

# Public Consultation Submissions Summary Report

## Report on the Non-Statutory Public Consultation for the Proposed Fitzwilliam Cycle Route

March 2019

## 1 Introduction

Dublin City Council proposes to develop a high quality cycle route along NTA Route C7, with a quality of service of A or A+ (in accordance with the National Cycle Manual). The proposed Scheme area is located along Fitzwilliam Place, Fitzwilliam Square East, Fitzwilliam Street Upper, Fitzwilliam Street Lower, and Merrion Square East. The route commences at the junction of Fitzwilliam Place and Leeson Street and terminates at the junction of Merrion Square East / Mount Street / Merrion Square North. The proposed Scheme will incorporate the upgrade and redesign of a number of signalised junctions.

The overriding purpose of the Scheme is to provide a high quality, continuous and consistent cycle facility between the junctions of Fitzwilliam Place / Leeson Street and Merrion Square East / Mount Street / Merrion Square North. The proposed route will provide a safe and attractive premium cycle route that caters for commuter and recreational cycling. The scheme also provides improved pedestrian facilities, and public realm improvements around the kiosk at Adelaide Road junction.

A period of non-statutory public consultation was conducted from 13<sup>th</sup> September 2018 to 12<sup>th</sup> October 2018 with the intention of obtaining the views of the public and interested parties on all design aspects of the Scheme.

This report summarises the feedback received from the consultation process by looking at the submissions as they relate to the following user groups: Commuters, Residents, Businesses, Other Organisations / Associations, and Public Representatives.

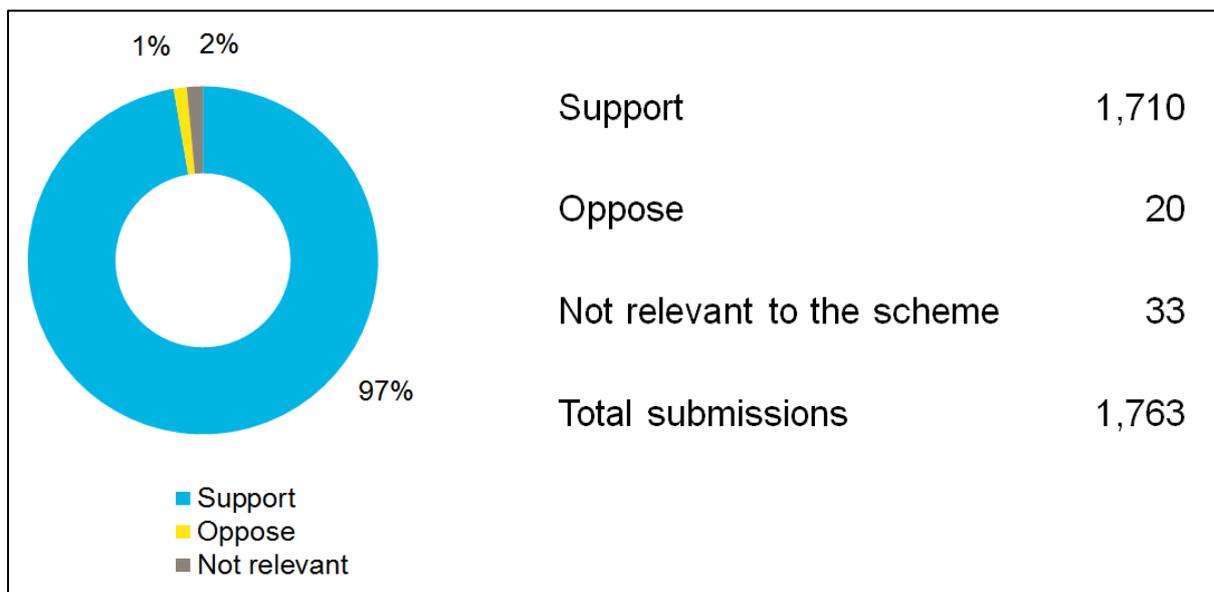
1,763 submissions were received as part of the public consultation process. Of the 1,763 submissions, one petition was received from the South Georgian Core Residents Association which included an additional 83 signatures. Table 1.1 shows the breakdown of how all of the submissions from the public consultation process were received.

**Table 1.1: Summary of How Submissions Were Received**

<b>Category</b>	<b>Number</b>
Emails & Online submissions	1,750
Petitions (Submitted Online)	1
Written Submissions	12
<b>Total Submissions</b>	<b>1,763</b>
Petition Signatures (as part of the South Georgian Core Residents Association Petition)	83
<b>Total Submissions Including Petition Representations</b>	<b>1,846</b>

The submissions included a variety of response themes including:

1. **Strong support for the proposals**, particularly: The provision of a segregated parking protected cycle track; the creation of a more active, pedestrian friendly space; the reduction in motorised traffic in Dublin and the associated environmental benefits; and the traffic calming and parking improvement elements, with many submissions being very enthused by the proposed Scheme.
2. **Support for the Scheme, but with suggestions** of how the Scheme design may be improved including: ensuring that the cycle lane is consistently segregated throughout, including at the Dublin Bike Stands; traffic calming improvements at Lad Lane and other areas; and the provision of raised tables to indicate that vehicles must yield to cyclists at junctions.
3. **Opposing the scheme in its current form.**



**Figure 1.1: Breakdown of submissions supporting and opposing to proposed scheme**

A summary of the content of the submissions is set out below followed by responses to the main issues raised.

## 2 Summary of Submissions

This section summarises all of the issues raised from the consultation submissions. These have been subdivided between the various user groups: Residents, Businesses, Other Organisations / Associations, and Public Representatives, based on the contents of their respective submissions. A breakdown of the number of submissions of each category is shown below in Figure 2.1.



**Figure 2.1: Breakdown of submission categories**

## 2.1 Commuters

The proposed Fitzwilliam Cycle Scheme received 1,715 responses from those submissions identified as Commuters<sup>1</sup>. Of the 1,715 Commuter responses, the Scheme received very strong support, with the following identified as important reasons for the Scheme to be implemented:

- The improvement of safety for both cyclists and pedestrians along the route;
- Previous experience of accidents cycling in Dublin due to a lack of proper infrastructure;
- The proposed Scheme will encourage children to cycle and provide a safe place for parents to teach children to cycle in the City;
- The proposed Scheme will provide a connection and extension of the Grand Canal Route, reducing cycle congestion on that route;
- The Scheme will encourage improvements to the health of the City by facilitating active lifestyles;
- The Scheme will remove the safety risk associated with the existing parking arrangements along the route where cars reverse out of spaces onto the road as a potential unsighted conflict point;
- The proposed Scheme will encourage active lifestyles and therefore return the Georgian Street back to its pedestrian roots;
- The proposal will reduce climate change impact by encouraging a modal shift to active transport;
- The proposed Scheme will create an important connection to the local hospitals in close proximity for staff, visitors and patients;
- The proposed Scheme will improve active transport routes to work and places of social activity;
- The Scheme will act as a precedent for safe cycling and segregated Schemes in Dublin;
- Provide a test location to understand the concerns and benefits of the Scheme;
- Bring Dublin up to standard with other modern travel cities, with Copenhagen, Valencia, and Barcelona cited as examples;

<sup>1</sup> The Commuter user group included blank and no comment submissions

- The proposed Scheme will reduce City Centre car parking spaces, improving the pedestrian facilities on the street;
- The provision of protected cycle lanes in both directions along the route was considered important to safety;
- The buffer zone between parked cars and cyclists was deemed good design;
- New bike parking along the length of the Scheme;
- Improved pedestrian facilities and improved traffic calming; and
- Improved junction design along the route, giving greater priority to, and safer designs for, pedestrians and cyclists.

Within the supportive Commuter responses, a number of concerns regarding the Scheme's proposed design were also identified, and suggestions provided, on how the Scheme could be improved. The suggestions are summarised as follows:

- Near Dublin Bikes stand on Merrion Square East the cycle lane is not protected. It was suggested that this could be improved by moving the Dublin Bikes stand in-line with the parked vehicles;
- Lad lane requires some level of traffic calming. It was suggested that this will make it safer for cyclists and motorists to share the same space;
- It was suggested that Fitzwilliam Lane should have a raised table so that motorists know they must yield to cyclists when crossing the cycle lane;
- It was identified that there is a lack of design clarity at Leeson Street / Fitzwilliam Street Junction and that this should be rectified;
- The number of raised crossings of cycle lanes needs to be rationalised across the Scheme;
- It was suggested that the Scheme could be improved by extending traffic calming ramps across the full carriageway, particularly at the South East corner of Fitzwilliam Square;
- It was suggested that at certain areas stop signs are missing for cyclists;
- Advanced stop lines were suggested as an improvement for cyclists; and
- It was suggested that traffic light phasing could be separated between cyclists and pedestrians.

Additionally, a small minority, 3% of those submissions identified as Commuters, either provided blank / no comment responses or objected to the proposed Scheme, with the following concerns identified:

- Uncertainty for the rationale of the Scheme;
- Disagreement on the design standard for the safety of cyclists and the benefits of a segregated cycle Scheme where parking bays are used as a buffer zone;
- Concern regarding an increase in collisions between cyclists and pedestrians trying to access or depart their vehicles;
- Potential problems with 'dooring' of cyclists from parked vehicles; and
- Perceived inadequacy of design for those with mobility impairment and disability.

A 97% majority of Commuter responses provided support for the Scheme, or provided suggestions on how the Scheme could be improved to ensure its implementation.

## **2.2 Residents**

### **2.2.1 South Georgian Core Residents Association**

The South Georgian Core Residents Association presented a submission rejecting to the proposals presented. The submission included a petition of 83 signatures objecting to the Scheme.

The South Georgian Core Residents Association submission included the following issues:

- Safety of pedestrians, vulnerable pedestrians and people with disabilities
- The design was considered unfriendly to people with mobility / visual impairments due to the narrow width of buffer zones and lack of crossing points;
- Flawed Process: the need for the development has never been quantified or qualified particularly in the context of an adjacent near parallel route 50m away; there is a lack of rationale for the project
- Flawed Report: the feasibility study is deeply flawed.
- The proposal disincentivises residential development in the area.
- Pre-determined Timeline: With Dublin hosting Velo-city 2019, the completion of the project in advance of same seems to be a far greater priority than real open engagement with the residents about the problem and possible solutions (other than the pre-determined one).
- BusConnects: to proceed in the absence of the updated plans for BusConnects would be premature.
- Shared Spaces/Shared Surfaces: The planners are under the misapprehension that this is a segregated Cycleway. For a visually impaired person or a vulnerable pedestrian, the cycle path and carriageway is a shared surface.
- The Scheme design will make emergency vehicle access difficult due to the location of parked vehicles and the cycle lane;
- The loss of existing vehicle parking capacity;
- Belief that rather than a cycle Scheme, the area needs increased traffic calming; and
- Increase in traffic congestion along the route.

### **2.2.2 Submissions from individual residents**

In addition to the South Georgian Core Residents Association submission, 13 submissions were also identified as from individual Residents. 65% of these submissions were supportive of the Scheme, highlighting the following observations:

- The parking protected cycle lane will provide improved protection to cyclists and pedestrians along the route, therefore increasing residents and other users of the road's quality of life;
- The proposed Scheme will improve comfort and confidence for residential cyclists commuting to work or areas of socialisation;
- It was observed that the existing level of parking in the area is usually at 50% occupancy and therefore the opportunity to improve the safety of active travel by adjusting the parking configuration was welcomed;
- The proposal was considered to return the area to its Georgian roots of active travel;
- Changing the parking configuration will reduce collision risk by removing the hazard of motorists reversing onto the road from their parking space;
- The Scheme will contribute to a reduction in air pollution and the area's carbon footprint; and

- The existing speed of traffic and the wide traffic lanes make the area hazardous for cyclists.

35% of individual resident responses objected to the Scheme due to the following concerns:

- The redesign of the street layout by the Scheme was considered to hinder the area's historical nature; and
- Unaware of a need / demand for cycle improvements in the area.

## **2.3 Businesses**

### **2.3.1 ESB**

ESB is currently in the process of constructing a new Head Office building on Fitzwilliam Street. ESB provided a supportive submission regarding the Scheme related to the following themes:

- The proposed Scheme will benefit ESB's new Head Office building by improving the possibility of sustainable access by cyclists;
- Consistent with ESB's plans for employee cycle to work Schemes; and
- Enhance the safety of the area by removing reversing motorist parking spaces.

Additionally it was recognised that the Scheme should be co-ordinated with the construction of ESB's public realm works to enable the delivery of the best possible Scheme.

### **2.3.2 Indeed.com**

Indeed.com provided supportive submissions for the proposed Scheme. Indeed.com indicated the following:

- Indeed.com is opening a new office in Grand Canal Docks, in close vicinity to the proposed Scheme, and identified that one in five employees from their workforce of approximately 1,000 cycle to work. With Indeed.com currently undertaking a recruitment drive for the new Office, they feel that the Scheme is necessary in order to ensure that the safe infrastructure is in place to connect staff to work; and
- Indeed.com acknowledged that the Fitzwilliam Cycle Scheme should serve as the start to new cycle Schemes in Dublin providing enhanced cycle infrastructure.

### **2.3.3 WorkGroup**

WorkGroup is a graphic design studio based on Holles Place. WorkGroup provided a supportive submission to the Fitzwilliam proposal based on the following:

- WorkGroup favoured the implementation of the cycle Scheme as most of their staff, including the Executive Manager, travel to work using bicycles and they feel that the existing infrastructure is unfriendly and dangerous; and
- WorkGroup support the parking protected cycle lane as a means to safe, segregated, cycling that will allow staff and visitors to access their office easily.

### **2.3.4 Future Analytics**

Future Analytics, a business based on Fitzwilliam Square South, also provided a supportive submission on the Fitzwilliam Cycle Scheme. Their support was based on the following themes:

- Future Analytics identified that 45% of their employees cycle to work daily and enter and exit the area via Merrion Square / Baggot Street or Grand Canal / Leeson Street routes;
- The increased bicycle parking will improve the visual appeal of the area by reducing cyclists need to chain bicycles to private rails; and
- The Scheme will rectify the existing lack of pedestrian crossings on the wide streets where experience has indicated that motorists travel at excessive speeds.

### **2.3.5 Ding**

Ding is a small support services organisation based in Ballsbridge. Ding provided support for the Fitzwilliam proposals as a number of their staff commute to work from the Fitzwilliam Street area. Ding therefore recognised the benefits of safe cycling infrastructure connecting to their offices.

### **2.3.6 Irish Green Building Council**

The Irish Green Building Council provided support for the proposed development of cycling infrastructure along the Scheme route based on the following:

- The Scheme was considered essential to create a healthy, low carbon, City;
- The creation of high quality cycling and walking infrastructure was considered important to encourage more people to feel safer cycling; and
- This in turn was recognised to reduce the number of motorists entering Dublin and instigate a transition to a people focused City as opposed to a motor dominated City; reducing pollution and increasing the health of citizens.

### **2.3.7 LK Shields**

LK Shields is an Irish Corporate and Commercial Law practice based on Mount Street who provided support for the Fitzwilliam Scheme on the following basis:

- It was considered that to coincide with the increasing numbers of cyclists in Dublin a system is needed which segregates cyclists from motorised traffic, in particular lorries with limited visibilities, so that staff can safely commute to work by active transport; and
- Additionally, it was considered that the Scheme should be a pilot to assess further cycling solutions throughout Dublin.

### **2.3.8 Havas**

Havas is a creative marketing, advertising, and PR agency located on Leeson Street. Havas provided a supportive response to the Scheme based on the following:

- Havas have 45 employees, 50% of which cycle to work;
- The Managing Director, who provided the submission, commented that three cycle accidents have affected Havas staff over the past three years, directly impacting their confidence in commuting and cycling;
- Havas staff use cycling as a means to getting to meetings, events, and dropping off packages;
- The company have a policy whereby they pay staff Dublin Bikes annual subscriptions upon request;
- Havas considered that Fitzwilliam Street, in its existing form, is dangerous for cyclists, however their staff must use it for approximately 30 bike journeys per day;

- Havas staff have indicated dangerous experiences of motorists reversing out of perpendicular spots along the route with no sight for cyclists; and
- Havas is therefore adamant that this Scheme is necessary in the area to give all choices of transport the same security and regard.

### **2.3.9 Crème Global**

Crème Global is an analytics organisation based on Grand Canal Quay and provided support for the Fitzwilliam proposal based on the following observations:

- 90% of Crème Global staff were identified as commuting to work using cycling, walking or public transport means;
- As an organisation, Crème Global aim to encourage active travel as a means to responsible commuting;
- Crème Global support the Scheme's parking protected design for the safety of cyclists and pedestrians; and
- Better cycle routes were considered important to encourage a transition to less motor vehicle use, improving air quality and public health.

### **2.3.10 Translation.ie**

Translation.ie is a translation service provider based adjacent the proposed Fitzwilliam Cycle Route. Translation.ie provided support for the Scheme based on the following:

- The Scheme design was considered to improve pedestrian and cycle access and improve the visual amenity of the neighbourhood;
- As the road is very wide with chaotic driving conditions, the traffic calming measures were welcomed for the safety of the area.

Translation.ie however had a number of suggestions regarding the Scheme design. These were identified as follows:

- It was considered that the Dublin Bikes stand on Merrion Square should be moved across the road and incorporated into the new ESB office works;
- The Scheme should be extended throughout Dublin; and
- A suggestion was made regarding traffic light phasing.

### **2.3.11 Obazine Research and Marketing Ltd**

- Obazine Research and Marketing Ltd expressed support for the Scheme in order to enhance protection for employee and client cycle commutes to and from the office. It was considered that the parking protected nature of the Scheme would increase safety.

### **2.3.12 Moyee Coffee**

Moyee Coffee supported the proposals based on the following:

- Staff from the business regularly have to drive through the City Centre for deliveries and meetings and it was commented that Moyee Coffee staff feel that the parking protected cycle lane would improve cyclists safety and consequently also make the roads safer for their motor vehicle drivers; and

- Moyee Coffee staff also commented that they use Dublin Bikes to travel to meetings quickly in Dublin Centre and that they have observed that there is a shortage of safe, protected, cycling infrastructure in Dublin. Therefore the Scheme would be a welcomed start.

Moyee Coffee however suggested the following:

- Near Dublin Bikes stand on Merrion Square East the cycle lane is not protected. It was suggested that this could be improved by moving the Dublin Bikes stand in-line with the parked vehicles;
- Lad lane requires a level of traffic calming. It was suggested that this will make it safer for cyclists and motorists to share the same space;
- It was suggested that Fitzwilliam Lane should have a raised table so that motorists know they must yield to cyclists when crossing the cycle lane.

## 2.4 Other Organisations and Associations

### 2.4.1 Trinity College Dublin

Trinity College Dublin provided a supportive submission on the proposed Fitzwilliam Cycle Scheme. Trinity's submission was supportive based on the following observations:

- Trinity has a community of approximately 20,000 people who travel daily to and between campuses throughout Dublin including: College Green, St. James's, and Tallaght Hospitals;
- Trinity also identified that the student population at their Trinity Hall building, in Dartry, is expected to increase from 1,200 students to 1,600 students in the near future;
- Trinity's private motor vehicle use was recorded at less than 2% and, despite the absence of existing segregated cycle lanes, bicycle use in Trinity was recorded as 14%. This was noted to be 4% above the national cycling target;
- As part of Trinity's submission the results from a College survey conducted in 2018 were provided. It was identified that of 3,912 respondents within the Trinity Community, 87% questioned the safety of existing cycling conditions in Dublin, while 91% felt segregated cycle lanes and 'quiet ways' would increase cycle safety;
- It was also identified that the Healthy Trinity Smarter Travel Committee recommended a 'Safe Route' and a 'Fast Route' from Trinity Hall to Trinity's College Green Campus. The recommended 'Safe Route' aligns through the Fitzwilliam Cycle Scheme's proposed route and therefore Trinity very much welcomed the segregation of cyclists in this area for the safety of their cycling commuters;
- Trinity urged the complete segregation of cycling along the proposed route.
- Trinity also wished to reaffirm their commitment to the following statement made in 2017:
  - "Trinity has embraced Smarter Travel and in particular, cycling. Trinity regards cycling as an important tool in achieving its strategic aim of demonstrating institutional leadership by being a sustainable campus;
  - Cycling is environmentally friendly, quick, cost-effective, healthy and flexible. Trinity would like to see improved cycling infrastructure in Dublin City between its main campuses and the residences it provides for students and staff. Both Trinity and Dublin would benefit."

Though positive, Trinity's submission also acknowledged the following design suggestions:

- Trinity would like segregation of cycling to continue near the Dublin Bikes stand on Merrion Square East;
- A level of traffic calming measures should be installed on Lad Lane; and
- Fitzwilliam Lane should have a raised table on the road so that motorists understand they must yield to cyclists.

#### **2.4.2 Dublin Institute of Technology**

The Dublin Institute of Technology (DIT) submitted a supportive response to the proposed Fitzwilliam Cycle Scheme. DIT's support was based on the following:

- Many of DIT's 20,000 student community, and 500 staff community, cycle to and from DIT's Campuses around Dublin City;
- Parking protected cycle lanes were considered to make their commute much safer.

However, DIT provided a number of design suggestions to improve the Scheme:

- Near Dublin Bikes stand on Merrion Square East the cycle lane is not protected. It was suggested that this could be improved by moving the Dublin Bikes stand in-line with the parked vehicles;
- Lad lane requires a level of traffic calming. It was suggested that this will make it safer for cyclists and motorists to share the same space;
- It was suggested that Fitzwilliam Lane should have a raised table so that motorists know they must yield to cyclists when crossing the cycle lane; and
- Two speed ramps either side of the pedestrian junctions were considered excessive to slow down cyclists approaching. It was suggested that a raised platform would provide better cycle calming infrastructure.

#### **2.4.3 Dublin Institute for Advanced Studies**

As a leading independent research institution, with three central office locations including: an office on Fitzwilliam Place and an office on Merrion Square, the Dublin Institute for Advanced Studies (DIAS) also provided a supportive submission on the Fitzwilliam Cycle Scheme, commenting that:

- DIAS conducted a recent internal survey and identified that more than 25% of their employees and visitors choose cycling as their main mode of transport;
- The survey identified that a larger proportion would cycle to DIAS if they felt comfortable with the cycling infrastructure;
- DIAS welcomed the Fitzwilliam Cycle Scheme as they considered segregated cycle lanes as integral to: improving safety for those commuting to DIAS offices; promoting active lifestyles; promoting freedom to choose how their staff get to work; reducing City congestion; reducing air pollution; and improving the general health of Dublin;
- DIAS also recognised the importance of the proposed Fitzwilliam protected cycle lanes in helping the Institute attract world class researchers and increase the ease to exchange and connect with people from Trinity College Dublin and University College Dublin;
- DIAS believed the Scheme will have a direct beneficial effect on the everyday life of the Institute and, on the balance, benefit their research and that of Dublin; and
- DIAS would also like to see a protected cycle lane connect to their Dunsink Observatory.

#### **2.4.4 Dublin Chamber**

The Dublin Chamber highlighted that they are a representative body for over 1,300 businesses in the Greater Dublin Area and wished to submit a supportive response to the proposed Fitzwilliam Cycle Scheme based on the following:

- It was considered that the proposed Scheme would improve cycle facilities and enhance considerably the experience of the public realm for all users of the streets;
- The protected nature of the cycle lanes utilizing parked cars as a buffer was considered to benefit businesses, and the people working within the Scheme area, by reducing the need for cyclists to share space with buses and private vehicles, therefore enabling them to get to their commuting areas in a safe and active way;
- The proposed Scheme would be a strong step towards the Chamber's vision of a City with a much safer cycle system;
- The Chamber believed that the proposed parking protected cycle Scheme will help Dublin work towards best in class examples, such as Amsterdam and Copenhagen.
- The Chamber considered private motor vehicle reliance in Dublin to be excessive and that failing to implement the Fitzwilliam Scheme would send a hugely negative message regarding Dublin's aims of becoming cycle-friendly;
- The Chamber indicated that a survey of their members in 2018 found that 63% of members noticed an increase in the number of staff cycling to work, and that 88% felt improved cycle ways would make a positive difference to their staff and business.
- A survey of the Chamber's members in 2017 was also used to show support for the Scheme in that it identified that making Dublin a world-class network of safe cycling facilities was a key desire of the 20,000 people surveyed at the time; and
- Dublin Chamber commented that they believe that a 20% cycling share is possible in Dublin within 10 years, but only if Dublin starts investing properly in the cycling network, such as with the Fitzwilliam Scheme.

#### **2.4.5 An Taisce**

An Taisce is a charity working to protect and preserve Ireland's natural and built heritage. They provided a supportive submission on the Scheme for the following reasons:

- An Taisce considered that the Scheme will provide critical, dedicated, safe space for cyclists along the Fitzwilliam corridor in order to attract people of all ages and abilities to enjoy every day cycling;
- They commented that the demographic profile of cyclists in Dublin is middle-aged male dominated and believed that the Fitzwilliam Scheme would provide a safe place that will encourage more women and children to get involved in cycling;
- An Taisce considered that the Scheme will provide a connection to the Grand Canal Cycle route and take pressure and congestion away from busy sections;
- The Scheme was considered important to create a network of high quality cycle routes that will help stimulate a shift away from private motorised transport to cycling; therefore reducing congestion and aligning with the Dublin City Development Plan, the National Transport Authority's Transport Strategy, and, most crucially, reduce traffic emissions;

- An Taisce noted that the Scheme will benefit the area by reconfiguring motor vehicle parking layouts in a way that will reduce the visual domination of parked vehicles along the corridor and eliminate the danger of motorists reversing into mainstream traffic;
- An Taisce welcomed the proposals for improved pedestrian facilities, including: safer crossing points, traffic calming, and pedestrian build-outs at junctions;
- Very supportive of the provision of the buffer zone between the cycle track and parked vehicles and would like to see parked vehicles alongside all cycle facilities in future for the safety of cyclists and pedestrians; and
- An Taisce supported the addition of cycle parking capacity in the area, the increased number of disability parking bays, and the addition of electric vehicle charge points.

An Taisce also provided suggestions on how to improve the Scheme design:

- Improved design at the Leeson Street / Fitzwilliam Street junction required;
- Lad Lane was considered to need traffic calming in order to allow cyclists and motorists to co-exist in the same space;
- Provision of a raised table at Fitzwilliam Lane; and
- The details of junction design need to be given additional thought so that the designs can safely accommodate large and growing numbers of cyclists and reduce the possibility of 'left hook' collisions.

#### **2.4.6 The National Council for the Blind Ireland**

The National Council for the Blind Ireland (NCBI) is a non-profit national sight loss agency who offer support services for those of all ages who are experiencing difficulties with their sight. The NCBI provided a supportive submission on the Fitzwilliam Scheme based on the following:

- NCBI acknowledged that they have always been in favour of providing safe facilities for cyclists on the road, so as to encourage them to use the roads, instead of cycling on the footpaths. The Scheme design to provide a row of parked vehicles between cyclists and traffic was supported in that it was considered to give a feeling of safety for cyclists, and make them more likely to stay off the footpath. NCBI is therefore in favour of this element of the design;
- NCBI was also glad to learn that the side kerb between the footpath and the cycle track will be maintained. This was considered good design for the safety of pedestrians, especially pedestrians with impaired vision;
- NCBI also supported the provision of the buffer zone to allow vehicle doors to open fully and passengers to step out of vehicles without being on the cycle track;
- Provision of pedestrian build outs to narrow the existing wide, uncontrolled, crossings along the proposed Scheme route was also supported as a method to assisting people with impaired vision. NCBI noted that, at wide crossings, a person with impaired vision is in a vulnerable position for longer, and will often feel stressed and anxious because it takes a longer than usual time for them to get from one footpath to the other. It also often happens that someone crossing a side road can veer out onto the main road accidentally. The wider the crossing, the more likely this was considered to happen. NCBI therefore welcomed the idea of making crossings shorter / narrower.

The NCBI also commented on aspects of the Scheme that other bodies were opposed to, mainly the likelihood of cyclists cycling dangerously on the buffer zone and potentially conflicting with pedestrians and those with mobility impairment crossing to and from their parked cars. NCBI commented the following:

- Cyclists overtaking other cyclists might cycle on the buffer zone. This is a behavioural problem, rather than a design problem; like cyclists who cycle on footpaths or who go through red lights. Education and training for cyclists is badly needed, as is enforcement of the rules of the road;
- A person with impaired vision who needs to get into or out of a car has at least one sighted person with them: the driver. It is up to the driver to assist the passenger with impaired vision to get into / out of the car, and to / from the footpath, safely. A buffer zone will help drivers to do this; and
- NCBI therefore supported the buffer zone design and its adequacy for those with visual impairments, acknowledging that the behaviour of cyclists is a matter for enforcement and therefore outside the scope of the proposed Fitzwilliam Scheme design.

NCBI however wanted the following assurances to be maintained in the Scheme design:

- During pre-consultation meetings, the NCBI was assured that sufficient space was allocated in the plans for emergency vehicles to access and use the area, and the adjoining areas, even if build-outs were provided at crossing points. If this is not the case, then NCBI ask that the plans be re-drawn to ensure that emergency vehicles will not have any difficulties; and
- NCBI acknowledged that it is likely to be difficult for wheelchair users who are drivers to manage if accessible parking bays are provided along the cycle track. NCBI requests that DCC seeks expert advice from the Irish Wheelchair Association about this matter.

#### **2.4.7 Dublin Cycling Campaign**

The Dublin Cycling Campaign is an advocacy group for cycling in Dublin. Dublin Cycling Campaign is the leading member of Cyclist.ie, the Irish Cycling Advocacy Network (ICAN). Dublin Cycling Campaign wants to make Dublin a safe and friendly place for everyone of all ages to cycle and therefore welcomed the proposed Fitzwilliam Cycle Scheme for the following reasons:

- The high-quality protected cycle lanes in both directions;
- The large buffer between parked vehicles and cyclists was considered adequate to keep cyclists safe from 'dooring' accidents and provide a safe space for vehicle users waiting to cross the cycle track;
- Increased cycle parking along the length of the Scheme;
- Improved pedestrian facilities such as: new crossings, narrower and safer pedestrian crossing points, pedestrian build outs at junctions, and the improved traffic calming aspects of the Scheme;
- Improved junction designs along the route, giving greater priority to, and safer designs for, pedestrians and cyclists;
- Increased number of disabled parking bays;
- New electric vehicle charging points, which will enable the shift towards zero emissions vehicles; and

- Dublin Cycling Campaign noted that they encourage Dublin City Council to advance the Scheme as soon as possible as it was considered to provide major benefits to both pedestrians and cyclists.

However, Dublin Cycling Campaign provided a number of observations and recommendations to improve the Scheme which they feel are vital to developing the best possible safe cycling route. These observations are identified as follows, however it should be noted that Dublin Cycling Campaign wanted to make clear that the following points are not to be construed as objections to the Scheme, rather a means to improving its design where possible:

- Lack of Segregated Cycle Lane at Merrion Square East
- Lack of Design Clarity at Leeson St/Fitzwilliam St Junction
- No Raised Table at Fitzwilliam Lane
- Rationalise the number of raised crossings of cycle lane
- Extend traffic calming ramps across carriageway
- Traffic Calming on Lad Lane Upper and Cumberland Road
- Details of the protected corner junction designs

Despite the recommendations, Dublin Cycling Campaign provided a supportive response for the proposed Scheme, and added that the above observations and recommendations should be read as methods to improve the Scheme design where feasible, not prevent its implementation.

#### **2.4.8 Cork Cycling Campaign**

The Cork Cycling Campaign wished to express their support for the Scheme due to the following:

- Cork has experience of successful parking protected cycle lanes;
- Although they are a Cork based organisation, many of their members travel to Dublin and cycle in the City, therefore this Scheme is beneficial to the cycling community; and
- The Cork Cycling Campaign also wished to reiterate the points raised by the Dublin Cycling Campaign.

#### **2.4.9 National Gallery of Ireland**

The National Gallery of Ireland is Ireland's most popular free visitor attraction. The National Gallery of Ireland provided their support for the proposed Fitzwilliam Cycle Scheme based on the following:

- Over 20% of the National Gallery of Ireland's workforce (National Gallery of Ireland employs over 190 staff) were recorded as cycling to work on a daily basis;
- The National Gallery of Ireland encourage staff to cycle to work due to the health benefits associated and provide access to a closed bicycle station within the Gallery's grounds;
- The Gallery identified that a number of staff do not feel comfortable cycling due to the busy and unsafe nature of cycling in Dublin;
- The National Gallery of Ireland supported the proposed Scheme design as it considered that the parking protected cycle lane would provide staff with a safe cycle route almost right to the door of the National Gallery building on Merrion Square. It was considered that this would help to encourage more staff and visitors to cycle and walk to the Gallery, improving access and promoting active lifestyles in turn; and

- It was also acknowledged that the pedestrian facilities, including toucan crossings, would benefit the area and its safety for pedestrians.

#### **2.4.10 Green Schools**

Green School's Ireland is a leading environmental management and award programme working with primary and secondary schools across the county. Green Schools provided their support for the Fitzwilliam proposal on the following basis:

- It was considered that the cycle protected nature of the cycle route is a much needed piece of infrastructure;
- Green Schools supported the Scheme because they considered that using vehicle protected cycle lanes is important for the safety of cycling conditions for all users including: commuters, students, and novice cyclists; and
- Green Schools supported the Scheme as they considered segregated cycling the safest method of cycling.

#### **2.4.11 Dublin City PPN Disability Linkage Group**

Dublin City's Public Participation Network Disability Linkage Group (PPN DLG) expressed concerns and reservations regarding the proposed Fitzwilliam Cycle Scheme based on the following:

- PPN DLG was concerned that drivers with disabilities and other frailties will not be able to open their driver door safely in order to get out of their vehicle because there is no buffer zone between the proposed vehicle parking space and the actual carriageway. This was deemed particularly hazardous if the driver is a wheelchair user as the amount of the carriageway that they will be unavoidably occupying as they navigate around their own vehicle will be 1.2m;
- PPN DLG was also concerned that both vulnerable drivers and passengers alike would be endangered crossing the proposed cycle lane as they try to get from their vehicle to the footpath. This was considered particularly hazardous for young children who may not be able to react quickly enough to unexpected oncoming cyclists;
- PPN DLG has reservations that the inside buffer zone is on the same level as the cycle lane and therefore they are of the belief that cyclists are likely to cycle on the buffer zone too when overtaking other cyclists, therefore endangering passengers and drivers in the buffer zone;
- It was also observed that the buffer zone is potentially not wide enough for a wheelchair to travel along safely. This was identified by PPN DLG as requiring 1.2m minimum;
- PPN DLG also has reservations that there is insufficient colour contrast between the cycle lane and all other spaces, making it difficult for people with visibility impairment to navigate; and
- PPN DLG also commented that The Department of Transport recommends that the minimum width of a traffic lane should be 3.5m in order to facilitate safe passage of emergency vehicles. At a minimum, PPN DLG notes that the Department of Transport allows 3.1m only where there is room for overhang on footways. PPN DLG observed that the width of each lane as part of the Fitzwilliam proposals will only be 3m, and since there is no buffer zone between the parked vehicles and the traffic lanes, there will not be any room for overhang. The PPN DLG is concerned that this is potentially dangerous for the general public.

#### **2.4.12 Blind Legal Alliance**

The Blind Legal Alliance had concerns regarding the proposed Fitzwilliam Cycle Scheme. These concerns were very similar to that of the Dublin City PPN Disability Linkage Group and included the following:

- The Blind Legal Alliance wanted to emphasise that it feels that planners need to recognise that pedestrians and cyclists cannot safely mix;
- The Blind Legal Alliance was concerned that drivers with disabilities and other frailties will not be able to open their driver door safely in order to get out of their vehicles since there is no buffer zone between the proposed vehicle parking space and the actual carriageway. This was deemed particularly hazardous if the driver is a wheelchair users as the amount of the carriageway the Blind Legal Alliance identified that they will be unavoidably occupying as they navigate around their own vehicle will be 1.2m;
- The Blind Legal Alliance was also concerned that both vulnerable drivers and passengers alike would be endangered crossing the proposed cycle lane as they try to get from their vehicle to the footpath. This was considered particularly hazardous for young children who may not be able to react quickly enough to unexpected oncoming cyclists;
- The Blind Legal Alliance had reservations that the inside buffer zone is on the same level as the cycle lane and therefore they are of the belief that cyclists are likely to cycle on the buffer zone too when overtaking other cyclists, therefore endangering passengers and drivers in the buffer zone;
- It was also observed that the buffer zone is potentially not wide enough for a wheelchair to travel along safely. This was identified by the Blind Legal Alliance as requiring 1.2m minimum.
- The Blind Legal Alliance also had reservations that there is insufficient colour contrast between the cycle lane and all other spaces, making it difficult for people with visibility impairment to navigate; and
- The Blind Legal Alliance also commented that The Department of Transport recommends the minimum width of a traffic lane should be 3.5m in order to facilitate safe passage of emergency vehicles. At a minimum, the Blind Legal Alliance notes that the Department of Transport allows 3.1m only where there is room for overhang on footways. The Blind Legal Alliance observed that the width of each lane as part of the Fitzwilliam proposals will only be 3m, and since there is no buffer zone between the parked vehicles and the traffic lanes, there will not be any room for overhang. The Blind Legal Alliance are concerned that this is potentially dangerous for the general public.

#### **2.4.13 Headway Brain Injury Services and Support**

Headway Brain and Injury Services and Support (Headway) is a non-governmental organisation and service provider for people affected by: strokes, head injuries, and other acquired brain injuries. Headway provided a submission which identified a number of concerns for vulnerable road and pavement users regarding the Fitzwilliam proposal. These concerns were as follows:

- Headway were concerned that a Scheme which places a cycle lane between parked drivers and passengers and the relative safety of the pavement does not properly prioritise drivers or passengers as pedestrians when crossing to the pavement;

- This becomes a more serious concern for Headway when related to pedestrians who cannot move, see, hear, judge or balance as well as others as Headway feel that their risk of being knocked down or injured by a fast moving cyclist is increased;
- Headway are also concerned that there is not enough width to protect people disembarking their parked vehicles from people cycling in the buffer zone; and
- Headway does not consider that the buffer zone width of 0.75m is adequate for wheelchair users.

#### **2.4.14 Irishcycle.com**

IrishCycle.com provided a supportive submission on the Fitzwilliam proposal. In particular they welcomed the use of parking and kerb protection along the Scheme route.

However, within the IrishCycle.com submission, a number of recommendations to the Scheme design were provided. The recommendations are as follows:

- IrishCycle.com recommended that Dublin City Council do not trial conflicting green light phases between vehicle traffic and bicycle traffic;
- Protected junctions along the Scheme should incorporate: stopping lines / bicycle traffic light locations where the cycle path intersects with the roadway; pedestrian / cycling interaction should be removed so that it is outside the traffic lights sequence; need to incorporate waiting space for pedestrians between the cycle path and roadway;
- Irishcycle.com wanted more design clarity over the following junctions: Mount Street Lower and Holles Street Junction, and Leeson Street Junction; and
- IrishCycle.com were concerned about the lack of segregation at Merrion Square East's Dublin Bikes Station and recommended moving the Dublin Bikes stand in line with parked vehicles so that segregation can continue.

Irishcycle.com emphasised that these recommendations should not prevent the Scheme's implementation as soon as possible.

#### **2.4.15 An Óige**

An Óige is an Irish Youth Hostel Association. They provided support for the Fitzwilliam Cycle Scheme based on the following:

- An Óige aims to encourage young people to explore Ireland on foot and by bicycle and therefore strongly support any measures that will encourage cycling in the urban or rural setting; and
- The Scheme design provides much needed safe cycling facilities.

#### **2.4.16 Patrick White and Company Solicitors**

Patrick White and Company Solicitors provided a submission, in conjunction with that of the South Georgian Core Residents Association, indicating their objections to the Fitzwilliam Cycle Scheme. however the reasons for Patrick White and Company Solicitors objections are also provided as follows:

- Fully agreed with the reasons for objecting to the Scheme as outlined by the South Georgian Core Residents Association;

- Considered that the cycle lane proposal is wholly unnecessary and lacking in user demand, particularly as the Scheme will eliminate a number of car parking spaces which Patrick White and Company Solicitors indicate are key to sustaining residential and business life in the area;
- Considered that the proposal provides unjustifiable, disproportionate, priority for cyclists who already have facilities on Grand Canal;
- Commented that the Scheme is superfluous to requirements;
- Does not feel that the impact assessment has been presented properly;
- Contended that the adverse impact on the area's parking, character, and amenities for businesses and residents outweigh the benefits;
- Concerned by the level of parking reduction;
- Commented that the proposal lacks proportionality; and
- Believed that the proposal is contrary to Dublin City Council's Development Plan and the proper development of the area.

## **2.5 Public Representative / Councillors**

### **2.5.1 Councillor Ciaran Cuffe – Green Party**

Councillor Ciaran Cuffe of the Green Party provided supportive observations regarding the Fitzwilliam Scheme. Councillor Cuffe's support was based on the following:

- It was felt that segregated cycle facilities have worked well in other cities including Copenhagen and the Councillor considered that implementing the Scheme will improve the safety of cyclists in the area and attract more people to cycle; and
- The Councillor also considered that the Scheme presented good opportunities to improve the pedestrian facilities in the area and provide traffic calming on the busy road network.

Councillor Cuffe however noted the following concerns:

- As the route passes through a very attractive Georgian Area, Architectural Conservation Area constraints must be considered throughout the Scheme design; and
- Consultation should continue with all affected businesses and residents.

### **2.5.2 Councillor Claire Byrne – Green Party**

Councillor Claire Byrne of the Green Party welcomed the proposed Scheme on the following basis:

- Councillor Byrne welcomed the significant improvements that the Scheme will bring in terms of safe infrastructure for cyclists and pedestrians along a busy route to the City;
- It was identified that this type of segregated cycle lane works very well in other cities with a proven track record in cycle standards; and
- The addition of pedestrian crossings was deemed vital to the area due to wide traffic lanes.

Councillor Byrne also highlighted the importance, as a local representative, to recognise the needs of residents and those with disabilities who need to be able to safely access their vehicles across the cycle lane. Councillor Byrne trusts that the Council and associated consultants will continue to consult with those who oppose the Scheme, however wishes to express her utmost support for the Scheme and hopes that this will be the first of many cycle protected Schemes in Dublin.

### 3 Conclusions

It is clear from this non-statutory public consultation exercise that there is predominately support for the proposals; however, there are still elements of the scheme which will need to be considered when progressing the detailed design phase of the project, as even those in support of the scheme have identified areas of concern and potential design improvements. A number of recurring themes emerge from the concerns and suggested improvements raised in the submissions. These have been summarised in the table below along with the Design Team’s response.

**Table 3.1 Summary of issues raised in submissions**

Issue	Response
<b>Safety</b>	
Risks for people with disabilities; and potential pedestrian and cyclist conflict	<p>DCC has commissioned an independent Road Safety Audit of the proposed scheme. The Audit did not raise any issues in relation to the proposed parking protected cycle lane layout.</p> <p>A Risk Assessment was carried out by AECOM as part of the development of the scheme design. The Risk Assessment has identified the potential hazards on the route and risks to each road user group. The assessment has compared the existing layout with the proposed scheme. The proposed option represents a low risk to road users and provides improved safety when compared with the existing layout.</p>
Uncontrolled Pedestrian Crossings will lead to cyclists mounting the footpath	The clear wide dedicated cycle route will encourage cyclists away from the footpaths; it is unlikely to result in cyclists using the footway.
Concern regarding width of buffer zone between the cycle lane and parking spaces.	A 0.75m wide buffer zone is provided throughout. The buffer is widened to 1.2m at accessible parking bays. The buffer zone will provide sufficient space to allow people to safely enter and exit vehicles. It will also guide cyclists away from the ‘door zone’.
Concerns regarding the speed of cyclists on the proposed cycle lanes.	The average speed of cyclists is far below that of motor traffic (c. 15km/h). It is not envisaged that people will cycle at high speeds along the route; however, the concerns have been addressed by the provision of ramped crossings on the cycle track. These will act as speed calming measure for cyclists.
Concerns regarding cyclists encroaching into buffer zone.	The buffer zone provides a visual cue for cyclists to alert them to the potential opening of vehicle doors and the presence of people alighting vehicles. It is not envisaged that cyclists would intentionally cycle into the buffer zone.
Emergency vehicle access	Dublin City Council Fire Prevention Officer has indicated that the Fire Brigade has no issues with proposals.

Issues with speeding on Lad Lane	Lad Lane is outside the scope of this scheme. However, Dublin City Council's Traffic Advisory Group carried out a speed survey on Lad Lane and observed an 85 <sup>th</sup> percentile speed of 21 km/h. The speed limit on Lad Lane is 30km/h. The 85 <sup>th</sup> percentile speed refers to the speed at or below which 85 percent of all vehicles are observed to travel at.
Traffic calming ramp required at entrance to Fitzwilliam Lane	The principle of providing raised entry treatments at side road junctions forms part of the scheme. The detailed design at the entrance to Fitzwilliam Lane is currently being considered in the context of drainage requirements. A raised entry treatment will be provided subject to the necessary drainage being available.
In the United States, several parking protected cycle paths have been developed. Many have been a failure.	In the United States, the implementation of parking protected cycle route designs has continued apace since they were first implemented in 2007. These schemes have a demonstrable positive impact on road user safety. For example, a New York City Department of Transportation study, carried out in 2014, of 12 schemes with over three years post-implementation safety data demonstrated significant safety improvements for all road users on routes that have installed these facilities.
Concerns with the lack of segregation between cyclists and motor traffic at the Dublinbikes Station at Merrion Square East.	This section of the route has been reviewed and discussed with DCC Planning Department in relation to the existing Dublinbikes Station. It is proposed to amend the design to relocate the Station away from the kerb in line with the proposed parking bays and continue the protected cycle up to the junction.
Raised crossings of the road carriageway should be provided to slow motor traffic.	The Design Team is currently reviewing with DCC the feasibility of providing raised crossing across the carriageway.
The speed limit on the route should be lowered to 30km/h	The proposed scheme aims to provide a self-regulating street layout rather than relying on regulatory measures to control speeds. The proposed narrowed carriageway and tightened junction geometry will calm traffic and encourage reduced speeds. The provision or amendment of speed limits is carried out under a separate procedure and is outside the scope of this scheme. A review of vehicle speeds post-implementation will be carried out.
Concerns regarding shared spaces/shared surfaces.	The Holmes Report and Trinity Haus Report refer to shared streets where no kerb is

	<p>provided to segregate pedestrians from road traffic. Shared space schemes remove a number of regulations and features such as kerbs, road surface markings, traffic signs and controlled crossings.</p> <p>In the case of the proposed scheme, the existing footpath and kerb along the carriageway is retained; pedestrians will be segregated from cyclists and vehicles. People getting to and from parked vehicles will cross the cycle track as they would a traffic lane, with a large buffer area between the cycle lane and the parking bay to allow them to enter and leave their vehicle safely. A similar arrangement is in common use in many locations in Ireland (e.g. Cork City) and internationally (e.g. The Netherlands, Denmark, USA).</p> <p>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.</p>
Concerns regarding emergency vehicle access. The width of the proposed traffic lane is too narrow and should be 3.5m in order to facilitate safe passage of emergency vehicles.	The proposed carriageway will have a 6.5m wide carriageway (3.25m wide traffic lane in each direction), in accordance with DMURS guidelines, which will allow sufficient space for emergency vehicle access.
<b>Operation</b>	
Clarify the operation of the traffic signal staging, particularly the staging for cyclists.	The detailed design and operation of the traffic signal staging is progressing with Dublin City Council's Intelligent Transport Systems Section and will be finalised following completion of the traffic modelling work.
Clarify the design for the protected junction designs.	The detailed design of the protected junction design and traffic signals are contingent on each other. The design is progressing with Dublin City Council's Intelligent Transport Systems Section and will be finalised following completion of the traffic modelling work.
Advanced stop lines required for cyclists	It is intended to provide advanced stop lines for cyclists at the signalised junctions
<b>Heritage</b>	
Impacts on historic streetscape	<p>The scheme design is being informed by an NTA funding 100% Independent Grade 1 Conservation Architect working with Design Team on items of historic merit and new sympathetic materials.</p> <p>There is on-going engagement with DCC Conservation Office in relation to protections of</p>

	<p>existing historic items, new materials and construction methodologies and specifications.</p> <p>The historic fabric of the street will remain unchanged, with all historic items along the route to be retained in their current location. There are some modifications required to kerb lines on Leeson Street. This will involve repositioning kerbs in order to maintain the existing number of traffic lanes.</p> <p>The reorientation of the parking spaces and the use of the newly available space for a cycle lane along the route will have no detrimental impact on the historic streetscape.</p>
<b>Parking and Deliveries</b>	
Concerns regarding deliveries, particularly oil deliveries.	It is the responsibility of any company making deliveries to ensure that the safety of the public is not adversely impacted by the delivery operation. This is also the case in the current situation.
Parking – Potential impacts on parking availability	<p>Updated parking surveys were carried out on the route and side streets in October 2018. A loading survey was also undertaken along the route corridor.</p> <p>The parking survey confirmed the previous (2016) survey results that indicated the proposed scheme would have adequate reserve capacity to cater for parking demand. The loading survey identified Fitzwilliam Place as having the highest loading activity. A loading bay is to be provided on Fitzwilliam Place as part of the scheme.</p> <p>In response to concerns from local residents in relation to parking availability for permit holders, the existing permit parking zones will be extended to ensure that residents of the impacted streets are catered for.</p>
Additional e-car charging points should be provided along the route.	There is on-going liaison with ESB to identify additional e-car charging locations to supplement the existing charging locations. There are 6no. locations identified under the proposed scheme. It is intended that the civil engineering works for the charging locations (ducting, traffic islands etc.) will be implemented as part of the scheme.
<b>Traffic Impacts</b>	
Clarify the traffic impacts at the proposed junctions.	The redistribution of existing carriageway space to a more equitable arrangement is not

	<p>significantly impacting on traffic capacity. Similarly, a redistribution of the traffic cycle time currently given to vehicles will be required to provide all-pedestrian stages and right-turn movements for cyclists at Leeson Street and Holles Street junctions.</p> <p>A detailed micro-simulation model and junction capacity assessments have been carried out and these will inform the final traffic signal timing and staging arrangements.</p>
<b>Scheme Rationale</b>	
Questioning the rationale for the scheme	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 forms part of the secondary network.
Queries regarding the status of NTA cycle route C7	NTA Route C7 (South Circular Road to Mount St. Lower) is a key secondary route within Dublin City as it provides an alternative to the busy canal routes and intersects with a number of the radial Primary Cycle Routes into the city. This scheme will provide the section of Route C7 between Leeson Street and Holles Street. The highest predicted future demand along Route C7 (see NTA GDA Cycle Network Plan) is on this section of the route.
Questioning the appropriateness of the parking protected cycle lane design	The parking protected design was identified in a previous Feasibility Study as the most suitable arrangement for the street to rebalance the current car dominated layout by regularising the parking layout, reducing the carriageway width and providing a segregated cycle route without impacting on the historic fabric of the street.
The proposed development did not consider the impacts of the redesign of the Bus Network in the Dublin area. To proceed in the absence of the updated plans for BusConnects would be premature.	BusConnects was taken into account in the redesign and modifications to the design were made as a result (e.g. the road carriageway along the route was widened to 6.5m to accommodate buses in two directions), although it is noted that this road is not identified as a spine road and therefore the impacts of changes in BusConnects are minor.
<b>Consultation</b>	
The scheme should be coordinated with the ESB works to ensure delivery of best possible scheme.	DCC and the Design Team have had a number of meetings with ESB regarding coordination of both schemes. There will be ongoing liaison

	with ESB during the detailed design and implementation stages of the cycle route scheme.
Consultation should continue with all affected businesses and residents.	A further round of stakeholder engagement was undertaken in February 2019. This included a public information evening on the 25th of February. This latest round of engagement has brought the total number of stakeholder and public engagement sessions to 20 between June 2018 and February 2019.

As stated above, the submissions received during the non-statutory public consultation were broadly supportive of the proposed scheme. Support is based on a general consensus on the following merits of the scheme:

- The scheme will promote and improve active travel infrastructure which will provide safe and attractive alternatives to motorised modes of transport for all age groups;
- The scheme will encourage active travel by the provision of a safe route and significantly increased bicycle parking capacity; therefore improve the health and wellbeing of the City's users;
- The scheme will form a part of the planned overall network of cycle infrastructure throughout Dublin and connects well with the existing Grand Canal route, also reducing congestion on that route;
- The scheme's reconfiguration of vehicle parking spaces along the route will improve safety for cyclists through the parking protected design;
- Additionally, the reconfiguration of vehicle parking spaces will enhance safety for all road users by removing perpendicular parking spaces which required unsighted reversing out into the carriageway;
- The scheme will provide additional accessible parking bays along the route;
- The scheme will be on a par with schemes in other modern cycling cities;
- The scheme will provide a safe environment where parents and guardians can feel safe cycling with children;
- The scheme will improve active transport routes to work and places of social activity;
- The scheme will act as a precedent for safe cycling and segregated schemes in Dublin;
- The scheme will improve pedestrian facilities at a busy area of the City through improved traffic calming facilities and additional pedestrian crossing locations;
- The scheme will help to meet an identified demand for connecting staff safely to their places of work and facilitate business activity including: attending meetings and providing deliveries in an environmentally responsible manner;
- The scheme will meet an identified demand to access educational areas including Trinity College, through active travel;
- The scheme will address existing trip hazards along the route and provide accessible crossing locations in a manner that is sympathetic to the existing materials, enhancing the experience of this historic route for pedestrians and improving the quality of the public realm;

- The scheme will include build-outs at existing wide junctions is beneficial to those with visual and mobility impairment as it reduces the crossing distance which was deemed in its existing state to be very wide; and
- Pedestrian improvements will be provided at priority controlled junctions at Fitzwilliam Square, and the other side streets along the route by means of reduced corner radii, shortened pedestrian crossing widths and dropped kerbs at crossing locations.
- The scheme will improve safety at junctions for all road users and implement necessary traffic calming measures along the wide existing carriageway at Fitzwilliam.
- The scheme will retain all existing historic kerbs, paving and street furniture along the route. Sympathetic materials will be used to reflect the scheme's location within the South Georgian Core and the Fitzwilliam Square and Environs Architectural Conservation Area (ACA).