Infrastructure and Cycling

Anne Graham, Chief Executive Officer

June 2019
NTA: What we do....
Strategic Transport Planning

- Developed evidence-based strategic plans
  - Transport Strategy for the Greater Dublin Area 2016-2035
  - Framework for investment
  - Informed National Development Plan
  - Integrated approach for various sustainable transport modes, including cycling
BusConnects
Core Bus Corridors providing continuous bus priority

Redesign of Network of Bus Services

State-of-the-art Ticketing System

Simpler Fare Structure

Cashless Payment System

Park & Ride facilities

New Bus Livery

New Bus Stops + Shelters

Use of Low Emission Vehicles
Phased approach for publication and consultation

- 4 corridors shown in green published on 14\(^{th}\) November 2018 and consultation closed on 29\(^{th}\) March 2019

- 6 corridors shown in blue published on 23\(^{rd}\) January 2018 and consultation until 30\(^{th}\) April 2019

- Final 6 corridors in red published in mid-February and consultation closing end May 2019
However, Dublin’s roads and streets make it challenging to deliver this layout.

To achieve dedicated bus lanes & cycle tracks requires difficult decisions, including:

- Loss of portions of gardens and driveways
- Traffic changes
- Reduction of on-street parking
- Removal of trees
The Benefits for Cycling and Urban Centres

- **Cycling**: BusConnects is the single biggest cycling infrastructure plan in the history of the state – 200kms of cycle tracks/lanes.

- **Greater Dublin Area Cycle Network Plan**: Delivery of the BusConnects corridors will provide the foundation of the overall Greater Dublin Area cycle network plan.

- **Improved urban centres**: opportunity to enhance some local centres and provide additional landscaping.
Cycling Investment

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Strategic Investment

Transport Strategy for the Greater Dublin Area 2016 - 2035

Figure 5.10 – Metropolitan Cycle Network
• Deliver **Cycle Network**
• On-street cycle **parking**
• **Off-street** public cycle parking,
• Expansion of **dublinbikes**
• Similar **bike share schemes** in centres
• Cycle route **signage**
• Cycle **training**;
• Promote **safe cycling behaviour**
• **Deterrence of parking** on cycle lanes and cycle tracks.
Expenditure History

• NTA cycling investment routed through Transport Development Division;

• Total expenditure 2011—2018 on sustainable transport was in excess of €250m;

• Of which Cycling Investment (inc. some pedestrian facilities) is over €120 Million, or 47% of total investment;
Cycling Infrastructure Delivery 2011-2018

• Over 90 km of cycle tracks, greenways, cycle lanes
• Over 25 km of bus lane
• 385 junctions amended / adjusted / improved
• 6 Cycle-friendly roundabouts
• Over 3,300 cycle parking spaces
• 5 new bridges
• Public Bikes Schemes
a) Sustainable Safety

Cycling is a vulnerable mode in traffic terms. Safety is at the heart of all good design. The designer should ensure that the Principles of Sustainable Safety have been applied to all schemes.

The principles of Sustainable Safety were developed in 1992, and in the following years in the Netherlands. They underpin all road design and the adherence to those principles has contributed to the Netherlands leading record in road safety.

This manual subscribes to the principles of Sustainable Safety and has used them in the determination of content.

These are the principles as follows:

Functionality
Homogeneity
Legibility
Forgiveness
Self-awareness
Investment at Liffey – Bachelor’s Walk
Investment at Royal Canal Cycleway - Ashtown
Investment at Dodder Bridge: Firhouse / Old Bawn
Investment at Clontarf – East Coast Trail
Investment in Cycle Parking – Drury Street
Investment in Network Monitoring System
Investment in Public Bikes Schemes
Building A Cycling Culture at Work and University

NTA
Údarás Náisiúnta Iompair
National Transport Authority

Student Walking & Cycling Challenges
Get Involved
Success Stories
Resources & Events
Smart Moves
Latest Campus News

Drying Room opens in Institute of Technology Blanchardstown
Posted on 19/11/13 at 5:14
A drying room with wire mesh lockers is now available for staff and students in the Institute of Technology Blanchardstown. The purpose of the mesh lockers is to allow clothing of active commuters to dry while being kept in secure ...
Read more

First Cycle Repair Station in NUI Maynooth
Posted on 19/11/13 at 4:26
NUI Maynooth is the 1st University in Ireland to install a cycle repair station on campus. Repair accessories and a foot pump have also been made available to staff and students at NUI Maynooth. For more information visit http://campus.services.nuim.ie/traffic/news.shtml

Read more

NUI Maynooth announce Grants for Bikes for Students!
Posted on 19/11/13 at 4:22
NUI Maynooth is delighted to announce the Student Cycle to College Scheme (SCCS) initiative. NUI Maynooth will contribute €50 to any qualifying student purchasing a bicycle for travelling to college. This offer is being made available through revenue generated from ...

Read more
Workplaces Facilitating Cycling
Green Schools Travel
Travel Resources for Post-Primary Schools

Green-Schools Programme

Curriculum resources for post-primary schools

Travel

![Image of children cycling]

<table>
<thead>
<tr>
<th>Method of transport by gender</th>
<th>Actual mode</th>
<th>Preferred mode</th>
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<tbody>
<tr>
<td>Boys who cycle</td>
<td>320</td>
<td>3349</td>
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<tr>
<td>Girls who cycle</td>
<td>187</td>
<td>3794</td>
</tr>
<tr>
<td>Boys who walk</td>
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<td>1704</td>
</tr>
<tr>
<td>Girls who walk</td>
<td>951</td>
<td>2248</td>
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</table>

Number of students
Cycling Is Now A Key Transport Mode
Cycling numbers have almost tripled in the period from Velo City 2005 to Velo City 2019.
Behavioural Change (see NTA stand)

Census 2016: There were 15,771 Dublin student cyclists in 2016, an increase of **28%** from 12,290 in 2011.

Parents Survey 2017: 20% of those who changed mode, did so because of Green Schools Travel behavioural programme
Dublin Cycle network plans
Cycling Network Update

• Liffey Cycle Scheme presented to Dublin City Council by NTA
• Construction has commenced on Guild Street to Newcomen bridge section of Royal Canal Cycleway and contract about to be awarded for Newcomen to Cross Gunns bridge section
• NTA to set up new Cycling office to increase delivery rate of cycling infrastructure
Segregation of Cyclists on Main Corridors - a key objective
Final thoughts

• Ireland is on the cusp of a huge change in how we travel

• Strong political support to provide for more sustainable modes

• NTA expect to see this translated into more funding for cycling infrastructure

• NTA is up for the challenge of delivering our cycle network plans in partnership with Dublin City Council and other local authorities