

Coca-Cola Zero dublinbikes Mini-Expansion - Assessment of Additional Station Potential

Site 1 Evaluation

The Irish Volunteer Monument, Blackquiere Bridge, North Circular Road.

Summary

Demand would be such that this area would need to be served by a 40 stand station. Given the limited space available to accommodate a station to the footpath, the only option would be to encroach on the park which would be undesirable and impractical from several perspectives. Traffic congestion, particularly at peak times in the vicinity of this location would preclude safe servicing of the station. A designated service area, which is not currently legislated for, would be required and again space constraints would prohibit the provision of such an area in any event. The existing layby, even if it could be designated for scheme service vehicles only, is too remote from the station and its use could lead to conflict between pedestrians and staff wheeling bikes along the narrow path back and forth to the station. The inefficiency of servicing a station under these conditions could have a detrimental knock on effect on service levels across the network.



Regulation Area

Heavily subscribed layby in vicinity of 18 metres.

Layby remote from station and could not be used if other vehicle parked, therefore unlikely to work operationally.

No secondary regulation possible on DYL in location given roadway characteristics.

Technical Issues

Heritage

Limestone monument by Leo Broe 1939.

Negative impact on setting/interpretation of monument/park (on anniversary of 1916).

If within park, will require complete removal of monument and railings.

Utilities

Water main – 4in x2, 18in, 150mm

Drainage – Combined

ESB – 38KV HV underground, MV LV underground

Station Area

Network location will require a well regulated station of 40 stands at c32m in length.

18 metres available but would leave insufficient minimum footpath width.

Mobility

Location on footpath would impact on natural desire line/pedestrian crossing.

Possible issue for visually/mobility impaired.

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Site 2 Evaluation

Broadstone Park, Royal Canal Bank

Summary

This location does not conform to the general principles of site selection that have been applied successfully across the existing network. The location is distant from public areas. There is very limited scope for passive surveillance of the station and this could prove to be a prime site for vandalism to develop. There is poor access and egress for service vehicles. The service vehicle would have to reverse for some distance in an area that would be frequented by pedestrians and cyclists if a station were installed. This would be both unsafe and impractical. Access to this area is likely to prove difficult during peak traffic congestion periods, a fact exacerbated by the fact that legislation prohibits use of bus lanes. Consequently bikes are likely to be abandoned at the station leading to increased subscriber dissatisfaction and possible theft of bikes.



Vehicle Access

Restricted access to park via narrow residential 'street' with on-street car parking. Insufficient width to provide safe vehicular access for regulation.

Adjoining access lane to park not in charge.

Technical Issues

Heritage

Negative impact on park interpretation/setting.

Visibility

Poor general surveillance.
Some anti-social activity observed.

Regulation Area

Will require significant vehicle manoeuvring and reversing movements to regulate.

Serious safety concern with respect to vehicle and pedestrian/cycle interaction.

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Site 3 Evaluation

Rear of Phibsborough Library at Royal Canal Bank

Summary

This site suffers from many similar problems to Site 2, and while vehicular access may be slightly better, service access would still involve a convoluted route beyond the current network that would not be operationally efficient. The long tail swing of the service vehicles would make the negotiation of the turn at North Circular Road to the left of the library difficult to accomplish safely, especially with pedestrians in the vicinity.

The lack of the ability to have an exclusive demarcated servicing area marked on the road for the service vehicle at such a distant network location introduces increased risk that a long service journey would have to be aborted on arrival, as even one vehicle incorrectly parked at this location would prevent the vehicle stopping without hindering other traffic. This could lead to likely conflict with residents or those using the library. Such inefficiency would damage service levels across the network.

It would be necessary for residents to provide some level of passive surveillance if they were supportive of having a station in their neighbourhood. It would be problematic if residents were hostile to having a station at this location due to the loss of residential car parking and the introduction of additional vehicular traffic into the area.



Technical Issues

Utilities

Gas – Low pressure distribution in vicinity.

Possible telecoms in vicinity.

Vehicle Access

Problematic access with difficult turning movement from North Circular Road and complication of one-way system.

Station Area

Will require removal of on-street car parking spaces, inc. mobility impaired in area heavily subscribed for residential car parking as well as visitor short stay.

Visibility

Poor general surveillance.