

# BIKE *life*

2019

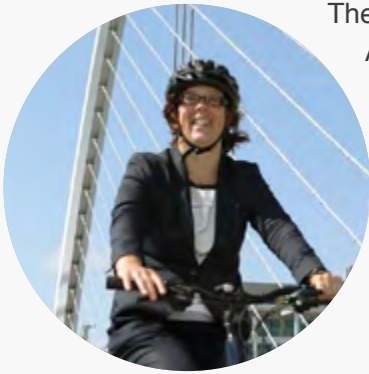
Dublin Metropolitan Area





# Making tracks

Our vision for cycling in the Dublin Metropolitan Area



The National Transport Authority is delighted that the Dublin Metropolitan Area has joined 16 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 boom in cycling in the Dublin Metropolitan Area in recent years. A combination of factors have led to a strong and growing cycling culture. These include a ban on large trucks on city centre streets, the Bike to Work Tax Saver Scheme, improved infrastructure and the implementation of the Dublin Bikes and other rental schemes. This report reveals just how common cycling is; with 24% - nearly one in four adults - cycling at least once a week, including 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 (GDA) 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 physically separated 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 BusConnects 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**



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## 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 16 other cities and urban areas. Each city\* reports on progress towards making cycling an attractive and everyday means of travel.

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.

More details on all Bike Life reports can be found at [www.sustrans.org.uk/bikelife](http://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.



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

\*\*Survey conducted June-July 2019.

# Report summary

## The Dublin Metropolitan Area

### Population\*

1,408,010



### Survey area

## Everyone benefits when more people cycle

Every day, cycling in the Dublin Metropolitan Area takes up to

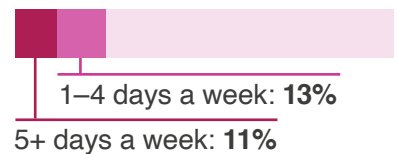
# 60,000 cars off the road

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:**



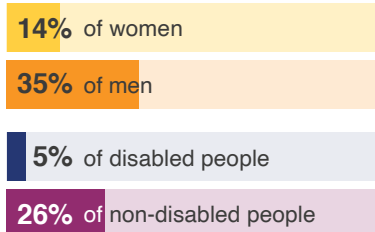
**21%** don't cycle but would like to

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

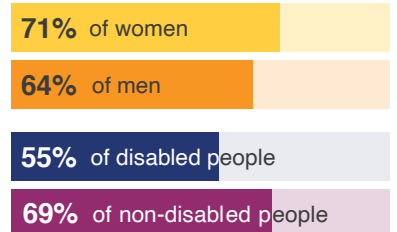
Many residents are less likely to cycle regularly, for example women and disabled people.

However, all groups want cycling safety to be improved.

**Proportion of residents who cycle at least once a week**



**Proportion of residents who think cycle safety needs improving**



## 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

\*Census 2016

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

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

92% of people from groups AB

68% of people from groups DE

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

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.

## 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% Cycling

71% Public transport

61% Walking

34% Driving

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

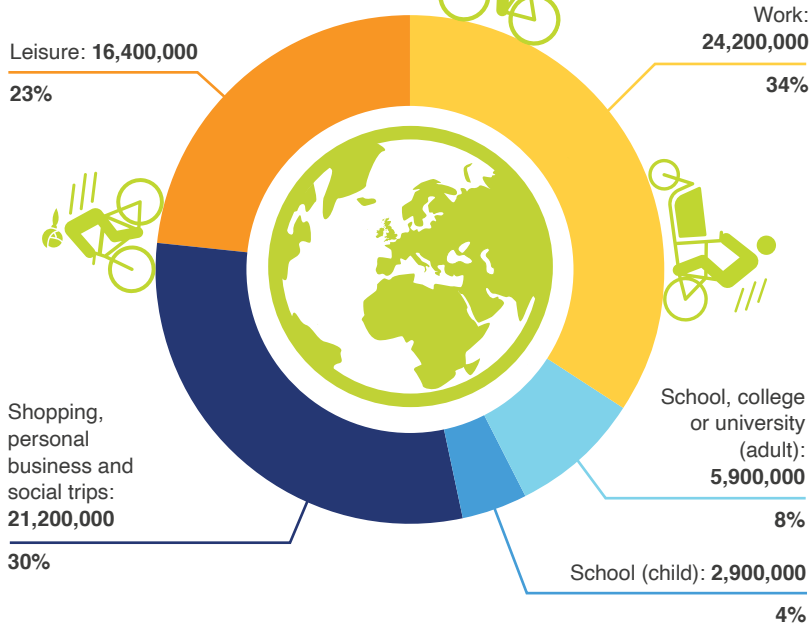
**70.5 million trips**

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\*



## 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.

**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

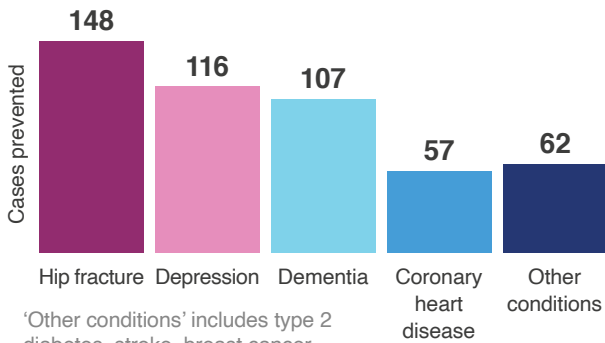


\*Leisure trips include adults and children. Education trips are shown separately for adults and children. All other trips are just adults. Census 2016 provides the data on children's school trips, and informs the children's leisure trip calculation.

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

## Cycling unlocks health benefits for everyone

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



†'Other conditions' includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

**Saving the HSE in the Metropolitan Area €4.6 million per year†**

equivalent to the cost of **83,000 GP appointments**

† 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 **€263 million**

††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 NO<sub>x</sub>** and **9,000 kg of particulates** (PM<sub>10</sub> and PM<sub>2.5</sub>) saved annually.

In the Republic of Ireland **1,100 early adult deaths** occur each year where long-term exposure to air pollution (PM<sub>2.5</sub>) 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

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.

In total, this adds up to: **€170 million** per year from people with a car choosing to cycle for transport, or

**€258.5 million** annually from all trips cycled





# Cycling participation

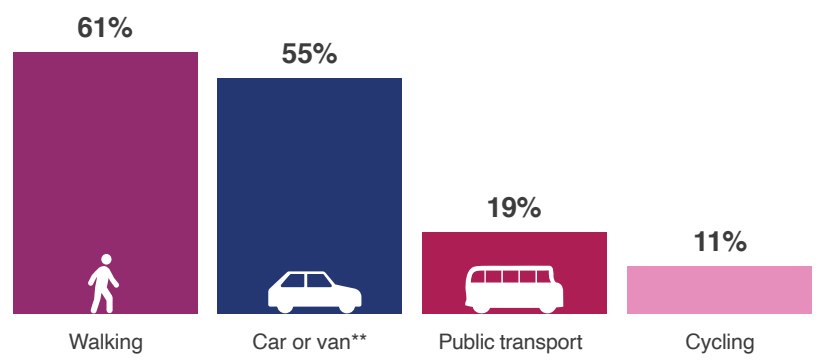
Who is cycling and how often?

## 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.\*

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



**90%** of residents walk at least once a week

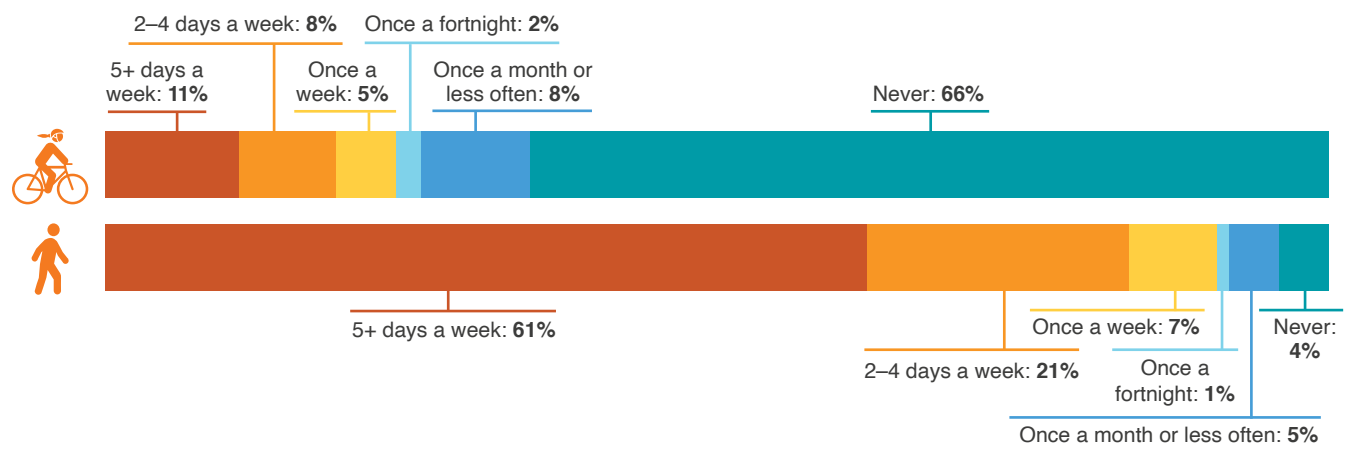
**24%** of residents cycle at least once a week

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?



\*Bike Life Greater Cambridge 2019.  
 \*\*Travelling as driver or passenger.



## How inclusive is cycling?

Cycling participation of different demographic groups is not equal.

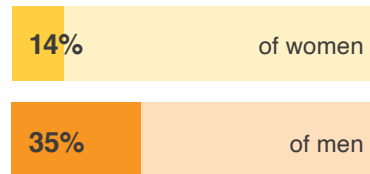
Barriers to cycling can be more pronounced for different demographic groups, however cities with high cycling rates show this is not always the case.

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

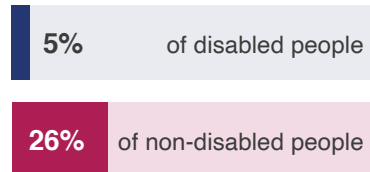
#### Gender



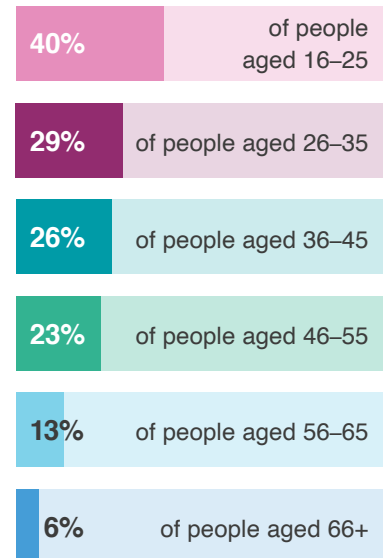
#### Ethnicity



#### Disability†



#### Age



#### 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.



†'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.



# Social inequality and mobility

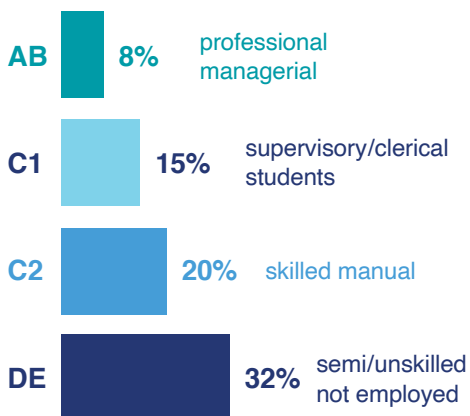
Cycling's potential to help people

## 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



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

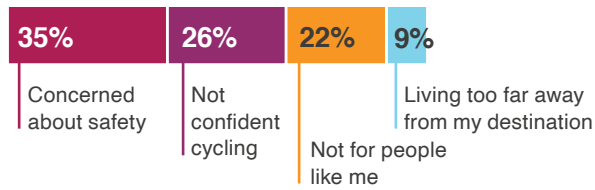
**14%** of residents from groups D and E currently cycle at least once a week

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

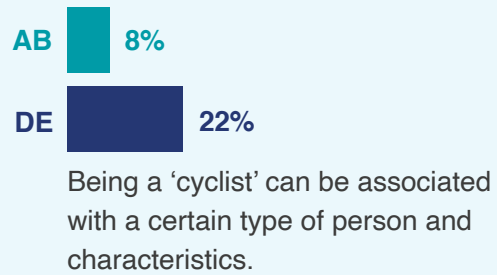
\*Socio-economic group is a classification based on occupation maintained by AIMRO.

## 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



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



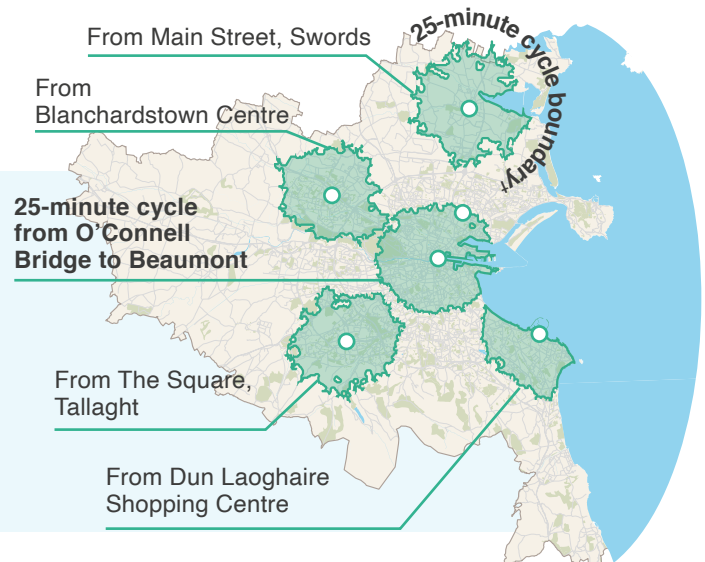
## Cycling has potential to reduce social and economic exclusion

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.



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.

<sup>†</sup>Adapted from travelTime platform, travel time maps (isochrone shapes): qgis.traveltimeplatform.com. Uses a baseline cycling speed of 16km/h and takes into account type of cycle tracks and junctions but does not include gradient.



# Barriers

What is stopping Dublin Metropolitan Area residents cycling more?

**57%**

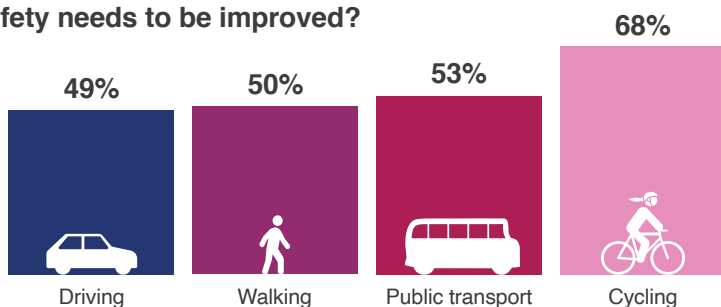
think the Dublin Metropolitan Area is a good place to cycle. But many barriers to cycling exist.

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



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

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



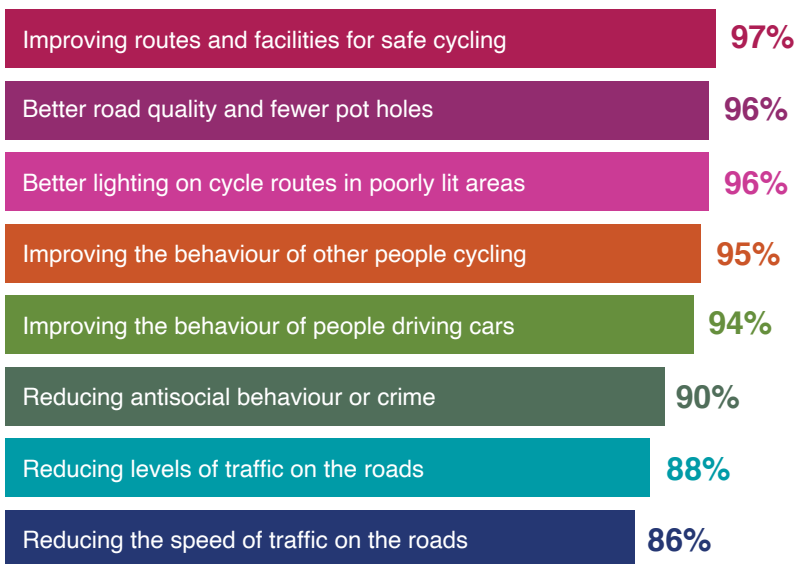
**47%**

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?



**77%**

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

**91%**

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

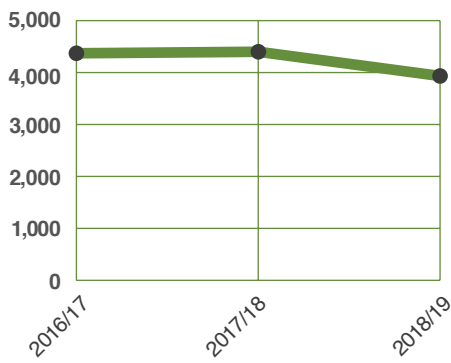


\*Excluding motorways. Source: NAVSTREETS Speed Category data, from NAVTEQ data set.

\*\*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.

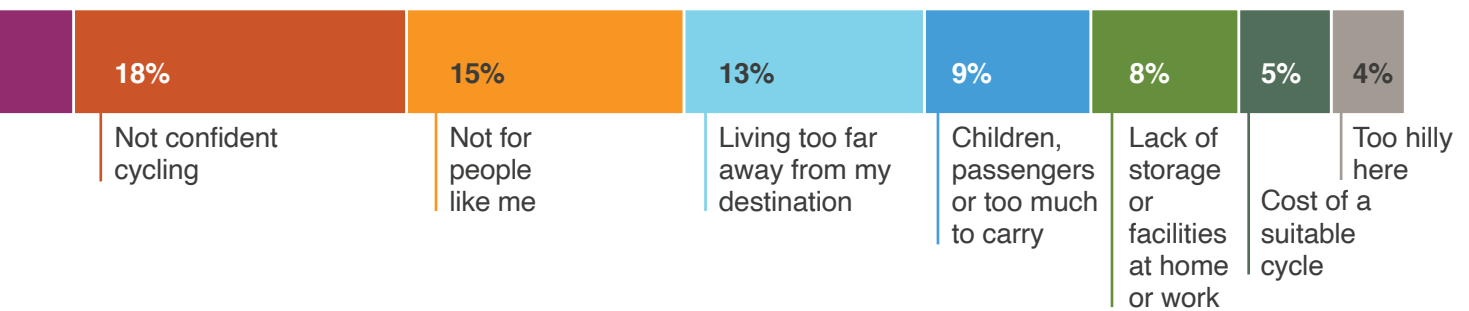
There is a public cycle parking space for every **38** people who cycle.

**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.

Please note survey respondents could pick multiple options



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?

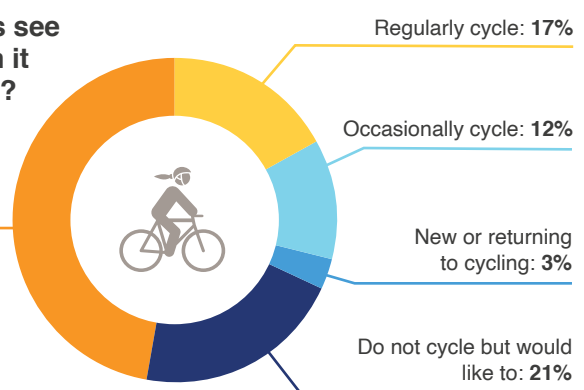
## Many Dublin Metropolitan Area residents want to cycle

**54%**

of residents feel that they should cycle more

How do residents see themselves when it comes to cycling?

Do not cycle and do not want to: 47%



## Residents want improved cycling infrastructure

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

70%	69%	68%	61%
More traffic-free cycle routes away from roads, eg through parks or along waterways	More cycle tracks along roads that are physically protected from traffic and pedestrians	More signposted local cycle routes along quieter streets	Better links with public transport
The Dublin Metropolitan Area has <b>86 km</b> of traffic-free cycle routes away from the road	<b>84 km</b> of cycle tracks physically protected from traffic and pedestrians	<b>224 km</b> 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 <b>102</b> passengers
However, only <b>9%</b> of households are within 125 metres of these routes			

**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

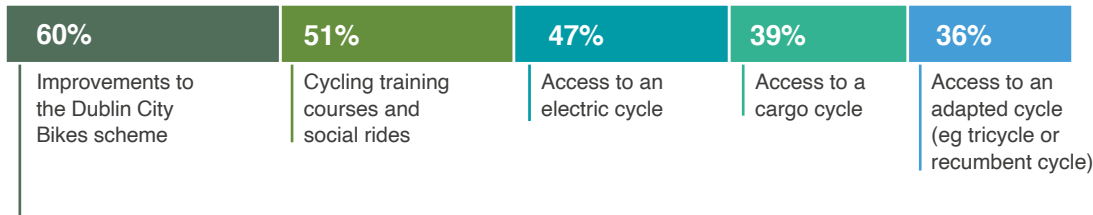
National and regional roads have higher levels of traffic so these are where physical separation is most useful for cycling. In total, **814 kilometres** of these roads exist in the Dublin Metropolitan Area.

## Residents want more support to cycle

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

**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 Dublin City Bikes Scheme is good



**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.

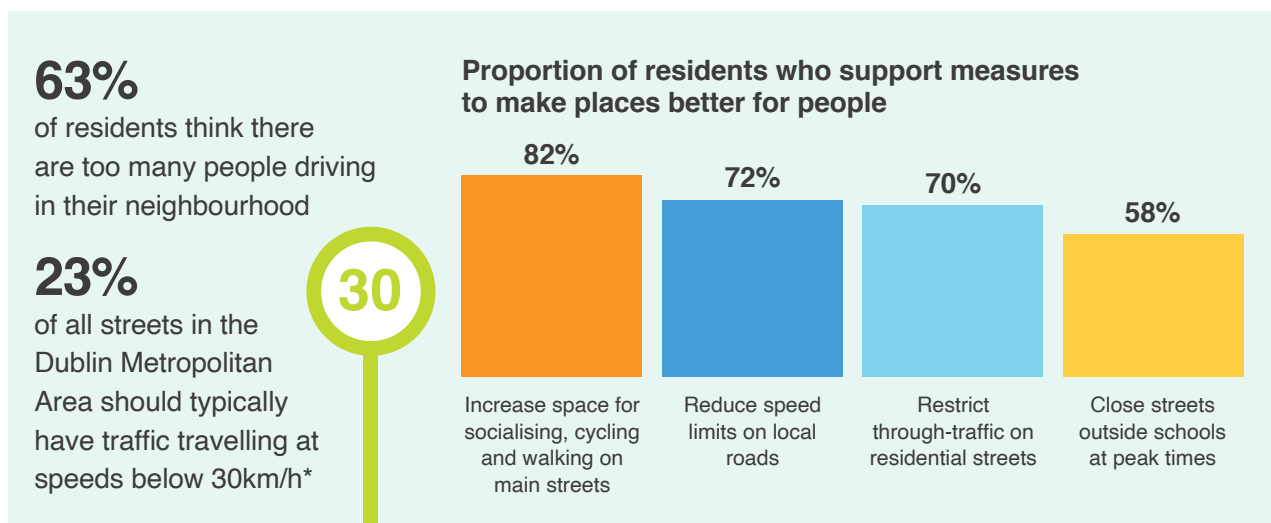
I encouraged two or three of my colleagues to cycle on a daily basis by explaining the physical and mental health benefits of cycling. I feel so much more awake and productive when I arrive to work by bike.



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

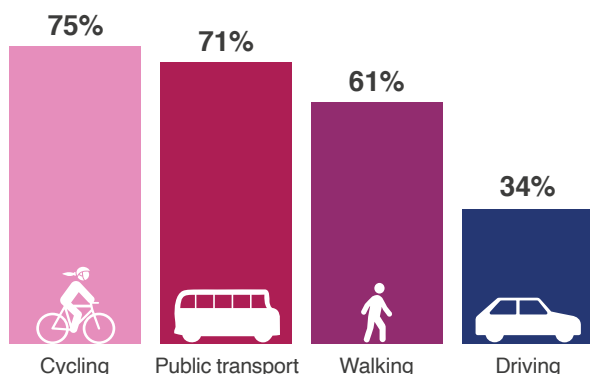
A reported cycle injury occurs once every **650,000 kilometres** cycled around the Dublin Metropolitan Area. Whilst injuries are relatively rare, sharing the road with motor vehicles is unattractive for most people.

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



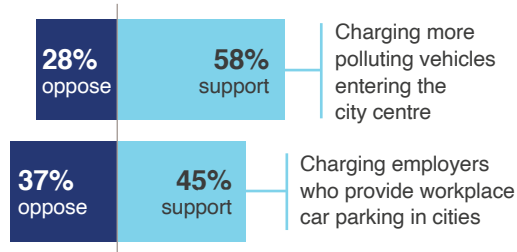
## Residents want more investment in cycling, public transport and walking

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



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



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.



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





# 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 have led to sustained increases in the numbers of people cycling. This includes 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.

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% 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, 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

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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

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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 considerable 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

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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 BusConnects 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

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The overall approach for the Greater Dublin Area is progressing:

- Cycle Facilities under the BusConnects programme;
- The GDA Cycle Network on non-BusConnects 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

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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

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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

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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

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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

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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

[www.sustrans.org.uk/bikelife](http://www.sustrans.org.uk/bikelife)

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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](http://www.sustrans.org.uk)

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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.

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

