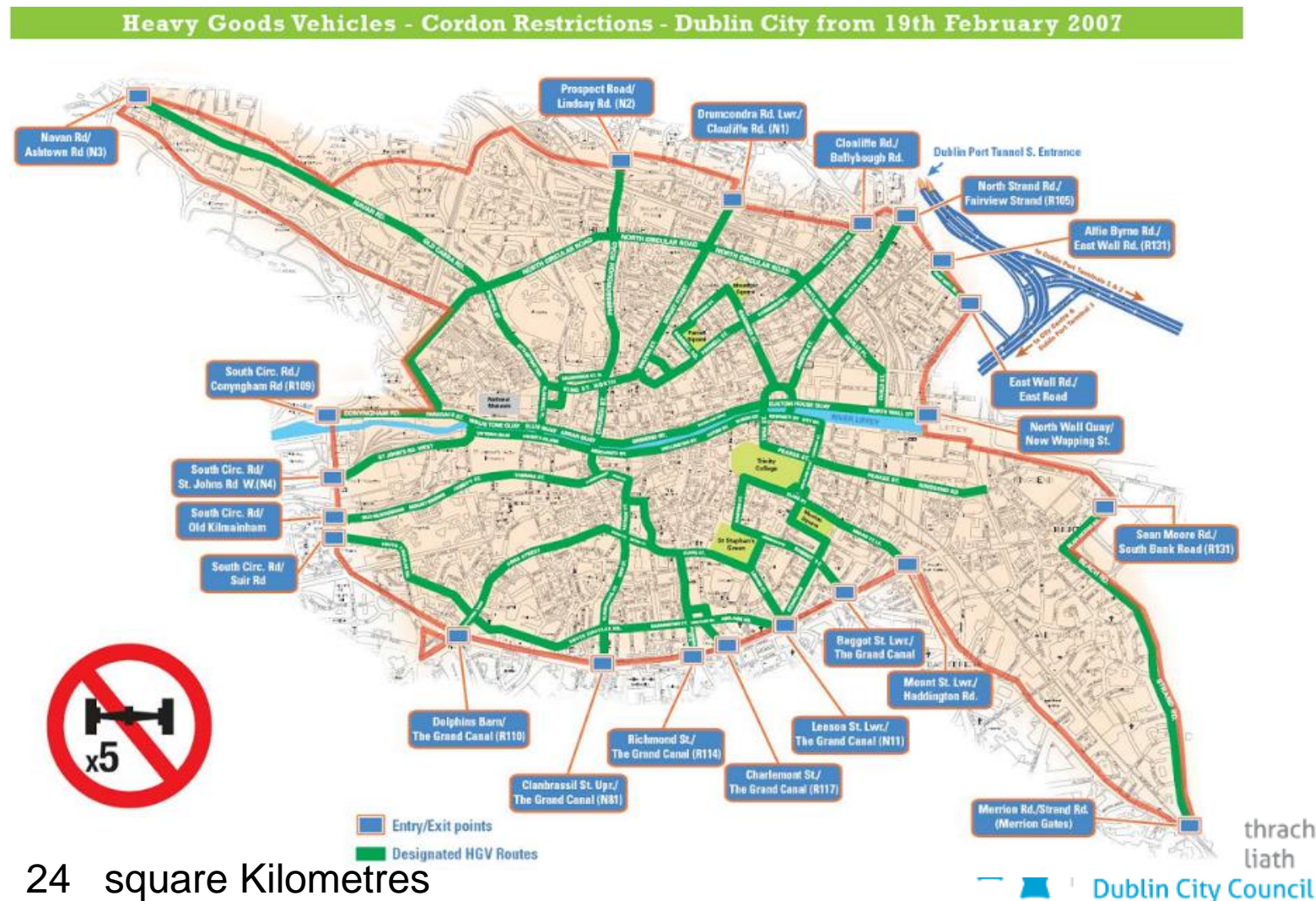


Mode	Percentage difference 2004 v 2018
HGV	-65%
Cyclists	+336%

Removing HGVs from City key element of growing cycling

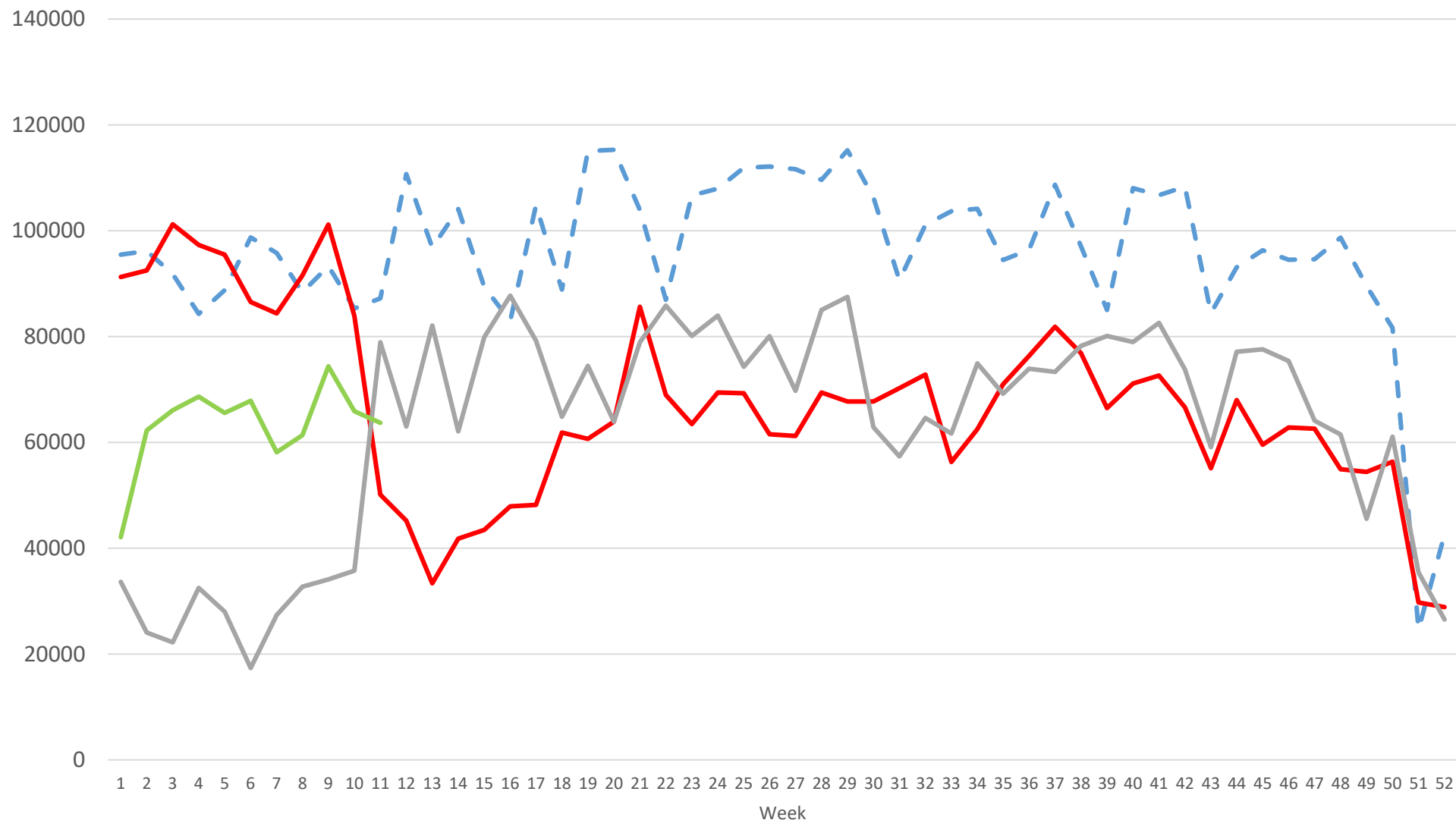


Dublin City	
Time period	Average annual No. of fatalities
1996 - 2006	25
2007 - 2015	8



- HGVs + Buses = Free
- Cars = €10 S/B peak 06:00 -10:00
- Cars = €10 N/B Peak 16:00- 19:00
- Cars = € 3 off peak

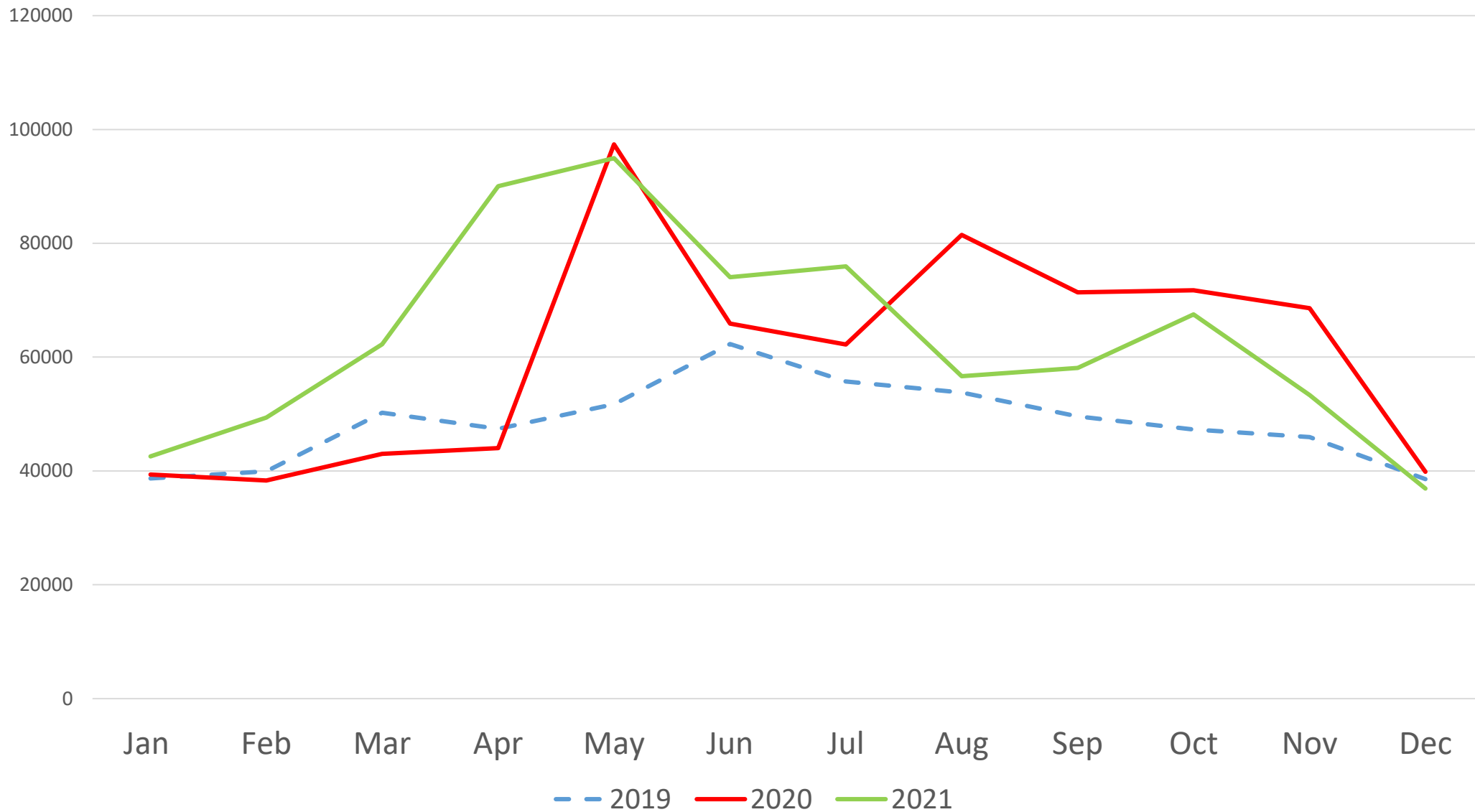
Weekly Cycle numbers 2019 - 2022



This time last year we were at 40% of precovid, now back to almost 80%

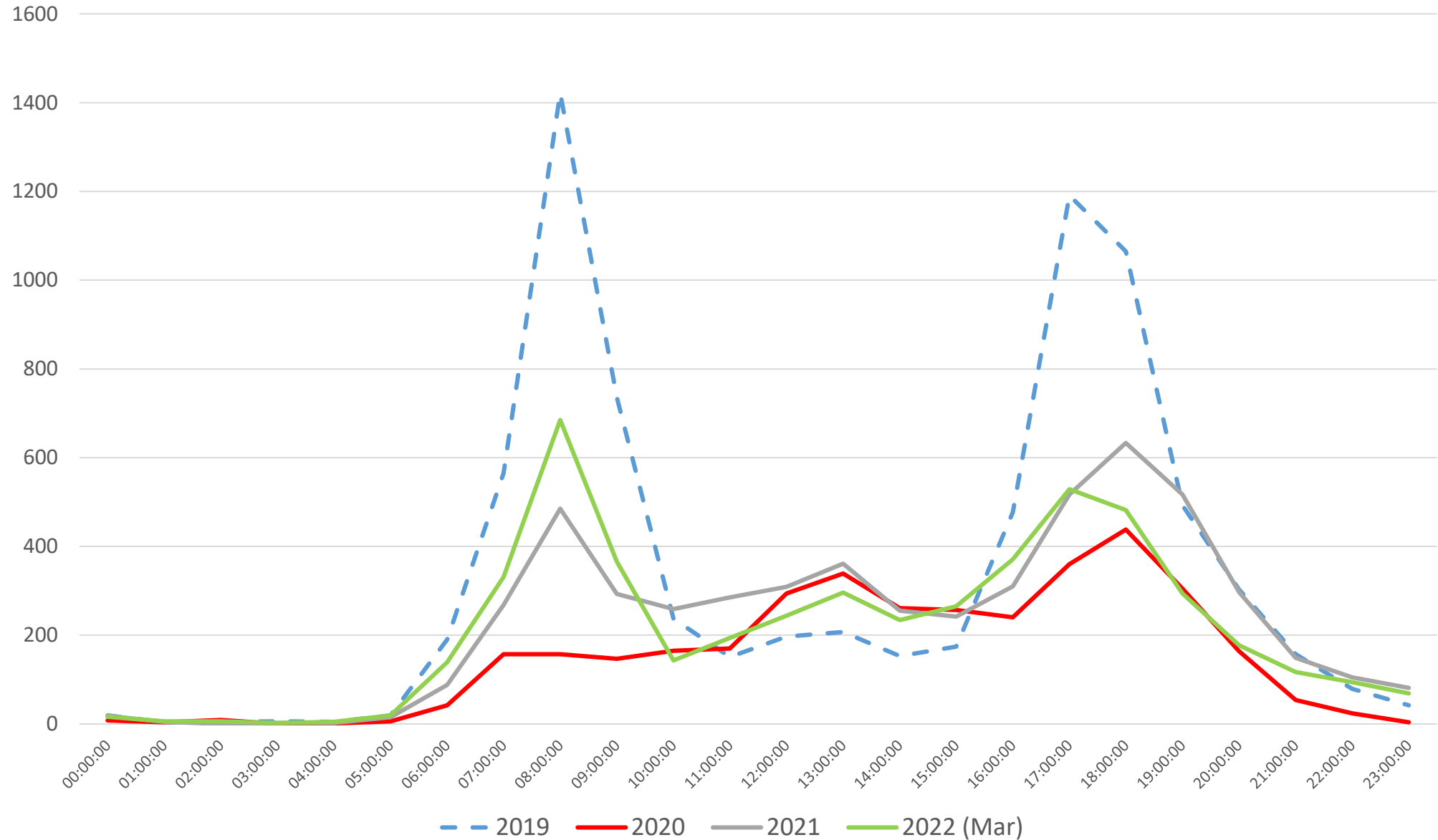
— 2019 — 2020 — 2021 — 2022

Weekend Monthly Cycling 2019 - 2021



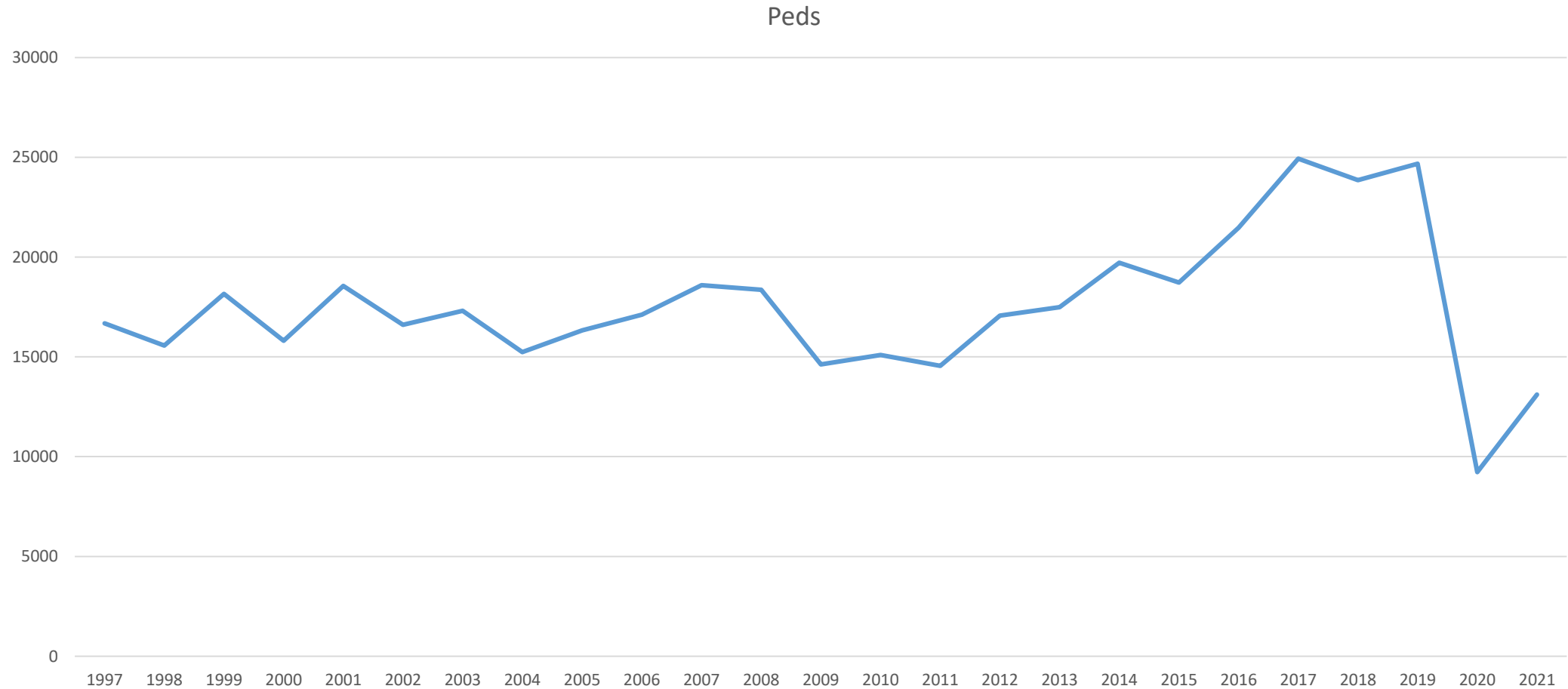
Weekend
greater
than
precovid

Weekday Hourly profile 2019 - 2022

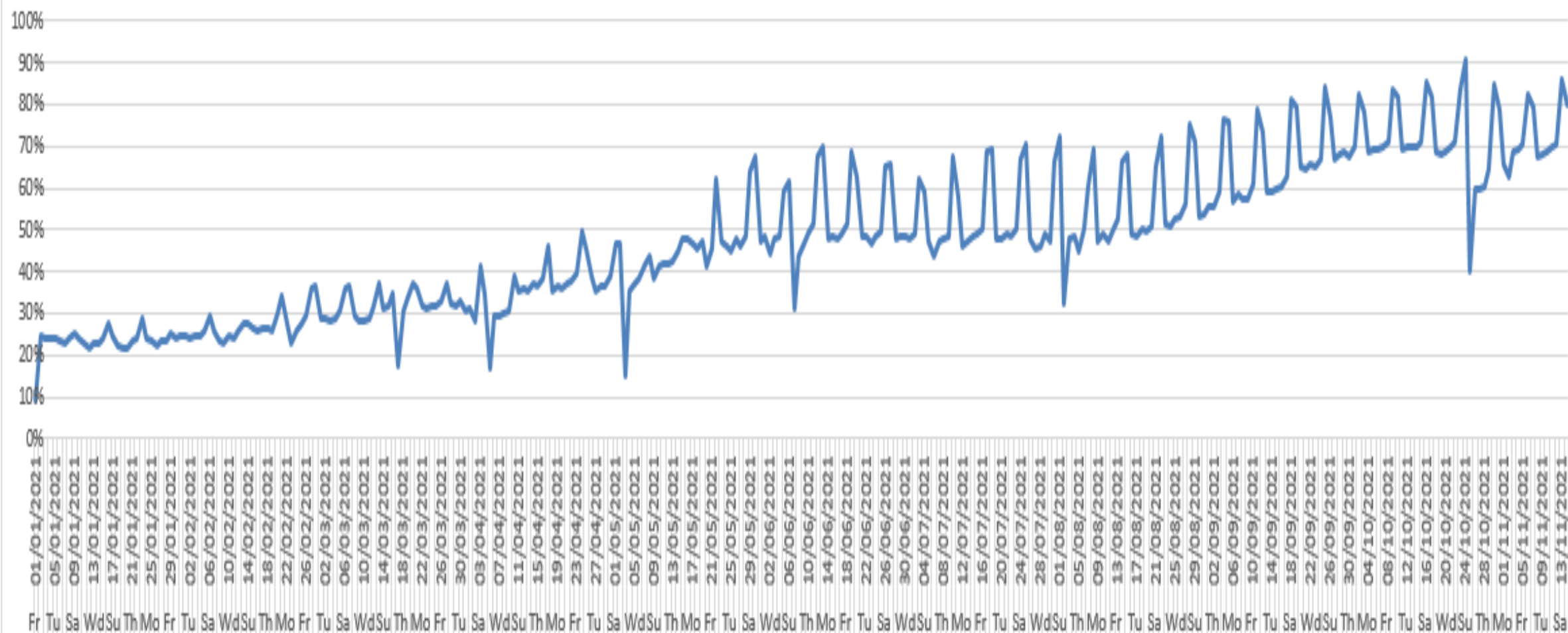


Peak vanished,
starting to
return

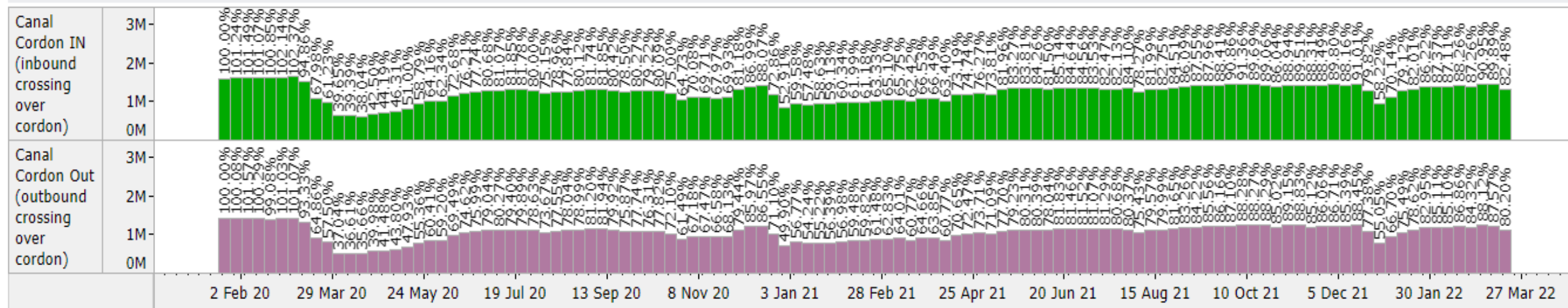
Pedestrian numbers



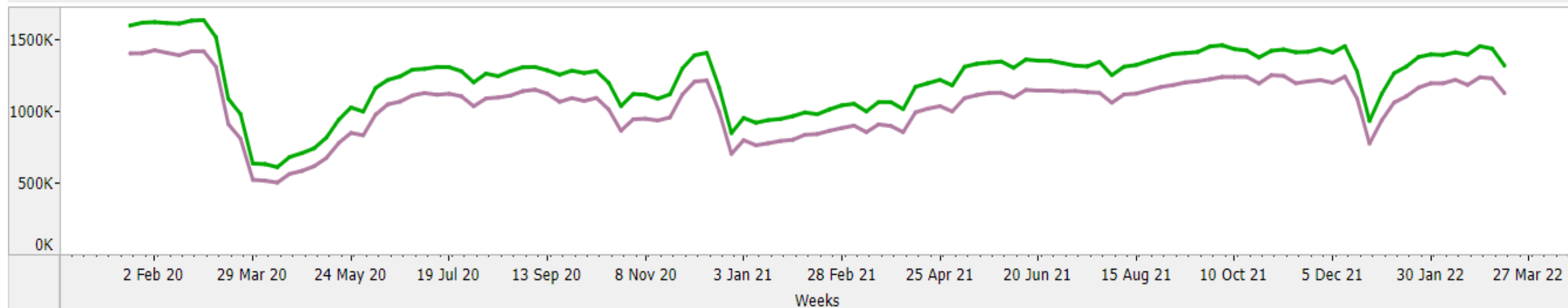
Dublin City Bus Services 2021 Passenger Journey % (BAC & GAI Dublin)



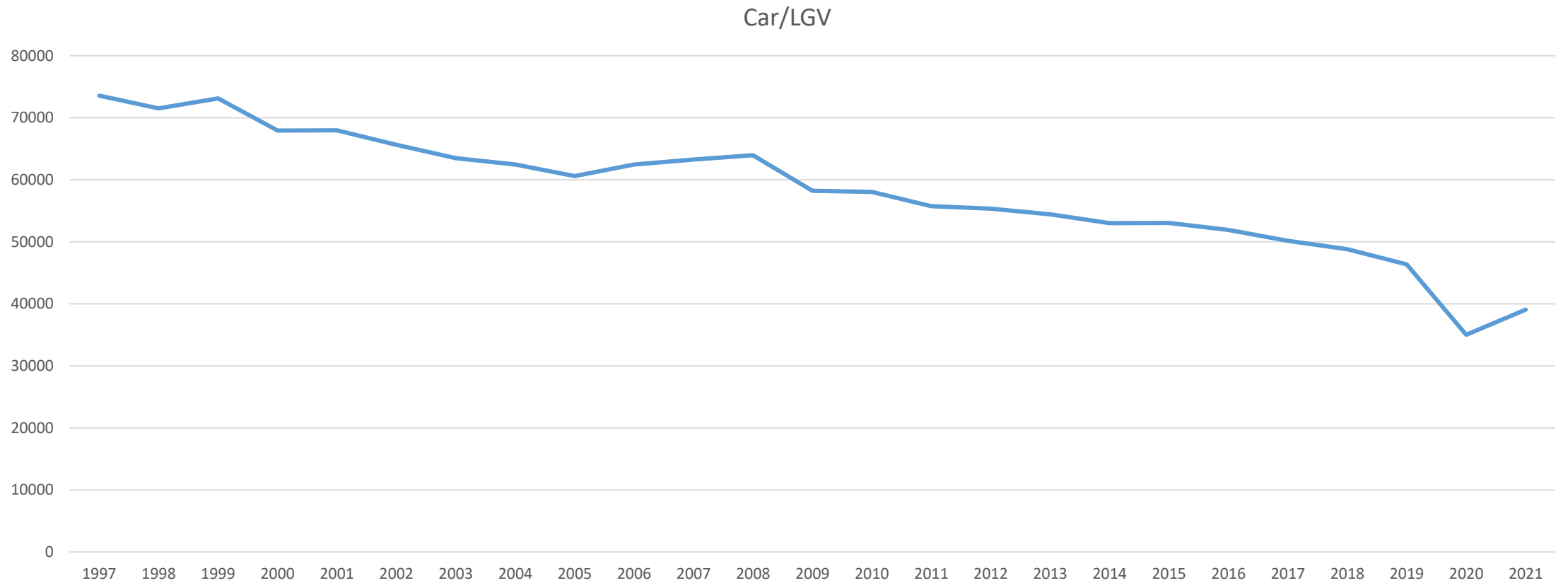
Cordon Routes - Traffic Volume by Week (Percentage to the first week selected)



Cordon Routes - Traffic Volume by Week

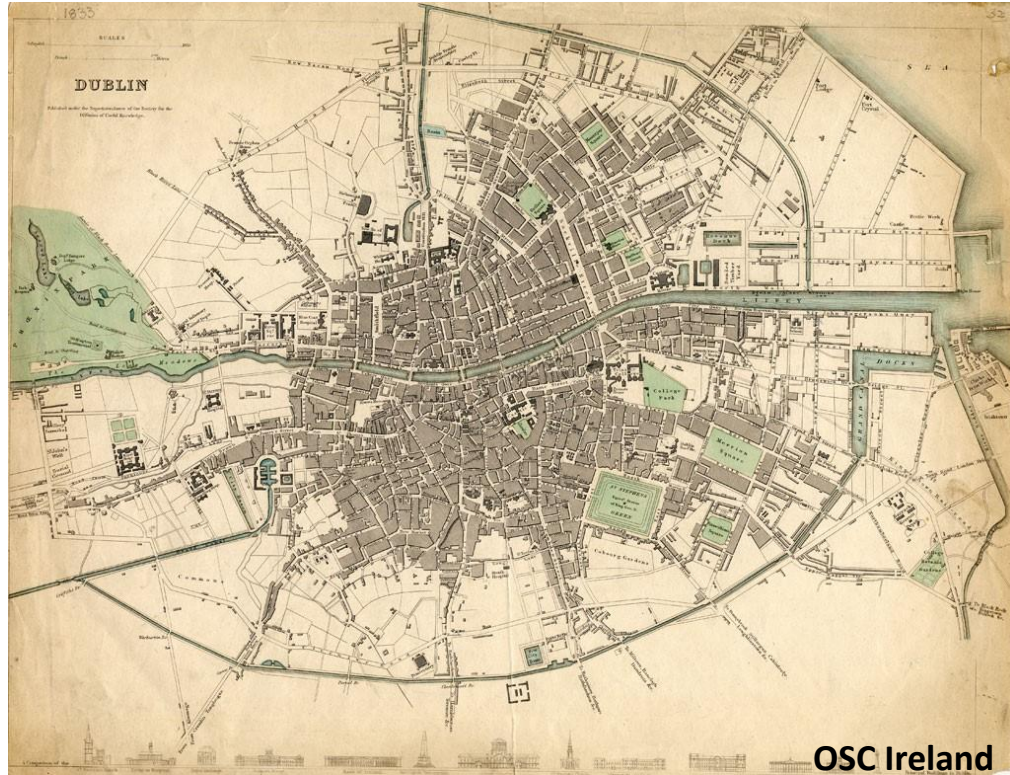


Cars / LGV



Dublin City – Layout

Georgian Dublin



Modern Dublin



Modern City – A mixture of a medieval city with georgian quarters



Home icon, lock icon, address bar: [://mobile.twitter.com](https://mobile.twitter.com), profile icon, menu icon

Back arrow, Search Twitter, menu icon

Log in Sign up

Eamon Ryan @EamonRyan · 22h

International delegates at [@DublinVelo2019](#) are clearly shocked at cycling conditions in our city. They ask how can our political system tolerate such poor transport design, which discourages all but the very brave to cycle. [#VC19](#) [#Cyclingfortheages](#) [#Dublin](#)

omhairle Cathrach
haile Átha Cliath
[Dublin City Council](#)



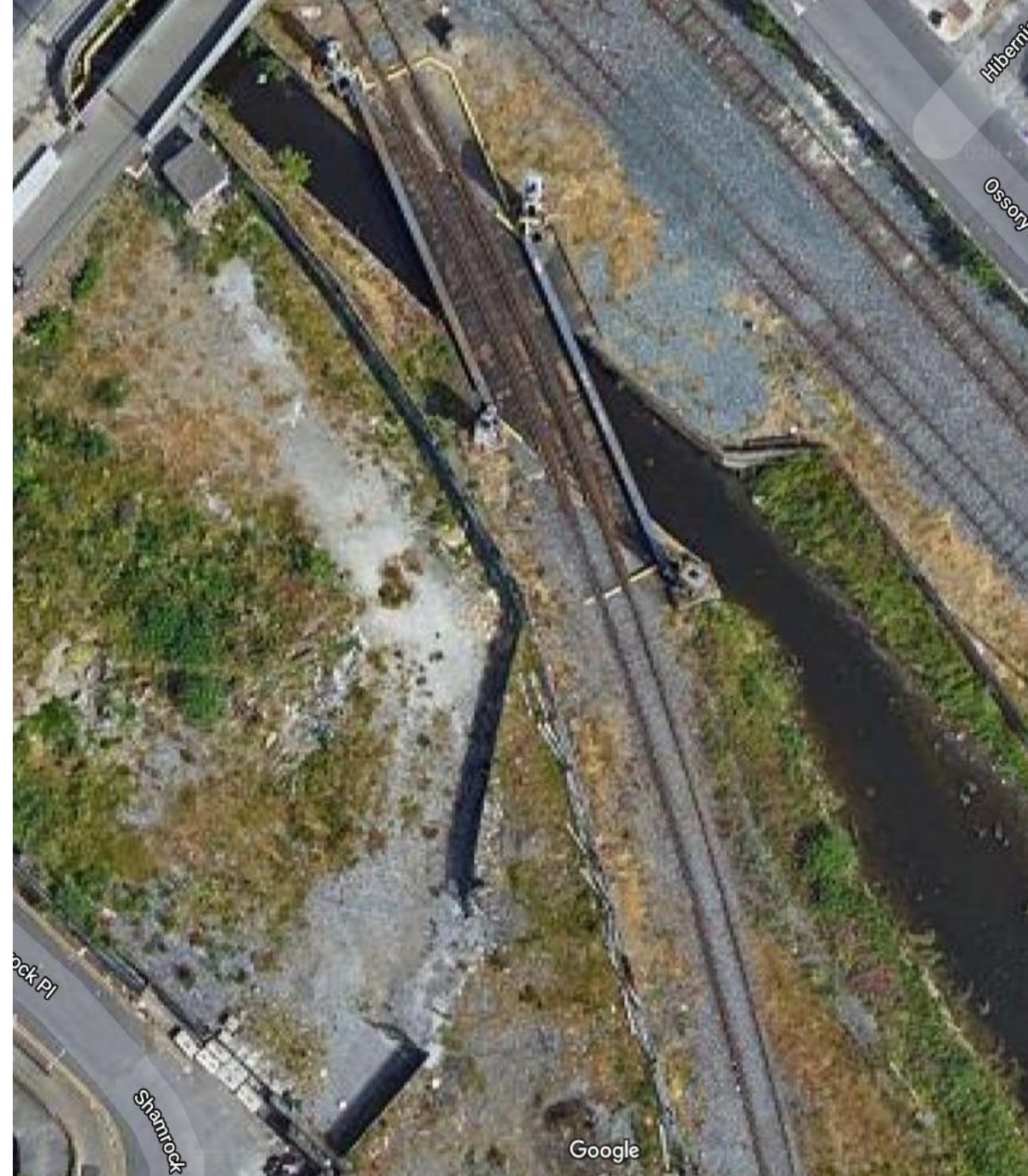
Canal way route opens 2013





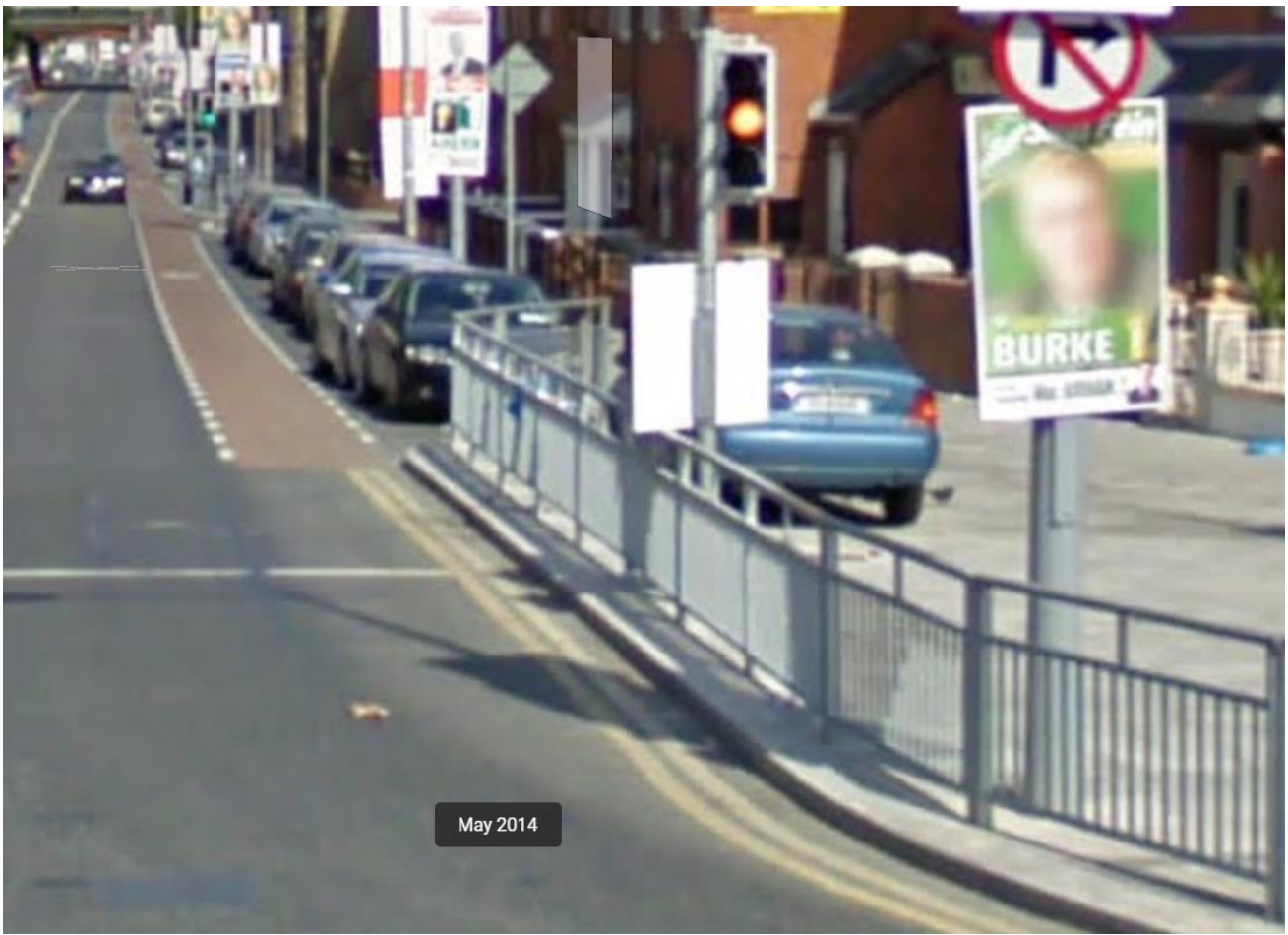
Royal Canal Phase 2 opened in July 2020

1. Reclaim wasteland
2. Build a park
3. Safe cycling
4. Bridge over railway line providing new connection

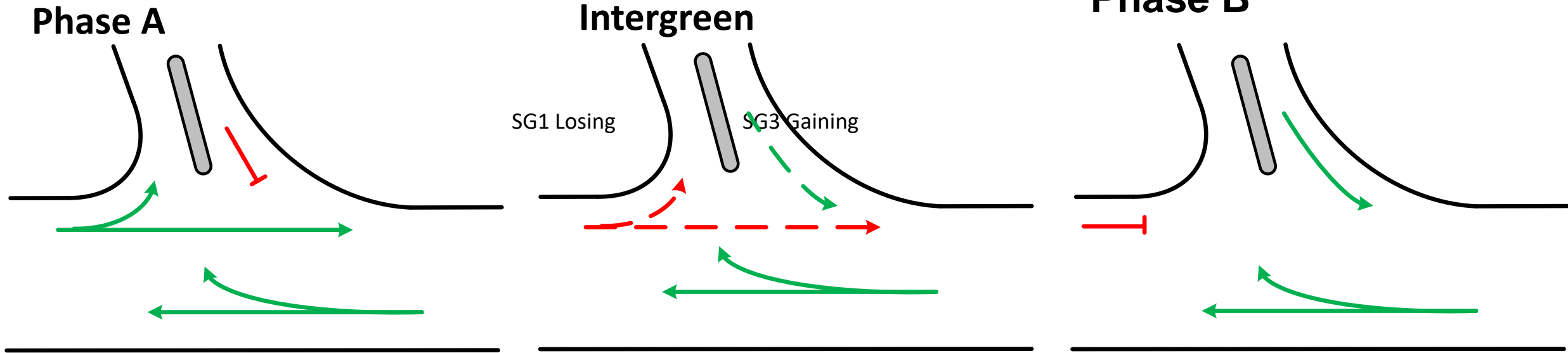






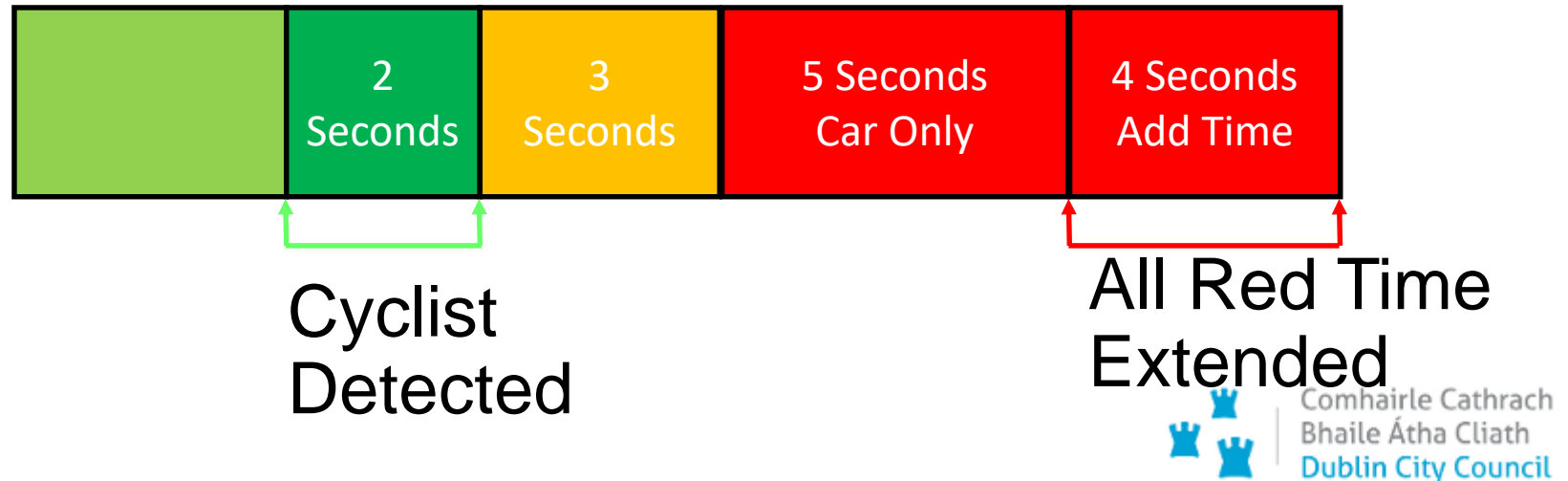


Signal Operation – Example 1

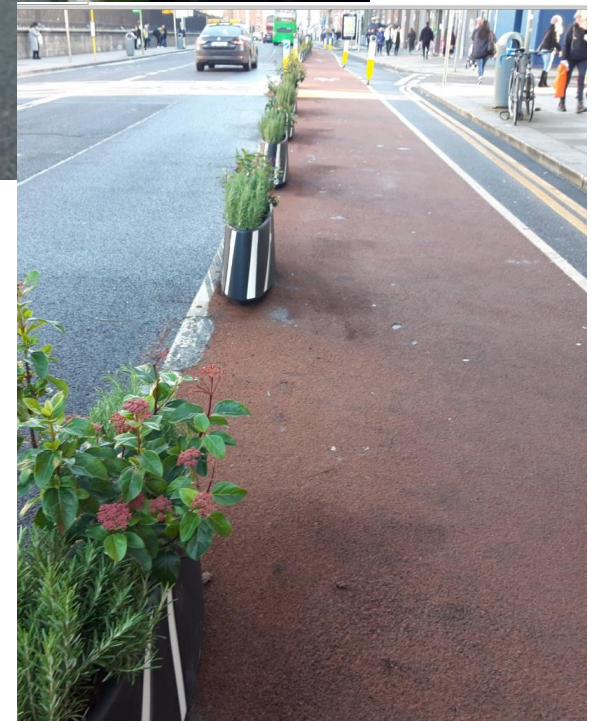


- Cyclist Intergreen – Using the Smart Micro device

Cycle Safe Intersections



Covid Measures





Filtered Permeability - Grangegorman



BEFORE



Filtered permeability - Trial Stage



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Grangegorman Filtered Permeability Scheme

Previous Layout



New Layout



School Zones



Cycle Buses

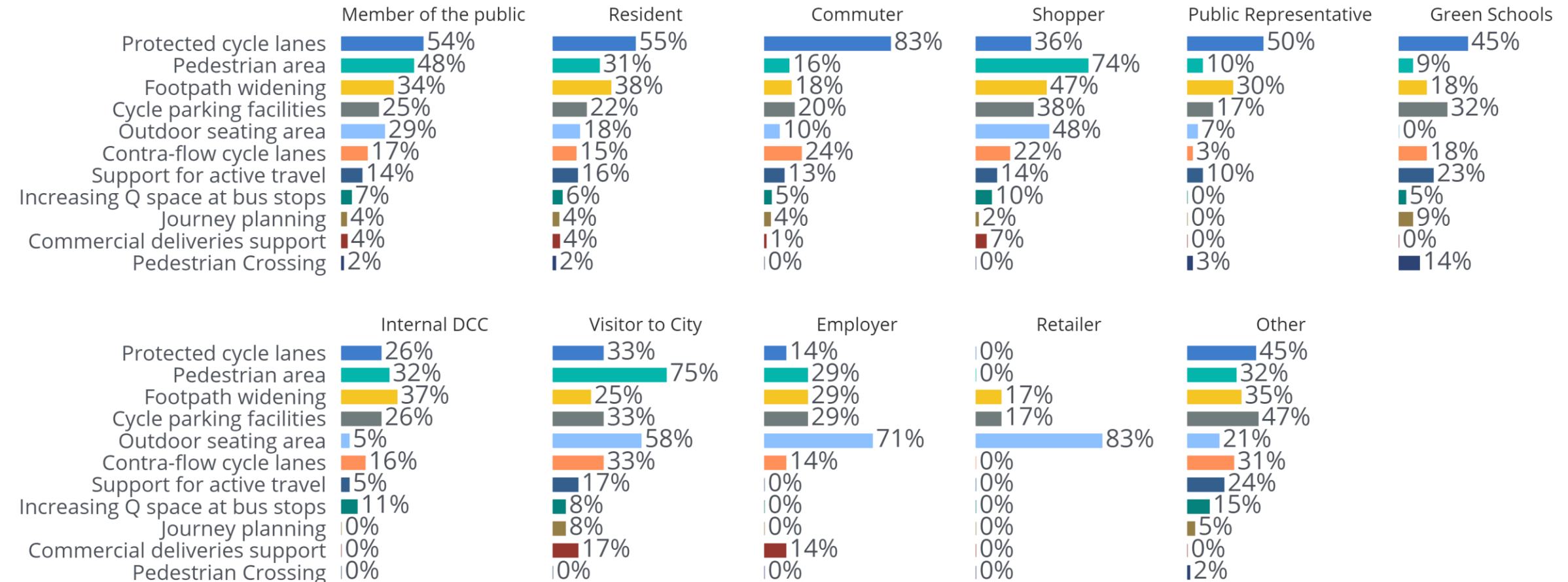


Frequency of Measures Requested - by capacity of respondent



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Measure Requested by Capacity of Respondent
% of respondents selecting



Commuters were more likely to select "Protected cycle lanes" than other categories of respondent. Shoppers and Visitors were most likely to request "Pedestrian area". Shoppers, Visitors, Employers and Retailers were more likely to select "Outdoor seating area".



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Delivery of a walking and cycling Action Plan

The development of a Dublin City Walking and cycling Action plan

Purpose

- To build a vision for walking and cycling development in Dublin through community engagement.
- Prioritise vulnerable road users.
- Build on successful projects such as school zones and filtered permeability (e.g. Grangegorman).
- To recognise the changes in the city which Covid 19 has brought and to adapt to these new requirements.



How

Engage, Inform, Listen, Co-create solutions

Communication, Promotion, Engagement, Education

e Cathrach
ha Cliath

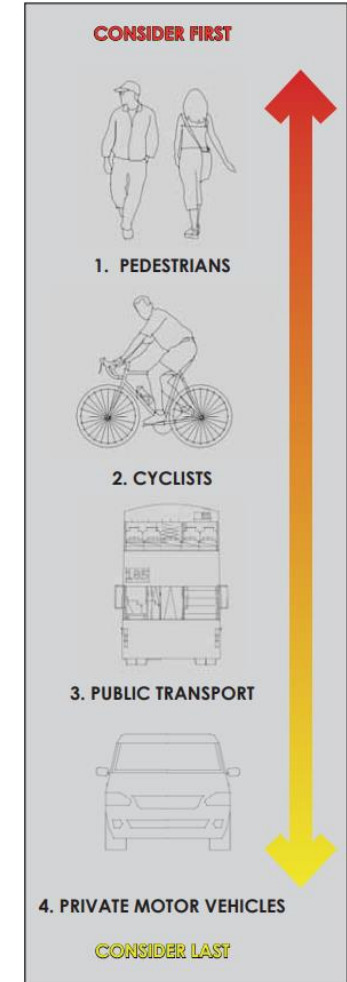
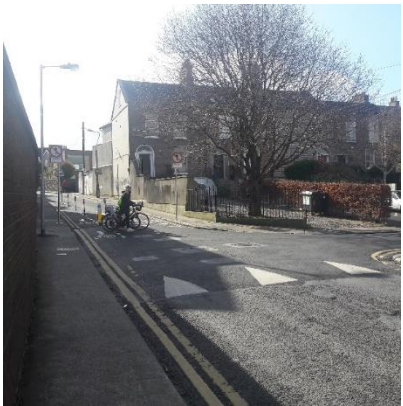
Dublin City Council

Dublin City Council

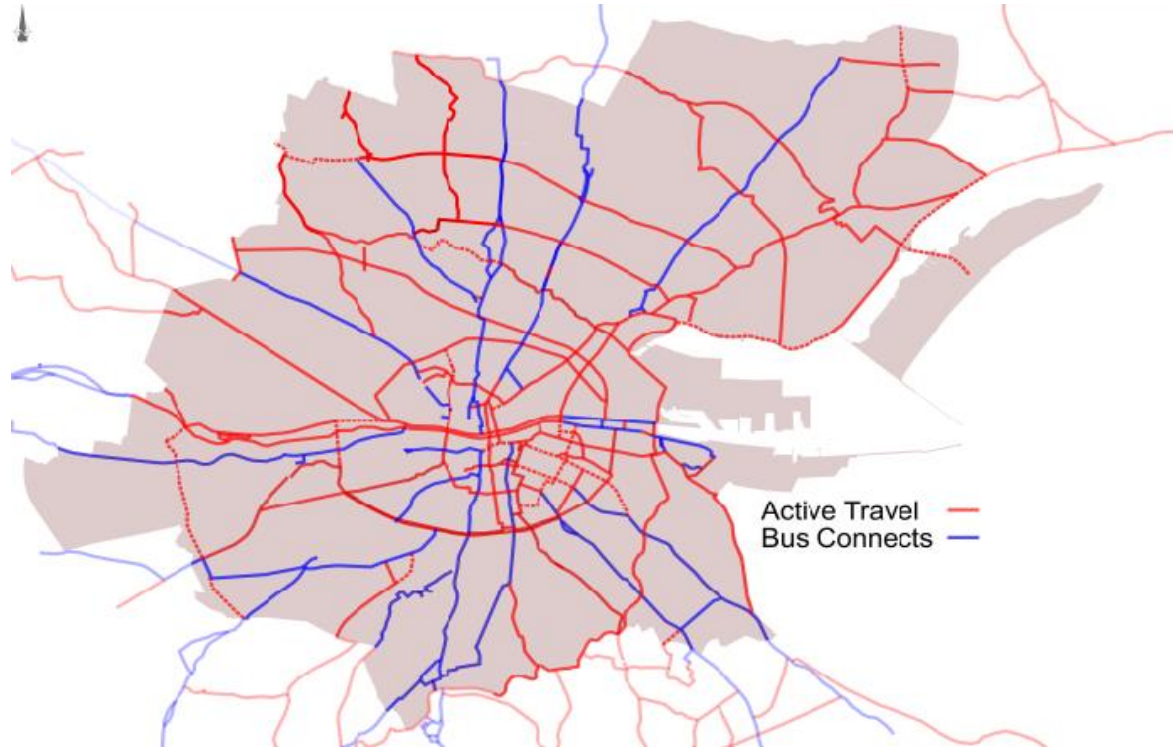


Transport Advisory group

- Prioritising Vulnerable Road Users
- Optimising sustainable Transport
- Examples
 - Neighbourhood schemes
 - Pedestrian Crossings
 - Cycling Infrastructure
 - Public Transport Infrastructure
 - Residential Parking Schemes
 - Traffic Calming measures



Core Cycle Network



Blue – Delivered as part of the Bus Connects Project

Red – Delivered by DCC



Rathfarnham to City Centre CBC

“Bus Gate” in Rathmines

**BUS
CONNECTS**

TRANSFORMING CITY BUS SERVICES



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

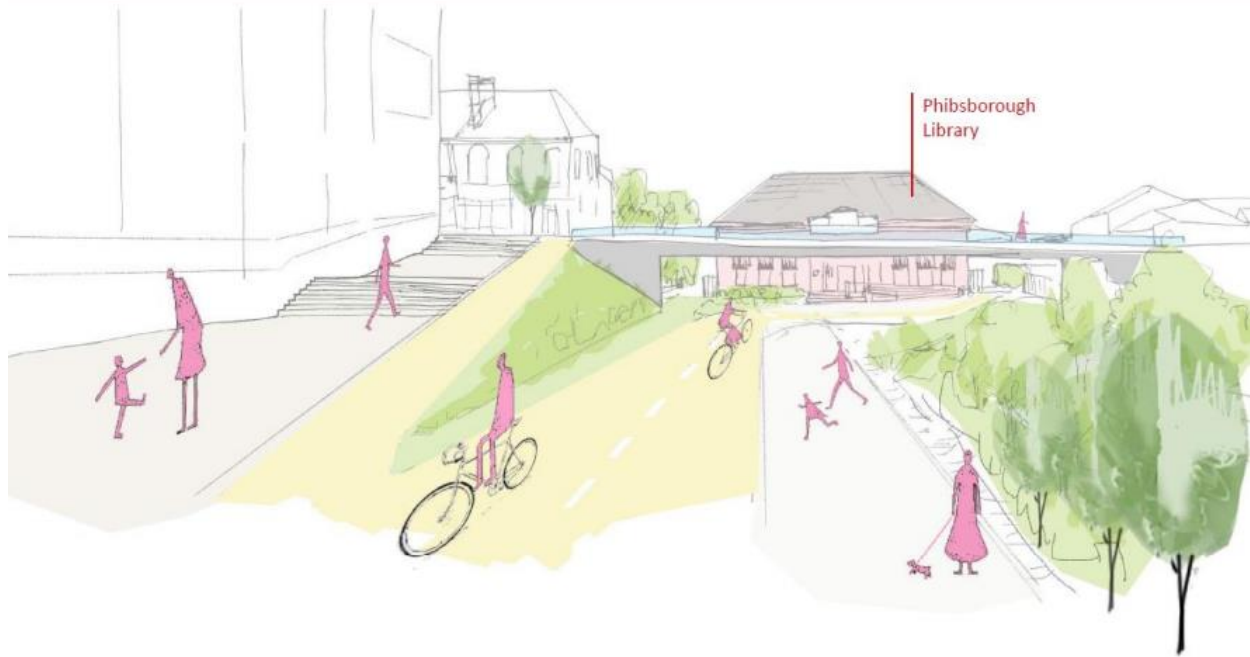
Ballymun to City Centre CBC

Cycling / Walking Link in Phibsborough

**BUS
CONNECTS**

TRANSFORMING CITY BUS SERVICES

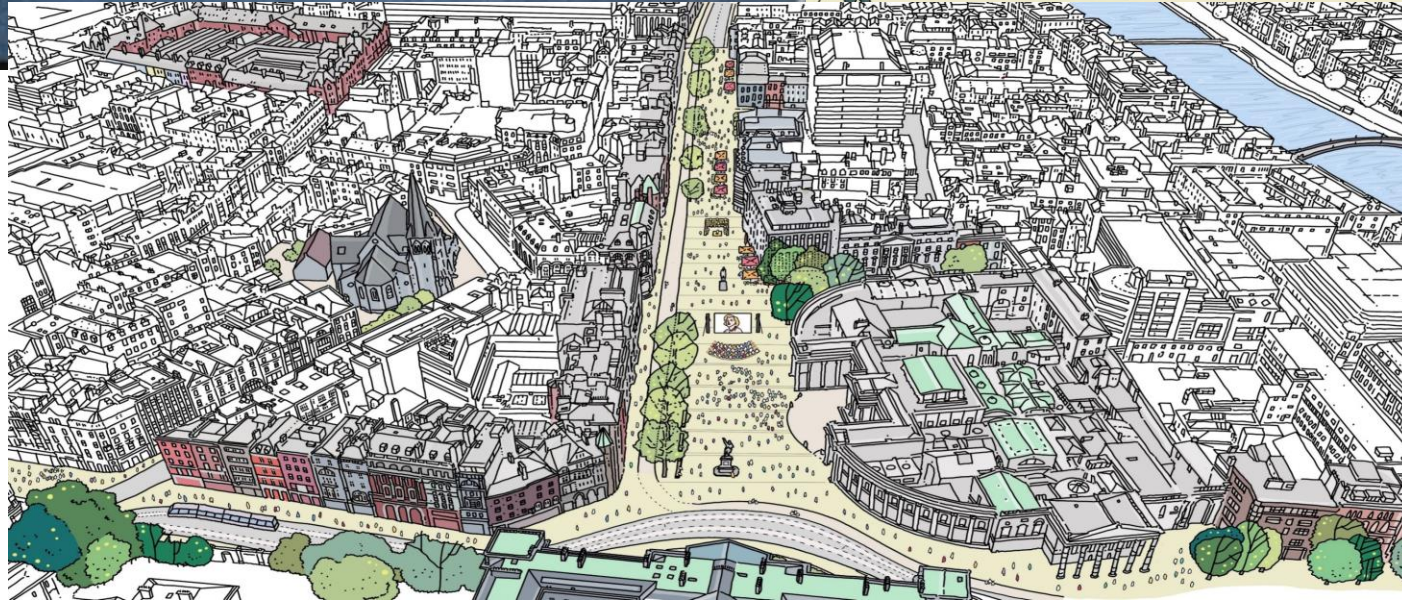
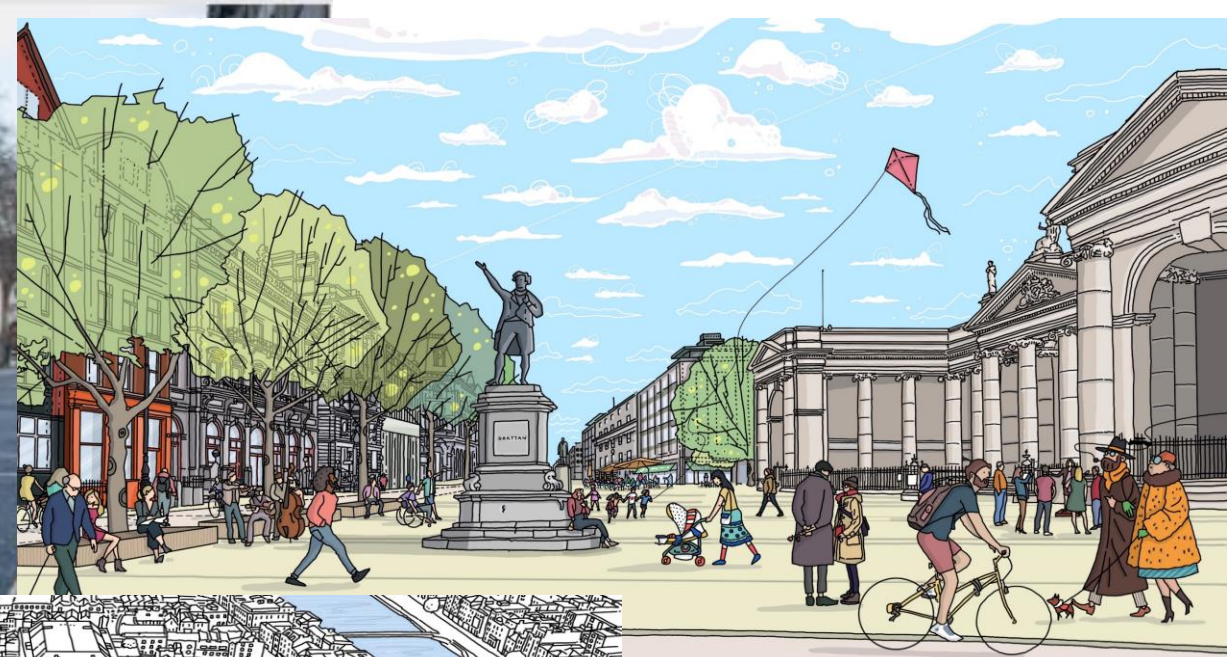
Public Realm Improvement at Royal Canal Bank / North Circular Road



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Slide 40

College Green/ Dame Street Project



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

New City Perspectives and trialling

“The people who are against change know who they are and are really against it.

Those who would benefit from change don't know who they are and wouldn't believe you anyways “

(Professor Stephen Goldsmith Harvard university)

... and partly from the incredulity of mankind, who do not truly believe in anything new until they have had actual experience of it.”

(original quote Machiavelli)

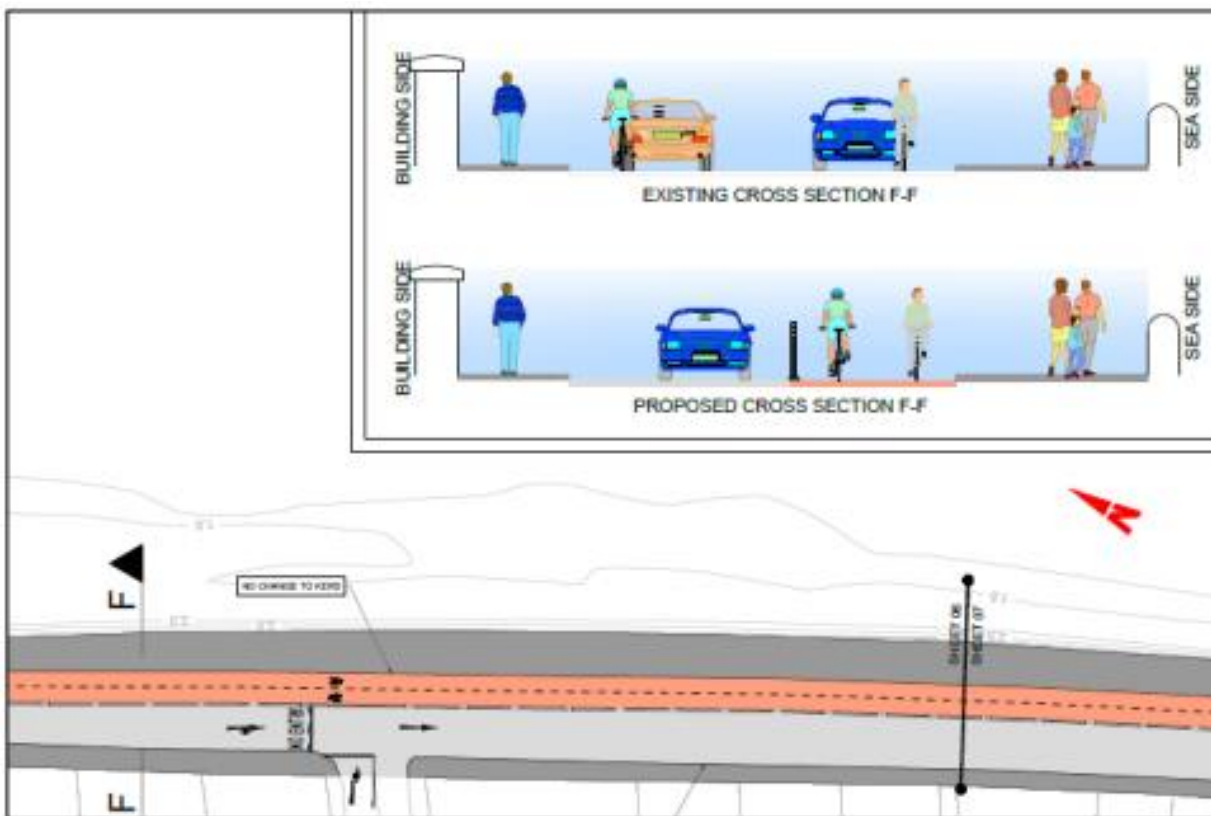


(South William Street Pedestrianisation trials)   

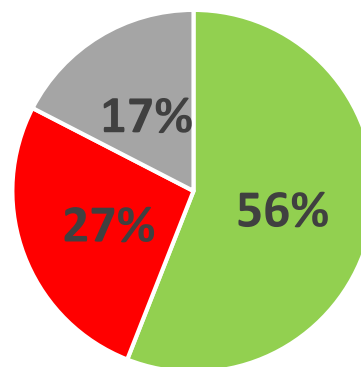
Strand Road six month Cycle Trial



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

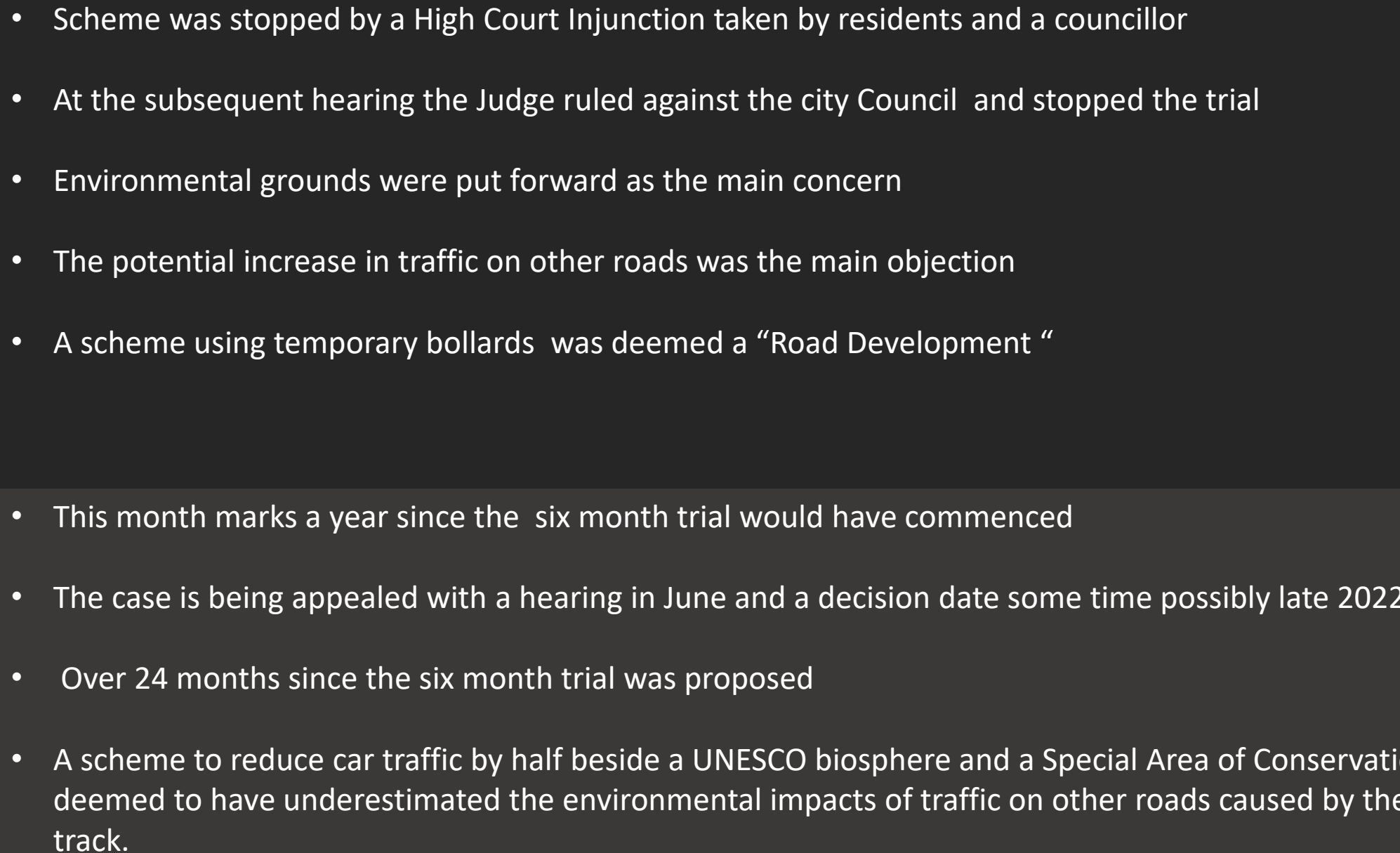


Strand Road Trial Cycle scheme



■ In favour ■ Not in favour ■ Concerns

Traffic volumes in the area were around 50% of pre Covid

- 
- Scheme was stopped by a High Court Injunction taken by residents and a councillor
 - At the subsequent hearing the Judge ruled against the city Council and stopped the trial
 - Environmental grounds were put forward as the main concern
 - The potential increase in traffic on other roads was the main objection
 - A scheme using temporary bollards was deemed a “Road Development “
 - This month marks a year since the six month trial would have commenced
 - The case is being appealed with a hearing in June and a decision date some time possibly late 2022
 - Over 24 months since the six month trial was proposed
 - A scheme to reduce car traffic by half beside a UNESCO biosphere and a Special Area of Conservation was deemed to have underestimated the environmental impacts of traffic on other roads caused by the cycle track.

The future

- City Development plan requires a 45% reduction in car traffic in the city by 2028
 - **Difficult when we can't reduce traffic on one road**
- For Climate Action, Air quality and quality of life the city needs to move to a low traffic city.
- We now have funding, growing staff resources and an active travel programme office
- A suite of Projects in development
- The process of change is difficult and so how do we bring people along to more sustainable transport options and fundamentally

Overcome the inherent attractiveness of the private car.

