

## Holles Street to Lansdowne Road - Website/ consultation hub

### Project FAQs

#### **What is the need for a scheme along this route?**

- To facilitate the delivery of the Greater Dublin Area (GDA) Cycle Network Plan.
- To contribute to an increase in cycling mode share along the corridor by improving access to key education, employment, retail and transport destinations.
- To reduce the risk of cyclist collisions through segregation from traffic, where practicable, and minimising conflicts.
- To encourage increased levels of physical activity and leisure use along the corridor through provision of a safe, high-quality and attractive route for both cyclists and pedestrians

#### **Why is the scheme being delivered in Phases ?**

The Trinity to Ballsbridge scheme will be delivered in two phases:

- Phase 1: Holles St to Lansdowne Road along Mount Street Lower and Northumberland Road. (Public Consultation for Interim Scheme- September 2023)
- Phase 2: Dawson St to Holles Street along Nassau Street, Clare Street and Merrion Square North

The streets along Phase 2 are impacted by a number of projects that are at various stages of design & delivery such as the Dublin Bus Network Re-design and the City Centre Transport Plan. These projects need to be better realised before Phase 2 before can be developed and progressed.

#### **Who is funding the Project?**

The project is to be 100% funded by the National Transport Agency (NTA)

#### **What is the effect on parking, loading & taxis along the route?**

- On Northumberland Road all existing parking spaces operating outside of bus lane hours will no longer be available for parking due to the implementation of 24 hour bus lanes
- On Mount Street Lower the 12m indented parking zone on the northern side will be removed and replaced with cycle parking
- No disabled parking spaces are proposed to be removed by the scheme.
- The 3 spaces for loading and Taxi Rank at the western end of Mount Street Lower will be impacted by the proposed cyclepath. As part of the public consultation, there will be focused engagement with local businesses in relation to loading provision and engagement with taxi representatives in relation to the taxi spaces.

#### **Will there be any additional cycle parking facilities provided?**

The 12m length of existing indented parking on the north side of Mount Street Lower is proposed to be converted to a cycle parking zone with suitable cycle stands provided.

#### **Why are there not segregated cycle tracks provided along the entire route?**

There is limited available road space for both protected cyclepaths and bus lanes on both sides of the road. On some sections a shared bus/cycle lanes where the bicycle has priority over bus & taxi traffic is proposed.

- Further assessment will be undertaken in order to provide fully segregated facilities for the future permanent scheme