# BIKE LIFE

## Dublin Metropolitan Area 2019

National Transport Authority

Sustrans

## Making Tracks

### Our vision for cycling in the Dublin Metropolitan Area

The National Transport Authority is delighted that the Dublin Metropolitan Area has joined 17 UK cities and urban areas in the Bike Life programme.

It has been an ambition of the Authority to generate and publish research on cycling. The Bike Life standardised report has generated very useful information about why Dubliners do or don’t cycle, their attitudes to cycling, and the quality of the cycling environment.

There has been a boon in cycling in the Dublin Metropolitan Area in recent years. A combination of factors, including a ban on large trucks on city centre streets, together with a Bike to Work Tax Saver Scheme, improved infrastructure and the implementation of the Dublin Bikes and other rental schemes have led to a strong and growing cycling culture. This report reveals just how common cycling is; with 24% - nearly one in four adults - cycling at least once a week, and 11% cycling 5 days a week or more.

The Authority has taken a strategic approach to promoting cycling as a mode of transport, firstly with the publication of the Cycle Design Guidelines, followed by publishing the Greater Dublin Area Cycle Network Plan, and an infrastructure delivery programme under the Sustainable Transport Measures Grant programme, supported by a Smarter Travel behavioural change programme.

This approach has resulted in an improved standard of design of cycle facilities, geared towards those “risk-averse” users, regardless of age or gender, who value the opportunity to cycle, but who will not cycle in stressful traffic conditions. It is reassuring that this approach is vindicated in the Bike Life research, with an overwhelming majority (84%) of Dubliners supporting protected cycling infrastructure even if this means less space for other road traffic, and with 69% stating that these facilities would encourage them to cycle more.

As quantified in this report, the health and environmental benefits of cycling, and the value for money cycling infrastructure represents, makes the bicycle an indispensable part of Dublin’s transport future. The National Transport Authority will continue to invest in high quality cycle infrastructure through the Bus Connects programme and through our collaborations with the Local Authorities to deliver the GDA Cycle Network.

This report encourages us to intensify our efforts, and in coming years, Bike Life will   
help us track our progress in delivering the top class cycling city that Dubliners so clearly desire.

**Anne Graham  
Chief Executive Officer  
National Transport Authority**

#### Contents

[Report summary 4](#_Toc44422381)

[Realising benefits 7](#_Toc44422382)

[Cycling participation 9](#_Toc44422383)

[Social inequality and mobility 12](#_Toc44422384)

[Barriers 14](#_Toc44422385)

[Solutions 16](#_Toc44422386)

[Improving cycling 20](#_Toc44422387)

[Bike to the future 22](#_Toc44422388)

#### Introducing Bike Life

Bike Life is the biggest assessment of cycling in urban areas in the UK and Ireland. It is delivered by Sustrans in collaboration with 17 cities and urban areas. Each city\* reports on progress towards making cycling an attractive and everyday means of travel.

\*City is used as a shorthand for Bike Life cities, city regions and boroughs.

Bike Life reports every two years. In 2015 and 2017 seven cities published reports. Glasgow, Perth and Stirling followed and published their first reports in 2018.

Fourteen areas are participating in Bike Life in 2019. This includes our first London borough, Tower Hamlets, and our first city outside of the UK, Dublin Metropolitan Area.

This is the first report from Dublin, produced in partnership with the National Transport Authority of Ireland. The information in this report comes from local cycling data, modelling and an independent survey of 1,106 residents aged 16 or above.\*\* The survey was conducted by independent market research company Behaviour & Attitudes and is representative of all residents, not just those who cycle.

\*\*Survey conducted June-July 2019.

More details on all Bike Life reports can be found at **www.sustrans.org.uk/bikelife**

Our thanks to the people of the Dublin Metropolitan Area who took part in the   
survey and shared their stories with us.

## Report summary

### The Dublin Metropolitan Area

Population\*: 1,408,010

\* Census 2016

#### Everyone benefits when more people cycle

Every day, cycling in the Dublin Metropolitan Area takes up to 60,000 cars off the road.

(Based on cycling by residents that live in a household with a car. Does not include leisure cycling trips.)

Every year, cycling:

* prevents 490 serious long-term health conditions
* saves 28,000 tonnes of greenhouse gas emissions
* creates €258.5 million in economic benefit for individuals and the city

24% of adult residents cycle at least once a week:

1–4 days a week: **13%**

5+ days a week: **11%**

21% don’t cycle but would like to

#### Safety concerns stop cycling being a genuine travel choice for many residents

Many residents are less likely to cycle regularly, for example women and disabled people. However, all groups want cycling safety to be improved.

Proportion of residents who cycle at least once a week:

14% of women

35% of men

5% of disabled people

26% of non-disabled people

Proportion of residents who think cycle safety needs improving:

71% of women

64% of men

55% of disabled people

69% of non-disabled people

#### To help residents cycle more we need better cycling infrastructure

69% think that more cycle tracks along roads physically separated from traffic and pedestrians would be useful to help them cycle more

84% support building more of these lanes, even when this would mean less room for other road traffic

84 kilometres of cycle tracks along roads physically separated from traffic and pedestrians currently exist in the Dublin Metropolitan Area

#### People from socio-economic groups D and E are least likely to own a car, but also least likely to cycle

Socio-economic group is a classification based on occupation maintained by the Association of Irish Market Research Organisations (AIMRO). Groups A and B are professional and managerial. Groups D and E are semi-skilled and unskilled manual occupations and people not in employment.

Proportion of residents from socio-economic groups AB or DE who have a car or van in their household

92% of people from groups A B

68% of people from groups D E

Cycling as a mode of transport is ideally suited to urban life.

Cities that are designed for cycling can help many residents access everyday services and reduce social and economic isolation.

81% of residents from socio-economic groups D and E never cycle, but 21% would like to start. This is equal to 69,000 adults.

#### Residents believe improving their streets for cycling and walking would make their area a better place to live, work or visit

78% think more cycling would make their area a better place to live and work

82% think space should be increased for people socialising, cycling and walking on their local main street

58% think streets outside local schools should be closed to cars during drop off and pick up times

59% think fewer motor vehicles on our streets would be useful to help them cycle more

72% think speed limits should be reduced on local roads

#### Residents would like to see more government spending on cycling, public transport and walking

75% on cycling

71% on public transport

61% on walking

34% on driving

**Quote from Alan Downey**

I bring my two kids to school every day on my e-cargo bike and benefit from consistent commute times, no parking worries, along with improving my health   
and wellbeing.

## Realising benefits

### Why everyone gains when more people cycle

#### Dublin Metropolitan Area residents collectively cycle 26 times around the world every day

78% agree that more cycling would make the Dublin Metropolitan Area a better place to live and work

70.5 million trips made by cycle in the past year,   
which adds up to   
375.1 million kilometres   
≈ 1 million kilometres a day

**Annual cycling trips by purpose\***

Work: **24,200,000** (**34%** of annual trips)

School, college or university (adult): **5,900,000** (**8%** of annual trips)

School (child): **2,900,000** (**4%** of annual trips)

Shopping, personal business and social trips: **21,200,000** (**30%** of annual trips)

Leisure: **16,400,000** (**23%** of annual trips)

\*Leisure trips include adults and children. Education trips are shown separately for adults and children. All other trips are just adults. Census 2016 provides the data on children’s school trips, and informs the children's leisure trip calculation.

#### Cycling keeps the Metropolitan Area moving

Studies show cycling frees up road space in comparison to driving.\* This helps to keep the Metropolitan Area moving for all road users.

\*\*Litman, 2017. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

60,000 return cycle trips are made daily by people who could have used a car

If these cars were all in a traffic jam it would tail back 288 kilometres equivalent to the distance from Dublin to Kinsale

#### Cycling unlocks health benefits for everyone

Cycling in the Dublin Metropolitan Area prevents 490 serious long-term health conditions each year

148 cases of hip fracture prevented

116 cases of depression prevented

107 cases of dementia prevented

57 cases of coronary heart disease prevented

62 cases of other conditions prevented. ‘Other conditions’ includes type 2 diabetes, stroke, breast cancer, colorectal cancer

Saving the HSE in the Metropolitan Area €4.6million per year, equivalent to the cost of 83,000 GP appointments

(Savings based on Sport England MOVES tool, amended for the Republic of Ireland, which shows the return on investment for health of sport and physical activity.)

The physical activity benefits of cycling prevent 52 early deaths annually which is valued at €263million\*

\*Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling.

More people cycling improves air quality:

190,000 kg of NOx and 9,000 kg of particulates (PM10 and PM2.5) saved annually.

In the Republic of Ireland 1,100 early adult deaths occur each year where long-term exposure to air pollution (PM2.5) is deemed to be a contributory factor.

Air Quality in Europe 2019, by the European Environmental Agency EEA Report No 10/2019. Adults = 30 years+.

#### Cycling helps reduce the impact of our climate crisis

28,000 tonnes of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually, equivalent to the carbon footprint of 400,000 people taking flights from Dublin to London Heathrow.

Transport now accounts for 20% of the Republic of Ireland’s greenhouse gas emissions, of which the main sources are petrol and diesel cars. Overall, the Republic of Ireland’s emissions between 1990 and 2017 increased by 10%; however transport emissions increased by 133%. (Environmental Protection Agency, Ireland’s Final Greenhouse Gas Emissions 1990-2017.)

#### Cycling benefits residents and the local economy

€1.00 net benefit for individuals and society from each kilometre cycled instead of driven

In total, this adds up to:

€170million

per year from people with a car choosing to cycle for transport, or

€258.5million annually from all trips cycled

(These figures are based upon the Societal Gain Model, which monetises the costs and benefits of driving and cycling. This includes travel time, vehicle operating costs, medical costs and work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.)

## Cycling participation

### Who is cycling and how often?

#### Most people living in the Dublin Metropolitan Area do not currently cycle

Whilst many people cycle, participation is much lower than for other modes of travel.

When cities are designed to make cycling more attractive than other forms of transport, participation can be high. For example **29%** of residents cycle five or more days a week in Greater Cambridge.\*

\*Bike Life Greater Cambridge 2019.

**Residents who travel by the following modes five or more days a week**

61% Walking

55% Car or van (travelling as driver or passenger)

19% Public transport

11% Cycling

90% of residents walk at least once a week

24% of residents cycle at least once a week

While it’s clear that improvements need to be made to the walking environment, there is generally protected space – pavements.

In comparison, it is only possible to cycle to most everyday destinations if you are happy to share road space with motor vehicles.

#### How often are residents cycling and walking?

Cycling:

11% cycle 5+ days a week

8% cycle 2–4 days a week

5% cycle once a week

2% cycle once a fortnight

8% cycle once a month or less often

66% never cycle

Walking:

61% walk 5+ days a week

21% walk 2–4 days a week

7% walk once a week

1% walk once a fortnight

5% walk once a month or less often

4% never walk

#### How inclusive is cycling?

Cycling participation of different demographic groups is not equal.

Barriers to cycling can be more pronounced for different demographic groups, however cities with high cycling rates show this is not always the case.

55% of all cycling trips in the Netherlands are made by women. Furthermore, people over 65 make 24% of their trips by cycle, higher than the percentage reported for any other age group over the age of 26.\*

\*Pucher and Buehler, 2008. Making Cycling Irresistible Transport Reviews, Vol. 28.

**Proportion of residents in different demographic groups who cycle at least once a week**

Gender:

14% of women

35% of men

Ethnicity:

24% of white people

25% of people from ethnic minority groups

Disability\*:

5% of disabled people

26% of non-disabled people

\*'Disabled' means any respondent that said they have any physical or mental health conditions or illnesses lasting or expected to last for 12 months or more.

Age:

40% of people aged 16–25

29% of people aged 26–35

26% of people aged 36–45

23% of people aged 46–55

13% of people aged 56–65

6% of people aged 66+

**Quote from Bridget Kiely, GP**

As well as cycling to work in a busy GP practice and for leisure, I do home visits by bike. I get to my patients quicker as I don’t have to worry about traffic and parking. Cycling sends out a positive message to my patients, not only in terms of being active, but cars can be associated with status.

I feel so much more embedded in a community when travelling by bike. You see so much more and have a deeper connection to the people and places.

From a health perspective for my patients and myself, cycling is important, especially with rising inactivity and obesity in the Republic of Ireland. Cycling is great for your mental health. I arrive to work much fresher, alert and in a positive mood. If we had fewer cars on the road, air quality would be much better.

## 

## Social inequality and mobility

### Cycling’s potential to help people

#### Mobility is about accessing basic, everyday needs that help people live well

Mobility enables people to access employment, education, fresh food, green space and healthcare. Mobility also enables people to see family, participate   
in their community and to have a voice in society.

#### People who do not have a car can find it challenging to reach everyday services, and cycling can provide a cheap and accessible alternative

**Proportion of residents from each socio-economic group\* who do not have a car or van in their household**

A B professional/managerial: 8%

C1 supervisory/clerical/students: 15%

C2 skilled manual: 20%

D E, semi/unskilled/not employed: 32%

\*Socio-economic group is a classification based on occupation maintained by AIMRO.

29% of the population of Dublin Metropolitan Area are from socio-economic groups D and E. That’s around 410,000 people in total.

Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

#### Many residents from socio-economic groups D and E would like to start cycling

21% of residents from groups D and E would like to start cycling

14% of residents from groups D and E currently cycle at least once a week

In comparison, 27% of residents from groups A and B cycle at least once a week.

#### However, many barriers prevent people from these groups cycling

**Reasons why residents from socio-economic groups D and E do not cycle or why they cycle less often**

35% Concerned about safety

26% Not confident cycling

22% Not for people like me

9% Living too far away from my destination

**Proportion of residents from socio-economic groups who think cycling is not for people like them**

A B: 8%

D E: 22%

Being a ‘cyclist’ can be associated with a certain type of person and characteristics.

#### Cycling has potential to reduce social and economic exclusion

Cycling could help many residents access employment, healthcare and everyday services, but only if we make cycling attractive, safe and easy for everyone.

At a relaxed pace you can cycle over 6 kilometres in 25 minutes. So, cycling can be ideally suited to urban life, especially as an option for people who do not own a car and live further away from public transport.

#### 25-minute cycling distance from key locations

Cycling would enable 350,000 people to travel from their home to O’Connell Bridge in less than 25 minutes, including 34,000 people from areas that are among the 20% most deprived in the Republic of Ireland.

Map showing the whole area that can be reached from five locations by cycling at 16km/h for 25 minutes. The central locations are Main Street, Swords; Blanchardstown Centre; O’Connell Bridge; The Square, Tallaght; and Dun Laoghaire Shopping Centre. Also shown is Beaumont, which is 25-minute cycling distance from O’Connell Bridge.

This is adapted from the online tool travelTime platform, that generates travel time maps (isochrone shapes): qgis.traveltimeplatform.com. It uses a baseline cycling speed of 16km/h and takes into account type of cycle tracks and junctions but does not include gradient.

**Quote from Mary Conway, teacher**

I understand why more women don’t cycle, it’s too intimidating to  
cycle on the roads in Dublin. I used to cycle to school in the city centre but I’ve been put off by the aggressiveness of the drivers.

There are too many cars coming into the inner city, this should be reserved for more sustainable transport. Better, safer, dedicated cycle lanes like those in Germany where cyclists have right of way especially in city centre zones would be great.

When I cycled it was great for my headspace, I could clear the head and debrief after work. But stressful and dangerous situations on the road along the Quays mean that I now car pool. I do cycle for leisure, but at peak commuting times, sharing the road is too hazardous. We need public awareness campaigns to encourage cycling and I’d like to see a dedicated segregated cycle lane from Phoenix Park to the city.

## Barriers

What is stopping Dublin Metropolitan Area residents cycling more?

57% think the Dublin Metropolitan Area is a good place to cycle. But many barriers to cycling exist.

**Reasons why some residents do not cycle or why they cycle less often**

33% Concerned about safety

24% Poor weather

18% Not confident cycling

15% Not for people like me

13% Living too far away from my destination

9% Children, passengers or too much to carry

8% Lack of storage or facilities at home or work

5% Cost of a suitable cycle

4% Too hilly here

Please note survey respondents could pick multiple options.

#### Safety is the single largest barrier to more people cycling

For which modes do residents think safety needs to be improved?

49% Driving

50% Walking

53% Public transport

68% Cycling

47% of residents think cycling safety in the Dublin Metropolitan Area is good

37% think children’s cycling safety is good

**Which issues do residents think are important for improving cycle safety?**

97% Improving routes and facilities for safe cycling

96% Better road quality and fewer pot holes

96% Better lighting on cycle routes in poorly lit areas

95% Improving the behaviour of other people cycling

94% Improving the behaviour of people driving cars

90% Reducing antisocial behaviour or crime

88% Reducing levels of traffic on the roads

86% Reducing the speed of traffic on the roads

77% of all streets in the Dublin Metropolitan Area typically have traffic travelling at speeds above 30km/h\*

\*Excluding motorways. NAVSTREETS Speed Category data, from NAVTEQ data set.

91% of households are further than 125 metres from routes that are considered good practice\*\*

\*\*These are defined as routes that are traffic-free and away from roads and cycle tracks along roads physically protected from traffic and pedestrians.

#### Secure cycle storage is important at home and when out and about

Reported cycle thefts

There were 3,934 reported cycle thefts in the Dublin Metropolitan Area in 2018/19.

For every 152 people who own an adult cycle there was 1 reported cycle theft in the past year.

There is a public cycle parking space for every 38 people who cycle.

36% of residents think the security of public cycle parking is good.

Security can also be a risk at home, especially in flats where storage inside the property can be harder.

**Quote from Alan Downey, Engineering Manager**

I bring my two kids to school every day on my e-cargo bike and benefit from consistent commute times and no parking worries, along with improving my health and wellbeing. I like the fact my children see more of the city and are learning about the environment and active travel rather than being stuck in a car all the time. A bike is much more flexible as well as faster than the bus or car.

However, getting around by bike has opened my eyes to the amount of space we dedicate to cars. Our city has narrow footpaths, very few segregated cycle lanes but wide, multilane roads. Drivers have priority at every junction and interaction with pedestrians and people cycling. They park on footpaths, block crossings and do what they want with impunity. This needs to change for Dublin to become more liveable and a safer city to cycle.

We need dedicated, prioritised bike infrastructure. Driver education has failed, many people are afraid to cycle.

If there is one thing that could improve cycling in the city, it is junction design. Planners and designers need to consider how people cycling will move through junctions safely and this will help create a more joined-up city for people to cycle without fear.

## Solutions

### What would help residents to cycle more?

#### Many Dublin Metropolitan Area residents want to cycle

54% of residents feel that they should cycle more

How do residents see themselves when it comes to cycling?

17% Regularly cycle

12% Occasionally cycle

3% New or returning to cycling

21% Do not cycle but would like to

47% Do not cycle and do not want to

#### Residents want improved cycling infrastructure

What proportion of residents would find infrastructure improvements useful to cycle more?

70% More traffic-free cycle routes away from roads, eg through parks or along waterways

69% More cycle tracks along roads that are physically protected from traffic and pedestrians

68% More signposted local cycle routes along quieter streets

61% Better links with public transport

The Dublin Metropolitan Area has

86 km of traffic-free cycle routes away from the road

84 km of cycle tracks physically protected from traffic and pedestrians

However, only 9% of households are within 125 metres of these routes

224 km of cycle tracks level with the footpath, distinguished by a different surface

There is one cycle parking space at railway stations and tram stops for every 102 passengers

84% (an overwhelming majority) of residents support building more protected on-road cycle lanes, even when this would mean less room for other road traffic

National and regional roads have higher levels of traffic so these are where physical separation is most useful for cycling. In total, 814 kilometres of these roads exist in the Dublin Metropolitan Area.

#### Residents want more support to cycle

What proportion of residents would find more support useful to cycle more?

60% Improvements to the Dublin City Bikes scheme

51% Cycling training courses and social rides

47% Access to an electric cycle

39% Access to a cargo cycle

36% Access to an adapted cycle (eg tricycle or recumbent cycle)

53% of residents have access to an adult pedal cycle

Dublin benefits from both the well-established dublinbikes scheme of docked cycles that has operated in the city core since 2009, and since 2018 by the dockless Bleeperbikes that can be used and parked across larger parts of the Dublin Metropolitan Area.

116 dublinbikes cycle share stations

2,100 total docked and dockless shared cycles

3,947,677 total annual trips on docked and dockless cycles

48% of residents think that the public cycle schemes are good

**Quote from Miguel Hidalgo, engineer**

Cycling is quicker, a lot cheaper and more reliable. I was getting frustrated having to wait around for the tram, and public transport in Dublin is expensive.

Cycling helps me find a good balance between life and work. After a long day at the office, 30 to 45 minutes of cycling always helps me disconnect. It is a good transition between your work and personal life.

I decided to cycle to work because of the facilities provided at my office. We have a cycle-to-work scheme, showers, a drying room for clothes and secure covered cycle parking.

If my work didn’t have these facilities, I wouldn’t cycle to work. I like to have a shower and feel refreshed and ready for the day.

I encouraged two or three of my colleagues to cycle on a daily basis by explaining the physical and mental health benefits of cycling. I feel so much more awake and productive when I arrive to work by bike.

#### Residents think fewer motor vehicles would help increase cycling and make their area a better place

A reported cycle injury occurs once every 650,000 kilometres cycled around the Dublin Metropolitan Area. Whilst injuries are relatively rare, sharing the road with motor vehicles is unattractive for most people.

What proportion of residents would find traffic management measures useful to cycle more?

59% Fewer motor vehicles

56% 30km/h streets

45% Restricted car parking

63% of residents think there are too many people driving in their neighbourhood

23% of all streets in the Dublin Metropolitan Area should typically have traffic travelling at speeds below 30km/h\*

\*Excluding motorways. NAVSTREETS Speed Category data, from NAVTEQ data set.

Proportion of residents who support measures to make places better for people

82% Increase space for socialising, cycling and walking on high streets

72% Reduce speed limits on local roads

70% Restrict through-traffic on residential streets

58% Close streets outside schools at peak times

#### Residents want more investment in public transport, cycling and walking

Proportion of residents who would like to see more government spending on different types of transport

75% Cycling

71% Public transport

61% Walking

34% Driving

Public support exists for some policy measures that could be used to help fund walking, cycling and public transport.

Proportion of residents who support and oppose traffic management measures

Charging more polluting vehicles entering the city centre

58% support

28% oppose

Charging employers who provide workplace car parking in cities

45% support

37% oppose

Investing in provision for cycling is good value for money, and gives greater returns than many alternatives. For example, Transport for London’s ‘Walking   
and Cycling Economic Benefits summary pack’ tells us that for every £1 spent   
on walking and cycling, £13 of benefits are returned to the economy.

## Improving cycling

How has the Dublin Metropolitan Area been developing cycling?

The National Transport Authority (NTA) produced a cycle network plan for the Greater Dublin Area that proposes to expand the urban cycle network to over 1,485 kilometres in length

There has been a welcome and significant growth in cycling in the Dublin Metropolitan Area in recent years. A combination of factors, including the opening of the Dublin Port Tunnel, and subsequent ban on larger trucks from city centre streets, together with a Bike to Work Tax Saver Scheme, improved infrastructure and the implementation of the Dublin Bikes rental scheme have led to sustained increases in the numbers of people cycling.

The NTA produced a cycle network plan for the Greater Dublin Area in December 2013. The ambitious plan proposes to expand the urban cycle network to over 1,485 kilometres in length, and to provide quality facilities sufficient to attract new cyclists, as well as catering for the increasing numbers of existing cyclists.

Delivery of the cycle network has been impacted by a number of factors, including the effects of the 2008 financial crisis and subsequent recession, a lack of multi-annual funding for cycling for a number of years, as well as the normal planning and design issues associated with re-allocating road space to provide improvements for sustainable modes.

Despite these challenges, there has been significant progress on delivering elements of the network. In partnership with the local authorities and other state agencies, approximately 50km of new or improved cycle infrastructure, 174 junction improvements, 2,110 additional cycle parking spaces, 7 new bridges and an expanded Public Bikes Scheme have been delivered in the Greater Dublin Area since 2014 to the end of 2019.

The NTA has continually increased its infrastructural investment on cycling. The proportion of funds dedicated to cycling under the Sustainable Transport Measures Grant (STMG) Programme has increased from 24.3% in 2011, to 75% in 2019. In 2019, the NTA spent more than €19.1M on cycling projects in the Greater Dublin Area (up from €13.4M in 2018, and €9.3M in 2017). Annual investment reports are published by the NTA.

Now in its eleventh year, Dublin City Council’s public rental bike share scheme, ‘Just Eat dublinbikes’ continues to enjoy huge popularity in the city. There are totals of 116 stations and 1,600 bikes in the city centre catchment. The most recent expansion of the scheme in 2018 focused on the Grangegorman area of Dublin, which is one the most significant development areas in Dublin City, featuring a relocated consolidated Technological University Dublin campus with 10,000 students.

#### Cycle Parking

The NTA is committed to funding increased cycle parking across the Dublin region. Dublin City Council commenced a major initiative to reassign on-street car parking to cycle parking. Funded by the NTA, this programme provided an additional 970 spaces at key destinations in the city centre. In addition, the enclosed and monitored cycle parking facility at Drury St in the city centre was expanded in 2017. In Dun Laoghaire Rathdown Council Area, 587 bicycle parking spaces were provided from 2017 to 2019.

#### Behaviour Change

While it is essential that the appropriate cycle environment is provided, it is equally important to provide enabling programmes to help Dubliners choose the bicycle for their trips. The NTA has funded behavioural change programmes over many years focussed on large employers and third level (Smarter Travel Workplaces / Campus) programmes, and the Green Schools Travel programme for primary and secondary schools. These programmes have facilitated significant change in the attitude towards cycling and provision of destination facilities, as well   
as contributing to the growing cycling culture of Dublin.

#### Cycle Design Office

A Cycle Design Office (CDO) was established by the NTA in 2019 to assist in the delivery of cycling projects in Dublin, outside of the Bus Connects proposals. The new dedicated design team will initially focus on Dublin City Centre schemes, including the Liffey Cycle Route. The CDO is also piloting the design and delivery of the Protected Cycle Lanes programme across the GDA.

## Bike to the future

### Our ambition and plans to make it happen

#### Cycling Implementation Plan 2020-2024

The overall approach for the Greater Dublin Area is progressing:

* Cycle Facilities under the BusConnects programme;
* The GDA Cycle Network on non-Bus Connects routes; and
* Upgraded/ Segregated suburban cycle networks, in a fast-tracking programme.

This infrastructure programme will be supported by:

* The NTA Cycle Design Office;
* The School/Workplace and Campus behavioural change programmes; and
* Enhancements of the existing Bikeshare schemes in Dublin.

Some of these elements are detailed below:

#### BusConnects

BusConnects is the NTA’s plan for improving bus travel and cycling in Dublin. One of the key initiatives is the Core Bus Corridors, which propose to build 230km of bus lanes and 200km of segregated cycle track on 16 key routes into the city.

This makes BusConnects the largest and most ambitious cycling infrastructure project in the history of the state. There has been large scale public engagement on the proposals and the aim is to submit the plan for statutory approval in 2020. Construction will commence on a Phased Basis from 2021 to 2027. Each corridor upgrade will take up to 2 years to complete.

Progressing the GDA Cycle Network will include key cycling projects:

#### Liffey Cycle Route

The Liffey Cycle Route aims to provide a safe, continuous and segregated 5km-long facility in both directions between Phoenix Park, Heuston Station and the Tom Clarke East Link Bridge. The NTA and Dublin City Council published the Recommended Option for the Liffey Cycle Route Project in April 2019. City councillors and the Dublin Cycling Campaign welcomed the plan.

#### Dodder Greenway

The development of a 17km walking and cycling route along the river Dodder presents a significant opportunity to enhance cycling. It connects the business district in Dublin City Dockland to the southern suburbs and onwards to recreational opportunities at Bohernabreena reservoir. Three bridges that form part of this greenway will be completed in 2020.

#### East Coast Trail

The development of this coastal greenway route will deliver a key part of the cycle network, linking large populations to employment and educational opportunities, and will also promote Dublin Bay as a recreational destination. A 2km section between Baldoyle and Portmarnock will open in 2020.

#### Royal Canal Greenway

This 18km project is a key element of the Dublin Galway National Cycle Route, running through Dublin City, Fingal County and Kildare County Council areas. A 600m section of the Greenway in Sherriff St, right in the heart of Dublin City started construction in 2019 and the adjacent 2km stretch to Phibsborough starts construction in 2020.

#### Notes on terminology and methodology:

The attitudinal survey was conducted from June to July 2019 by market research company B&A.

The survey is representative of all Dublin Metropolitan Area residents, not just those who cycle.

Rounding has been used throughout the report.

More information and a detailed methodology are available at

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us   
on our journey. www.sustrans.org.uk

Sustrans is a registered charity in the UK No. 326550 (England and Wales) SC039263 (Scotland)  
  
© Sustrans March 2020

The National Transport Authority is a statutory non‑commercial body, which operates under the aegis of the Department of Transport, Tourism and Sport.

The National Transport Authority strives to develop and implement key strategies that will ultimately provide high quality, accessible, sustainable transport connecting people in communities across the Republic of Ireland.

Bike Life Dublin Metropolitan Area has been funded by the National Transport Authority. The project is co-ordinated by Sustrans.