

Fitzwilliam Cycle Route

Overview:

Response to the queries raised at the Fitzwilliam Public Information evening on 23rd July 2018.

1.0 Project Background

1.1 What is the problem that DCC is trying to address by implementing this route?

Response: Dublin City Council is developing a network of safer cycling routes suitable for cyclists of all ages and abilities. The overall network is over 470km with just over 100 km designated as primary. The remainder are designated as secondary, greenway feeders and cross city links. The Fitzwilliam Street Cycle Route is approximately a kilometre long and forms part of the secondary network.

1.2 What are the objectives of the scheme as listed within the Consultants brief?

Response: The objectives of the scheme include; “provide a high quality cycle route along NTA Route C7, with a minimum National Cycle Manual level of service Level A, to meet the requirements of cyclists of varied experience to the satisfaction of Dublin City Council having particular regard to any engineering, architectural and environmental constraints along the route, develop a cost effective scheme, which provides for an optimal balance of provision between the various competing users along the route, provide a broadly consistent cycle route in terms of alignment and feel, and cater for walking along the route.”

Extract from the consultants brief is attached.

1.3 Why is this route which has been identified as a secondary cycle route within the Greater Dublin Area Cycle Network Plan being prioritised over other primary cycle routes in the area?

Response: Other links along the network have been prioritising and are at different stages of implementation, these include the East Coast Trail (S2S), the Clontarf to City Centre, the Liffey Cycle Route, the Royal Canal and the Grand Canal and the Clonskeagh to City Centre. Several other routes forming part of the network are being implemented as part of the BusConnects programme. This scheme therefore forms part of a city wide programme.

Excerpt taken from the BusConnects Public Consultation document, available from the internet at <https://www.busconnects.ie/initiatives/on-your-bike/>

“The major bus corridors also represent the major cycling arteries for the city. The reconstruction of these roads to provide the essential bus lanes that are needed for BusConnects also provides the opportunity to similarly transform the cycling infrastructure.

On each of the Core Bus Network corridors, we will provide high quality cycling facilities, segregated from the bus lanes and general traffic lanes as far as is practicable. When implemented, this will mean that inexperienced cyclists, as well experienced cyclists, will be able to use these routes safely.

This benefits the bus system as well. It avoids cyclists sharing bus lanes with buses, where the bus speed can be limited to the speed of the slowest cyclist in the lane, and removes many of the conflicts that bus drivers have to deal with.

Accordingly, the implementation of BusConnects will also see the delivery of a network of key cycle routes, which form the foundation of the overall cycle network that has been planned for the Greater Dublin Area.”

1.4 What is DCC’s policy regarding cyclists, pedestrians, public transport and private car users?

Response: It is Dublin City Council policy to prioritise and promote sustainable transport modes.

In accordance with the National Transport Authority Strategy, a hierarchy of transport users is supported, with pedestrians, cyclists and public transport users at the top of this hierarchy, having their needs considered first in the planning of transport provision.

In order to create a more sustainable city, the Dublin City Development Plan (2016-2022), in accordance with national policy, places emphasis on the need for a modal shift from motorised private modes of transport towards public transport, cycling and walking. This requires improvements to both the current public transport network and to facilities for pedestrians and cyclists. Dublin City Council will work with the emerging strategy of the National Transport Authority and supplement it with supporting local improvements, particularly to the city centre environment through the implementation of the public realm strategy and locally focused objectives. A pro-active approach is taken to influencing travel behaviour, and additional through-traffic restrictions will be implemented within the city centre in order to give greater priority to more sustainable modes.

1.5 What is the justification of implementing the scheme when the Grand Canal Cycle Route runs close-by?

Response: The emphasis is to provide a coherent and fully connected network of cycle routes. Fitzwilliam Street has comparable volumes of cyclists and cars during the morning and evening peak hours.

1.6 What methodology does DCC use to prioritise routes?

Response: Consideration is given to a number of factors including the need, based on current and future demand, safety, integration with policy and cost effectiveness. Each project undergoes a multi criteria analysis as part of the evaluation process.

1.7 Is Leeson Street Bridge junction incorporated into the scheme?

Response: Leeson Street Bridge is outside the scope of the project.

1.8 What improvements are planned for the Leeson Street Bridge junction on the Grand Canal Cycle Route? Why are these improvements not being prioritised over the proposed Fitzwilliam Cycle Route?

Response: Leeson Street Bridge is outside the scope of this project. Leeson Street is along the BusConnects corridor. However, the junction of Leeson Street and Fitzwilliam Place is included within the project area and by delivering improvements at this junction an attractive alternative for cyclists travelling in the north- east direction will be provided which will in turn ease the congestion in the cyclist and pedestrian waiting area at Leeson St Bridge.

2.0 Consultation

2.1 The Department of Public Expenditure and Reform produced guidance on best practice consultation Consultation Principles and Guidance (2016). It sets out best practice for consultation with the general public. Has DCC followed the guidance document referenced?

Response: Consultation requirements are set out in the Road Traffic Act 1994. Dublin City Council will carry out consultation as set out in the Act. The current engagement is being done in advance of the non-statutory requirements.

2.2 Why has consultation with the local residents and businesses not happened before now? Particularly in relation to the scheme option design process undertaken by the NTA as part of the Feasibility Study.

Response: The NTA sought to examine if the scheme would be technically feasible and subsequently published the Fitzwilliam Cycle Route Feasibility and Options Study in February 2017. The Feasibility and Options Study was presented to the Transportation Strategic Policy Committee and Corporate Policy Group on June 28th 2017.

The NTA made funding available to Dublin City Council, and Dublin City Council appointed a consultant in June 2018. This engagement is being carried out while the design process is being progressed and in advance of the non statutory public consultation; this is a lot earlier than would be normal practice.

2.3 Why has DCC not consulted with the residents and local businesses in relation to alternative solution(s) to the identified project objectives?

Response: The Feasibility and Options Report is available on the internet and can be viewed on the link below. This Report outlines the alternative options considered and the reasons for opting for the emerging preferred design which has now been brought forward for preliminary and detailed design.

<https://www.dublincity.ie/councilmeetings/documents/s11608/Feasibility%20study%20on%20Parking%20Protected%20Cycle%20Lanes.pdf>

2.4 What is the public consultation methodology that has been identified for this scheme?

Response: The non-statutory public consultation requirements are as set out in Section 37 of the Road Traffic Act 1994.

2.5 How does DCC propose to engage with residents and businesses going forward?

Response: Dublin City Council will meet with representatives again prior to commencement of the non-statutory public consultation process in September. A meeting is scheduled for 6pm-8pm on August 30th 2018 in the Wood Quay Venue, Civic Offices, Wood Quay, Dublin 8. Following on from this meeting, Dublin City Council will form a community engagement group which will be composed of up to four representatives of the South Georgian Core Residents Association and the local business community along the route. Dublin City Council proposes that this meeting takes place at a time to be agreed on Thursday 6th September 2018.

3.0 Scheme Design

3.1 The public realm is used by pedestrians, cyclists and motorists; has DCC considered how each user will use the proposed scheme environment?

Response: DCC has a dedicated public realm working group; the design team has already met with the group to discuss the details of the project and will take their advice as the preliminary and detailed design of the scheme progresses.

In order to deliver a design that improves the public realm and improves the environment for pedestrians and cyclists, a number of measures have already been incorporated into the design including;

- Shortening the crossing pedestrian crossing widths across Fitzwilliam Square East and West, by providing a build out that will be built in sympathetic materials that are in line with the Architectural Conservation Area status of the area, i.e. using granite kerbs etc
- Shortening the crossing pedestrian crossing widths across Merrion Square South, by providing a build out that will be built in sympathetic materials that are in line with the Architectural Conservation Area status of the area, i.e. using granite kerbs etc

- Standardising the width of the carriageway to 3.25m for traffic lane, this will provide a traffic calming measure and reduce the width of the pedestrian crossing points.
- Reconfiguration of perpendicular car parking to parallel parking
- Provision of a one-way parking segregated cycle track on both sides of the route
- Upgrade of junctions to provide pedestrian and cyclists improvements
- Identifying where existing kerbs need to be dropped at crossing points.

In addition, the design team has made contact with the NCBI and will also meet with the Disability Linkage Group of the Public Participation Network for Dublin to discuss the scheme design.

3.2 How will the proposed design impact on traffic flow? Particularly at junctions? And what, if any, delays for motorists are projected as a result of the proposed scheme?

Response: The proposed road layout will maintain one traffic lane in each direction, as is the current arrangement.

With regard to junctions, traffic modelling is currently being carried out in order to determine the signal timings and phasing of the junctions. A non technical summary of the traffic modelling work will be available to the public during the non-statutory public consultation that will take place in September.

3.3 What traffic modelling simulations have been done (or are planned) to inform the design process?

Response: Traffic modelling is currently being carried out in order to determine the signal timings and phasing of the junctions. A non technical summary of the traffic modelling work will be available to the public during the non-statutory public consultation that will take place in September.

3.4 How will surface water drainage be dealt with?

Response: The design of the surface water is currently ongoing. Additional drainage gullies will be provided where necessary.

3.5 The NTA Feasibility Study listed alternative design concepts, why is the scheme presented considered to be the best option?

Response: The design options considered during the Feasibility and Options Study Report underwent Multi-Criteria Analysis (MCA). The Multi-Criteria Analysis process is split into two components: Quality and Price. This process is outlined within the Feasibility and Options Study which is available online

<https://www.dublincity.ie/councilmeetings/documents/s11608/Feasibility%20study%20on%20Parking%20Protected%20Cycle%20Lanes.pdf>

3.6 How will the proposed scheme be connected to the Grand Canal Cycle scheme?

Response: Via improvements to the Leeson St / Fitzwilliam Place junction.

3.7 How will local businesses service their premises, when having to cross a cycle track?

Response: A buffer area is provided to serve as a landing and waiting area for vehicle users entering or egressing the cycle track.

3.8 Have loading bays been considered as part of the scheme?

Response: No loading bays are proposed as is the current arrangement along the route. Loading can take place from the realigned car parking spaces when required or consideration can be given to converting car parking spaces to loading bays if residents or business prefer this solution.

3.9 How will artists load/unload during the open-air art gallery on the perimeter of Merrion Square if the cycle route is in place?

Response: See 3.8 above.

3.10 Can a loading/servicing survey be carried out?

Response: Yes, this survey can be carried out along with a parking survey which will be scheduled for September 2018.

3.11 Only one minor accident has been recorded along the length of the proposed scheme, why does DCC consider that user safety needs to improve along the proposed route?

Response: Safety improvements are required for the entire network including Fitzwilliam Street. The increasing number of cycling fatalities within the Dublin City area is a major concern; Dublin City Council is committed to developing and implementing infrastructure solutions to help in eliminating traffic related collisions. This scheme will contribute to the overall programme.

3.12 Why has consideration not been given to developing the Route C7 as outlined in the GDA Cycle Network Plan through Holles Street, Sandwith Street Upper, R802 and Lombard Street? And along Adelaide Road?

Response: Fitzwilliam Street is part of the overall route. The link to the South Quays can now be considered following finalisation of BusConnects proposals. Dublin City Council has already started looking at the link between Holles Street to City Quay; this will be a different project to the Fitzwilliam Cycle Route.

3.13 What safety assessments have been carried out on the design; particularly assessment of risks to pedestrians?

Response: The scheme will undergo a Road User Audit and a Road Safety Audit.

3.14 How will drivers negotiate the side road junctions given that there will now be a cycle lane to cross before entering the carriageway? Will vehicles block the cycle lane while they wait to exit a side road?

Response: Drivers will be required to yield to cyclists in line with rules of the road and then progress to a yield line on the road. Some promotion material to encourage appropriate behaviour will be prepared in consultation with other stakeholders.

3.15 Will there be adequate sight lines at side road junctions if the car parking is relocated outside the cycle lane?

Response: Appropriate sightlines will be accommodated as part of the detailed design process.

3.16 There are issues with speeding traffic along Lad Lane which causes difficulties for residents/businesses with accesses along the lane; does the design consider traffic calming measures at this location?

Response: The Sustainable Transport Unity has referred this item to the Traffic Advisory Group for review and response.

3.17 What are the proposed timescales for the ESB development? Will the development be completed prior to completion of the proposed cycle route?

Response: Dublin City Council is in discussions with the ESB regarding their development design and delivery programme.

4.0 Architectural Conservation

4.1 How does DCC plan to maintain the Georgian Street aesthetics in the context of the cycle route?

Response: The design team includes conservation experts from Dublin City Council and the private sector that will advise on the matter. The design will retain existing material assets in place as well and avoid coloured surfacing.

The project brief outlined that the designer must meet the requirements of the archaeology, architectural conservation, and industrial heritage stakeholders when progressing the design of the scheme. The consultant, on behalf of DCC, has appointed a Conservation Architect to assist

the design process with due regard to the archaeological and architectural conservation and the industrial heritage of the area. Input into the design will also come from DCC Public Realm Working Group, City Architects Department, City Planning Department and DCC Conservation Department.

DCC will ensure that the proposals will be compatible with the protection and enhancement of the Fitzwilliam Square Architectural Conservation Area and the wider conservation area.

5.0 Pedestrians

- 5.1 How have pedestrians been catered for in the proposals?
- 5.2 Has consideration been given to how young, old and mobility impaired pedestrians can traverse through the area?
- 5.3 Why are pedestrian improvement proposals not more prominent in the presentations given to date?
- 5.4 How will pedestrians cross the cycle path to access the footpath from the carriageway?
- 5.5 Have additional pedestrian crossing points been identified?

Response: DCC has a dedicated public realm working group; the design team has already met with the group to discuss the details of the project and will take their advice as the preliminary and detailed design of the scheme progresses.

In order to deliver a design that improves the public realm that improves the environment for pedestrians, a number of measures have already been incorporated into the design including;

- Shortening the crossing pedestrian crossing widths across Fitzwilliam Square East and West, by providing a build out that will be built in sympathetic materials that are in line with the Architectural Conservation Area status of the area, i.e. using granite kerbs etc
- Shortening the crossing pedestrian crossing widths across Merrion Square South, by providing a build out that will be built in sympathetic materials that are in line with the Architectural Conservation Area status of the area, i.e. using granite kerbs etc
- Standardising the width of the carriageway to 3.25m for traffic lane, this will provide a traffic calming measure and reduce the width of the pedestrian crossing points.
- Identifying where existing kerbs need to be dropped at crossing points.

In addition, the design team has made contact with the NCBI and will also meet with the Disability Linkage Group of the Public Participation Network for Dublin to discuss the scheme design.

6.0 Cyclists

- 6.1 What are the particular difficulties that cyclists are experiencing along the route currently?
- 6.2 What are the current cyclist numbers on the Grand Canal Premium Cycle Route?
- 6.3 What is the expected cycle demand on the proposed scheme?
- 6.4 Will a speed limit be introduced for cyclists using the route?

- 6.5 How can cyclists be identified in the event that they violate these regulations?
- 6.6 Who will enforce these limits and is there an enforcement plan in place which can be shared with residents?
- 6.7 Does DCC plan to carry out cyclist education on how to use the proposed cycle track?

Response: All routes forming part of the primary and secondary cycle network should be suitable for cyclists of all ages and abilities. Fitzwilliam Street does not provide such facilities at the moment. Dublin City Council will work with the National Transport Authority, Road Safety Authority, An Garda Síochána and Dublin Cycling Campaign to promote appropriate behaviour and use of facilities by all categories of road users.

7.0 Public Transport

- 7.1 How are the BusConnects proposals being integrated into the design and planning of the proposed scheme?
- 7.2 Are bus stops proposed along the route as part of Bus Connects proposals? If so, how will they be designed?

Response: The design team has incorporated the BusConnects proposals into the scheme design. The design has already been adjusted to provide wider traffic lanes necessary for buses.

8.0 Parking

- 8.1 Electric car charging points: How many electric car charging points will be provided? Is there a guidance policy document on how many electric car charging points should be provided when projects are being implemented? How will electric car charging point wires and cables be treated so as not to cause an obstruction to pedestrians and cyclists?

Response: Dublin City Council will accommodate e-car charge points in line with ESB requirements and is in discussions with the ESB regarding the scheme. Consideration will be given to a spread of the charge points along the street as suggested by the residents and businesses.

- 8.2 Will 'residents only' parking zones be considered along each block of the proposed scheme?
- Response: Dublin City Council does not provide 'residents only' parking zones.

- 8.3 How many parking spaces along (a) the proposed scheme route and (b) the immediate vicinity will be removed due to the proposed project changes and reconfiguration of perpendicular spaces to parallel spaces?

Response: Currently there are 331 car parking spaces along the corridor; the scheme will reduce this number to 182 which is a reduction of 149 car parking spaces. The parking survey carried out indicated that the existing car parking demand along the corridor can be accommodated within the 182 car parking spaces. An additional car parking survey will be carried out in September 2018.

No parking spaces will be removed from the immediate vicinity as part of this scheme. Dublin City Council considers that there is adequate residual parking to meet the demand including the 54 resident permit holders along this route.

8.4 Has the future parking demand for the area been considered by DCC? Particularly in relation to the proposed Fitzwilton development and the new ESB headquarters, which have potential for attracting more commuter based trips into the area and associated car parking generation.

Response: All new developments are required to have mobility management plans that eliminate or minimise the need for car based travel, and provide cycle parking within their development.

8.5 How will motorists access/egress from their parked vehicles? How will they cross the cycle track?

Response: A buffer area is provided to serve as a landing and waiting area for vehicle users entering or egressing the cycle track.

8.6 How will mobility impaired people access/egress their vehicle and cross the cycle track?

Response: A wider buffer area will be provided to serve disabled parking bays.

8.7 How will parents with small children / buggies access / egress their vehicles and cross the cycle track?

Response: The reconfiguration of the car parking spaces from perpendicular to parallel will provide a safer arrangement. For example, currently if a vehicle parks perpendicular to the kerb with the boot to the road, the buggy would have to be set up on the road if there is not sufficient width to fit it between parked cars on either side to access the footpath. In addition, parents would need to fully open the doors of their car to extract a child from its car seat, which may cause a difficulty if there is not sufficient width to do so. The parent would then need to put the child into the buggy on the road and remain on the road until a sufficient space between parked cars is available to get onto the footpath.

A buffer area is provided to serve as a landing and waiting area for vehicle users entering or egressing the cycle track.

9.0 Velo City

9.1 Was the Fitzwilliam Cycle Route part of the Velo-city bid?

9.2 Can DCC's Velo-city bid be circulated to attendees?

9.3 Why is Velo-city mentioned in the project timeline?

9.4 Is the proposed scheme a vanity project for Velo-city 2018?

9.5 Were the consultants asked to have the proposed scheme completed by Velo-city 2019?

Response: The Fitzwilliam Cycle Route was not part of the Velo-city Bid. The Velo-city bid and associated documents were made available to the South Georgian Residents Association in July 2018.

The consultant is required to deliver the project within 12 months and it has been expressed to the Consultant that it would be ideal if the scheme was completed in advance of Velo-city 2019.

The Fitzwilliam Cycle Route has been under National Transport Authority consideration for some time and only became a project for Dublin City Council after the Velo-city bid.

Annex

Project objectives as set out in the Brief for Consultants

1. Project Objectives

The Project Objectives are to:

- provide a high quality cycle route along NTA Route C7, with a minimum National Cycle Manual level of service Level A, to meet the requirements of cyclists of varied experience to the satisfaction of Dublin City Council having particular regard to any engineering, architectural and environmental constraints along the route
- develop a cost effective scheme, which provides for an optimal balance of provision between the various competing users along the route
- provide a broadly consistent cycle route in terms of alignment and feel
- cater for walking along the route
- comply with Safety, Health and Welfare at Work requirements
- comply with NTA PMG requirements
- comply with statutory planning requirements
- meet the requirements of archaeology, architectural conservation, and industrial heritage stakeholders
- identify timescales and budget
- comply with the requirements of documents as listed in Appendix 3.

General Requirements

- A full list of the project deliverables is contained in Appendix 4.
- The Consultant shall consult with all relevant stakeholders throughout their appointment.
- All meetings attended by the Consultant shall be minuted by the Consultant and duly circulated for comment and sign-off.
- The Consultant shall attend any meetings concerning the Project with Councillors, Stakeholders, Residents, or any other meetings which Dublin City Council requires them to attend.
- The Consultant shall undertake the role of Project Supervisor for the Design Process and the role of Designer, in accordance with the Safety, Health and Welfare at Work (Construction) Regulations, 2006, for the duration of the project.

- The Consultant shall prepare all documentation required by the National Transport Authority "Project Management Guidelines for Projects Funded by the National Transport Authority (up to €20 million in value) - December 2011" (NTA PMG) for project stages 1 to 6 inclusive.