



Tionól Réigiúnach an Deiscirt
Southern Regional Assembly

MATCH-UP
Interreg Europe



European Union
European Regional
Development Fund

Cycling Cities Webinar II – "Infrastructure Development for Cycling"

28th January 2021

GP: Cycle & Ride Infrastructure Associated with Luas Light Rail
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Why Improve Cycle & Ride Infrastructure in Dublin?

- A report by Irelands Environmental Protection Agency found nitrogen dioxide levels in Dublin were a risk to health and were in danger of exceeding EU Limits.
- The population of Dublin was projected to increase by 32% from 1.34 million in 2016 to 1.76 million by 2036.
- The infrastructure in Dublin is predominately low rise which has increased urban sprawl and the level of daily commuters into the city.
- Data gathered in 2018 by INRIX, a US mobility firm ranked Dublin City ahead of Paris, London & Milan for average commuter time spend in traffic congestion.



Why Link Cycling Infrastructure?



Buses/Light Rail/Trams are travel options that can significantly reduce air and noise pollution, reduce congestion and provide a more sustainable option for travel.

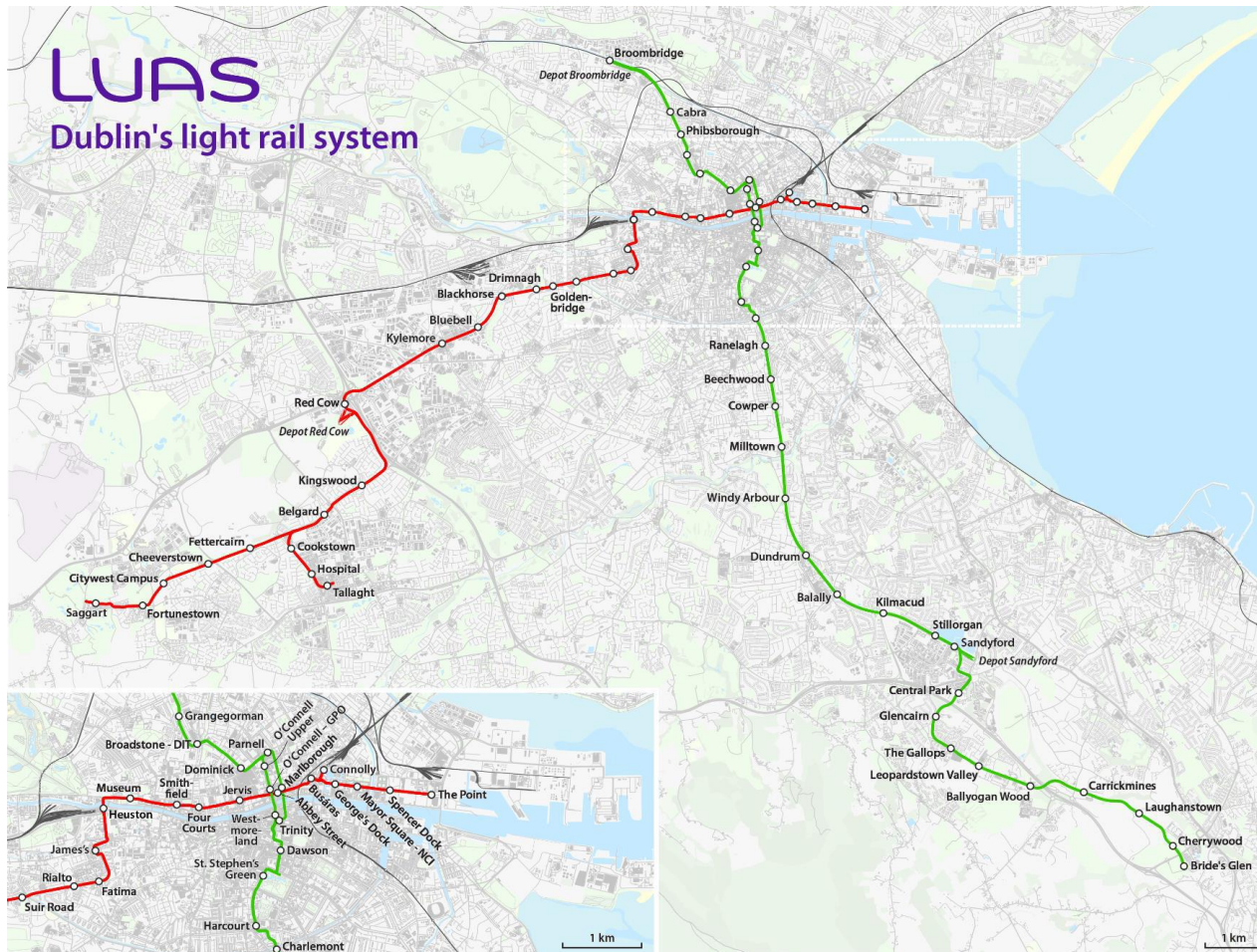
Why Link Cycling Infrastructure?

However, Buses/Light Rail/Trams do not stop outside every person's house!!! Or
at every person's desired destination!!!



Therefore, we need to encourage people to walk or cycle the first and/or last part of their journey. How do we do this?

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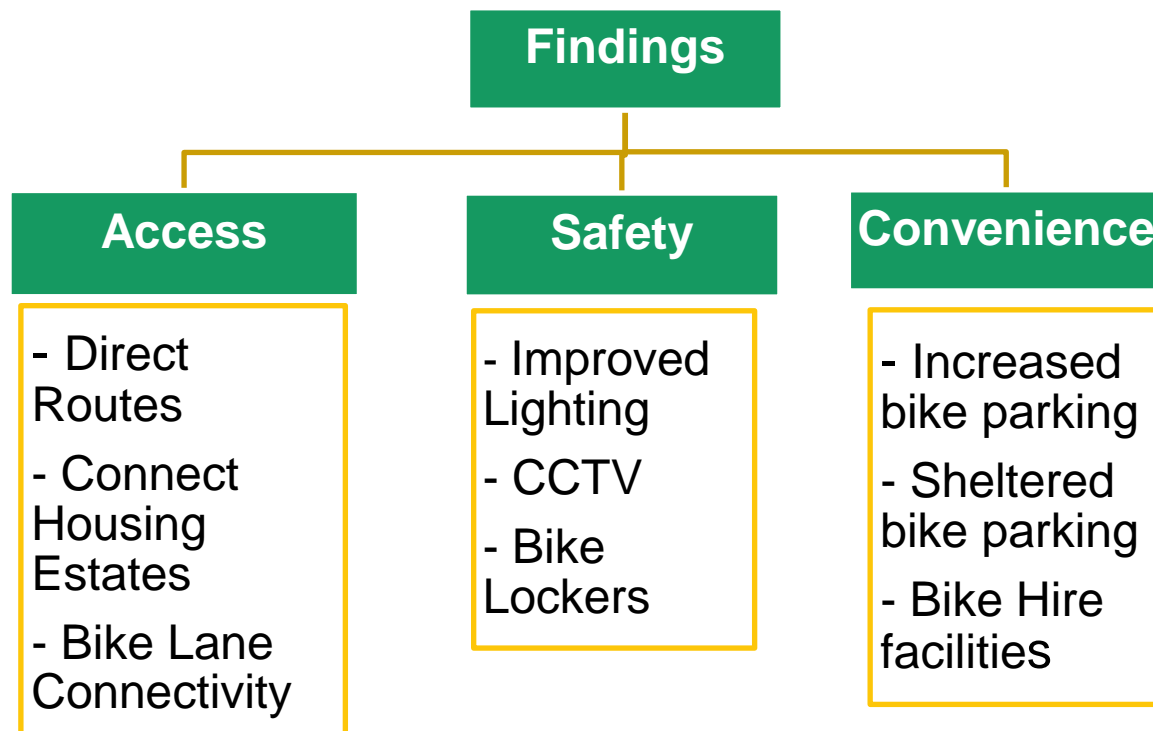


- 2 Lines
- 43 Km Length
- 67 Stations
- 73 Trams

Strong customer focus developed by listening to customer needs

GP: Cycle & Ride Infrastructure Associated with Luas Light Rail

To encourage cyclists to use the Light Rail/Tram a full accessibility/site review and customer survey was undertaken at each stop to identify passenger needs and infrastructure requirements.



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Site visits provided evidence that pedestrians and cyclists were already using informal desired routes.



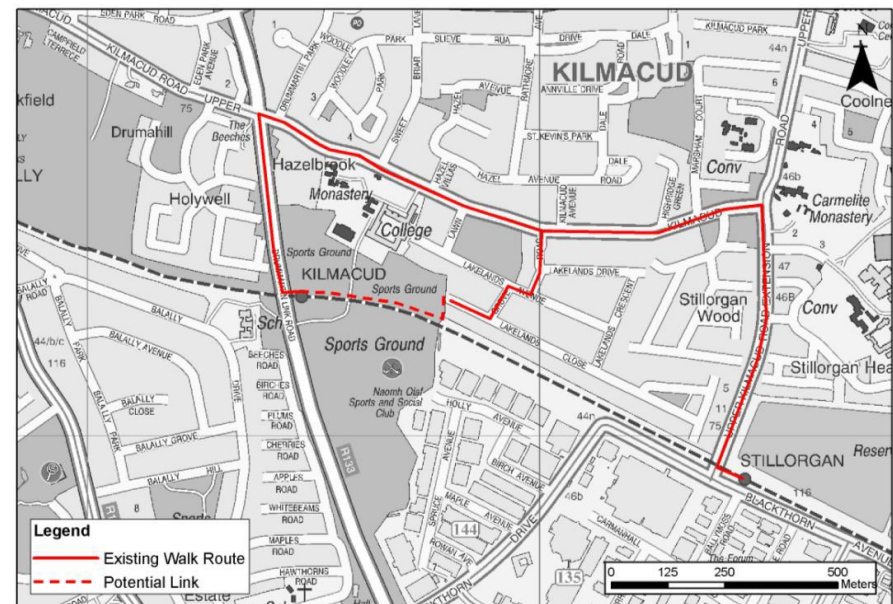
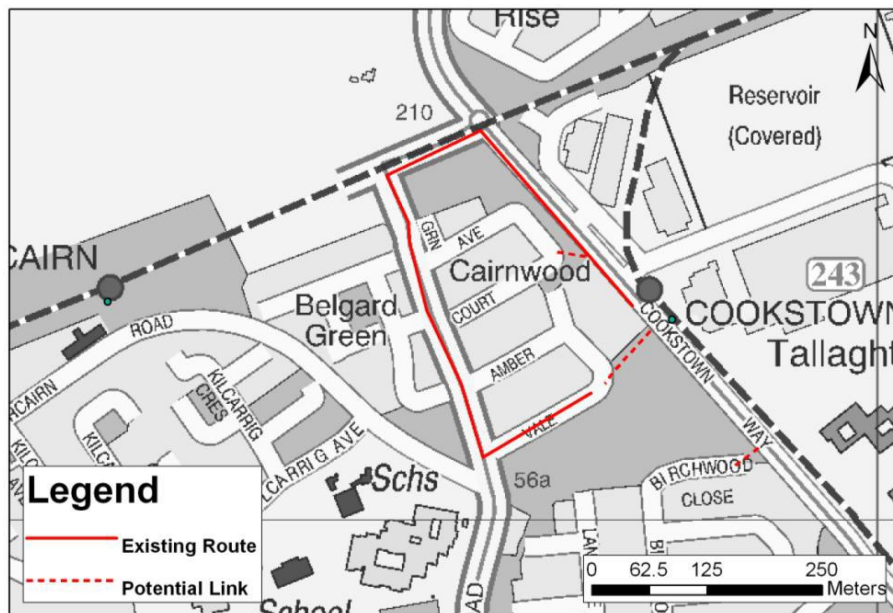
Stakeholder Engagement



To deliver the infrastructure improvements multiple Stakeholders needed to cooperate including Government Departments, Local Authorities, Rail & Road providers, Citizens etc.

Improvements - Direct Access

Direct access cycle & pedestrian paths from Light Rail/Trams stops to residential units and essential amenities including hospitals, schools and commercial centres where put in place to encourage modal shift.



Improvements - Safety

- Visible CCTV installed on all Trams and at all Trams Stops.
- Lighting improved at all Tram Stops and all on dark access routes.
- Bridges installed over canals.



Improvements - Safety

- As a direct result of the passenger survey an emphasis was placed on the quality of design and materials for improvements in order to convey a sense of positivity, safety and security.
- Bike parking was made from durable materials (brushed steel) and bike lockers are lockable and in well-lit locations.
- The bike lockers are made by Warrior (purchased through BikeAway) who have achieved Sold Secure Gold Standard - the highest accolade set for cycle storage, for this bike storage.
- The cycle infrastructure was designed to be identifiable with the Luas Light Rail branding to create a consistent image at each Tram stop.

Improvements – Bicycle Parking & Storage

- Over 340 additional free and sheltered bicycle parking places installed.
- Bicycle lockers for safe storage installed at 20 of the 67 stations.



Example of new safe bicycle parking and storage adjacent to Dundrum Station

Improvements – Bike Hire

Bicycle Hire Facilities was installed at the 3 largest light Rail/Tram stations in Dublin City.



Connectivity Heuston Dublin

Bicycle Hire and Parking



Bus Stops



Tram Stop



Train Station



Difficulties of Implementing this Good Practice

- Difficulty in allocating space to bike parking & bike storage lockers at some Tram Stations due to the limited availability of space.
- In order to address safety issues of cyclists higher specification materials were used as standard for all bicycle parking and storage which was difficult to gain support for additional costs.
- Initially, the management of the bike storage lockers was difficult but more options are now available including third party rental provision.
- Difficult to obtain approval for the budget for campaigns to encourage users including information campaigns, free bike servicing at Tram Stops etc.

Results of Good Practice

- 340 new bicycle parking places were installed.
- Bicycle storage lockers were installed at 20 Tram Stations and Bike Hire was installed at 3 stations.
- Safety was improved by improving lighting and CCTV, moving pedestrian crossings, new cycle paths and new direct access routes to Tram Stations.
- They continue to seek passenger feedback to improve infrastructure -

You Can Help!

- Are the bike racks are always full at your stop?
- Are people parking their bikes on railings at your stop?
- Does you stop not have bike racks and people are parking their bikes close-by.
- Is the lighting at the Luas bike rack you use is too dim?

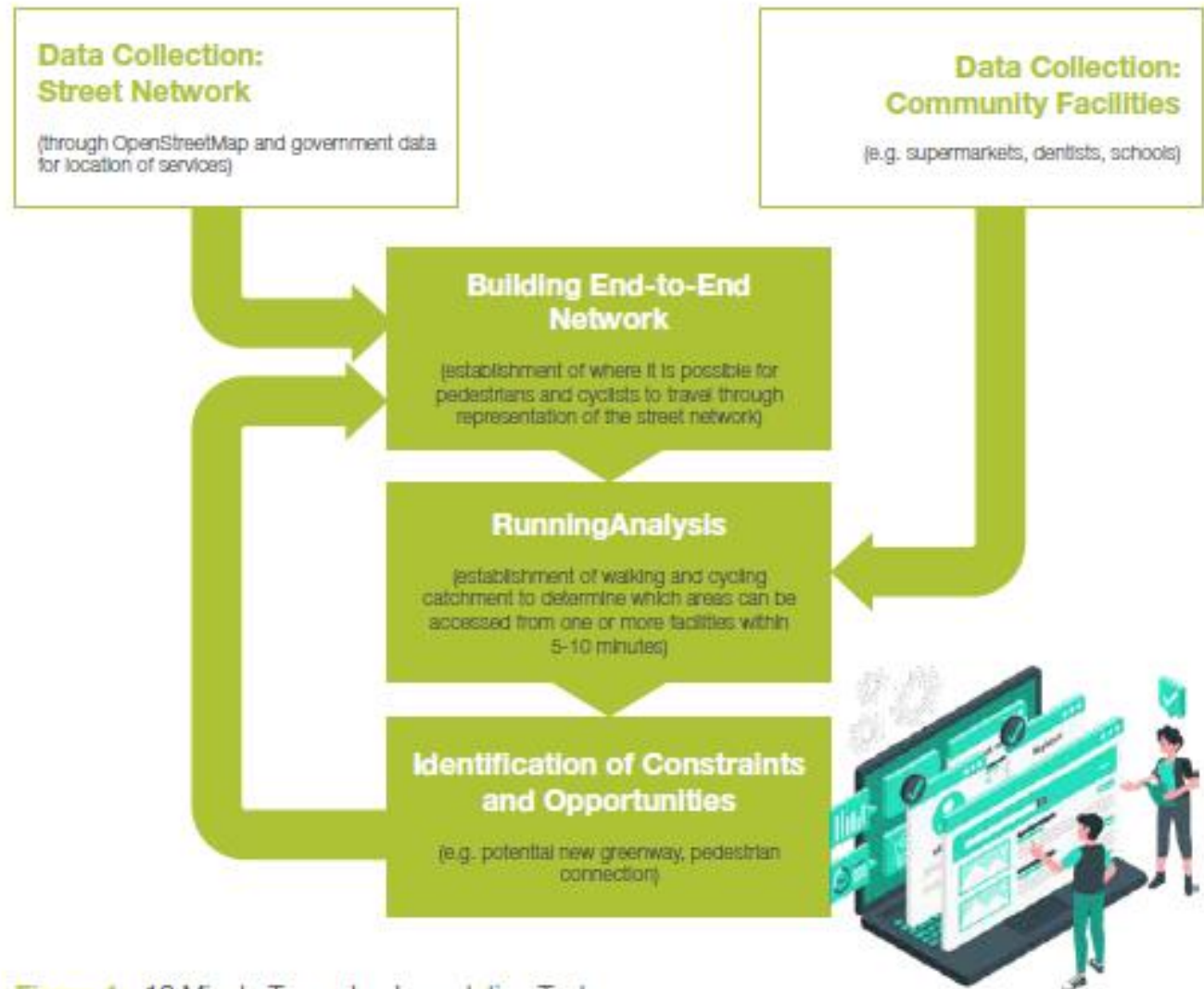
Email us a picture and some info at info@luas.ie. We'll investigate your suggestion and let you know how we get on.

Impact of Good Practice

- This Good Practice has assisted in increasing the number of cycle and ride journeys in Dublin City.
 - Since 2016 Luas passenger journeys have increased by 41% to 48.1 million in 2019.
 - Cyclists in Dublin have more than doubled since 2011 to 95,000 cyclists daily.
- A proposed tram line extension is now planned and following the success of this good practice the infrastructure will include 2 new bridges, new cycle lanes, new bike parking and bike storage lockers which they envisage will result in 10,000 less car trips daily and an increase of 5,500 people using the Tram Line daily.
- Outside of Dublin – Ireland does not currently have any other Tram services. However, this good practice along with other good practices from the Interregional partners of the MATCH-UP project inspired us to develop a framework and methodology for a “10 Minute Town” concept to access all essential amenities within a 10 minute walk/cycle in all key towns.

“10 minute Town” Framework

All Local Authorities in Southern Ireland will utilise this framework and incorporate walking/cycling infrastructure findings into their local transport plans.



[www.southernassembly.ie/
resources/downloads/mat
ch-up](http://www.southernassembly.ie/resources/downloads/match-up)

Figure 1 - 10 Minute Towns Implementation Tool



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Thank You.

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