Third-Party Submission **Re: Development of a new National Maternity Hospital comprising a 244 bed maternity hospital and all ancillary site development works at the St. Vincent's University Hospital Campus.**

Date 6/ April / 2017

Case reference: PL29S.PA0049

From: Dublin Cycling Campaign

Address: An Taisce, Back Lane, Dublin 8.

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The applicant proposes a development that will include approx 1,289 car parking spaces and 485 cycle parking spaces for 4,000 staff + patients + visitors.

The National Cycle Manual, section 5.5.7 recommends a ratio of 1 cycle parking space for each car parking space. the applicant should adjust the plans to include an additional 804 cycle parking spaces or else to decrease the car parking provision while increasing the cycle parking provision. [cyclemanual.ie]

Some of the planned cycle parking spaces are to be located at the multi-storey car park, a walk away from the hospital. This is in conflict with cycle parking guidelines in the National Cycle Manual and also in conflict with the guidelines produced by Dublin City Council and Dun Laoghaire Rathdown County Council. All of these guidelines stress the need to place cycle parking as close to entrances as possible and to ensure that the cycle parking is closer to the entrance than the nearest non-disabled car parking space. Each car parking space takes up the space of 10 parked bicycles, so that surface car parking is an inefficient use of

space in a very busy area. It should be noted that the existing St. Vincent's campus main East-West access road is regularly clogged to a standstill with vehicles trying to find parking when all parking spaces are full. This results in a lot of hazardous reversing manoeuvres as drivers attempt to extricate their vehicles from the confusion: this presents a risk of impact with pedestrians and cyclists.

If any bicycle parking is provided in a multi-storey car park it is essential that riders are not required to share a common access ramp with motors. Access ramp slope aspects should be less than 7% as any steeper values make it impossible for many riders to pedal their bikes uphill. Many city bikes have no gears so this means the bike would have to be pushed up a ramp.

The EIS transport section admits that there have been no capacity improvements to staff or visitor parking for bicycles in SVUH since 2011. This is despite year on year growth of cycle modal share amongst staff to approx 15%. Bicycle spaces are now hard to find and the parking areas are not legible to visitors.

Existing cycle parking facing the entrance to SVUH is located across the busy east-west internal access road in a hollow and arranged so that thieves can operate without being seen by passers-by. This bicycle parking is oversubscribed and subject to frequent theft. The applicant should relocate some parking to the front entrance of SVUH so that users do not have to cross the road to reach the hospital entrance. New parking spaces for bikes should be visible to passers-by and should be protected by CCTV.

The provision of 30 visitor bike parking spaces for a hospital that will deliver 10,000 babies per year is grossly inadequate.

Nutley Lane is currently used as an overflow parking area for the hospital. Cyclists on this stretch, frequently use the footpath as a contraflow to access the internal east-west access road rather than attempt to make a right-turn off Nutley Road into the campus at the T-Junction with Nutley Road. Opening doors are a 'dooring' hazard to cyclists heading towards the N11. On-street parking spaces should be removed from this street and the space used as a 2-way properly segregated cycle lane (with ASL) with the traffic signals altered to include a bicycle-phase.

There is a pedestrian access route between the junction of Nutley Lane and Merrion Rd and the main entrance to SVUH. This route is currently painted with a warning logo to prohibit

use by cyclists. A route along this stretch for cyclists should be constructed, separated from the pedestrian route by a soft border such as hedging. This design principal should be continued along the route that links Merrion Road and Nutley Lane so that bikes are always separated by a physical barrier from pedestrians.

Cycle lanes in the campus should have a buffer-zone with parked cars along all access routes within the campus to avoid accidents caused by doors opening into their paths ('dooring' incidents are a frequent cause of injury to cyclists as can be gleaned from SVUH ED admission data).

As this will be a large campus we would like to see a mobility manager appointed and that a traffic management plan will be drawn up for the entire campus with a view to promoting cycling to work. This should be a condition in any permit to construct.