Fitzwilliam Cycle Route

Presentation to South East Area Committee

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Presentation Content

- Overview of Scheme
- Existing Conditions
- Feasibility Design
- Project Programme

Feasibility Study

AECOM appointed by NTA in 2016 to carry out Feasibility and Options Study

Key contents

- Review of existing conditions
- Car parking review
- Heritage review
- Options assessment
- Design philosophy for links and junctions

Scheme Objectives

- AECOM commissioned by DCC to design and implement a high-quality cycle route to meet the requirements of cyclists of all ages and abilities

- The proposed route will be a safe and attractive premium cycle route that caters for commuter and recreational cycling

NTA Cycle Network Plan

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Scheme Extents

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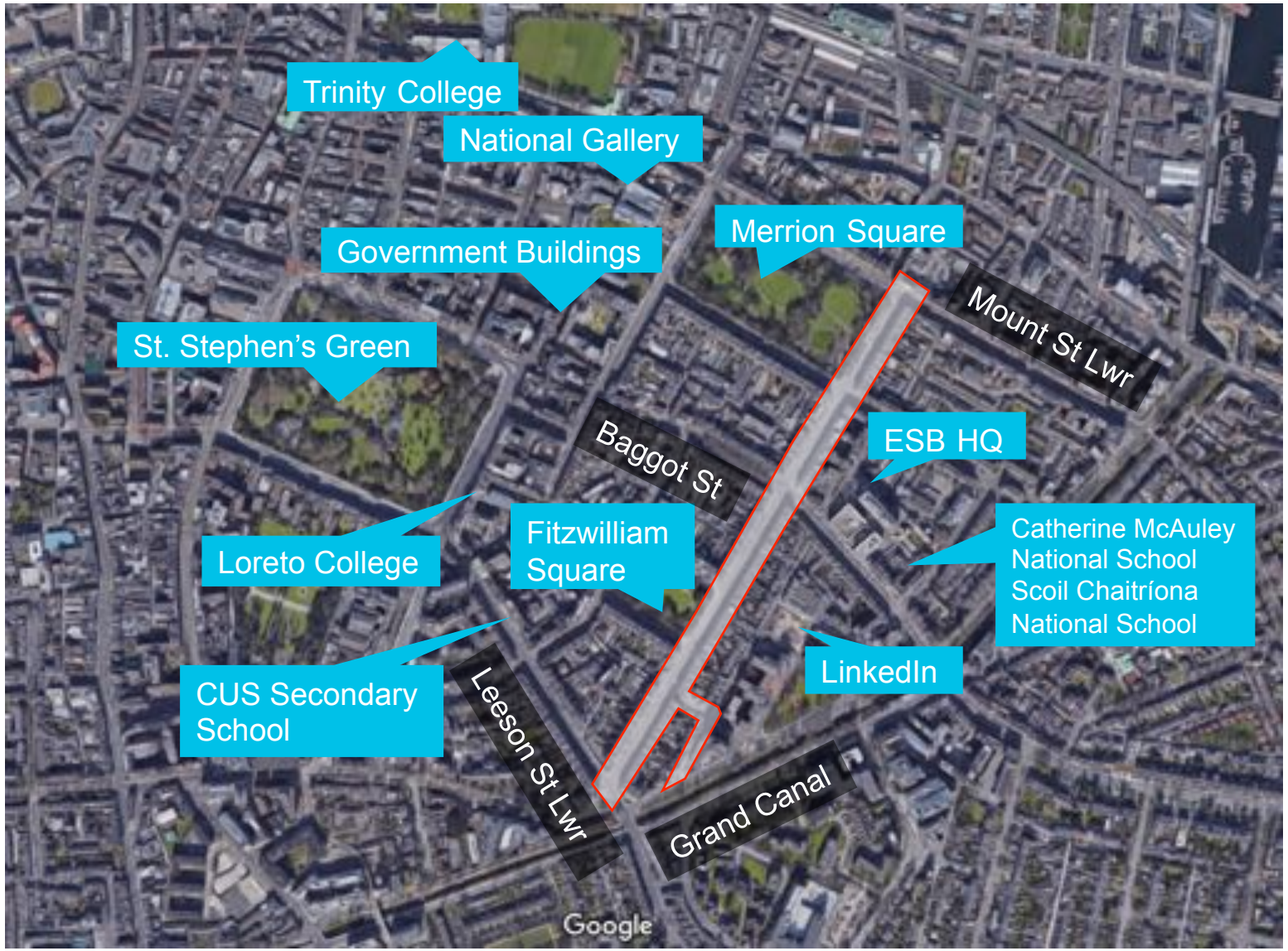
Trip Attractors (within 500m)



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Existing Cycling Demand (12-hour flows)

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Existing Conditions

Carriageway

- Wide carriageway: varies from 16.5m to 20m
- Damage to road pavement along the route
- Resurfacing of the scheme area required

Existing Conditions

Cycling

- No facilities along most of route
- Unprotected lane on Merrion Sq. East
- Currently strong demand along route
- Merrion Square East:
  - 202 cyclists vs 272 private cars northbound in am peak
  - 177 cyclists vs 224 private cars northbound in pm peak

Existing Conditions

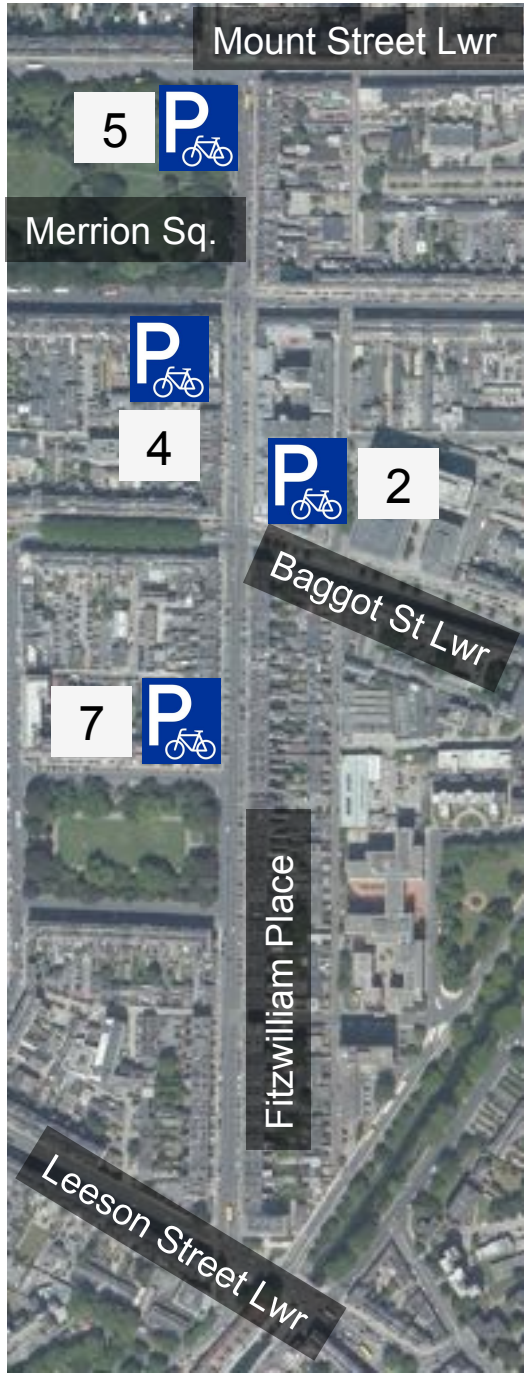
Cycling Connections

- Link to Grand Canal Cycle Route via Cumberland St. and Lad Lane offers alternative to Leeson Street junction

Existing Conditions

Cycle Parking

- Existing Cycle Parking (on Sheffield Stands) = 36 No. (18 Stands)
- Cycle Hoops – 3 locations
- Significant unmet demand at certain locations



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Existing Conditions

Just Eat Dublinbikes

- Stations located at Fitzwilliam Square and Merrion Square East
- Operations at stations to be considered

Existing Conditions

Walking

- Improvements required at existing crossings (surfacing, obstructions etc.)
- Lack of mid-block crossing locations

Existing Conditions

Heritage

- South Georgian Core
- Architectural Conservation Area (ACA)
- Archaeological & Built Heritage Assessment by IAC Archaeology
- Recommended that historic granite kerbs, stone setts, lamp stands and coal hole covers be retained in place
- Use of sympathetic materials could have positive impact on the built heritage resource

Existing Conditions

ESB ecar charging points

- 1 no. existing at Fitzwilliam Street
- 2 no. additional proposed as part of ESB HQ development
- Position of charging unit relative to cycle lanes

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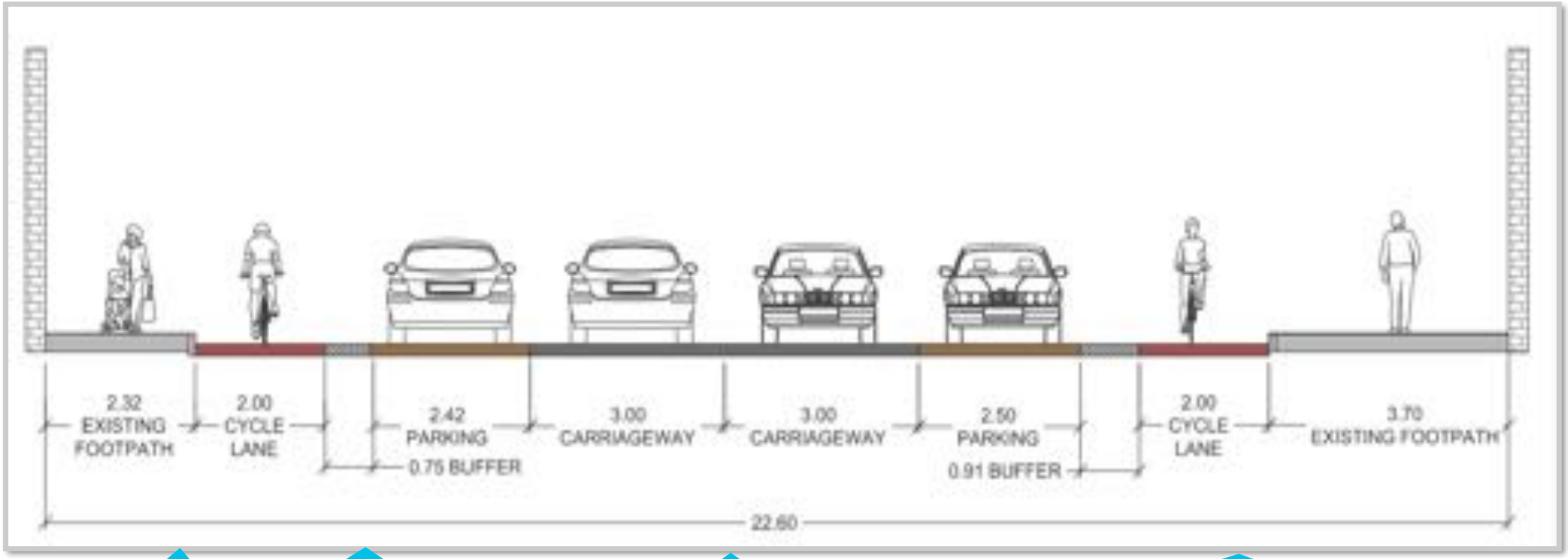
Feasibility Design – Typical Cross Section



Existing kerb line retained

Min 0.75m buffer (road markings)

6m wide carriageway

Cycle lane at-grade (No red surfacing through ACA)

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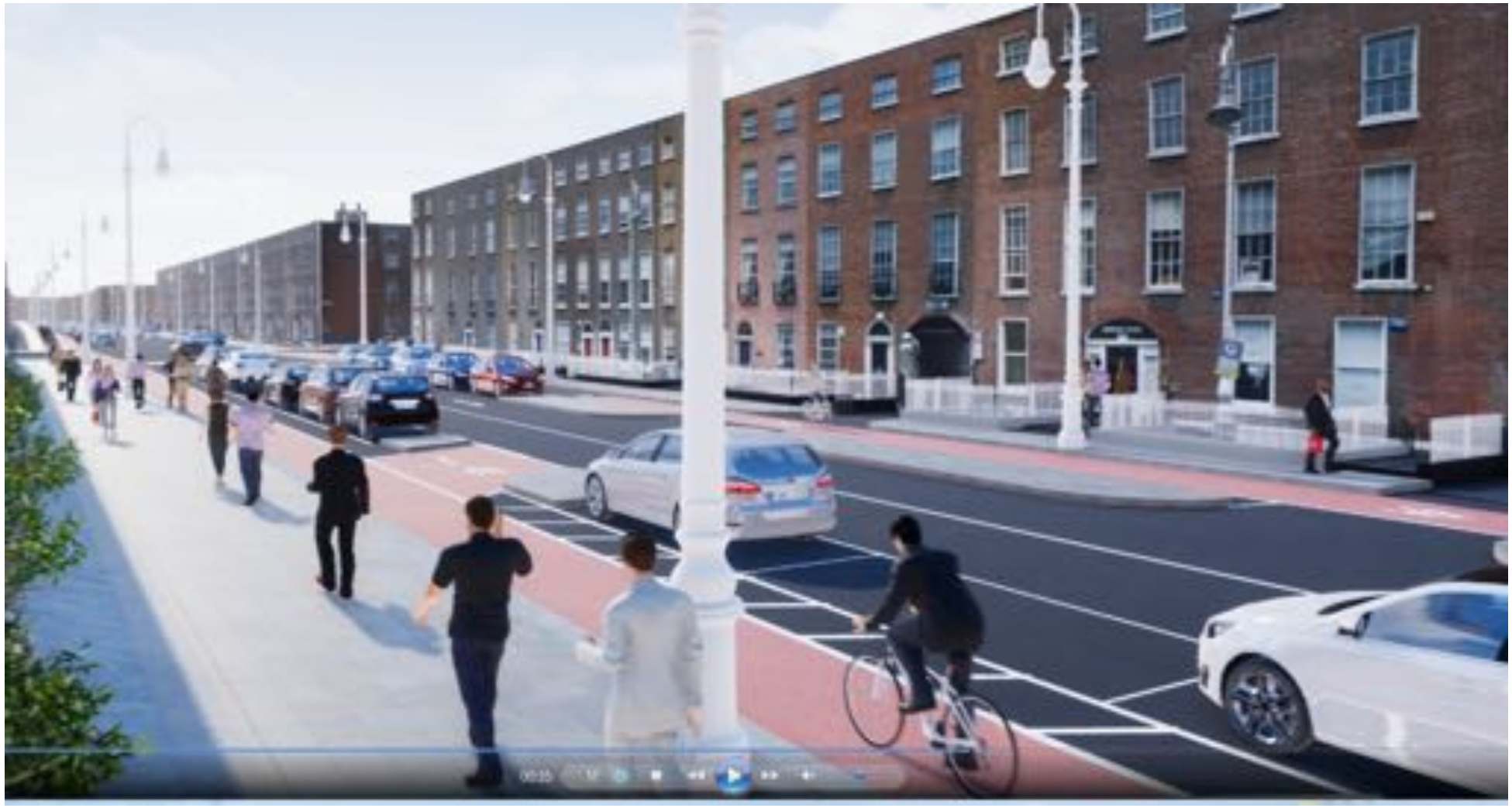
Feasibility Design Video Clip



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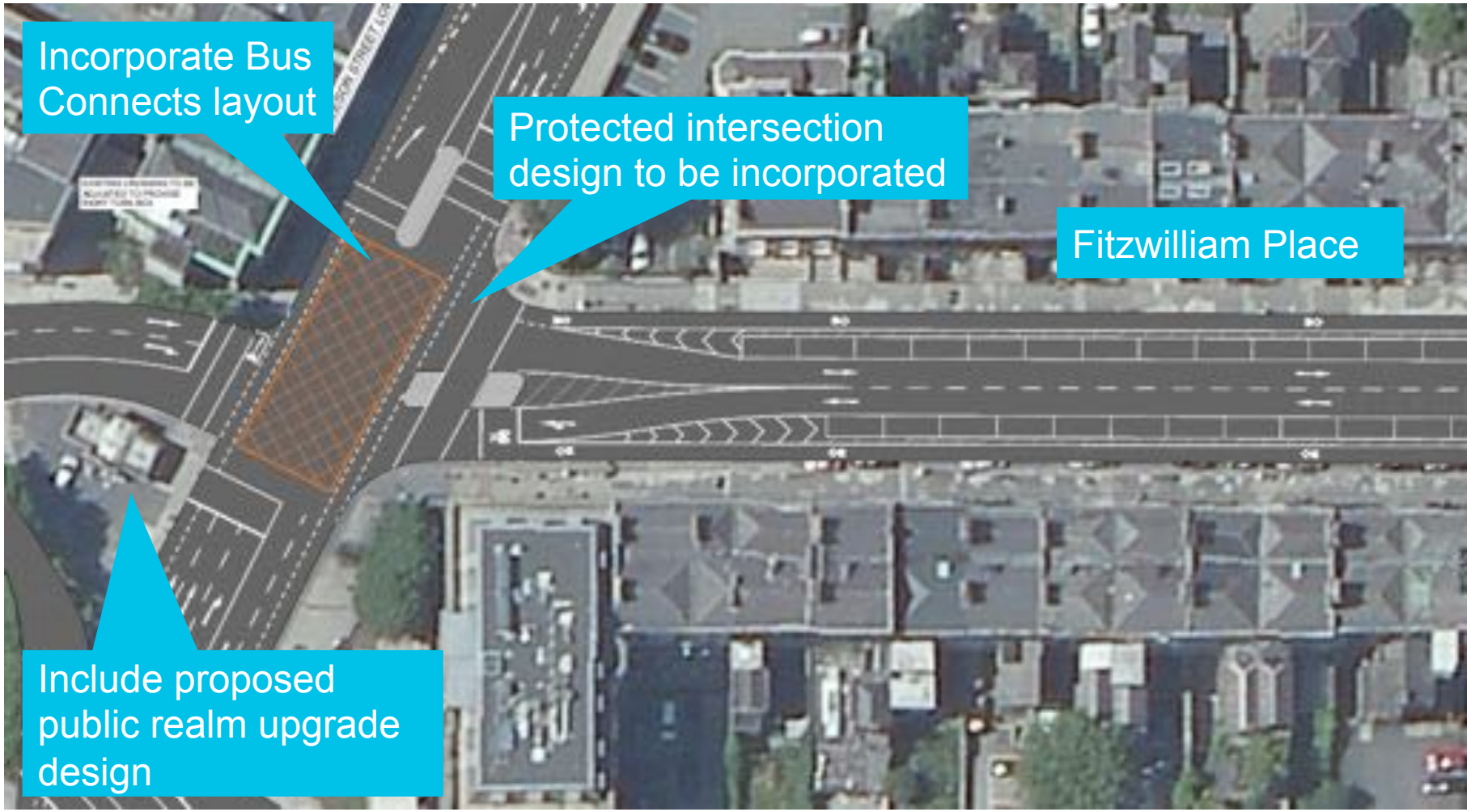
Feasibility Design – Leeson Street/Fitzwilliam Place



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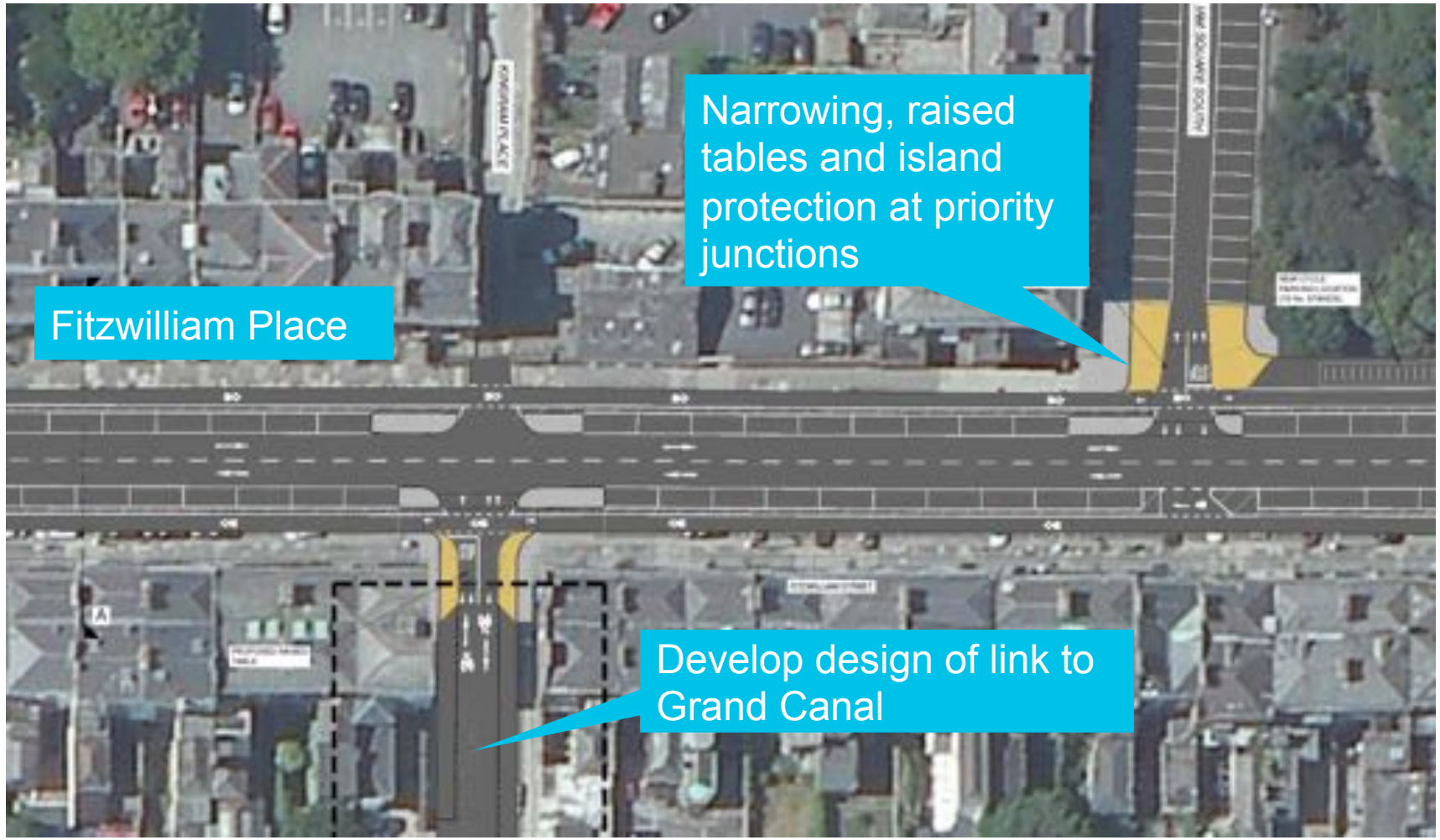
Feasibility Design – Fitzwilliam Place



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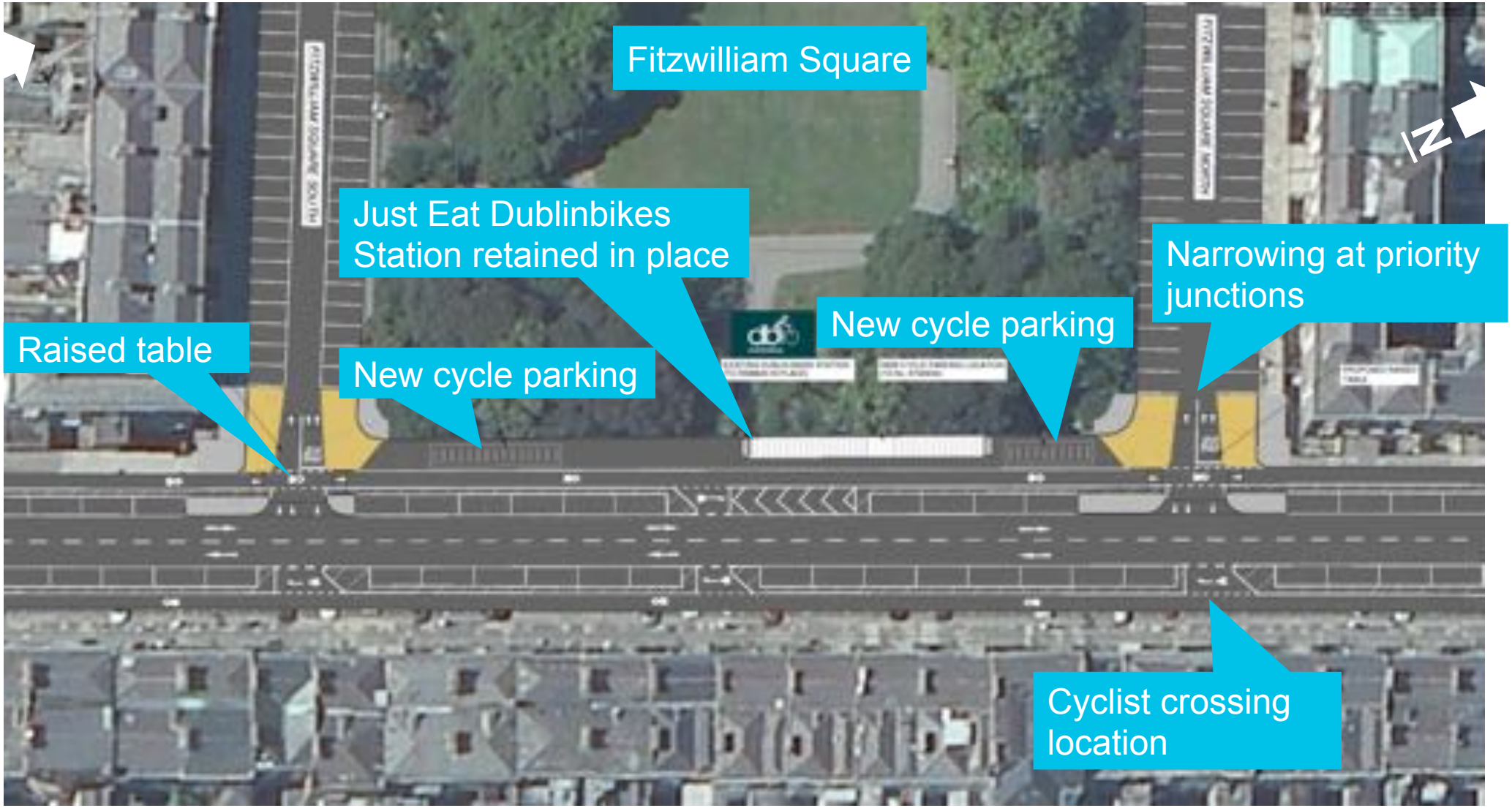
Feasibility Design – Fitzwilliam Square



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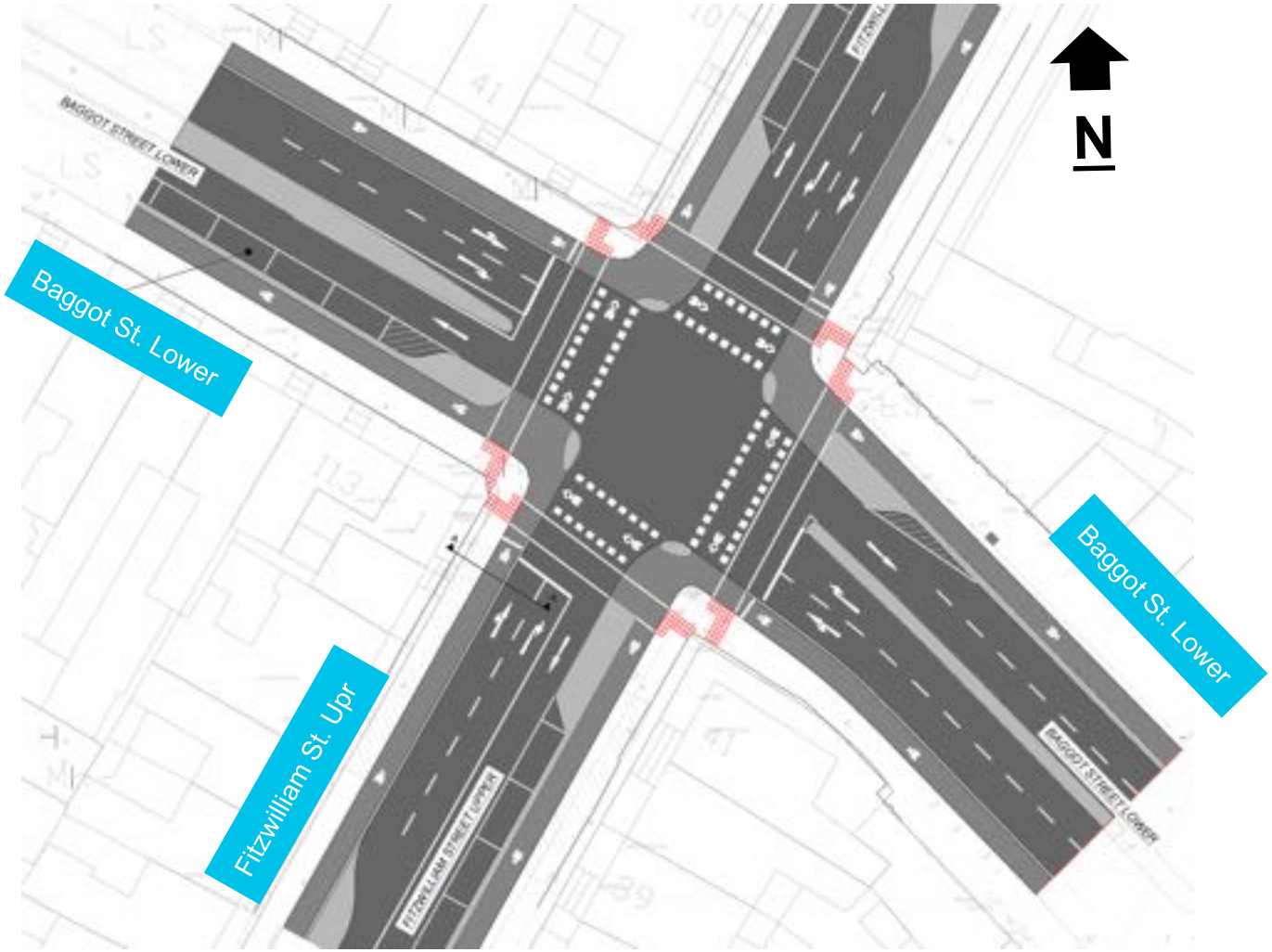
Protected Intersection Design – Baggot Street Junction



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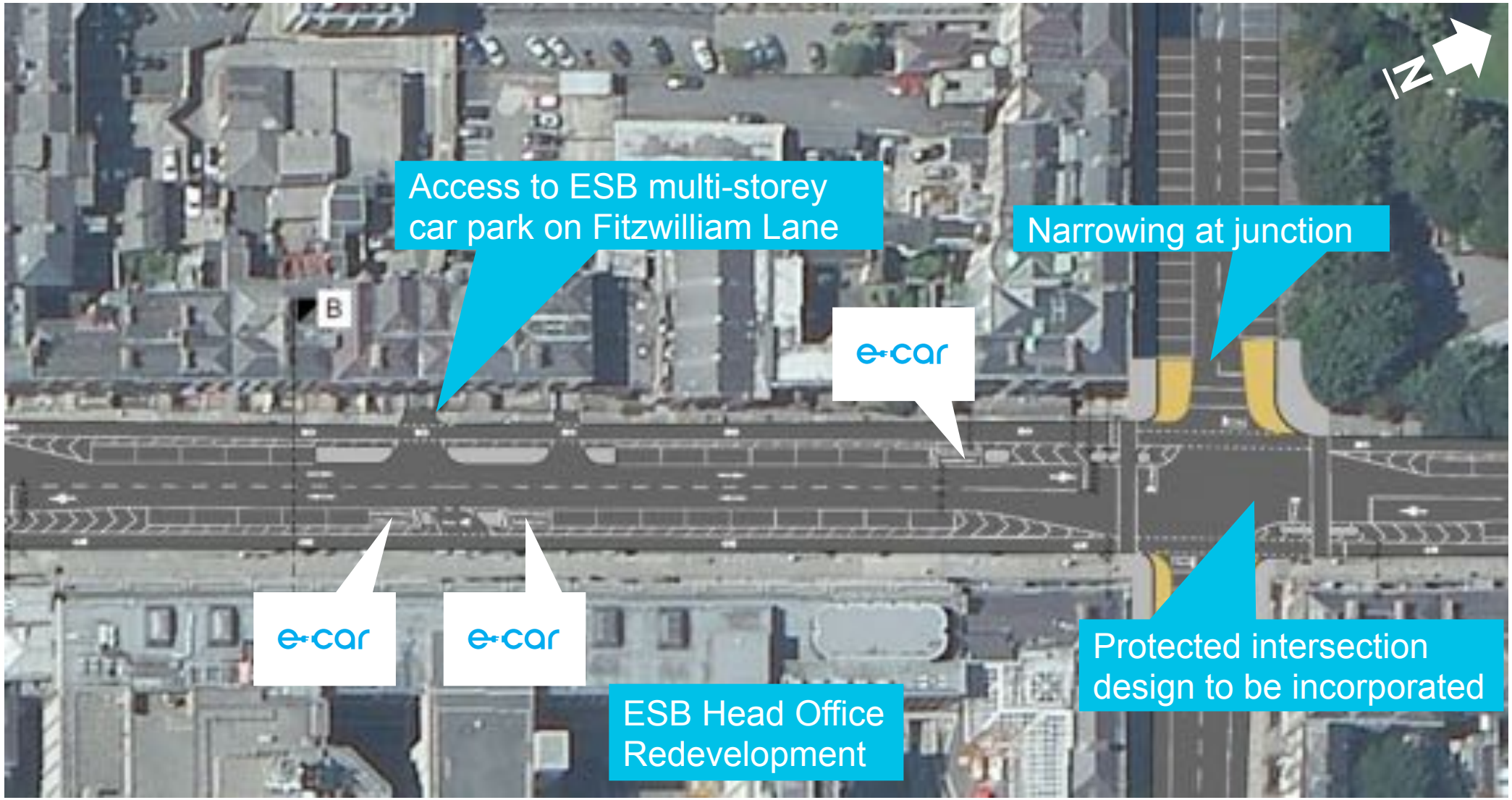
Protected Intersection Design

Possible alternative to red cycle lane surfacing through junction

Feasibility Design – Fitzwilliam Street



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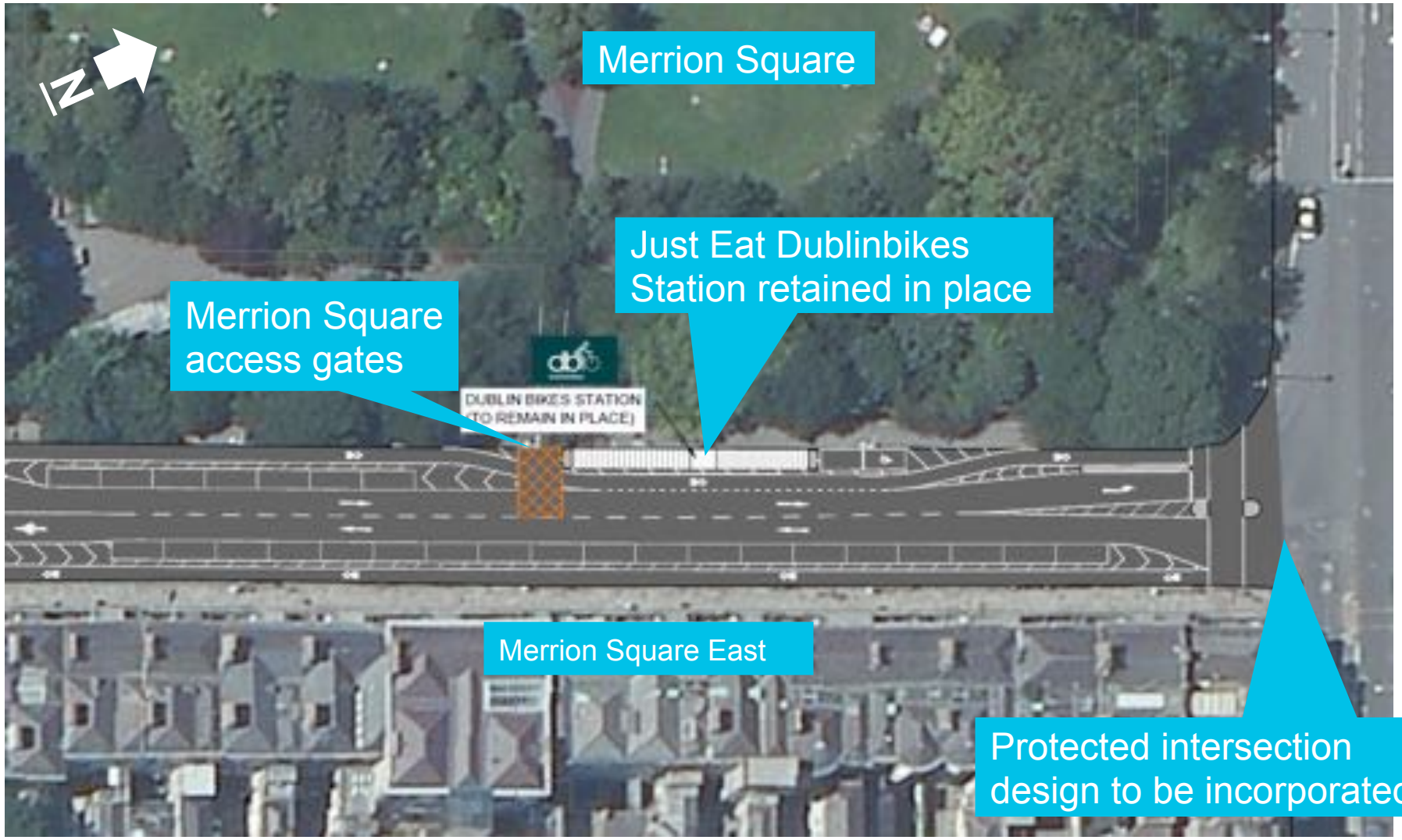
Feasibility Design – Merrion Square East



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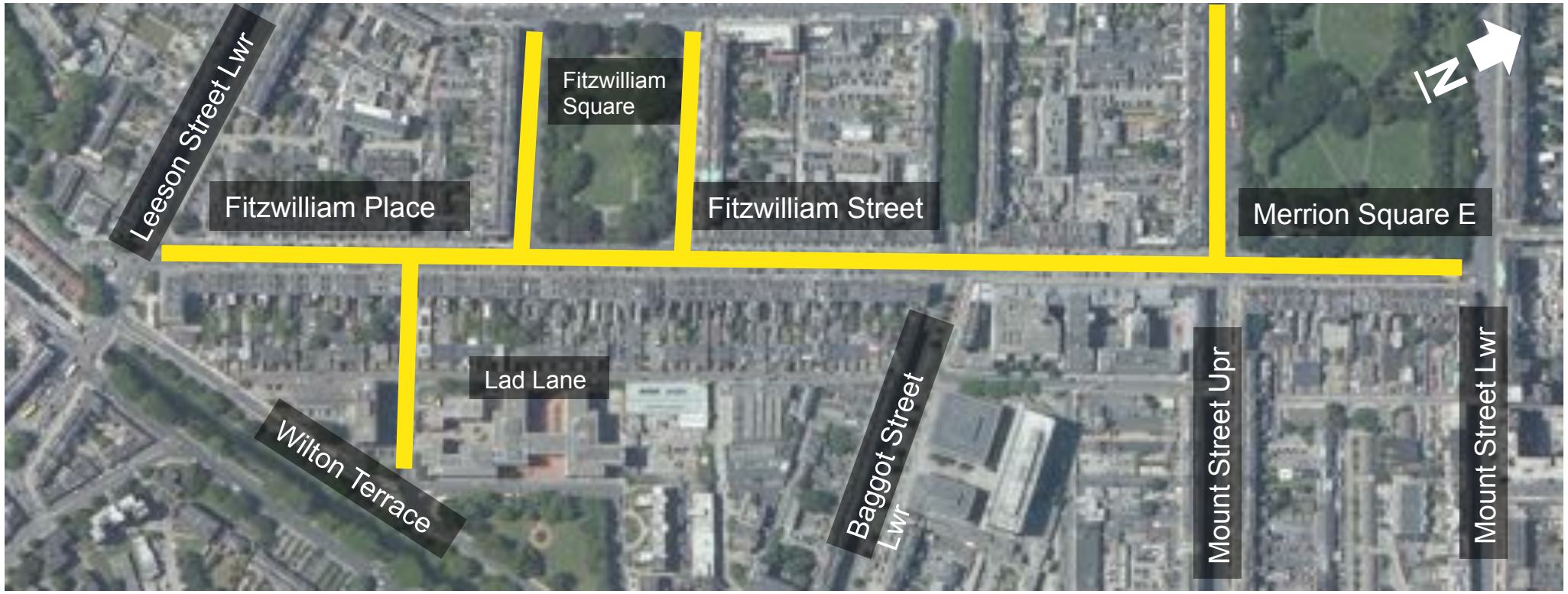
Existing Conditions

Car Parking

- Parallel and perpendicular parking along the route
- Safety issues for cyclists and motorists

Car Parking Survey

- Beat Survey carried out in December 2016 (Tues 6th and Wed 7th)



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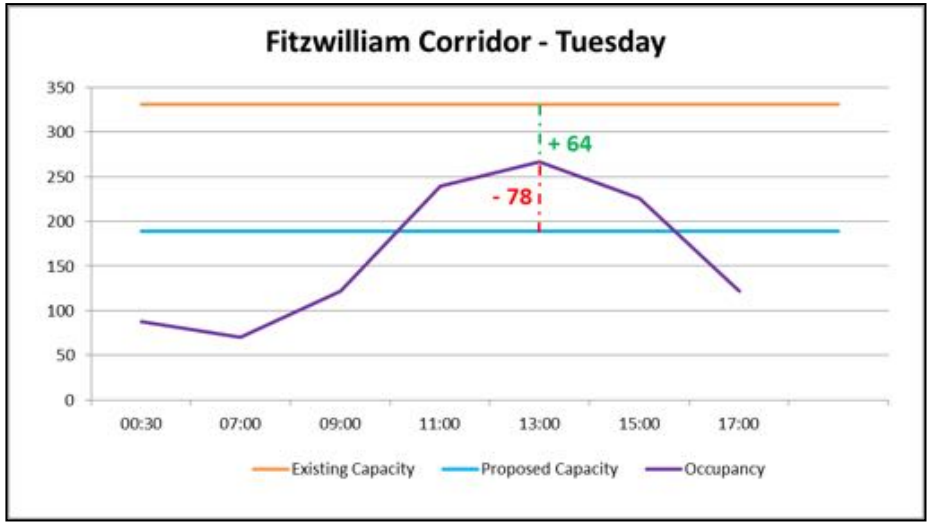
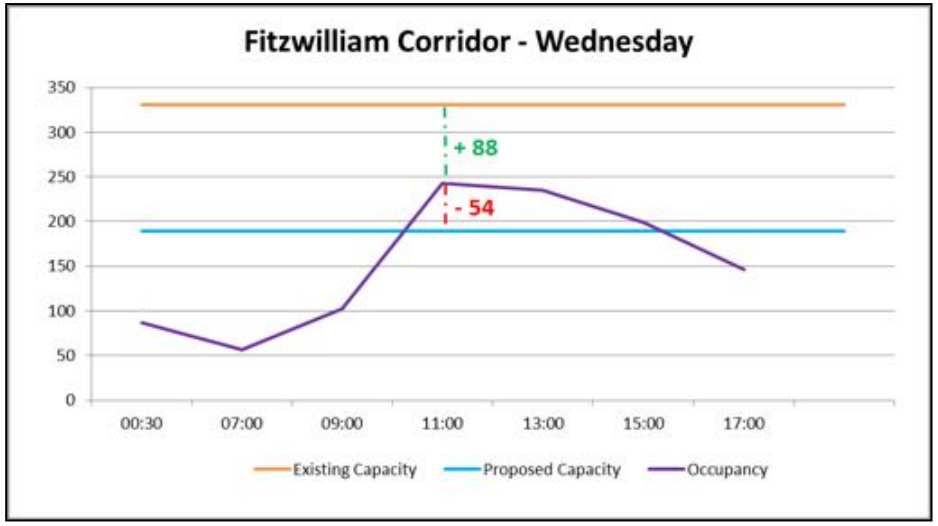
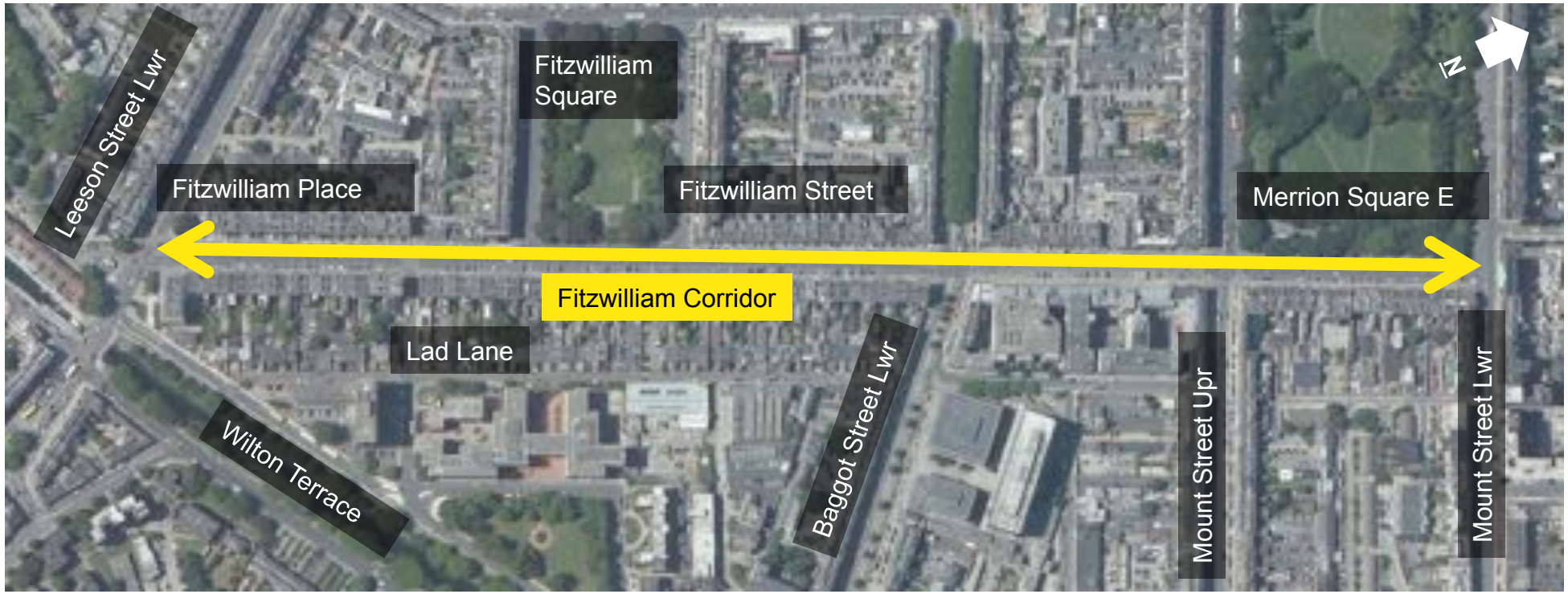

Fitzwilliam Corridor - Tuesday
350
300
250
200
150
100
50
0
+ 64
- 78
00:30
07:00
09:00
11:00
13:00
15:00
17:00
Existing Capacity
Proposed Capacity
Occupancy


Fitzwilliam Corridor - Wednesday
350
300
250
200
150
100
50
0
+ 88
- 54
00:30
07:00
09:00
11:00
13:00
15:00
17:00
Existing Capacity
Proposed Capacity
Occupancy


Leeson Street Lwr
Fitzwilliam Square
Fitzwilliam Place
Fitzwilliam Street
Merrion Square E
N
Fitzwilliam Corridor
Lad Lane
Wilton Terrace
Baggot Street Lwr
Mount Street Upr
Mount Street Lwr

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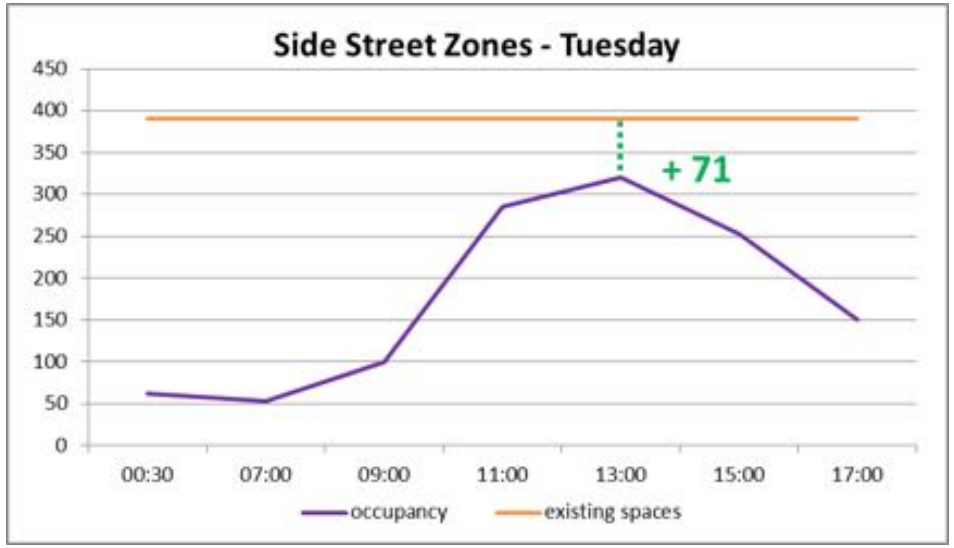
Side Street Zones - Tuesday
450
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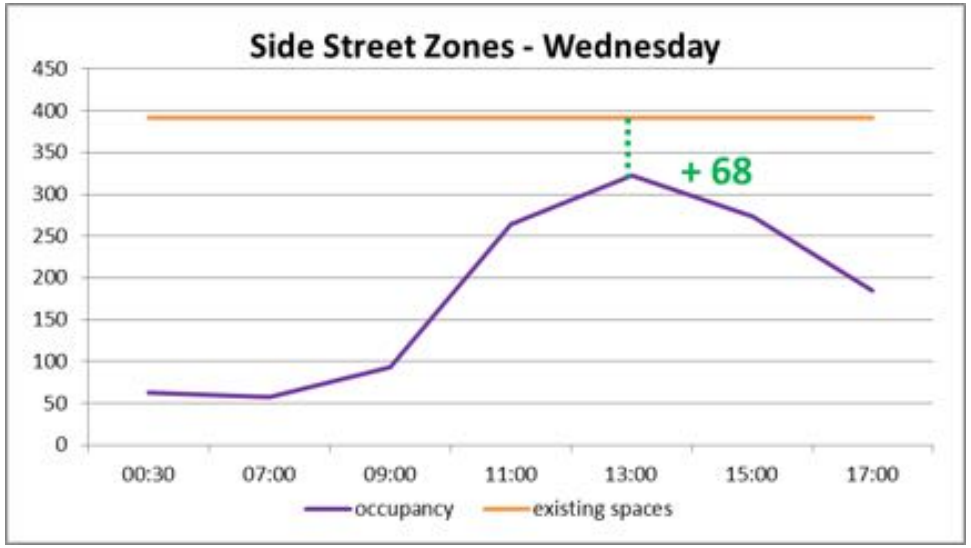
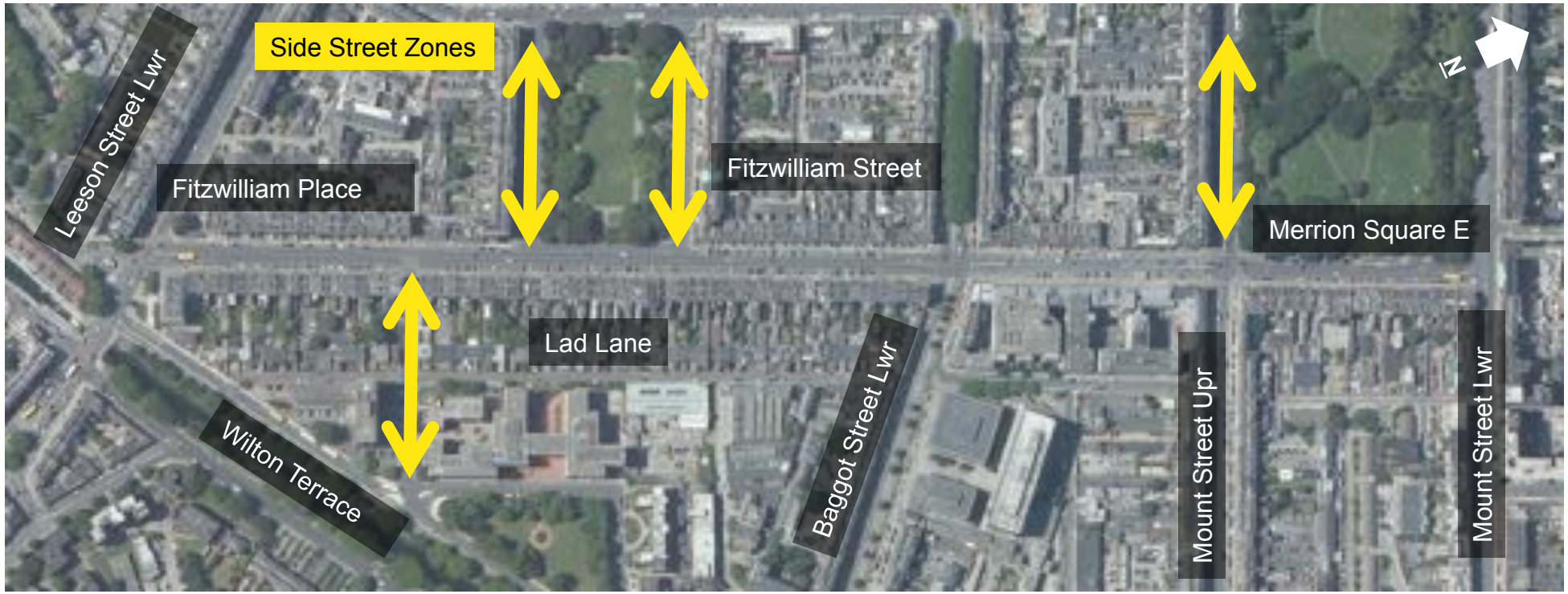
350
300
250
200
150
100
50
0
+ 71
00:30
07:00
09:00
11:00
13:00
15:00
17:00
occupancy
existing spaces


Side Street Zones - Wednesday
450
400
350
300
250
200
150
100
50
0
+ 68
00:30
07:00
09:00
11:00
13:00
15:00
17:00
occupancy
existing spaces


Side Street Zones
Leeson Street Lwr
Fitzwilliam Place
Fitzwilliam Street
Merrion Square E
Lad Lane
Wilton Terrace
Baggot Street Lwr
Mount Street Upr
Mount Street Lwr
N

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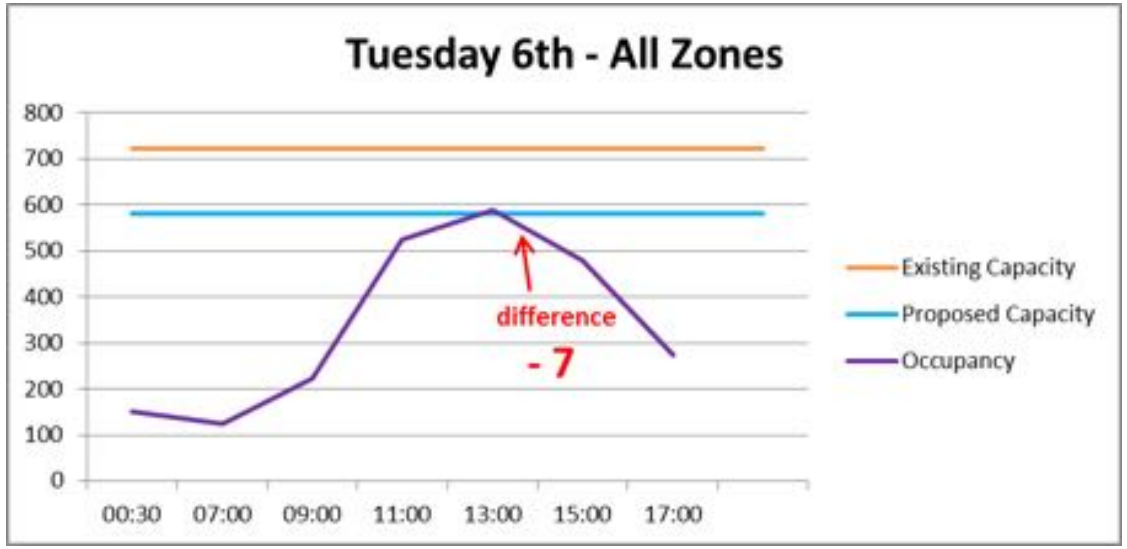
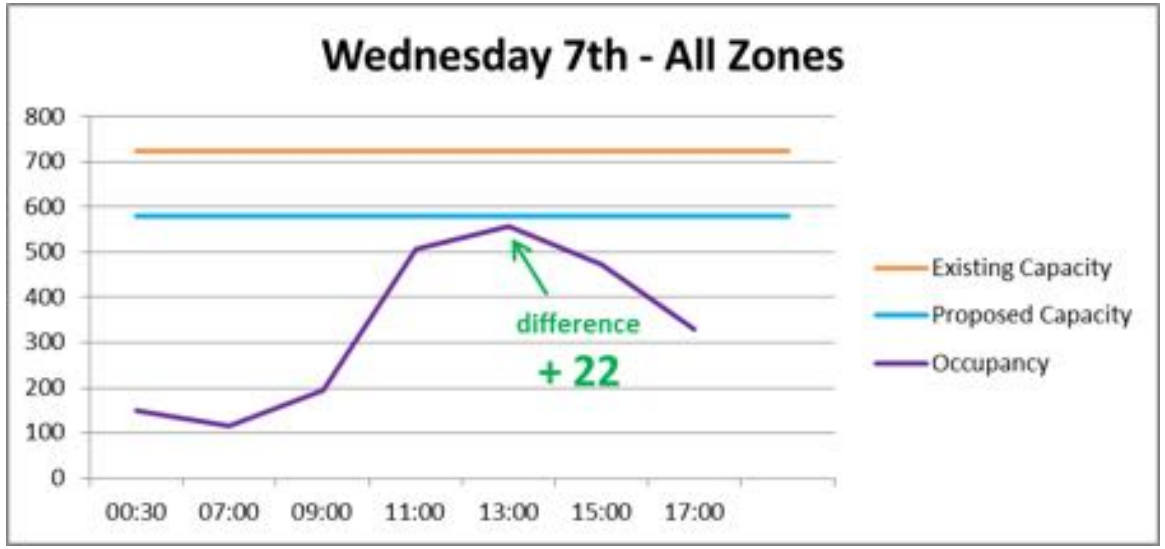
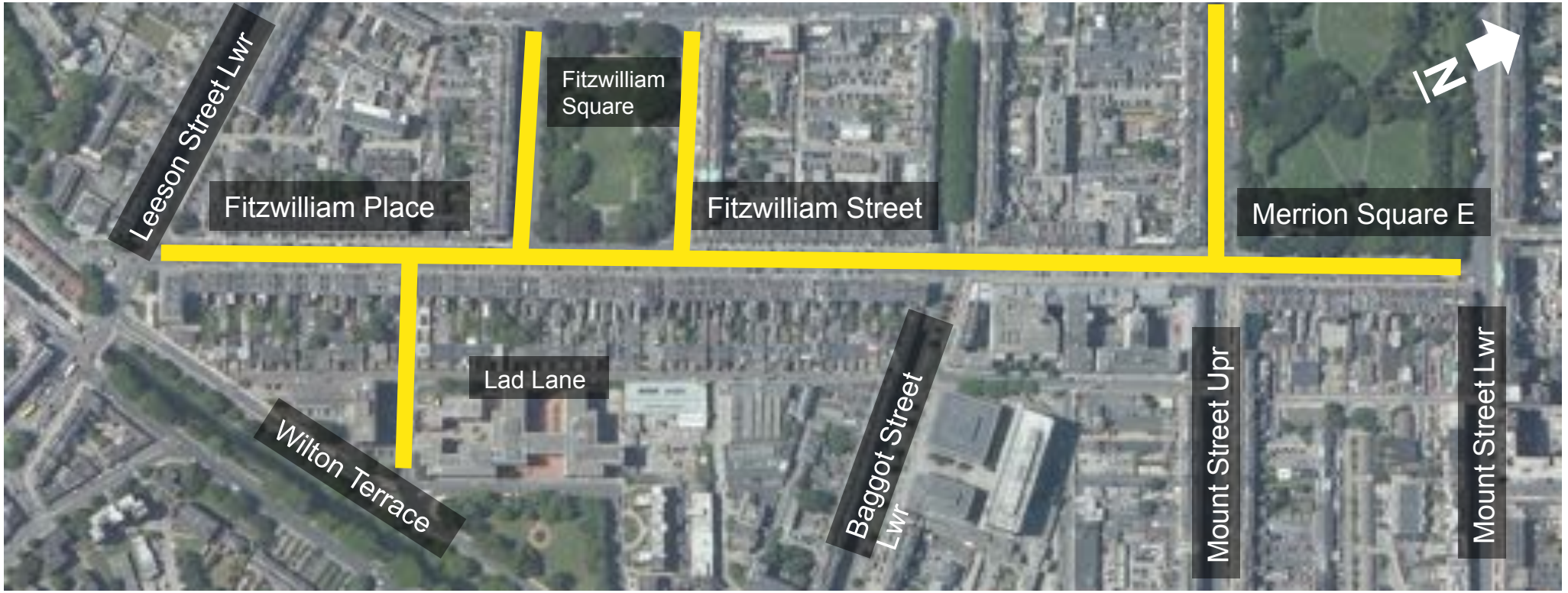

Tuesday 6th - All Zones
800
700
600
500
400
300
200
100
0
00:30
07:00
09:00
11:00
13:00
15:00
17:00
difference
- 7
Existing Capacity
Proposed Capacity
Occupancy


Wednesday 7th - All Zones
800
700
600
500
400
300
200
100
0
00:30
07:00
09:00
11:00
13:00
15:00
17:00
difference
+ 22
Existing Capacity
Proposed Capacity
Occupancy


Leeson Street Lwr
Fitzwilliam Square
Fitzwilliam Place
Fitzwilliam Street
Merrion Square E
N
Lad Lane
Wilton Terrace
Baggot Street Lwr
Mount Street Upr
Mount Street Lwr

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Car Parking

Feasibility Design Impact

- Reconfiguration from perpendicular to parallel spaces to allow for proposed cross section
- Existing spaces: 722 in study area (331 on corridor)
- Proposed spaces: 580 in study area (189 on corridor) – reduction of 142

	Number of Parking spaces
Parking currently available in study area	722
Parking available within study area following implementation	580
Parking Demand (Average)	335
Parking Demand (Peak)	573

Project Programme – Key Dates

- Preliminary Design — June – July 2018
- Public Consultation — August 2018
- Detailed Design — September – October 2018
- Tender/Procurement — November – December 2018
- Construction — January – April 2019
- Velo-City 2018, Dublin — June 2019

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Imagine it.
Delivered.