

BMCE

Development at Gowan Motors
Site, Naas Road

Cycle Audit

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1 Introduction

1.1 General

This report was prepared in response to a request from Mr John Cunningham of BMCE to provide a Walking Audit of the proposed Development at Gowan Motors Site, Naas Road.

A site visit was carried on the 25th of July 2023. At the time of the site visit the weather was dry, and the ground surface was dry. Traffic volumes during the site visit were moderate, pedestrian and cyclist volumes were low and traffic speeds were considered to be generally within the posted speed limit.

The purpose of this Cycle Audit is to review the proposed Scheme, and the existing surrounding environment, to assess if it will cater comfortably for cyclists, of all ages and abilities, and that the needs of cyclists have been prioritised over vehicular traffic.

1.2 Description of Proposed Development

It is proposed to construct a student accommodation development on the Naas Road, Dublin 12. The proposed development would be located on an existing brownfield site, located approximately 7km southwest of Dublin City Centre, and is bound to the north by the Naas Road, to the west by the Carriglea Industrial Estate Access Road, to the south by the Carriglea Residential Development, which is currently under construction, and to the west by existing industrial developments (see Figure 1.1).

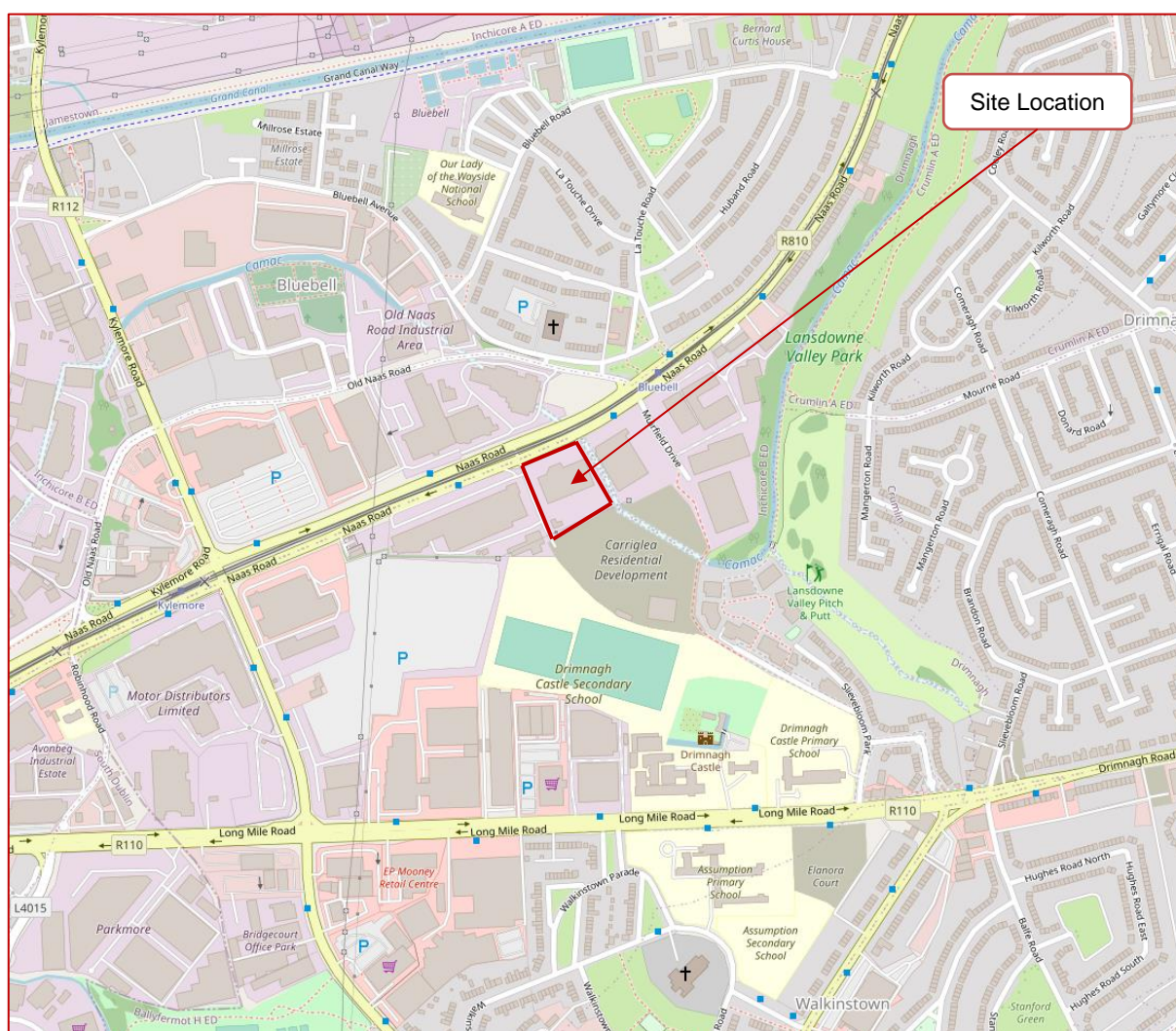


FIGURE 1.1: LOCATION PLAN (SOURCE: WWW.OPENSTREETMAP.ORG)

The proposed student accommodation development would be accessed via the Carriglea Industrial Estate Access Road which is currently accessed from an existing signal-controlled junction on the Naas Road. The

Bluebell Redline Luas Stop is located approximately 150m (~2mins walking distance) northeast from the pedestrian/cyclist access to the proposed development on the Naas Road.

The Carriglea Industrial Estate Access Road is a two-way single carriageway road approximately 8.5m wide with footpaths provided on both sides of the road and a posted speed limit of 50kph. There is an existing signalised junction on the Naas Road with the Carriglea Industrial Estate Access Road which provides the development with connection to both northbound and southbound traffic on the Naas Road.

The Naas Road is a dual carriageway with a posted speed limit of 50kph. Adjacent to the site of the proposed development, the southeast-bound carriageway has three traffic lanes, two straight-ahead lanes, and a designated left-turn lane into the Carriglea Industrial Estate Access Road, which develops approximately 70m upstream of the junction with the Carriglea Industrial Estate Access Road. The Luas line runs between the two carriageways of the Naas Road.

The proposed development will principally consist of the following:

- The demolition of the existing two-storey office/warehouse building and outbuilding.
- The construction of the new development in two blocks.
 - Block 1 (eastern block) is part 2-storeys to part 15-storeys over a lower ground floor and basement level.
 - Block 2 (western block) is part 9-storeys to part 11-storeys over a basement.
- The development would provide 941 Student Accommodation bedspaces comprised of 871 standard rooms, 47 accessible rooms and 23 studios, with associated facilities, which will be utilised for short-term lets during student holiday periods.
- The standard rooms are provided in 123 clusters ranging in size from 3 bedspaces to 8 bedspaces, and all clusters are served by a communal living, kitchen, and dining room.

The development would also provide:

- Ancillary internal and external communal student amenity spaces and support facilities.
- Cultural and community floor space.
- Commercial floorspace.
- Communal and public open space.
- The 'daylighting' of the culverted River Camac through the site.
- A pedestrian bridge link at first floor level between Blocks 1 and 2.
- Vehicular access at the south-western corner.
- Seven car-parking spaces, including two motorcycle parking and two set down areas to the west and south.
- Bicycle stores at ground and lower ground floor levels comprising space for 941 bicycles and 218 visitor cycle parking spaces.
- Bin stores, substation, hard and soft landscaping, roof gardens, green roofs, boundary treatments, plant, lift overruns, and all associated works above and below ground.

1.3 Existing Cycle Facilities

There are no existing dedicated cycle facilities surrounding the development. Cyclist currently share the traffic lane with motorists to access the development. At present, Dublin City Centre is within 15-30 minutes cycle as shown in Figure 1.2.

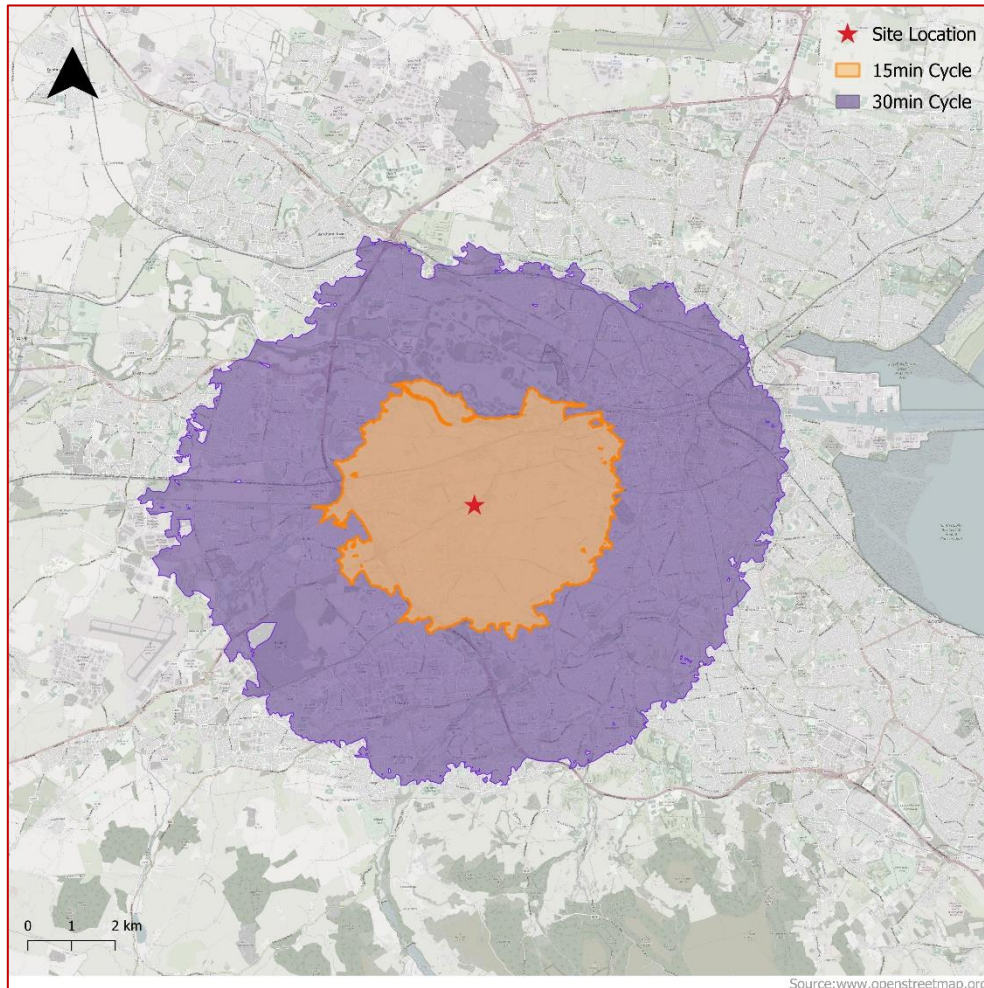


FIGURE 1.2: CYCLING ISOCHRONES

1.4 Proposed Cycle Facilities

The adjacent site access road would be upgraded into a single carriageway with cycle lanes on both sides. As part of an Active Travel Programme, Nass Road is proposed to deliver cycling infrastructure between 2025-2027 from the Crossroads with the R112 to its east terminal, which would provide improved connectivity through Dublin City and provide the residents of the proposed student accommodation with more sustainable transport mode options.

2 Cycle Audit Findings

2.1 Bicycle Parking

The minimum number of bicycle parking spaces required by the National Cycle Manual for housing developments is 1 per bed space, and for offices is 10% employee numbers, equating to a minimum requirement of 936 long-stay bicycle parking spaces for the proposed development.

For a Student Accommodation in Dublin City Council (DCC) area, a minimum of one cycle parking space per bedroom should be provided within the development as well as additional visitor parking at surface level at a rate of 1 per 5 no. residents, equating to a minimum requirement of 936 long-stay bicycle parking spaces and 94 short-stay bicycle parking spaces for the proposed development. (Refer to Section 15.13.1.4 of Dublin City Council Development Plan (DCCDP) 2022-2028)

The minimum bicycle parking requirements in accordance with the Dublin City Council, as well as the proposed provision, is given in Table 2-1 and Table 2-2

TABLE 2-1: LONG-STAY BICYCLE PARKING PROVISION

Standard	Land Use	Bicycle Parking Requirements	Quantum	Required Provision	Proposed Provision
DCCDP	Student Accommodation	1 space per unit	941 units	941	941
	Commercial Retail	1 per 5 staff	5 Staff	1	
	Cultural / community space	1 per 5 staff	10 Staff	2	
	Long-Stay Bicycle Parking			944	941

TABLE 2-2: SHORT-STAY BICYCLE PARKING PROVISION

Standard	Land Use	Bicycle Parking Requirements	Quantum	Required Provision	Proposed Provision
DCCDP	Student Accommodation	1 space per 5 bedroom	941 units	189 (188.2)	218
	Commercial Retail	1 per 100 sq. m. GFA	250 sqm	3 (2.5)	
	Cultural / community space	1 per 100 sq. m. GFA	1422 sqm	15 (14.2)	
	Short-Stay Bicycle Parking			207	218

Recommendation

The proposed number of short-stay bicycle parking spaces exceeds the minimum requirements of the DCCDP.

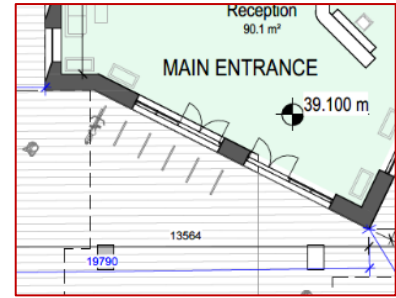
Whilst the long stay parking provision is below the required number of bicycle parking spaces, the proposed provision represents 99.7% of the Local Authority's requirement. As such, it is considered that the Long-stay cycle provision is broadly in line with requirements. Additional long-stay (secured and sheltered) bicycle parking spaces should be provided for the Commercial Retail and Cultural / community space.

2.2 Bicycle Parking Locations

A total of 6 bicycle parking stands have been indicated within the development's shared surface adjacent to the main entrance to Block 1 such that they would block a pedestrian's access/egress to/from Block 1.

Recommendation

The bicycle parking stands should be relocated where they will not present an obstacle to non-motorised road users.

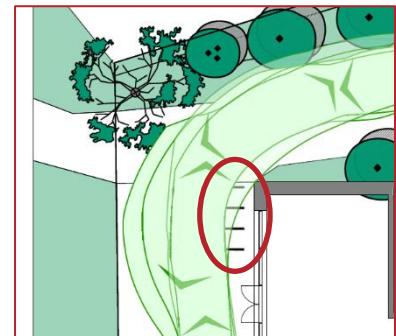


2.3 Bicycle Parking Locations

Swept paths of a refuse truck and fire tender travelling through the development's vehicular route have been provided. The swept path of a fire tender is indicated as passing through bicycle parking stands adjacent to Block 1 which would result in material damage to the bicycle parking stands, or bicycles parked there if occupied.

Recommendation

Short stay bicycle parking location should be located at accessible and safe locations without conflicting or blocking the carriageway or footway.



2.4 Bike Store Doors

It is unclear from the information provided whether the bike store door is manually operated or electrically powered. Manually operated doors may present difficulties for cyclists accessing/egressing the long term Bicycle Parking.

Recommendation

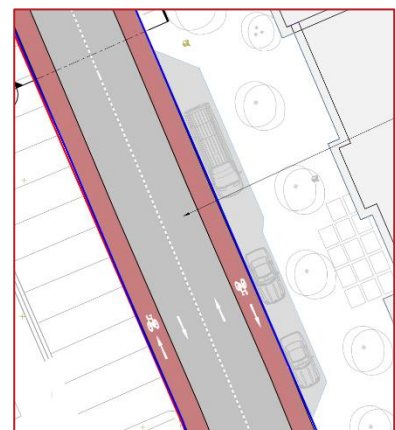
Doors used by residents with their bicycle should be at least 1.2m wide, preferably operated electronically by automatic detection or with the push button within 3m of the door.

2.5 Roadside Parking Area

It is proposed to upgrade the road layout on the Carriglea Industrial Estate Access Road to provide cycle lanes in each direction. The inbound cycle lane is indicated as running directly adjacent to the proposed development's set down area in front of Block 2. A buffer zone has not been indicated between the cycle lane and set down area and this could lead to the occupant of a vehicle within the set down area opening the door of their vehicle into the path of an oncoming cyclist.

Recommendation

A buffer zone should be provided between the cycle lane and set down area such that an open vehicle door would not encroach into the cycle lane.



2.6 Headroom

Street trees have been indicated near, or extending over, both the cycle lane on Site Access Road and the shared paths within the proposed development. The vertical clearance between the cycle track and the tree canopies is unclear. Insufficient clearance to the tree canopies will present a hazard to cyclists, or lead to sudden avoidance manoeuvres by cyclists.

Recommendation

Trees canopies adjacent to, or overhanging, the cycle track should have a vertical clearance of 2.5m to the cycle track.

2.7 Bicycle Stand Sizes

It is unclear what the dimension of the proposed bicycle stands in the long-stay and short-stay bicycle parking areas is to be. It is also unclear if the bicycle stands proposed can accommodate a mix of bicycle types/sizes. It is likely that a percentage of the parking provision will be required for E-Bike and Cargo Bike.

Recommendation

In the interests of accessibility, the proposed bicycle parking should be able to accommodate a mix of different bicycle sizes/types. The proposed bicycle stands should accommodate a mix of bicycles in order to cater for the widest possible mix of cyclists (e.g. electric bicycles, cargo bicycles, hand-operated bicycles, etc.).

2.8 Showers and Lockers

In accordance with DCCDP, the requirements for non-residential developments is that there should be 1 shower for commercial development over 75m² GFA, a minimum of 2 showers for workplaces over 500m² and 1 additional shower for every 1000m² GFA thereafter. This yields requirement for 1 shower for the commercial unit.

Recommendation

Showers, lockers and changing rooms should be provided for both the commercial unit and the development employees. It is suggested that 1 shower per workplace over 75 m² should be provided (approximately 4 employees). In addition, changing/drying areas, toilets, and lockers should be provided in association with shower facilities. The number of lockers provided shall relate to the number of cycle parking spaces. Lockers shall be well ventilated, secure, and lockable.

2.9 Sheltered Short-Stay Bicycle Parking

It is unclear if any of the short-stay bicycle parking spaces within the proposed development would be covered (sheltered). Should no cover be provided at the short-stay bicycle parking spaces this would result in parked bicycles being unprotected from adverse weather conditions and may deter their use.

Recommendation

A percentage of the short-stay bicycle parking spaces within the proposed development should be covered.

2.10 Bicycle Maintenance Areas

No areas appear to be provided within, or adjacent to, the long-stay bicycle parking areas for residents to undertake bicycle maintenance. It is unlikely that residents would be able to undertake bicycle maintenance within the proposed units, resulting in difficulties for cyclists undertaking routine bicycle maintenance.

Recommendation

An area should be provided within the development, including a bicycle stand, where residents can undertake routine bicycle maintenance.

2.11 Bicycle Parking Security

It is unclear whether the bike store will include CCTV. Insufficient security for long-stay bicycle parking locations could discourage cyclists from using the bike store.

Recommendation

All long-stay bicycle parking should be located within a secure area within the development.

Appendix A –Designers Responses

TABLE 2-3: DESIGN TEAM RESPONSE/ACTION

Cycle Audit Reference	Summary of Issue	Design Team Response/Action
2.1	Bicycle Parking	Additional long-stay parking for commercial and community spaces now added to the drawings.
2.2	Bicycle Parking Locations	Bicycle spaces have been relocated to avoid the obstruction.
2.3	Bicycle Parking Locations	Bicycle spaces have been relocated to avoid the clash with the fire tender route.
2.4	Bike Store Doors	Electronically operated doors, min 1.2m wide, will be provided.
2.5	Roadside Parking Area	A buffer zone of 0.75m has been added to avoid potential clash between cyclists and car doors.
2.6	Headroom	Tree canopies will be kept to 2.5m clear.
2.7	Bicycle Stand Sizes	The internal bike store has two-tier racks typically. However, there are also 5 spaces for cargo bikes and 48 spaces for electric bikes.
2.8	Showers and Lockers	Staff changing rooms and showers have been indicated for the community / cultural space and for staff of the student accommodation part. The retail space would not be fitted out as part of the development; the space will be provided as a grey box. But it would be anticipated that the staff changing and shower facilities would be provided as part of the fit-out.
2.9	Sheltered Short-Stay Bicycle Parking	Some of the short stay spaces are sheltered – either below purpose built shelters or projecting overhead structure. Now indicated on the landscape architects drawing.
2.10	Bicycle Maintenance Areas	A bicycle maintenance area has been added on the layouts.
2.11	Bicycle Parking Security	CCTV will be included within the bike store area.