



Tionscadal Éireann
Project Ireland
2040



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Active Travel Programme Office

Report on 2022/2023 Non-Statutory Consultation

North Circular Road (Dorset Street Lower to
Amiens Street) Walking and Cycling Interim
Scheme

EXECUTIVE SUMMARY

The North Circular Road (Dorset Street Lower to Amiens Street) Active Travel Scheme aims to improve active travel facilities along a 1.1 kilometre route within Dublin's North Inner City. As part of Dublin City Council's Active Travel Network, the scheme is one of many projects being delivered to improve the experience of walking, wheeling or cycling across the city.

In January 2023, Dublin City Council completed a period of public consultation for the scheme. The consultation asked members of the public for their views on Dublin City Council's plan to install interim walking and cycling facilities, such as bollard-protected cycle lanes, along the 1.1 kilometre route.

249 submissions were received during the public consultation period. Upon review of each submission, a majority (72%) were considered to view the scheme positively, whilst 11% of submissions were deemed to view the scheme negatively. 17% of responses were considered neither positive nor negative. Furthermore, the project team identified 15 recurring themes across all submissions. A description of the 15 submission themes and the project team's responses are included in this report.

With common submission themes including cyclist segregation, pedestrian safety and junction design, it became clear to the project team that a review of the interim scheme's design was necessary. The project team have now completed this review, resulting in the redesign of the scheme to include safer and higher quality walking and cycling facilities that continue through the route's major junctions.

Considering the substantial changes to the scheme's design, a public information event is being organised to give residents and businesses the opportunity to engage with the project team and discuss the updated plans. Information regarding the date and venue of the event will be shared through a leaflet drop to local homes and businesses and will be available on the Dublin City Council website.

Dublin City Council would like to thank each person who took the time and effort to make a submission to the public consultation.

Contents

EXECUTIVE SUMMARY	i
1 Introduction	1
1.1 Project description	1
1.2 Project Background and Update	2
1.3 Project objectives	3
2 Public Engagement	4
2.1 Strategy	4
2.2 Public Engagement Response Summary	5
3 Submission themes and responses	7
3.1 Cyclist Segregation	7
3.2 Bus Stop Islands	8
3.3 Route Preference	9
3.4 Traffic Congestion	10
3.5 Pedestrian Safety	11
3.6 Inclusivity	12
3.7 Junction Design	13
3.8 Car Parking	14
3.9 Loading Bays and DublinBikes Stations	16
3.10 Cycle Lane Width/Stop Lines	17
3.11 Health Benefits	18
3.12 30kph Zone	18
3.13 Maintenance	19
3.14 Tree Cutting	20
3.15 Heritage	20
4 Planning Determination	21
5 Conclusion and Next Steps.....	22
Appendices	23
Appendix A Summary of Public Consultation Survey	23
Appendix B Information Leaflet	29
Appendix C Website Consultation Hub	31
Appendix D Dublin City's Active Travel Network	32

1 INTRODUCTION

1.1 PROJECT DESCRIPTION

The North Circular Road (Dorset Street Lower to Amiens Street) Active Travel Scheme aims to improve the experience of walking and cycling along a 1km route within Dublin's North Inner City.

As illustrated in Figure 1, the scheme starts at the junction of Dorset Street Lower and North Circular Road. The scheme then continues east along North Circular Road and Portland Row, before finishing at the junction of Portland Row and Amiens Street.



Figure 1: Map illustrating the extents of the North Circular Road (Dorset Street Lower to Amiens Street) Project

The scheme forms part of a wider network of active travel projects that are being delivered across Dublin City. A map of Dublin City Council's proposed Active Travel Network can be found in Appendix D.

1.2 PROJECT BACKGROUND AND UPDATE

The project team acknowledges the delay in publishing this Public Consultation Report for the 'interim' North Circular Road (Dorset Street Lower to Amiens Street) Active Travel Scheme, following its non-statutory public consultation in 2022/2023.

A review of the submissions from the public consultation revealed several recurring themes and concerns. Key issues raised included the need for improved segregation and protection for cyclists, enhanced pedestrian safety and better junction design along the route.

Taking on board the submissions received, the design team undertook a full review of the interim scheme design. The review process included site surveys, tree surveys and traffic modelling, alongside a consideration of new National Transport Authority (NTA) design guidance for pedestrian and cycle infrastructure, such as the Cycle Design Manual (September 2023).

The design review resulted in the scheme evolving from an interim scheme with bollard protection to a scheme that will provide higher quality, longer lasting and safer walking and cycling infrastructure. Additions to the scheme include improved cyclist protection at all junctions and new pedestrian crossing points at major junctions along the route.

Considering the substantial changes to the scheme's design, a public information event is being organised to give residents and businesses the opportunity to engage with the project team and discuss the updated plans. Information regarding the date and venue of the event will be shared through a leaflet drop to local homes and businesses, and details will be available on the Dublin City Council website.

1.3 PROJECT OBJECTIVES

Dublin City Council is developing a safer, inclusive and sustainable walk-wheel cycle network. The project's objectives and benefits are listed below.

The project will:

- Provide segregated cycling facilities along the full length of the project route.
- Support the achievement of an Active Travel Network across Dublin City by providing a connection to existing and proposed infrastructure, such as the Clontarf to City Centre project.
- Make walking and cycling to Croke Park, The Mater Hospital, Connolly Station and many education centres much easier.
- Allow people of all ages to lead a more active lifestyle that helps improve physical and mental wellbeing.
- Contribute to a reduction in vehicle traffic and traffic-related pollution.
- Provide six new bus stops to facilitate the proposed Orbital bus service to be implemented under the BusConnects Dublin Network Redesign project.
- Improve landscaping and greening along the route.
- Resurfacing of carriageway on North Circular Road and Portland Row.

2 PUBLIC ENGAGEMENT

2.1 STRATEGY

Dublin City Council carried out a non-statutory public consultation for the project between the 10th of December 2022 and the 20th of January 2023. Consultation responses could be submitted by email, post or by filling out the questionnaire on the Dublin City Council Consultation Hub website (Appendix C).

The project team aimed to reach as many affected people as possible using the following methods of communication:

- An information leaflet (Appendix B) was posted to 400 residences and businesses surrounding the project.
- Public consultation details were posted to Dublin City Council's social media.
- Public consultation drawings could be viewed in the Central Area Office 51-53 Sean MacDermott Street Lower, Dublin 1.
- All consultation information (including accessible descriptions of drawings) were available on the Dublin City Council Consultation Hub website.

Dublin City Council also notified the Central Area Committee and various Disabled Persons' Organisations (DPOs).

DPOs notified include:

- Vision Impairment (VVI)
- National Disability Authority (NDA),
- AsIAm – Ireland's National Autism Charity
- Independent Living Movement Ireland (ILMI)
- Disabled Women Ireland (DWI)
- Irish Deaf Society and My Voice Ireland.

2.2 PUBLIC ENGAGEMENT RESPONSE SUMMARY

The Public Consultation received 249 responses. 245 of these responses were received through the Dublin City Council Consultation Hub and 4 were received by email.

The 245 responses received through the Dublin City Council Consultation Hub were asked to complete a questionnaire and an optional request for further comment. Of the 245 responses, 147 provided further comment and 98 did not.

Appendix A provides further insight into the questionnaire responses of 245 consultation hub respondents.

2.2.1 SUBMISSION SENTIMENT

Using the 147 further comments received through the Dublin City Council Consultation Hub and the 4 email submissions, a 'submission sentiment' was determined. This was completed by reviewing each of the comments received and placing them into one of the following five sentiment categories:

- Very Positive
- Mostly Positive
- Neutral
- Mostly Negative
- Very Negative

As illustrated in Figure 2, of 151 responses:

- 69 (46%) were considered to be very positive
- 40 (26%) were considered to be mostly positive
- 25 (17%) were considered to be neither positive nor negative
- 6 (4%) were considered to be mostly negative
- 11 (7%) were considered to be very negative

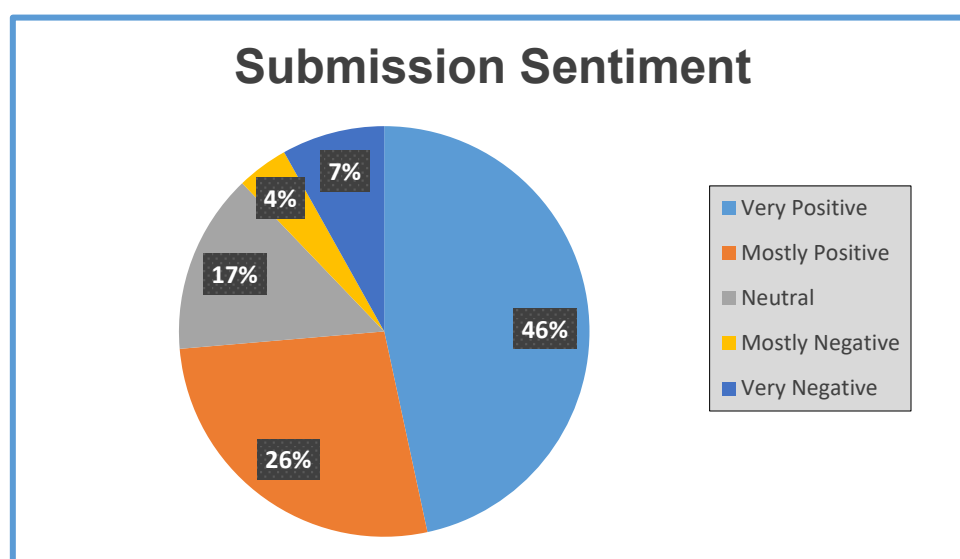


Figure 2: Chart illustrating the sentiment of public consultation responses.

These comments suggest that people who took part in the public consultation generally welcome the project.

3 SUBMISSION THEMES AND RESPONSES

The additional comments provided by consultation submissions can be grouped into 15 submission themes. This section of the report describes each of these themes and provides the Active Travel Programme Office's response to these comment themes.

3.1 CYCLIST SEGREGATION

Several submissions highlight the need for proper segregation and protection for cyclists. Whilst some respondents consider bollards to provide satisfactory segregation, some respondents feel that they are easily damaged.

Some respondents also believe there should be additional measures (such as kerbs, level changes and planting) provided to increase segregation, improve safety and deter parking.

CYCLIST SEGREGATION RESPONSE:

A full review of the proposal has been undertaken. This review determined that additional segregation methods such as kerbs, concrete islands and raised cycle tracks at junctions can be provided and are included in the design of the updated project.

Additional measures are in line with the National Transport Authority's (NTA) design guidance relating to pedestrian and cycling infrastructure. This includes the Cycle Design Manual, which was published after the public consultation period, in September 2023.

3.2 BUS STOP ISLANDS

The proposed bus stop islands were welcomed by a number of submissions. Some submissions suggested that pedestrians should give way to cyclists when crossing onto the islands.

BUS STOP ISLAND RESPONSE:

Pedestrians are at the top of the road user hierarchy (See Figure 3). Designers of walking and cycling infrastructure aim to give road users priority in line with this hierarchy. As such, pedestrians are given priority when crossing the cycle lane at bus stop islands.

Pedestrian priority between the footpath and bus stop is achieved by installing a crossing point across the cycle track. Cyclists must yield when pedestrians are using the crossing point.

The proposed 5no. bus stop islands and 1no. bus stop landing zone will be designed in line with the NTA's Cycle Design Manual.

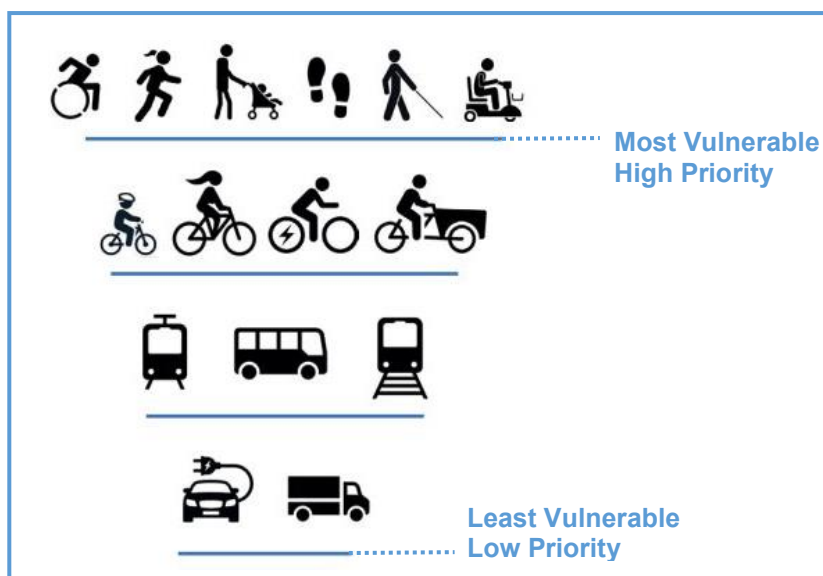


Figure 3: Road User Hierarchy

3.3 ROUTE PREFERENCE

Several submissions refer to specific route preferences by stating which routes they would prefer to see developed further. Suggestions include further connections to:

- Summerhill Place
- Hanlon's Corner
- Phibsborough and Doyle's Corner
- Phoenix Park
- Drumcondra Road
- Dorset Street,
- Royal Canal Greenway.

Some responses also suggested that a two-way cycle track on Buckingham Street towards Amiens Street would be a better alternative.

ROUTE PREFERENCE RESPONSE:

This project is part of a wider Active Travel Network being delivered by Dublin City Council's Active Travel Programme Office. Combined with BusConnects, a total of 310km of walking and cycling facilities will be delivered across the city.

Whilst this project is focussed on the delivery of walking and cycling facilities on North Circular Road and Portland Row between Dorset Street Lower and Amiens Street, further active travel projects will provide high-quality links to many of the places mentioned.

A detailed map of Dublin City's Active Travel Network is available at [Dublin City Councils Active Travel Website](#).

3.4 TRAFFIC CONGESTION

Several submissions have highlighted concerns over traffic congestion because of cycle lanes. Responses state that North Circular Road is an essential commuter road in and out of the city and the proposed scheme will make journey times longer.

Submissions also state that any congestion will delay emergency vehicles and that 3 metre wide lanes are not wide enough

TRAFFIC CONGESTION:

This project is expected to have minimal impact on traffic congestion on the North Circular Road as existing east and west bound traffic lanes are retained on the North Circular Road with only minor modifications to some approach lanes to junctions.

The proposed lane widths range between 3.00m and 3.5m. This is in line with the Design Manual for Urban Roads and Streets, the relevant design standard for urban roads.

Regarding the delaying of emergency vehicles, the project team have met, and will continue to liaise with Dublin Fire Brigade to ensure any impact of the changes to emergency responders is mitigated.

3.5 PEDESTRIAN SAFETY

Several submissions request that pedestrian safety is improved throughout the project. This includes increasing the width of footpaths, removing street clutter and providing raised pedestrian crossings at side road junctions

Submissions also suggest that a combination of pedestrian crossings and zebra crossing should be added to the following streets:

- Sherrard Street Upper
- Sherrard Street Lower
- Emmet Street
- Russell Street junction.

PEDESTRIAN SAFETY RESPONSE:

A full review the pedestrian facilities has been carried out.

The new design provides pedestrian crossings at all major junctions along the scheme and widens footpaths at existing narrow sections.

Updated pedestrian facilities will be in line with the Cycle Design Manual.

3.6 INCLUSIVITY

Some submissions questioned how the plans improve the urban environment for all, including people who cannot walk or cycle.

INCLUSIVITY RESPONSE:

The project aims to improve everyone's ability to move around easily, including those who cannot walk or cycle.

As noted in the response to Theme 3.5 (Pedestrian Safety), the design has been updated to improve pedestrian facilities. This will include making it safer and easier for all people to move around, including wheelchair users and people with buggies.

The project also includes the installation of six bus stops, providing all people with greater public transport access.

3.7 JUNCTION DESIGN

Several submissions requested additional measures to improve the safety of cyclists at junctions along the route. Suggestions include the removal of left-hand slip lanes for vehicles, the inclusion of advanced-green traffic lights for cyclists and the installation of 'Dutch-style' junctions.

JUNCTION DESIGN RESPONSE:

A full review of the junctions along the route has been completed.

The new design provides two fully protected junctions at Belvedere and Summerhill junctions located on the North Circular Road. A protected junction provides segregation for cyclists travelling through the junction in all directions. The junctions also provide greatly improved pedestrian signalled crossings on all roads at the junction.

Due to requirements to facilitate large crowd movements through Fitzgibbon Street/Russell Street junction on the North Circular Road, full segregation was not possible at this location. However, specific pedestrian and cyclist traffic signals as well as improved road markings are proposed to improve pedestrian and cyclist safety through the junction.

The new design also sees the removal of an existing left hand slip lane from North Circular Road to Belvedere Place.

Updated junction layouts will be in line with the Cycle Design Manual.

3.8 CAR PARKING

Car parking was referenced in a high number of submissions. Some submissions raised concerned that the removal of car parking will lead to an increased demand for car spaces on adjacent streets. Additionally, submissions questioned whether there will be enough space to put a child in a car without stepping into the cycle lane, or whether parking spaces will have enough room for mobility-impaired drivers.

On the other hand, some submissions suggest that further parking should be removed from the design to provide additional space for greening or wider footpaths.

A request for permit or paid parking along North Circular Road was also included in submission responses.

CAR PARKING RESPONSE:

The North Circular Road between Dorset Street Lower and Amiens Street has approximately 144 on-street car parking spaces, which are a mixture of designated resident permit / pay and display parking and informal parking spaces (i.e. not pay and display). This project proposes to provide a total of 83 car parking spaces, 1 accessible car parking spaces and 4 loading bays. This is a reduction in 58no. car parking spaces and an addition in 1no. loading bay over the length of the scheme. The number of accessible spaces remains the same, however they now include dropped kerbs to facilitate access requirements.

As many adjacent streets have resident permit parking / pay and display, it is not anticipated that a significant overflow of parking will move onto adjacent streets.

A 750mm buffer space will be provided between car parking areas and the cycle lane. This will allow car users, including mobility-impaired users, to access their vehicle or attend to a child.

Where parking is to be removed, the project team aims to use some of this space for additional greening along the route.

3.9 LOADING BAYS AND DUBLINBIKES STATIONS

Some submissions question why loading bays and DublinBikes stands cannot be placed outside the cycle track. Submissions also recommend replacing the double yellow lines outside the Hogan Stand Pub with a loading bay.

Submissions also suggest moving the DublinBikes Station outside the Dublin One Hotel to provide additional loading space for delivery drivers who currently park in the cycle lane.

LOADING BAYS AND DUBLINBIKES STATIONS RESPONSE:

Loading bay locations have been reviewed and are labelled in the updated design drawings and are located in front of the cycle lane.

The updated design retains the DublinBikes stands in their current location

3.10 CYCLE LANE WIDTH/STOP LINES

Many submissions welcome the proposed width of the cycle lanes. However, some suggest that the widths are not acceptable and must allow for overtaking to avoid cyclists coming out onto the roadway.

Furthermore, some submissions suggest that the advanced stop lines for cyclists are too far back from junctions and should be moved forward to give a greater head start.

CYCLE LANE WIDTH / STOP LINES RESPONSE:

The width of the cycle lane throughout the updated scheme varies but there are significant lengths of 1.75 to 2 metre wide cycle lanes which provide enough space for cyclists to overtake other cyclists along the route. Cycle lane widths of 2 metres could not be accommodated throughout the scheme due to space limitations.

Regarding the advanced stop lines, these have been replaced by segregated protection for cyclists at major junctions where possible, as described in Section 3.7 (Junction Design).

3.11 HEALTH BENEFITS

Several submissions highlight that more people walking and cycling will improve the city's air quality, noise pollution and traffic congestion.

HEALTH BENEFITS RESPONSE:

A key objective of the active travel network is to make the city a more attractive for people to walk or cycle. This includes aligning with different policies associated with the improvement of our environment, climate and wellbeing.

Such policies include Healthy Ireland: A Framework for Improved Health and Wellbeing 2019-2025, the Climate Action Plan 2024 and Dublin City Council Climate Change Action Plan 2004-2029.

3.12 30KPH ZONE

Submission suggest that a 30kph zone could be introduced on North Circular Road

30KPH ZONE RESPONSE:

The implementation of speed limit changes is outside the scope of this project.

However, Dublin City Council is actively reviewing and updating speed limits throughout the city, with a focus on extending 30km/h zones and implementing periodic speed limits on arterial routes outside schools.

The North Circular Road is included in this speed limit review of the city streets.

3.13 MAINTENANCE

Several submissions highlight maintenance issues regarding the footpaths and cycle lanes.

Raised issues that can create safety hazards include:

- substandard surfacing
- the build-up of leaves and debris
- broken footpaths
- Poor quality street lighting

MAINTENANCE RESPONSE:

The project proposes to resurface the carriageway of the North Circular Road and Portland Row. This will provide a smooth surface for the cycle track.

Full reconstruction to the footpaths along the entire route is outside the scope of the project. However, repairs to footpaths will be carried out where necessary, including the widening of footpaths in particularly narrow sections.

In the meantime, immediate requests for specific footpath repairs have been noted and forwarded to the Road Maintenance team in Dublin City Council.

Changes to the public lighting along the scheme are to be further explored at Detailed Design stage.

3.14 TREE CUTTING

Submissions questioned whether there will be any tree cutting as part of the project.

TREE CUTTING RESPONSE:

No trees on the North Circular Road or Portland Row are impacted by the proposals. A consultant arborist was appointed and a tree survey was completed. The consultant arborist will provide further input at detailed design and construction stages to ensure appropriate construction work practices around or near trees are implemented.

3.15 HERITAGE (OLD GAS LAMP) AT SUMMERHILL JUNCTION

Submissions requested that the old gas lamp at the junction of Summerhill/Portland Row/North Circular Road be retained as part of the pedestrian crossing works. This is because it is part of the heritage of the area.

HERITAGE RESPONSE:

The completed pedestrian crossings in 2023 at Summerhill junction were carried out under a separate Dublin City Council project. However, the revised Active Travel scheme proposes to provide further improvements the Summerhill/Portland Row/North Circular Road junction by providing protected cyclist facilities through the junction. The project team has noted the previous location of the old gas lamp and will review internally to determine if it can be retained or repositioned to an appropriate location.

4 PLANNING DETERMINATION

The revised design has undergone screenings for Environmental Impact Assessment (EIA) and an Appropriate Assessment (AA).

The Active Travel Programme Office (AcTPrO) has received a determination from the Planning Section confirming that the screenings carried out for Environmental Impact Assessment (EIA) and an Appropriate Assessment (AA) recommend that an EIA Report and an AA Natura Impact Statement are not required for the updated scheme.

Therefore, the Active Travel Programme Office (AcTPrO) considers that the proposed scheme does not require to proceed under the requirements of Part 8 of the Planning and Development Regulations 2001, as amended, nor does it require approval from An Bord Pleanála. The proposal can be carried out under exempted development, as provided under Section 4(1)(e) and Section 179(6)(bb) of the Planning and Development Act 2000, as amended, and it is the intention of AcTPrO for implementation of the project, to use the processes of Section 95 of the Road Traffic Act, 1961 as amended by Section 37 of the Road Traffic Act 1994, and Section 38 of the Road Traffic Act 1994.

5 CONCLUSION AND NEXT STEPS

Dublin City Council would like to thank members of the public, elected members and various stakeholders who took the time and effort to make submissions to this public consultation.

We have analysed all the submissions made. These will help inform how this scheme is delivered and ensure the final proposal meets the project's objectives.

The outcome of this consultation shows a strong desire for the scheme and for the implementation of active travel projects in the area amongst respondents. Whilst respondents raised several queries and observations, this consultation report has sought to address these in Section 3.

As outlined in Section 1.2, this project will no longer be delivered using interim measures. Instead, resources will be focussed on the design and construction of permanent active travel facilities along the route.

This project is currently programmed to go to construction in early 2026, subject to NTA approval and funding.

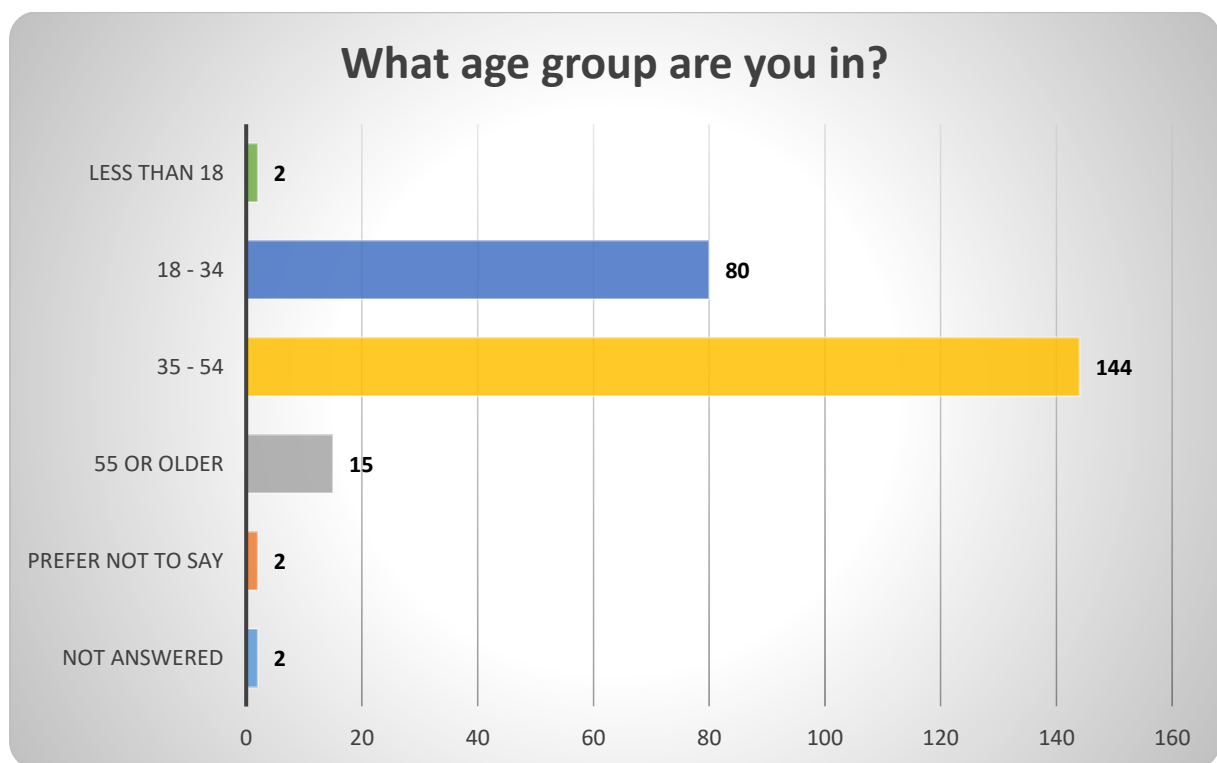
APPENDICES

APPENDIX A SUMMARY OF PUBLIC CONSULTATION SURVEY

Survey questionnaire responses have been counted and presented in a series of graphs below. Interpretative statements have also been formed around these findings.

1. WHAT AGE GROUP ARE YOU IN?

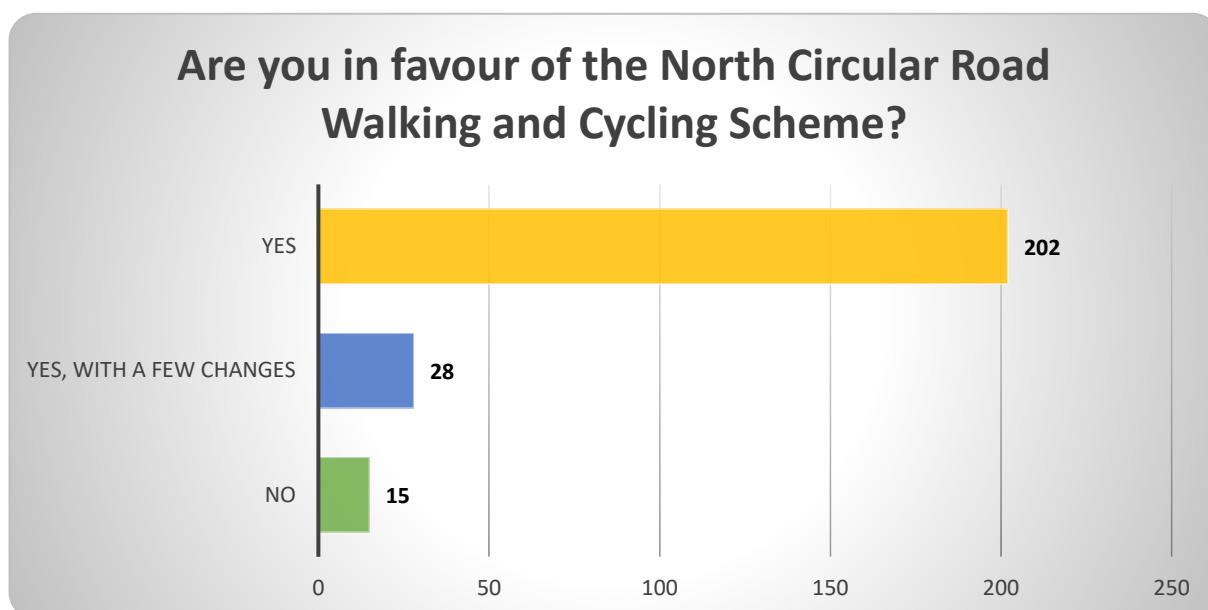
There were 245 responses to this question.



The most common age group of respondents was 35-54, with 59% of respondents choosing this category. The second largest age group was 18-34, at 32% of respondents. 6% of respondents were 55 or over and 1% were less than 18. The remaining 2% of respondents did not state their age.

2. ARE YOU IN FAVOUR OF THE NORTH CIRCULAR ROAD WALKING AND CYCLING SCHEME?

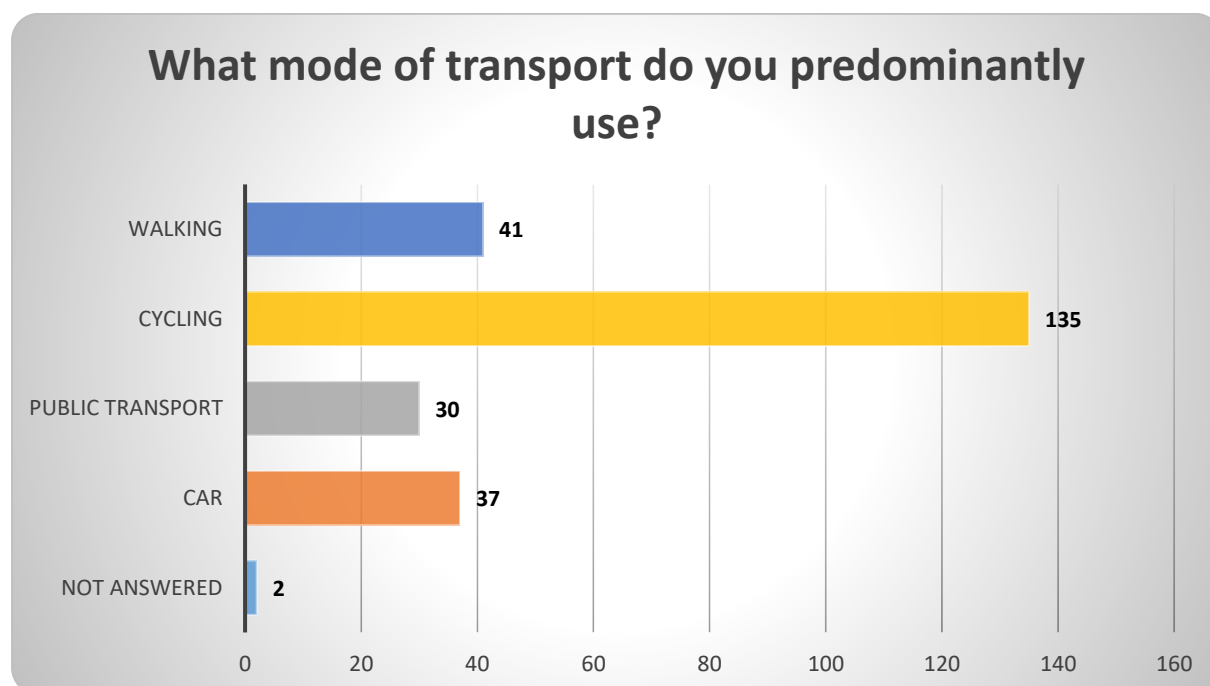
There were 245 responses to this question.



83% of respondents state that they are in favour of the scheme, whilst 11% state that they are in favour with a few changes. 6% of respondents were not in favour of the project. This suggests that a vast majority of respondents support the project.

3. WHAT MODE OF TRANSPORT DO YOU PREDOMINANTLY USE?

There were 243 responses to this question.

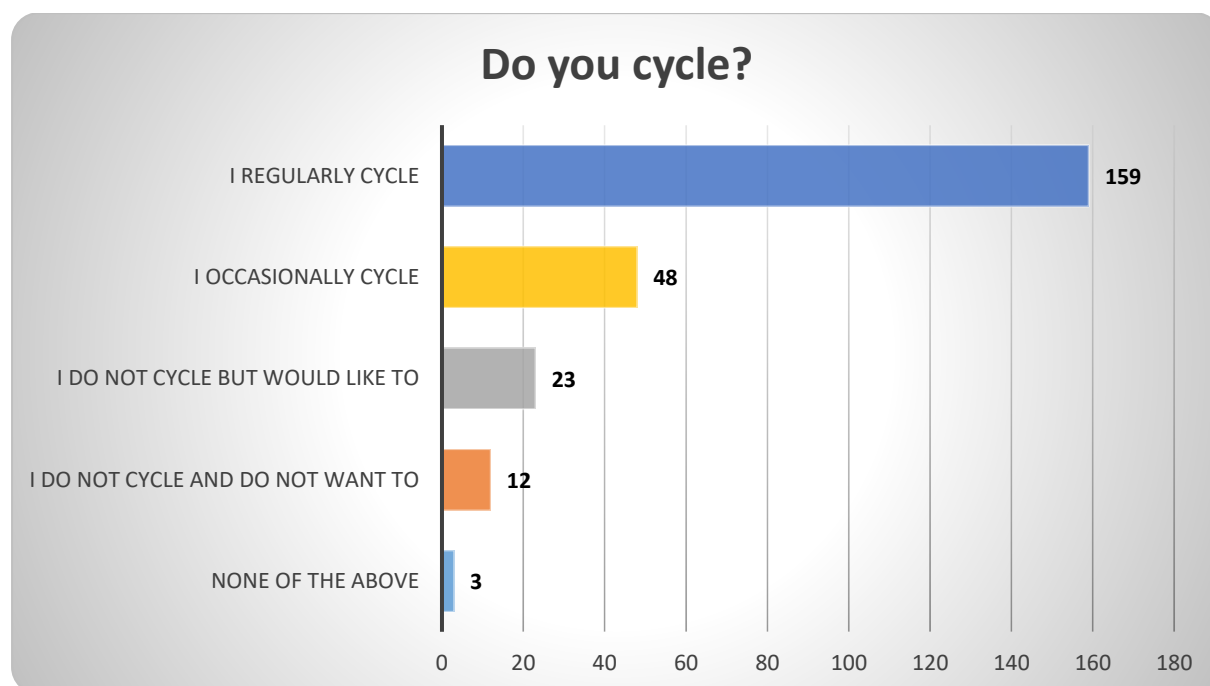


55% of respondents indicate that cycling is their main mode of transport. 17% of respondents mainly walk. 15% of respondents indicate that they primarily use the car and 12% of respondents indicate that public transport is their main mode of transport.

These responses indicate that the majority of respondents cycle. This suggests that there is a strong need for cycling infrastructure.

4. DO YOU CYCLE?

There were 245 responses to this question.

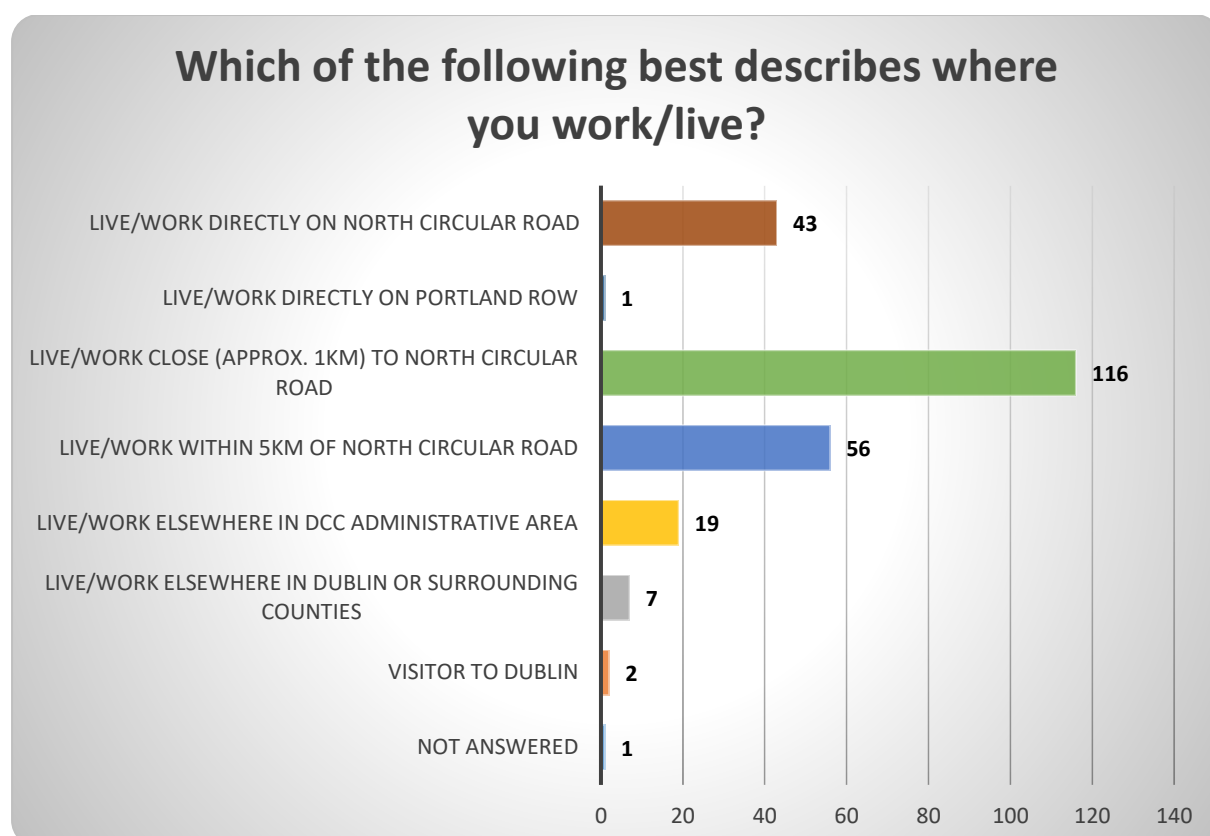


65% of respondents stated that they regularly cycle and 20% stated that they occasionally cycle. 9% of respondents indicated that they currently do not cycle but would like to, whilst 5% stated that they do not cycle and do not want to.

The responses suggest that that the vast majority of respondents regularly cycle.

5. WHICH OF THE FOLLOWING BEST DESCRIBES WHERE YOU LIVE/WORK?

There were 244 responses to this question.

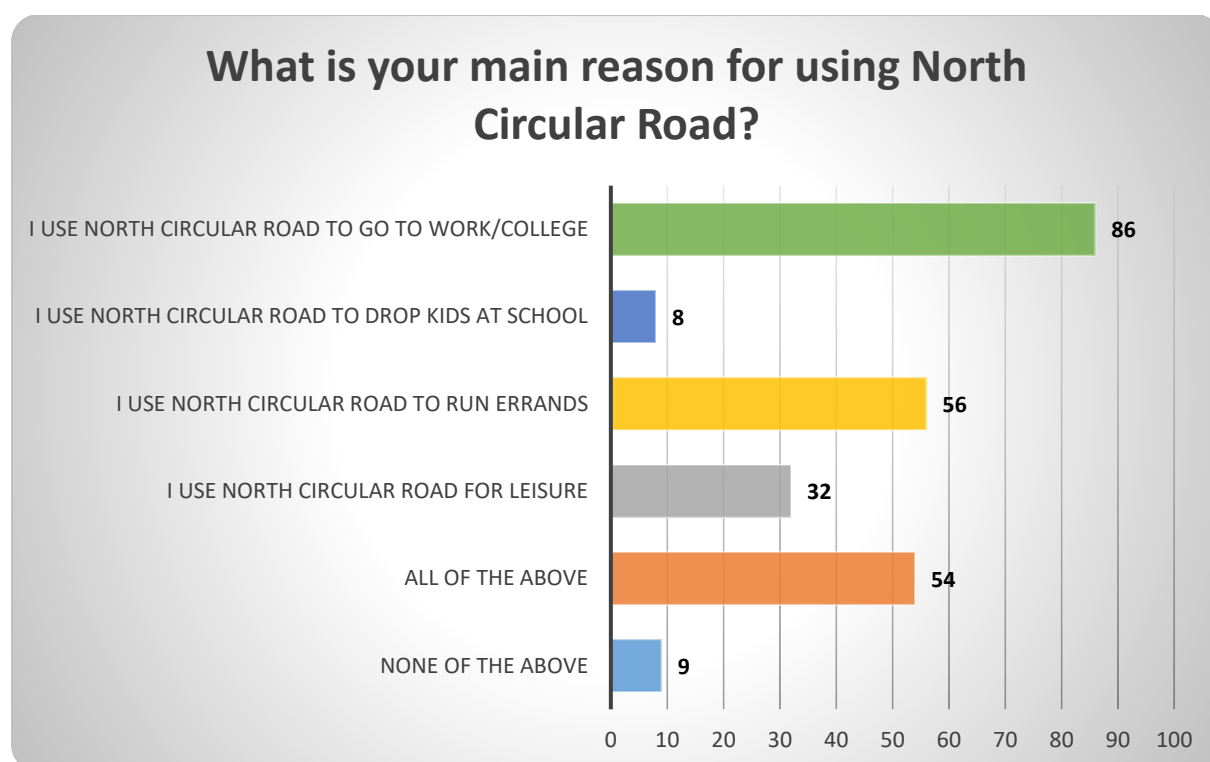


The responses indicate that the majority (47%) of respondents live or work within 1km of North Circular Road. 22% of respondents live or work within 5km of North Circular Road and 17% live or work directly on North Circular Road.

The results of this question suggest that local residents and workers are the main respondents to the questionnaire.

6. WHAT IS YOUR MAIN REASON FOR USING NORTH CIRCULAR ROAD?

There were 245 responses to this question.



35% of respondents stated that they use North Circular Road to go to work or college. 22% of respondents use it to run errands, whilst 13% use it for leisure and 3% use it to drop kids at school. 22% use North Circular Road for all of the reasons mentioned.

The results indicate that the vast majority of respondents use North Circular Road for regular trips.

APPENDIX B INFORMATION LEAFLET

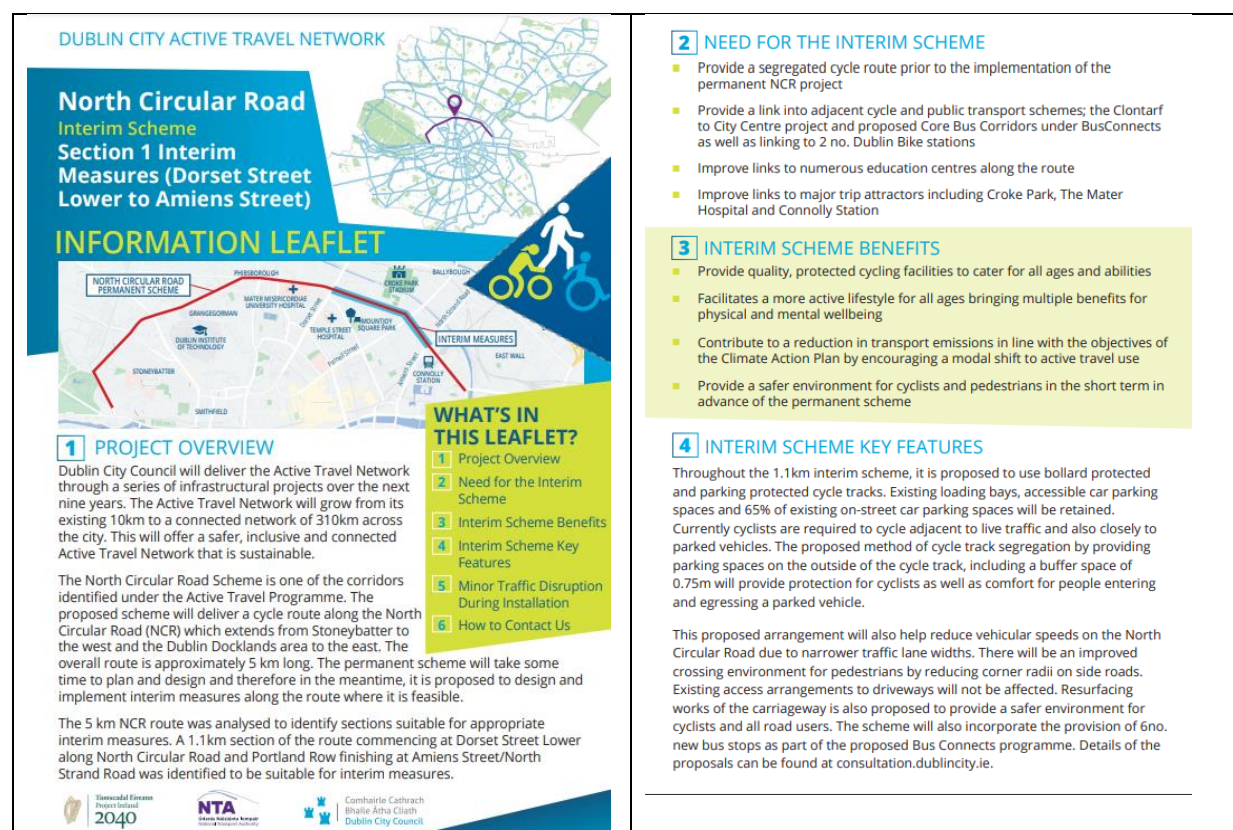


Figure B1: Information Leaflet distributed during public consultation (Pages 1 and 2).

North Circular Road: Dorset Street Lower – Belvedere Road

Vehicle parking protected and light segregation (bollards) to separate cyclists from traffic is proposed on both sides at this section of the NCR. There will be a reduction of two car parking spaces, 12% of the total along this section, however the loading bay and Dublin Bikes stands will be retained.

North Circular Road: Belvedere Road – Russell Street/Emmet Street

Vehicle parking protected and light segregation (bollards) to separate cyclists from traffic is proposed on both sides at this section of the NCR. There will be a reduction of eighteen car parking spaces, 33% of the total along this section, however the loading bay will be retained.

North Circular Road: Russell Street – Summerhill Parade

Vehicle parking protected and light segregation (bollards) to separate cyclists from traffic is proposed on both sides at this section of the NCR. There will be a reduction of seventeen car parking spaces, 17% of the total along this section. The corner radii at each of the side roads will be tightened providing a safer environment for cyclists and pedestrians. The right turn pockets onto St. Margaret's Avenue and Charles Street Great will be removed.

Portland Row: Summerhill Parade to Amiens Street

The western side of Portland Row (travelling north bound) will include a parking protected cycle track. The eastern side of Portland Row (travelling south bound) will not include any cyclist protection due to the large number of direct vehicular accesses onto the road. At the southern end of Portland Row the cycle track will be protected by planters on both sides of the road. There will be a reduction of nine car parking spaces, 50% of the total along this section.






5 MINOR TRAFFIC DISRUPTION DURING INSTALLATION

It is anticipated that the installation works on this scheme will commence early 2023. In order to deliver this scheme, temporary disruption to traffic is anticipated in the area. Dublin City Council, in collaboration with our contractor will endeavor to minimise this as much as possible. The section of interim measures on Portland Row will be implemented following the completion of the traffic division which is currently in place to facilitate the construction works on the Clontarf to City Centre project.

6 HOW TO CONTACT US

If you would like further information and make an observation on the North Circular Road Pedestrian & Cycling Interim Scheme and corresponding permanent project please see the website www.dublincity.ie/activetravel

Any comments/observations you may have on the interim scheme can be submitted via the website, email or the postal address detailed below:

-  <https://consultation.dublincity.ie/> (please scan QR code)
-  activetraveloffice@dublincity.ie with subject: North Circular Road Interim Scheme
-  Dublin City Council, Active Travel Programme Office, Block 1, Floor 6, Civic Offices, Wood Quay, Dublin 8, D08 RF3F



Information Leaflet No. 1 – December 2022

Figure B2: Information Leaflet distributed during public consultation (Pages 3 and 4).

APPENDIX C WEBSITE CONSULTATION HUB

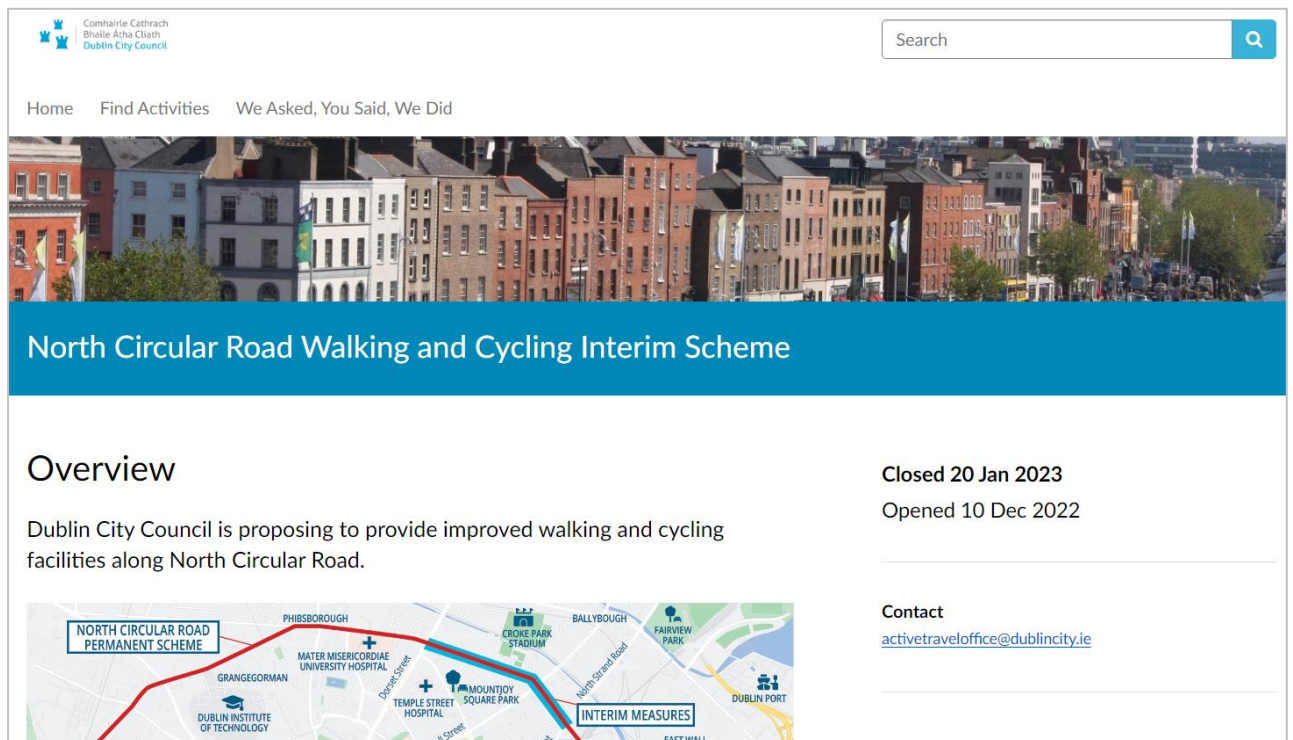


Figure C1: Image of Dublin City Council website

Why your views matter

The DCC Active Travel Programme Office are carrying out a non-statutory public consultation on the North Circular Road Walking and Cycling Interim Scheme. The purpose of the consultation is to inform the public of the key features of the scheme and to gather any comments or observations.

The scheme will provide quality, protected cycling facilities and facilitate a more active lifestyle for all ages bringing multiple benefits for physical and mental wellbeing.

Please find at the end of this page additional information on the scheme by way of the;

- Information Leaflet,
- Design Drawings

If you have particular suggestions or comments on these proposals we would welcome your views. Submissions may be made by one of the following methods:

- Filling out the short survey below
- By emailing ActiveTravelOffice@dublincity.ie (with North Circular Road in the subject bar)
- By post to Dublin City Council, Active Travel Programme Office, Block 1, Floor 6, Civic Offices, Wood Quay, Dublin 8, D08 RF3F

Figure C2: Image of Dublin City Council website

APPENDIX D DUBLIN CITY'S ACTIVE TRAVEL NETWORK



Figure D1: Image showing the extensive Dublin City Active Travel Network and project location

An interactive version of the above map, with information about specific projects, is available at <https://www.dublincity.ie/residential/travel-and-transport/active-travel/active-travel-schemes>