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## Connecting the City Green Party Ten Point Cycling plan for Dublin

There's never been a better time to cycle in Dublin. If you elect Green Party councillors to Dublin City Council, they will look to successful cities abroad such as Copenhagen, Amsterdam and Stockholm to ensure that an environmentally friendly city allows social, economic and cultural life to prosper. John Gormley as Lord Mayor in 1994 set up the Lord Mayor's Commission on Cycling, and we now need more Green Party Councillors elected on 5th June to speed up progress on making Dublin a city for cyclists.



The amount of cyclists in Dublin city centre has risen by one third over the last four years. The opening of the Dublin Port Tunnel has helped by moving large trucks from the city centre. We plan to build on that success by making cycling safer and easier in our capital city.

The Green Party in Government has brought forward a National Cycling Policy that will be the blueprint for getting 10% of commuters cycling to work by 2020. We'll do this by providing a safer cycling environment, by enforcing low traffic speeds in urban areas and

improving cycle lanes and networks. Integrating cycling and public transport will give people more alternatives to the car. We'll create better bike parking at railway stations and enable bikes to be carried on trains, buses and trams. This is a vision for Dublin that will get us on track for the goal of 125,000 extra people cycling in the next years.

We've also introduced a tax incentive – the Cycle to Work scheme – to make it financially attractive for workers to use the bike as their travel mode of choice.

to cross the city in minutes on a bike as opposed to being snarled up in traffic will make Dublin more accessible for its citizens.

### 6. Metro-North

The construction of Metro-North will provide a high capacity public transport spine to the city. Let's prepare for it by taking cars that don't need to be there out of Westmorland Street and Dawson Street in advance of construction, and provide decent pedestrian and cycling facilities. Secure well designed cycle parking forms part of our plans.

### 7. Liffey Boulevard

We will widen footpaths and plant trees along the Liffey Quays between Heuston and the Custom House. Dubliners and visitors to the city will be able to walk or cycle in comfort and safety beside the River Liffey. We'll seek a car-free Sunday once a month so that families can cycle, roller-blade or walk along the Liffey Quays

### 8. Less One-way Streets and more city life

One way streets kill off the economic and social life of the city. How many thriving businesses have retail frontage on Pearse Street? If streets give traffic too much priority than retail and social activities suffer. We'll make Pearse Street back into a two way street again and provide proper facilities for cyclists. Stephens' Green; D'Olier Street - Westmorland Street – College Street and the Camden Street Adelaide Road junction have become busy traffic junctions. They are more like roundabouts than part of the city. We'll redesign these traffic gyratories so that cyclists are safer and business can thrive.

### 9. A Multi-Storey Bicycle park at Heuston Station

The Central Station at Amsterdam has a multi-storey floating bicycle park for 2,500 bicycles designed by an Irish architect. We'll provide something similar on the River Liffey at Heuston Station so that commuters can bike and train with ease to and from the city centre.

### 10. 'S2S'- A Cycle track around Dublin Bay

The preparation is well underway for the Sutton to Sandycove cycle-route. We're working with the three Dublin local authorities to make the scheme a reality. Once finalised, it will provide a 22km recreational and commuting route, linking both sides of the bay.

Take up in the private sector has been a success, with organisations and companies as diverse as Google, St Vincent De Paul, Deloitte and An Post signing up. In the public sector, the scheme is imminent for state employees. The OPW have issued a call for bike suppliers and guidelines on how the scheme will work will be published in the coming weeks.

**More Dubliners on bikes is part of our larger vision for a sustainable transport future that sees our cities less gridlocked with traffic, safer for our citizens to navigate and cleaner for our environment.**

### 1. Bicycle Lanes

Provide segregated bicycle lanes similar to Denmark along all busy city streets, by re-allocating roads space to give cyclists get their fair share of the road. We'll improving traffic junctions to give cyclists priority and remove traffic access restrictions for those on bikes.

### 2. Lower Speed Limits

Green Councillors will fast-track the implementation of a 30 kph (20 mph) speed limit across the city centre. Once the new lower speed limit is introduced we'll ensure that Gardai enforce the law, making the city centre safer for vulnerable road users.

### 3. More places to park your bike

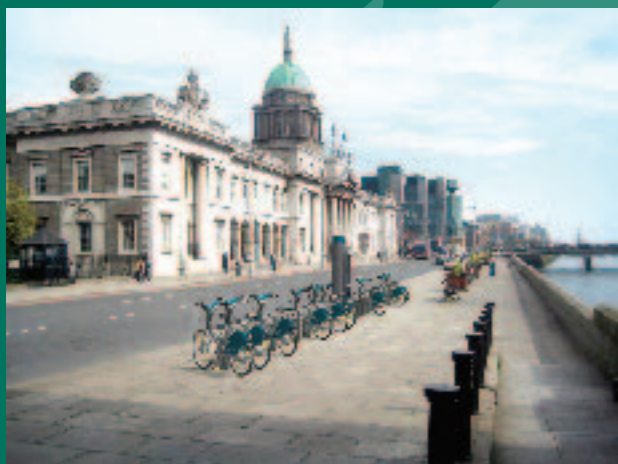
Since parking meters were removed some years ago there's been less places to lock your bike. We'll provide 5,000 new secure bike parking spaces wherever they are required and work with the Gardai and bike shops to reduce bicycle theft.

### 4. New Beckett Bridge –an opportunity for Dublin

When the Macken Street Bridge opens in 2010 we'll take the opportunity to free the centre of Dublin from cars that have no business being there. Traffic calming and enforcing the speed limits will take priority and it's the perfect opportunity to allow Pearse street breathe again.

### 5. City Bike Scheme

The introduction of the City Bike scheme later this year, similar to the Velib scheme in Paris is a golden opportunity to promote cycling in Dublin and to integrate cycling into the lives of Dubliners. Being able












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# Green party, Dublin city centre cycle plan

## 30 kph zone

- Contra-flow cycle lane 
- 30 kph zone 
- cycle lanes 
- future Luas line 
- existing Luas line 
- car free zone 

- Metro 
- City bike scheme 
- Trees 
- cycle park 