



**NOTIFICATION TO ATTEND MEETING OF THE TRANSPORTATION SPC
TO BE HELD IN THE COUNCIL CHAMBER, CITY HALL, DAME STREET, DUBLIN 2.
ON WEDNESDAY 14 NOVEMBER 2018 AT 3.00 PM**

AGENDA

WEDNESDAY 14 NOVEMBER 2018

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12	Motion in the name of Councillor Ciarán Cuffe: "That the 'green man' period at pedestrian signals throughout the city centre be increased by one second in order to better facilitate more vulnerable road users who would benefit from additional crossing time."	
13	Motion in the name of Councillor Deirdre Heney (regarding part 1): "Following a recent successful prosecution by Gardaí in a court case involving animal cruelty against a carriage horse owner in Dublin, and in order to reduce/eliminate cruelty to horses in our city, that Dublin City Council: 1. Review its Horse Drawn	

Carriages bye-laws 2. Work with An Garda Síochána, the Department of Agriculture, Food and the Marine, the DSPCA, the Control of Horses Act 1996, Dublin City Council's Control of Horses Bye-laws 2014 in order to bring about greater enforcement of existing legislation and 3. Arrange the introduction of routine welfare checks of horses (including checks on harnessing etc) by a qualified equine veterinarian or suitably qualified authorised officer. (The Motion was referred to the Arts, Culture and Recreation SPC in relation to parts 2 and 3).

- 14 Motion in the name of Councillor Paddy Smyth: "This committee calls on the Minister for Transport to amend the Road Traffic Act to allow for the introduction of 'Living Streets' i.e. traffic restrictions on urban residential streets similar to those used in Germany (Spielstraße) and the Netherlands (Woonerf) in which pedestrians/cyclists are prioritised over motor vehicles."

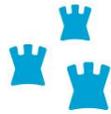
"(Background: https://en.wikipedia.org/wiki/Living_street)

A living street is a street designed primarily with the interests of pedestrians and cyclists in mind and as a social space where people can meet and where children may also be able to play legally and safely. These roads are still available for use by motor vehicles, however their design aims to reduce both the speed and dominance of motorised transport. This is often achieved using the shared space approach, with greatly reduced demarcations between vehicle traffic and pedestrians. Vehicle parking may also be restricted to designated bays.



[Living street - Wikipedia](#)

- 15 Motion in the name of Councillor Patrick Costello: "That this committee agrees to amend Dublin City Council street nameplate policy so that where a street is named in honour of someone a secondary sign of similar design is provided which gives a brief one sentence description and their dates of birth and death are included. This is standard practice in other cities, such as Paris for example, and will ensure the knowledge of the person honoured is carried on along with their name."
- 16 Motion in the name of Councillor Ray McHugh referred from the South Central Area Committee meeting of 18th July, 2018: "To call on Dublin City Council to investigate if it is possible to introduce bye-laws to compel bicycle couriers operating commercially to have identification registration displayed and insurance cover, and if not to write to the Minister of Transport, Mr Shane Ross, requesting to bring in legislation to compel cyclist couriers working for delivery companies to display registration identification and insurance."



MINUTES OF THE TRANSPORTATION SPC MEETING

HELD ON WEDNESDAY 12 SEPTEMBER 2018

ATTENDANCE:

SPC Members:

Cllr Ciarán Cuffe, Chairperson; Cllr Kieran Binchy; Cllr Tom Brabazon; Cllr Mannix Flynn; Cllr Paul Hand; Cllr Teresa Keegan, Cllr Frank Kennedy; Cllr Paddy McCartan; Cllr Ruairí McGinley; Cllr Ray McHugh; Cllr Ciarán O'Moore.

Ms Fiona Kelty, National Council for the Blind of Ireland; Mr Martin Hoey, Public Participation Network; Mr Colm Ryder, Dublin Cycling Campaign; Mr Barry Aldworth, AA Ireland Ltd; Mr Richard Guiney, Dublin City Business Improvement District t/a Dublin Town; Mr Keith Gavin, Irish Parking Association; Mr Frank Mulligan, Irish Road Haulage Association.

Apologies: -

Members of the City Council:

Cllr Deirdre Heney; Cllr Patrick Costello.

Dublin City Council Staff:

Mr Brendan O'Brien, Acting Executive Manager (Traffic); Mr Kevin Meade, a/Executive Manager; Ms Siobhan Maher, Administrative Officer; Mr Dermot Stevenson, a/Senior Executive Engineer; Mr Colm Ennis, Senior Executive Engineer

Mr Stephen Hickey, Senior Staff Officer; Ms Mary Boyle, Staff Officer; Mr Michael Mann, Staff Officer; Mr Fergal McKay, Assistant Staff Officer.

At the outset of the meeting, the Chairperson referenced a letter he had received from the Chief Executive in relation to concerns which had been raised about the Parking Enforcement services in the city, and his reply to the Chief Executive. The Chairperson urged the Chief Executive to fill the vacant post of Parking Enforcement Officer. The Chairperson asked that parking enforcement be included as a standing item on the Agenda for future meetings of the Transportation SPC. He also asked to see a draft copy of the parking enforcement contract that is due for renewal. Councillor Mannix Flynn said that he had informed Dublin City Council executives previously of concerns brought to his attention in relation to parking enforcement. The Chairperson said that the matter of coaches parking on footpaths on Alfie Byrne Road during events for Croke Park, as raised by Councillor Ciarán O'Moore, should be raised with the Garda Commissioner.

1 Minutes of meeting held on 4th July, 2018

Minutes agreed.

2 Electric vehicle charging for residents of terraced houses or apartments - verbal update.

Mr Kevin Meade, a/Executive Manager, said that a trial location for an electric vehicle charging point on Sir John Rogerson's Quay has been identified with the Public Lighting Section. It is hoped to start trialling that shortly. In tandem, an Energy Action Group comprising various stakeholders has been established. The first formal meeting is due to take place on 20th September, 2018. The idea is to fast-track looking at innovative solutions to provide charging points for electric vehicles.

Update noted.

3 HGV Management Strategy and 4-axle Vehicles

Mr Brendan O'Brien, a/Executive Manager, gave a presentation on the current HGV management strategy, and the issues to be considered regarding an extension of the cordon to 4 axle vehicles including how deliveries/collections from private residences would be dealt with. Mr O'Brien replied to Members' questions. In summary, Mr O'Brien recommended that an assessment is needed first to see if an extension of the HGV cordon to 4 axle vehicles is warranted. The number of 4 axle vehicles relative to 5 axle vehicles is quite low. Separately, the whole HGV management strategy warrants at this stage to be revisited and upgraded, regardless of whether the cordon is extended or not to 4 axle vehicles.

Verbal report noted.

4 Public Realm Strategy implementation - update on projects

Ms Siobhan Maher, Administrative Officer, replied to Members' questions. Members expressed concerns about the lack of meetings of Dubline and how it makes decisions.

It was agreed that Ms Siobhan Maher, Administrative Officer, Public Realm Office, would write to the South Central Area Committee to seek a meeting of Dubline and that an invitation be issued to Councillors.

5 Draft Dublin City Council Special Speed Limit Bye-Laws 2018 - report on public consultation

Mr Dermot Stevenson, a/Senior Executive Engineer, replied to issues raised by Members. The City Council has carried out a publicity campaign over the past couple of weeks to raise awareness of the 30 km/h speed limit. Enforcement is a matter for the Gardaí.

Report agreed - the Draft Dublin City Council Special Speed Limit Bye-Laws 2018 are recommended to the City Council for adoption.

6 Draft Dublin City Council Control of On-Street Sustainable Deliveries Eco Hub Bye-Laws 2018 - report on public consultation

Mr Colm Ennis, Senior Executive Engineer, replied to Members' issues. He said that the draft Bye-Laws have been kept deliberately broad to attract operators in to use them. In relation to the pilot hub at Wolfe Tone Square, Mr Ennis said that he would take on board Councillor Mannix Flynn's comments regarding the location, which is not ideal, and the look of the hub.

Report agreed - the Draft Dublin City Council Control of On-Street Delivery Hub Bye-Laws 2018 are recommended to the City Council for adoption.

- 7 Dublin City Council Horse Drawn Carriage Bye-Laws - verbal update

Mr Kevin Meade, a/Executive Manager, advised Members that a legal impediment prevents him from bringing draft Horse Drawn Carriage Bye-Laws to the SPC. Mr Meade asked Members for their forbearance to allow him to address the issue so as not to leave a legal lacuna.

Report noted.

- 8 Smart Phone usage in public (deferred from April/July 2018 meetings)

Mr Kevin Meade, a/Executive Manager, referred to the web insert proposed in his report to highlight the issue of smart phone use while walking. The City Council's web site is being overhauled at present. Once the web site has been re-designed, the web insert will be arranged, and advertised.

Report noted

- 9 Review of papal transport/travel arrangements - presentation

Mr Brendan O'Brien, a/Executive Manager, outlined the transport arrangements put in place by the City Council and other agencies for the papal visit. Councillor Paddy McCartan thanked all those involved, including Dublin Bus, the Gardaí, the NTA and the City Council. Mr Richard Guiney, Dublin Town, raised concerns about the impact on trading in the city over the weekend. The acting Chairperson, Councillor Ciarán O'Moore, endorsed Councillor's McCartan's expression of thanks to all those involved in the arrangements for the papal visit.

Report noted.

- 10 Minutes of Cycling and Walking Sub-Committee meeting held on 7th March, 2018 (deferred from July 2018 meeting)

Minutes noted. Mr Kevin Meade, a/Executive Manager, updated Members on the stationless bicycle hire scheme and the on-going roll-out of cycle parking facilities.

- 11 Motion in the name of Councillor Damian O'Farrell: That this Transport SPC agrees that all DCC 'Parking Tag' charging anomalies should be fixed as a matter of urgency and a report brought back to the next Transport SPC."

Agreed to defer the Motion to the next meeting of the Transportation SPC

- 12 Motion in the name of Councillor Patrick Costello: "That this committee agrees to undertake a pilot study, including broad public consultation, of "School Streets" where the streets around a school temporarily become pedestrians and cycles only at set times in the morning and afternoon around opening and closing of the school. Vehicles, with some exemptions, are not permitted to enter the street

between these times. Such School streets have been trialed in other countries and would help ensure safe and sustainable routes to schools."

Motion agreed.

- 13 Motion in the name of Councillor Ciarán Cuffe: "That the 'green man' period at pedestrian signals throughout the city centre be increased by one second in order to better facilitate more vulnerable road users who would benefit from additional crossing time."

Motion deferred to the next meeting of the Transportation SPC.

- 14 Motion in the name of Councillor Deirdre Heney (regarding part 1): "Following a recent successful prosecution by Gardaí in a court case involving animal cruelty against a carriage horse owner in Dublin, and in order to reduce/eliminate cruelty to horses in our city, that Dublin City Council: 1. Review its Horse Drawn Carriages bye-laws 2. Work with An Garda Síochána, the Department of Agriculture, Food and the Marine, the DSPCA, the Control of Horses Act 1996, Dublin City Council's Control of Horses Bye-laws 2014 in order to bring about greater enforcement of existing legislation and 3. Arrange the introduction of routine welfare checks of horses (including checks on harnessing etc) by a qualified equine veterinarian or suitably qualified authorised officer." (The Motion was referred to the Arts, Culture and Recreation SPC in relation to parts 2 and 3.

Following discussion, and in light of the a/Executive Manager Mr Kevin Meade's update to Members, Councillor Deirdre Heney agreed to defer her Motion to the next meeting of the Transportation SPC awaiting legal advice in relation to the legal impediment preventing the bringing of draft Horse Drawn Carriage Bye-Laws to the SPC.

- 15 Motion in the name of Councillor Paddy Smyth: "This committee calls on the Minister for Transport to amend the Road Traffic Act to allow for the introduction of 'Living Streets' i.e. traffic restrictions on urban residential streets similar to those used in Germany (Spielstraße) and the Netherlands (Woonerf) in which pedestrians/cyclists are prioritised over motor vehicles."

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Motion deferred to the next meeting of the Transportation SPC

- 16 Motion in the name of Councillor Ray McHugh "This Committee agree, to write to the NTA or whoever is responsible to address the signing on Motorways entering Dublin directing motorists to the ferry in Dun Laoghaire, There is no ferry service in Dun Laoghaire and is causing difficulties for tourists and motorists."

Motion agreed.

Councillor Ciarán Cuffe

Chairperson

Wednesday 12th September 2018

Ref: 1919551

An Roinn Iompair,
Turasóireachta agus Spóirt
Department of Transport,
Tourism and Sport



Mr Stephen Hickey
Head Office
Civic Offices
Wood Quay
Dublin 8



Our Ref: SR/18/23071

Date: 12/10/2018

Dear Mr Hickey

Thank you for your letter dated 11 July 2018.

My Department has considered a range of options for regulating rickshaws from the perspectives of proportionality, public safety and enforcement as well as regarding the question of costs and benefits. Options considered included introducing a framework to regulate rickshaws up to introducing a full prohibition. Following formal legal advice in the matter from the Attorney General and further consideration, I now believe that the appropriate response to the concerns raised is to regulate rickshaws with the introduction of a licensing regime. Licensing provisions will, first and foremost, be designed as a framework to help ensure improved public safety and an enhanced rickshaw passenger experience.

My Department is considering the detail of how the new regime could work, including whether it might involve setting new standards that would permit only certain types of rickshaw to be licensed while other types would not be allowed to ply for hire or reward.

Yours sincerely,

Minister Shane Ross
Minister for Transport Tourism and Sport

*The Minister is a Designated Public Official under the Regulation of Lobbying Act, 2015
(details available on www.lobbying.ie)*

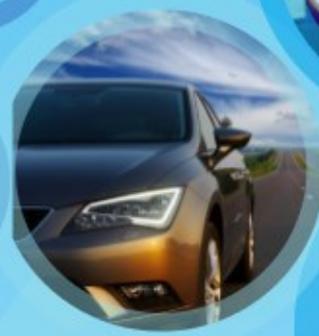
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Leeson Lane, Dublin, D02 TR60, Ireland
T +353 1 6041062 | minister@dtas.gov.ie
www.dtas.gov.ie

Dublin Agglomeration

Environmental Noise Action Plan
December 2018 – November 2023

EXECUTIVE SUMMARY

Public Consultation Document



November 2018



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council



Comhairle Contae County Council



Comhairle Contae Fhine Gall
Fingal County Council



Comhairle Contae
Átha Cliath Theas
South Dublin County Council

Volume 1

Volume 2 Page 11

Volume 3

Volume 4

Dublin Agglomeration Draft Action Plan
Relating to
The Assessment and Management of
Environmental Noise
(Noise Action Plan)
December 2018 – November 2023

Public Consultation Document
November 2018
Summary
Dublin Agglomeration Area

Contact Details For
The Draft Noise Action Plan for
The Agglomeration of Dublin City Council

Dublin City Council

E-mail to: - Noisemaps@dublincity.ie or

Write to: - The Traffic Noise & Air Quality Unit, Block 2, Floor 6, Civic Offices, Wood Quay, Dublin 8.

Or logon to: - <https://consultation.dublincity.ie>

Fingal County Council

E-mail to: - napda@fingal.ie

Write to: - The Environmental Health Service, Fingal County Council, Grove Road, Blanchardstown, Dublin 15.

Or logon to: - <https://consult.fingal.ie>

South Dublin County Council

Email :- As an online facility has been provided for your convenience, e-mail submissions will not be accepted.

Write to: - Environmental Health Department, South Dublin County Council, County Hall, Tallaght, Dublin 24.

Or logon to :- <https://consult.sdublincoco.ie>

Dún Laoghaire – Rathdown County Council

E-mail to: - info@dlrcoco.ie or

Write to: - Senior Engineer, Traffic & Road Safety Section, Municipal Services Department, Dún Laoghaire–Rathdown County Council, County Hall, Marine Road, Dún Laoghaire, County Dublin.

Or by logging onto www.dlrcoco.ie or <https://www.dlrcoco.ie/en/council-democracy/public-consultation-hub/dlr-consultation-hub>

Submissions and observations should be clearly marked 'Dublin Noise Action Plan 2018'.

Summary

Introduction

This Dublin Agglomeration Noise Action Plan 2018-2023(NAP) has been prepared jointly by the four Local Authorities in the Dublin Agglomeration. The plan is divided into five parts, a Summary, and 4 individual volumes which cover each of the four local authorities in the Dublin Agglomeration – Dublin City Council, South Dublin County Council, Fingal County Council and Dún Laoghaire-Rathdown County Council.

The key objective, as with the previous two Action Plans is to avoid, prevent and reduce, where necessary, on a prioritised basis the harmful effects, including annoyance, due to long term exposure to environmental noise from road traffic and rail sources. This will be achieved by taking a strategic approach to managing environmental noise and undertaking a ‘balanced approach’ within the context of sustainable development. This draft action plan does not include the impacts from aircraft noise as a noise source, as Fingal County Council is developing a standalone Action Plan for Dublin Airport.

The Noise Action Plan is aimed at managing Environmental Noise and excludes, for the most part, noise from domestic activities, noise created by neighbours, noise at work places or construction noise as these can be dealt with under existing legislation such as the Environmental Protection Agency Act 1992 and Health & Safety legislation. However, Dublin City Council in Volume 1 of the plan, which relates only to the Dublin City Council Area, has outlined policies and procedures related to managing noise nuisances as they wish to provide all relevant information on how it intends to manage all matters in relation to the management of environmental and nuisance noise.

Legal Context

In 2004 the European Community adopted Directive 2002/49/EC, which relates to the assessment and management of environmental noise. This directive is commonly referred to as the Environmental Noise Directive – or ‘the END’. This Directive sets out a process for managing environmental noise in a consistent manner across the EU. Environmental Noise Regulation, S.I. No. 140 of 2006 sets out the approach to meeting the requirements of the Directive in Ireland. Responsibility for undertaking the phases of work required under this Regulation is shared between the noise mapping bodies and the action planning authorities. The Environmental Noise Directive requires all European Union (EU) Member States to produce strategic noise maps for the main sources of environmental noise, i.e. major roads, major railways, major airports and all sources within agglomerations with a population of more than 100,000 persons. As required, each local authority within the Dublin Agglomeration has submitted their individual completed noise maps to the EPA by September 2018.

The Authority Responsible

The Environmental Protection Agency is designated as the National Authority for the purposes of Environmental Noise Regulations 2006. The role of the Agency includes supervisory, advisory and

coordination functions in relation to both noise mapping and action planning, as well as reporting requirements for the purpose of the Directive. Under the Environmental Noise Regulations 2006, the four Local Authorities within the 'Agglomeration of Dublin' are designated as the noise-mapping and action planning bodies for the purpose of making and approving strategic noise maps and noise action plans. They have been designated as the action planning authorities for the following sound emission categories within their areas:-

- All Roads and Major Roads,
- All Rail and Major Rail,
- Major Industrial Processes,
- All Airports and Major Airports.

Before producing and implementing a Noise Action Plan, the Local Authorities must consult with the Environmental Protection Agency and the noise-mapping body for the noise-maps involved, such as Irish rail, Transport Infrastructure Ireland and the Dublin Airport Authority. Local Authorities are also responsible for consulting with members of the public and statutory bodies in relation to the production of an Action Plan relating to assessment and management of environmental noise.

Description of the Agglomeration

The Dublin Agglomeration includes Dublin City Council, Dún Laoghaire-Rathdown County Council, Fingal County Council and South Dublin County Council, encompassing an area of approximately 925 Km². The use and character of land/property within these four local authorities varies substantially throughout the Agglomeration - from a busy urban capital city to rural landscapes, to busy local towns and developing suburban residential estates. Three of the four counties have a coast line, while a different three of the four counties have large amounts of green open spaces and farmland. The population within the Agglomeration is approximately 1,347,535 up from 1,273,069 in 2012. Just over 3516Km of roads in the Agglomeration were modelled. Sound levels were calculated at 533,900 dwellings, up from 526,200 in 2012. The Dublin Agglomeration also contains approximately 150 Kilometres of rail, including Luas light rail, with all being designated as Major Rail. Weston Executive Airport within South County Dublin Council also falls within the Dublin Agglomeration, but as the noise levels were found to be below the required reporting threshold it is not considered in the current Noise Action Plan. Dublin Airport is the region's main airport, located in the Agglomeration and is situated in the Fingal County Council administrative area. A separate standalone Action Plan for this airport is being developed by Fingal County Council. Industrial sources within the Agglomeration were not assessed as major industries are regulated through IPPC\IED licence controls and the EPA. A review of the annual reports under this licensing system indicates that sound emissions assessed at the boundary of these sites do not come within the reporting threshold of the END directive and the Irish environmental noise regulations. Certain locations and building uses which are considered to be more sensitive to environmental noise pollution than others have been identified in individual local authority areas, the details of which are set out in each of the local authorities volumes.

Due to this variety of land use and uniqueness of each area, it was decided to produce 4 separate volumes in this plan, each of which can be read as a standalone report, which relate solely to each of the four local authorities and which deal with the various and sometimes unique challenges associated within each of the four areas. In theory each area exceeds the 100,000 population threshold which requires the production of an individual action plan. However, the Environmental Noise Regulations 2006 requires the four local authorities in the Dublin region to report as one agglomeration. Volume 1 of this draft action plan relates to the Dublin City Council area only, Volume 2 relates to Dún Laoghaire-Rathdown County Council. Volume 3 relates to Fingal County Council and Volume 4 relates to South Dublin County Council.

Noise Limit Values

No national limit values exist in relation to environmental noise control. This draft Action Plan sets out certain criteria in relation to environmental sound levels which will be applied in identification of Quiet Areas and areas that have 'Undesirable' high sound levels or 'Desirable' low sound levels. These are set out below and are fully described in each of the individual local authority volumes.

These criteria are the same as those contained in the previous two action plans.

In this Action Plan, the following absolute values are used as one criterion for defining a Quiet Area:-

- < 45 dB(A) Lnight
- < 55 dB(A) Lday
- < 55 dB(A) Lden

Desirable Low Sound levels:-

- < 50 dB(A) Lnight
- < 55 dB(A) Lday

Undesirable High Sound levels

- >55 dB(A) Lnight
- >70 dB(A) Lday

The areas in the Agglomeration exposed to low sound values and therefore prioritised for preservation of their good environmental sound quality, can be identified from the LDEN and Night time noise maps in Appendix A, where the colour contours are below 50dB(A) at night and below 60dB(A) 24 hour LDEN. Similarly, areas to be prioritised for action to be taken to reduce high sound levels, can be identified from the 24 hour LDEN and Night time noise maps where the colour contours range above 55dB(A) for Night time and 70dB(A) 24 hour LDEN. All of the four local authorities have set out a common approach to prioritising areas using a decision matrix table, with an assessment trigger value of 17 or greater where action will be prioritised. A second criterion is also proposed, to cover what are perceived as 'Relatively Quiet Areas'. These types of locations will be defined by their proximity to areas of high sound levels, and which provide a perceived area of tranquillity. Both quantitative and qualitative assessments will be used to identify these types of locations. Three of the local authorities propose to identify locations using this process during the first year of their implementation of the noise action plan. If appropriate or necessary, locations will be identified where the existing sound levels are to be preserved in identified quiet areas or where sound levels are mitigated in areas with undesirable high sound levels. Dublin City Council has completed this process and details of its assessment can be found in Volume 1.

Review of Dublin Agglomeration Noise Plan 2013-2018.

Broad objectives were set out in the Noise Action Plan July 2013 to November 2018 with sub objectives also specified. The objectives in the plan were addressed through the implementation of transportation, environmental and development control policies in each Local Authority even though the noise action plan may not have been the main driving force. Each local authority in the Agglomeration has reviewed the 2013-2018 action plan and has set out details in each of the relevant volumes of the report under the following general headings:-

- Development of Noise Monitoring Network
- Traffic noise reduction and prevention measures
- City and County Development Plans

South Dublin County Council has also worked in close consultation with the NTA to develop a County-wide cycling network, which is incorporated into the National Transport Authority's Greater Dublin Area Strategic Cycle Network. Their county development plan has identified a hierarchy of routes for the Greater Dublin Area a list of which can be found in the main action plan. Dublin City Council has set out in Volume 1 a review of the impacts of implementing traffic management policies such as the continued designation of an inner cordon within the city which has almost eliminated all heavy goods vehicles (HGV) within that area between the hours of 7am-7pm. Restrictions have been placed on new planning applications in certain areas, in relation to delivery of goods by HGV to shops before 7am in the morning. Dublin City Council has engaged in reducing driving speeds through the provision of appropriate traffic calming measures and thus reducing sound emissions, e.g. continued operation of the College Green Bus Gate and provision of speed reduction ramps in residential estates. For new roads schemes and resurfacing projects, 'lower noise surfaces' were considered and applied where deemed to be appropriate. It continues to commit to monitoring and preserving 8 Quiet Areas which were designated as Quiet Areas by the Minister for Communications, Climate Action & Environment. It highlights the introduction of 30kph zones and traffic calmed areas – Bye Laws were introduced to reduce traffic speeds from 50 to 30Km per hour throughout Dublin. It has developed Cycle Greenways and shared pedestrian/cycle routes, supported the improvement of public transport with the expansion of the light rail Luas network and implementation of bus priority measures. Traffic avoidance plans that combine walking, cycling and the use of public transport have been introduced, along with traffic congestion management through management and optimisation of the availability of parking spaces. It has promoted the use of more environmentally sustainable electric vehicles within Dublin City Council and also facilitated the introduction of car share clubs and public bicycle schemes.

Noise mapping results

Each volume in the draft Action Plan sets out details of the population exposure and noise maps for each of the individual 4 areas. Appendix A in this summary sets out noise maps for the overall Dublin Agglomeration including noise maps for rail, and traffic sources. The charts 1-3, set out below, summarise the population and dwelling exposure statistics compared to the previous 2012 noise mapping results.

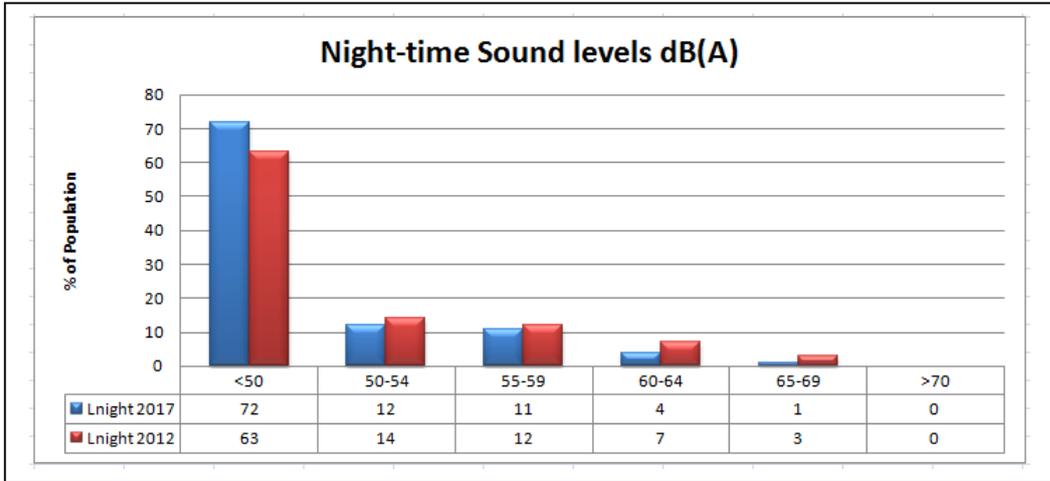


Chart 1

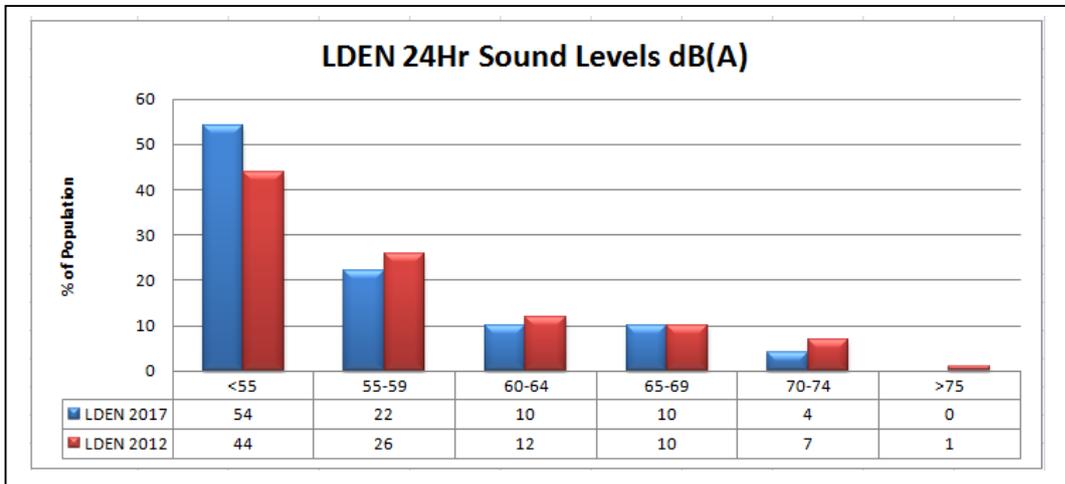


Chart 2

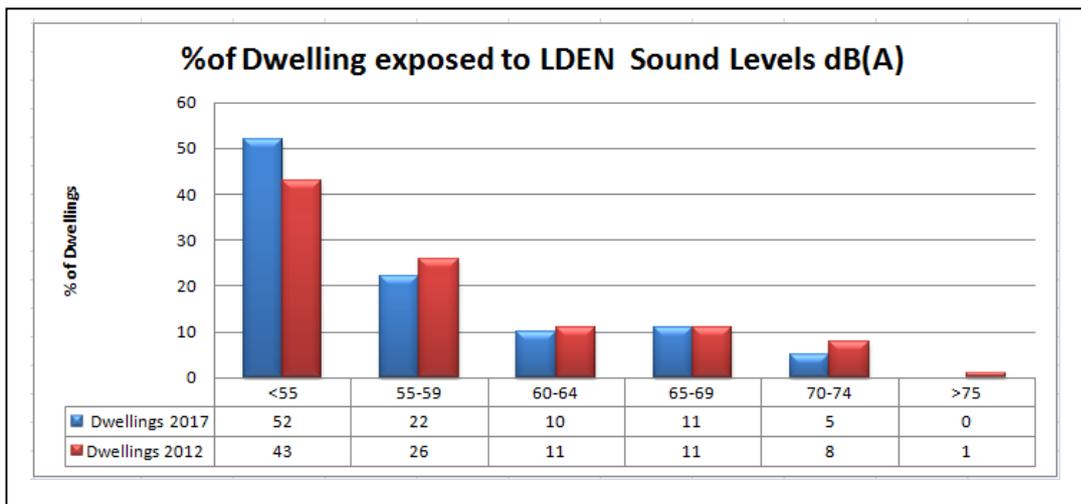


Chart 3

Overall population and dwelling exposures have improved, in that more people and dwellings have moved from higher noise level bands to lower bands. For instance the percentage number of people in the night time '<50dB band' was 63% in 2012 and has increased to 72% in 2017. However within each local authority area there was different variability among the different sound level bands. For example, in both South Dublin and Dún Laoighaire Rathdown less people were in the LDEN >55dB category than in 2012 where as in Fingal and Dublin City Council there were marginal increases. Similarly for the night time desirable level of 50dB, there were improvements for South Dublin and Dún Laoghaire-Rathdown, but a marginal regression for Dublin City and Fingal Council areas, (2.5% or less). The four individual Volumes relating to each area provide more detailed assessments. Sound Levels from major heavy rail and light rail(Luas) within the agglomeration has not changed since 2012 with 99% of the population being exposed to both a night time sound level below 50dB(A) and a 24 hour LDEN value below 55dB(A).

Noise maps produced as part of the noise mapping process(appendix A) indicate that there is still a tranche of the population (16%), being exposed to undesirable night time sound levels and that the motorway network throughout the agglomeration is a dominant noise source which impacts negatively on the lands through which it passes. Higher resolution noise maps for each of the four council areas can be found in each of the individual volumes of the full Dublin Agglomeration Draft Action Plan.

Public Consultation

In preparing and revising this draft Action Plan, Action Planning Authorities must ensure the following:

- The public is consulted about proposals for Action Plans;
- The public is given early and effective opportunities to participate in the preparation and review of the Action Plans;
- The results of the public participation are taken into account;
- The public is informed of the decisions taken;
- Reasonable time frames are provided allowing sufficient time for each stage of public participation.

In accordance with the Environmental Noise Regulations, a Draft Noise Action Plan has been prepared for the Dublin Agglomeration Area and feedback is being sought from noise mapping bodies and the general public.

Adverts have been placed in the Irish Times and Irish Independent seeking feedback by 19 December. Copies of the draft Noise Action Plan have been made available on each local authority's public consultation web portal and on the individual Council's websites along with each local authority's noise maps. The draft Action Plan will also be presented to each local authorities relevant Strategic Policy Committee for comment and feedback.

The following Bodies\Agencies have been notified of the public consultation process:-

- Department of Communications, Climate Action and Environment
- Department of Transport, Tourism and Sport
- Department of Housing, Planning and Local Government.
- National Transport Authority
- Environmental Protection Agency
- Health Service Executive
- Iarnród Éireann
- Transport Infrastructure Ireland

Summary of noise management actions

Most of the 4 local authorities set out principals to be followed in relation to managing environmental noise and proposals to take action under the following headings:

- Identification of Priority Areas
- Introduction of traffic noise reduction and prevention measures
- Promotion of the control of noise in the Planning Process
- The identification and protection of 'Quiet Areas'
- Implementation of noise Complaint Investigation and Control procedures in conjunction with Transport Infrastructure Ireland.

Dún Laoghaire-Rathdown County Council has also indicated that they intend to expand their sound monitoring network, whilst Fingal County Council have indicated their support for the introduction of new public transport corridors and the introduction of a strategic cycle plan. South Dublin, Fingal and Dún Laoghaire-Rathdown County Councils intend collaborating with TII on complaints relating to noise associated with major roads. The initial noise complaint will be investigated at local authority level and if necessary additional noise monitoring will be carried out. TII would initially be informed of the complaint and subsequently the outcome of the investigation. It would be proposed that where it is deemed necessary noise mitigation measures, as agreed by both the TII and the relevant local authority(s), would be implemented. The procedure will be trialled in the early part of this Noise Action Plan and will be amended where necessary to ensure the best available option is pursued based on availability of finance at the time. Dublin City Council have also produced a detailed list of actions they will consider when managing environmental noise, including land use zoning, traffic management, using planning legislation to control noise emissions from developments, implementation of noise complaint investigation and management protocols, encouragement of good acoustical design practice in new developments such as the orientation and design of buildings and their use in screening noise, requirement to use sound proof glazing in new developments in noisy areas, using quieter road surfaces where appropriate when renewing or replacing road surfaces, traffic speed management, restrictions on heavy goods vehicles, the promotion of walking, cycling and the use of public transport over private car use. Dublin City Council through its Smart City office will be an 'early adopter', where possible, of new technology in order to assist in the roll out of new

innovations such as quiet electric vehicles and driverless cars. It will also strive to be a model of best practice that in turn can influence other bodies.

All the four local authorities have carried out a pre-screening Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) on the portion of the plan related to their area. It was determined that neither a full Strategic Environmental Assessment nor an Appropriate Assessment was required to be carried out. Dublin City Council has included its pre-screening reports in Volume 1 of this draft Action Plan, which relates solely to the Dublin City Council area. It is considered that the full Dublin Agglomeration Plan when viewed as a single combined plan does not enhance or detract from the impact of the actions proposed by the individual four local authorities. As such it is considered that a SEA or AA is not required for the combined draft Dublin Agglomeration Plan 2018 – 2023.

Summary of provisions envisaged for evaluating the results and implementation of the Action Plan

All the four local authorities have indicated their use of a decision matrix table in order to screen priority areas and identify approximately the top 1% of properties exposed to high sound levels. All actions are aimed to move this top 1% into a lower noise level band. Dublin City Council has evaluated that actions taken under the previous plan has resulted in a reduction in high noise exposure levels for approximately 700 people in the Dublin City Council area

Some of the local authorities have indicated that they will implement the plan over a 5 year period commencing from the date of its adoption and have set out the work to be carried out for each of the 5 years. This includes identifying and making a list of priority areas as indicated by the noise maps in the first year of the plan. Ongoing identification of Quiet Areas and the preparation of lists of mitigation measures and identification of costs involved is proposed for the second year. They propose in the third year to implement action in the areas identified and in the 4th and fifth years they will commence review and production of revised noise maps and action plans. Dublin City Council view this third Action Plan as a continuation of previous plans and will continue implementing policy commenced over the past two plans and recommit to continuous actions in this plan. Its current and past policy and direction in relation to the principals of avoidance, prevention and reduction, where necessary, on a prioritised basis of the harmful effects, including annoyance, due to long term exposure to environmental noise will continue to be implemented. As such it has indicated it will review progress of the actions plan on an ongoing basis. All four local authorities have indicated they will review the full Action Plan after 5 years.

All local authorities have indicated that implementation of any actions are subject to budgetary constraints. No financial information in relation to budgets, cost benefit assessments, or cost-effectiveness of actions is available.

A copy of the Dublin Agglomeration Draft Action Plan Relating to The Assessment and Management of Environmental Noise (December 2018 – November 2023) can be found at the following web links:

Dublin City Council <https://consultation.dublincity.ie>

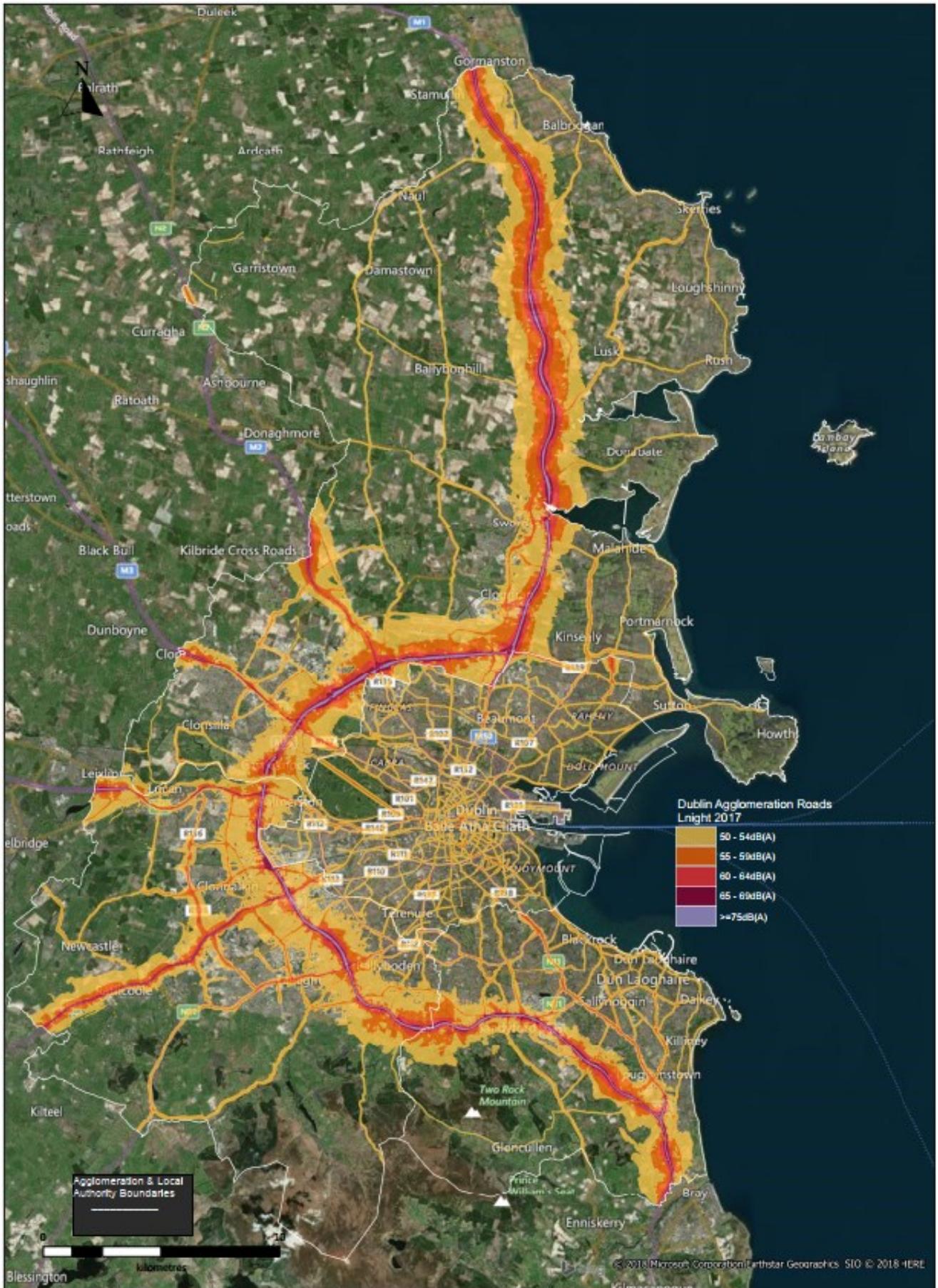
Dún Laoghaire Rathdown County Council <https://dlrcoco.citizenspace.com>

Fingal County Council <https://consult.fingal.ie>

South Dublin County Council <https://consult.sdublincoco.ie>

Appendix A

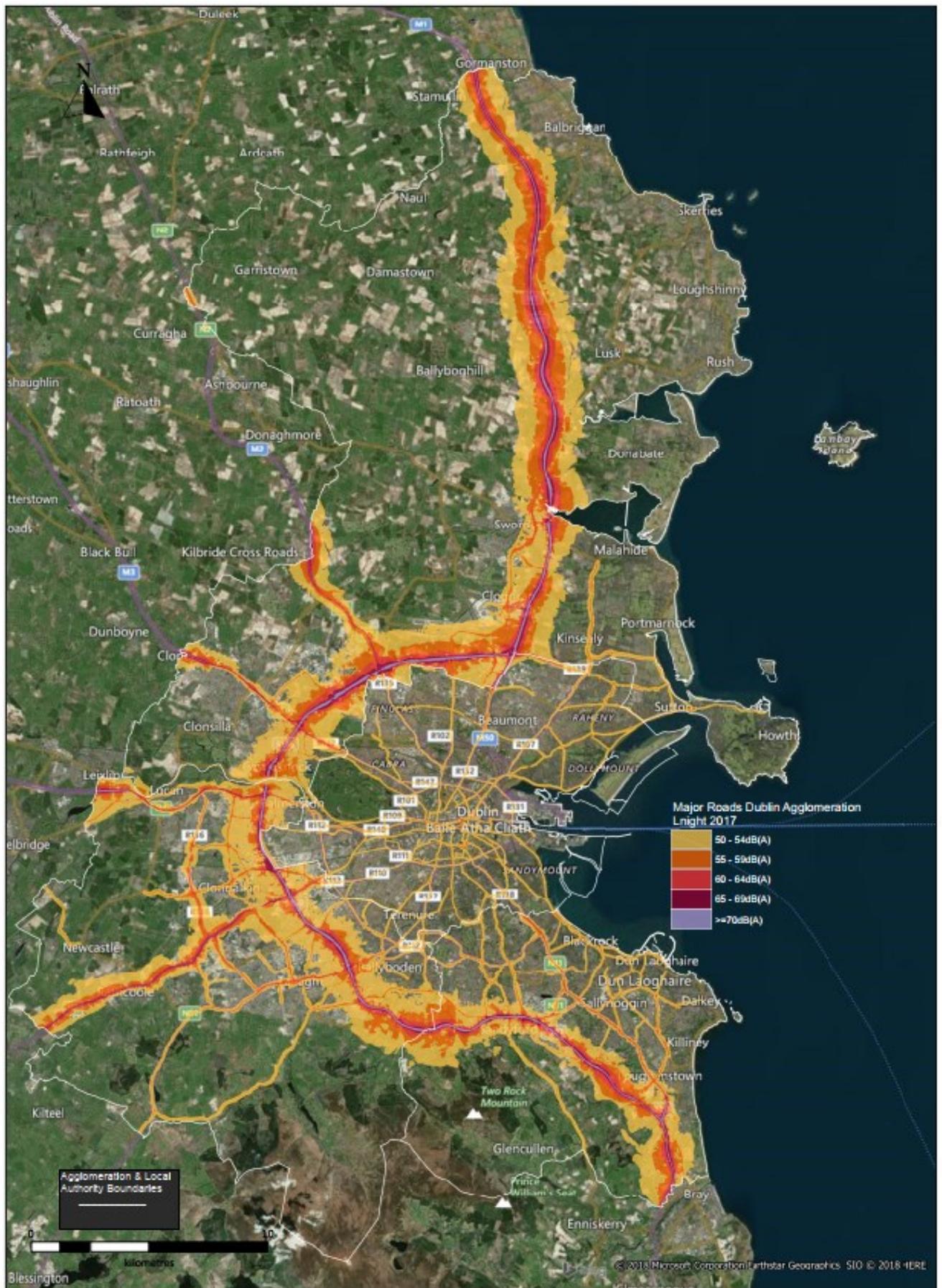
Dublin Agglomeration Noise Maps 2017



Title:-
Strategic Noise Mapping Project 2017.
L_{Night} dB(A)
Dublin Agglomeration Roads

This strategic noise map presents a graphical representation of weighted predicted annual average L_{Night} road traffic sound levels in the Dublin Agglomeration. The map has been developed in accordance with S.I. No. 140 /2006 (the Environmental Noise Regulations) and is a representation of the average environmental sound levels over one complete year. This map forms part of a national noise mapping strategy which can be primarily used as a strategic tool for large scale planning or policy matters and is not suitable for local noise assessments.

Figure 2: L_{Night} Noise Level Bands for 2017 for Dublin Agglomeration Roads



Title:-
Strategic Noise Mapping Project 2017.
LNight dB(A)
Major Roads Dublin Agglomeration

This strategic noise map presents a graphical representation of weighted predicted annual average LNight Major Road traffic sound levels in the Dublin Agglomeration. The map has been developed in accordance with S.I. No. 140/2006 (the Environmental Noise Regulations) and is a representation of the average environmental sound levels over one complete year. This map forms part of a national noise mapping strategy which can be primarily used as a strategic tool for large scale planning or policy matters and is not suitable for local noise assessments.

Page 32
Figure 4: LNight Noise Level Bands for 2017 for Dublin Agglomeration Major Roads

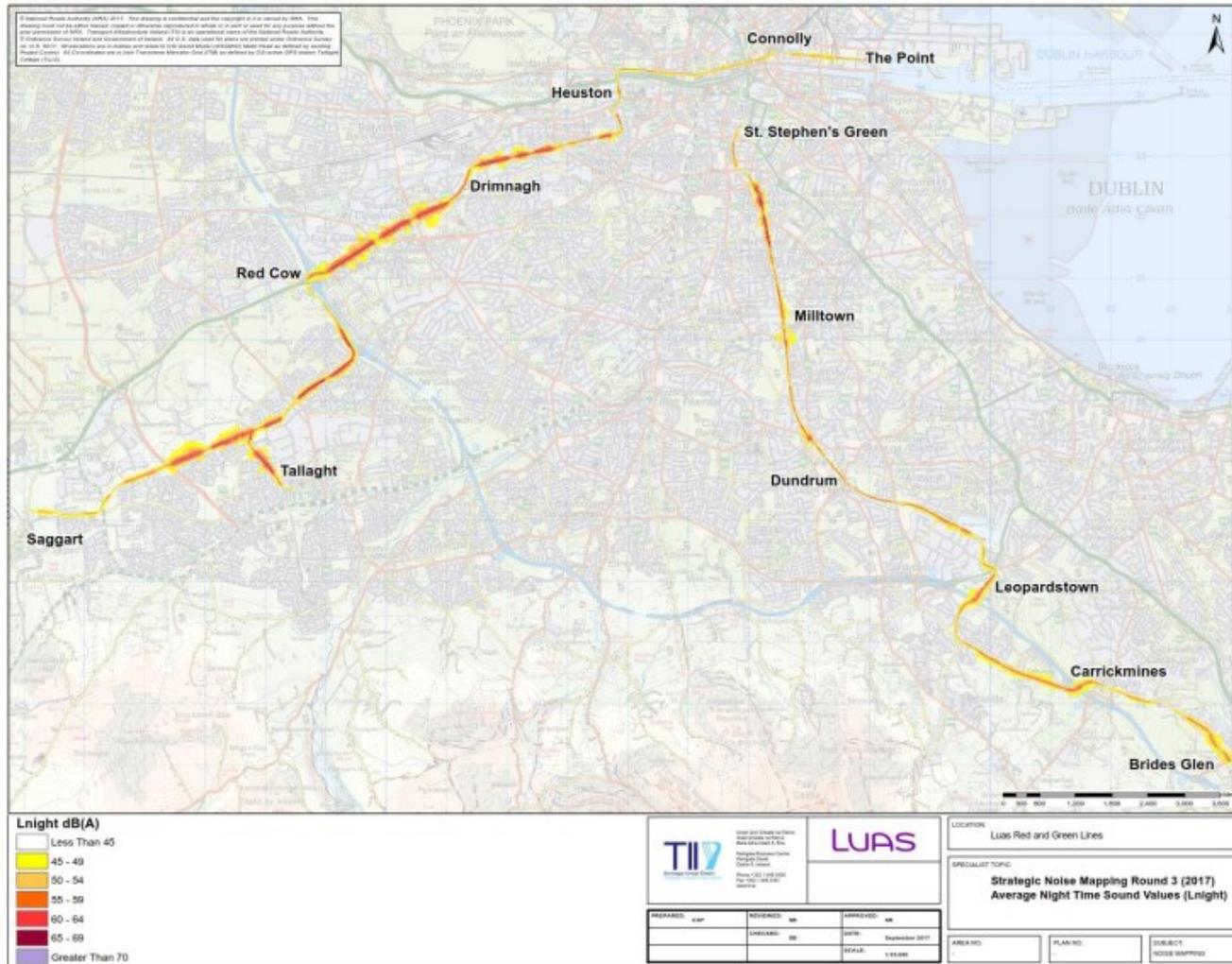
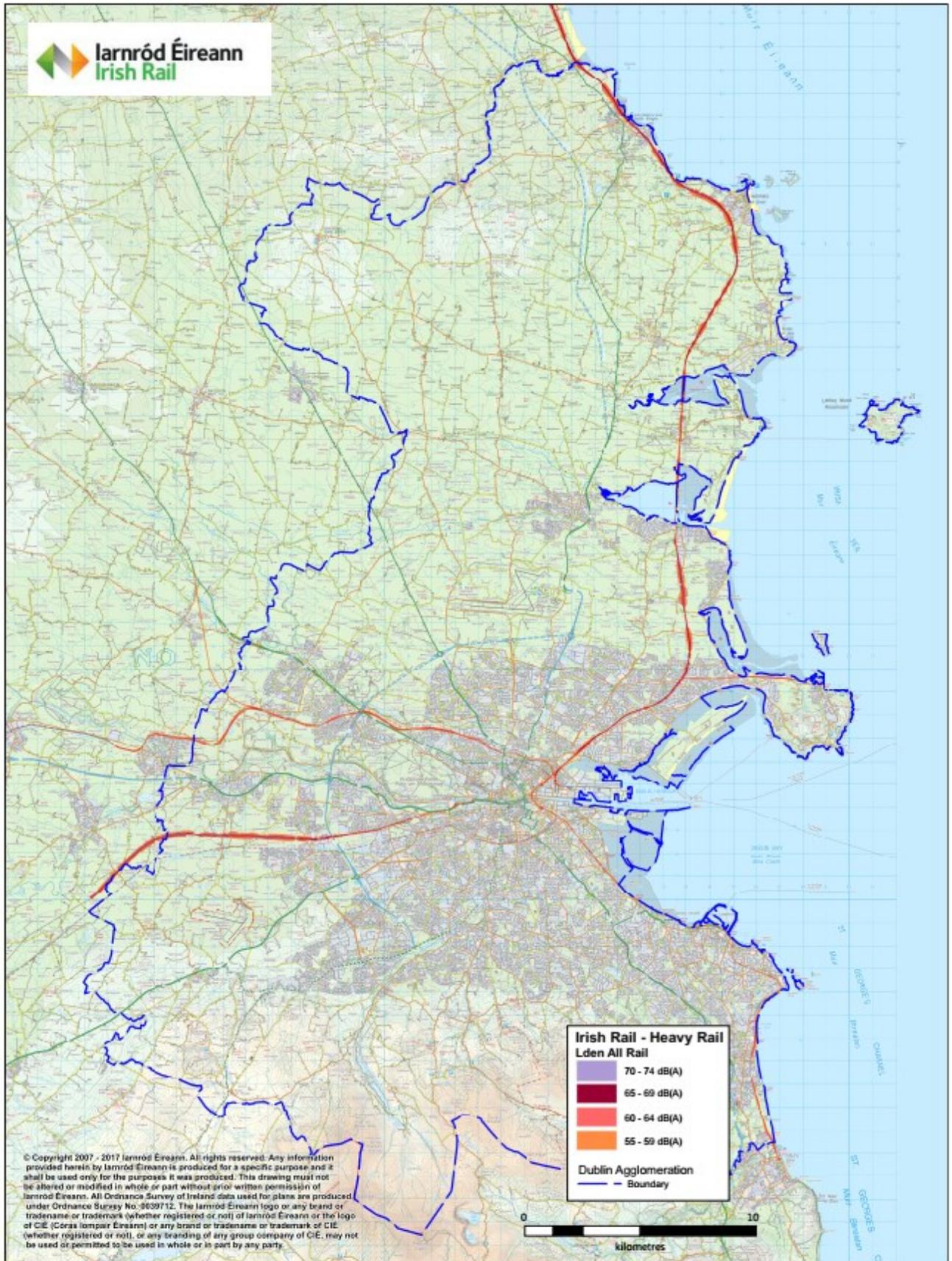
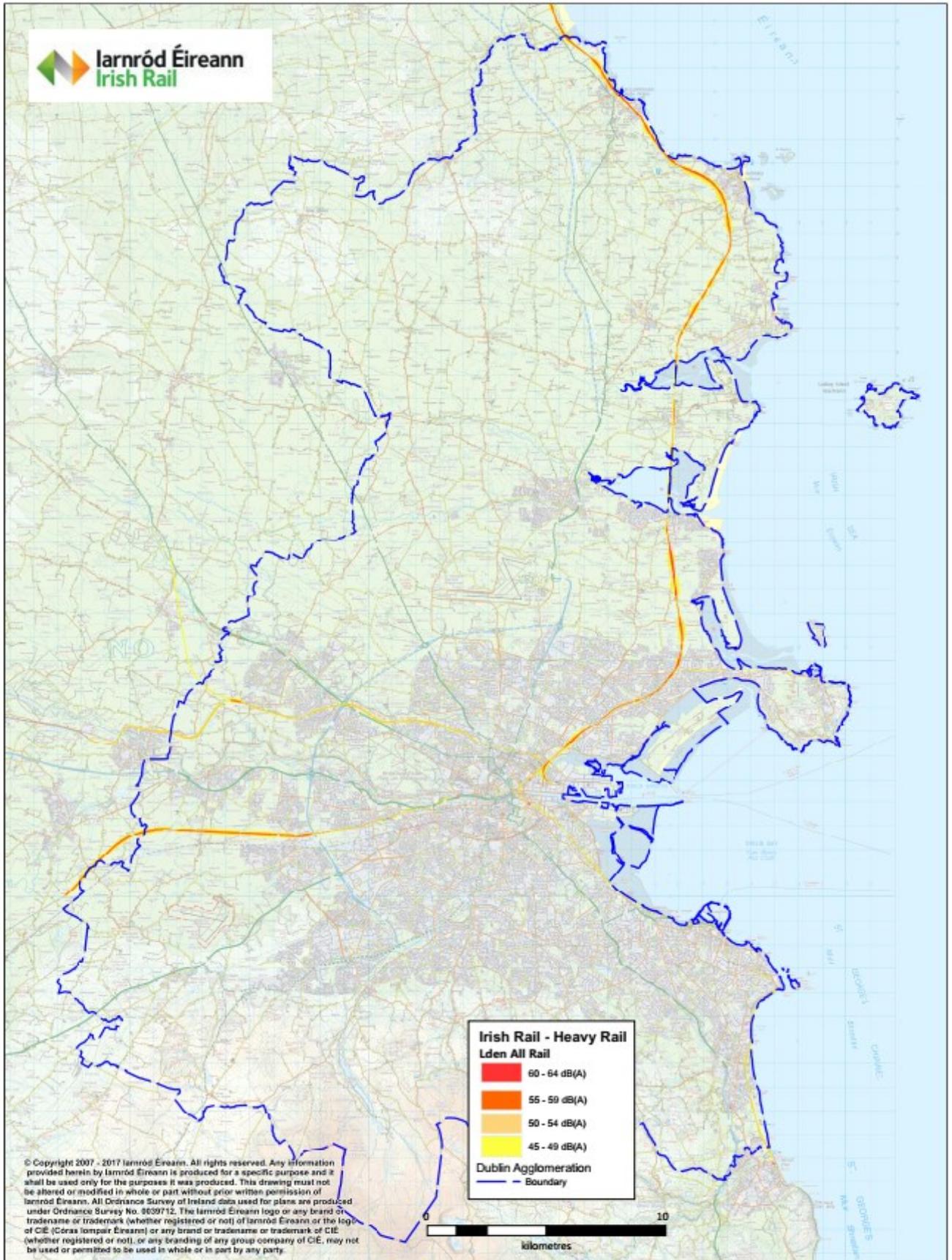


Figure 8: L_{night} Noise Level Bands for 2016 Assessment Year for Major Railways – Transport Infrastructure Ireland



Lden 2017, Irish Rail - All Heavy Rail, Dublin Agglomeration

Lden is the calculated day-evening-night noise level and represents the noise indicator for overall annoyance. It is calculated over all day-evening-night periods for one year. The day period is from 07:00 to 19:00, the evening period is from 19:00 to 23:00 and the night period is from 23:00 to 07:00. The Lden indicator contains extra weighting for the evening and night periods as noise is generally more annoying during these periods. The map above indicates the Lden decibel (dB) bands reported for Strategic Noise Mapping 2017



Night 2017, Irish Rail - All Heavy Rail, Dublin Agglomeration

Lnight is the night time noise indicator and is used in the assessment of sleep disturbance. It is the average noise level calculated over all night periods, 23:00 to 07:00, for one year. The map above indicates the Lnight decibel (dB) bands reported for Strategic Noise Mapping 2017.



Walking & Cycling Sub-Committee

27th June 2018

Attendance:

Cllr Ciaran Cuffe, Chair of Walking & Cycling Sub-Committee, DCC

Claire French, Environment & Transportation, DCC

Colm Ryder, Dublin Cycling Campaign

Colm Walsh, Dublin Cycling Campaign

Kevin Meade, Parking Enforcement, DCC

Martin Hoey, PPN

Angela Costello, Clontarf Garda Station

Sergeant Peter Woods, DMR Roads Policing Dublin Castle Garda Síochána

Jane Hackett, Green Schools, An Taisce

Sarah Scannell, Walking & Cycling Promotion Officer, DCC

Christopher K Manzira, Environment & Transportation, DCC

Neil O' Donohoe, Environment & Transportation DCC

Helen Smirnova, Environment & Transportation DCC

Eoin Corrigan, Environment & Transportation DCC

Said Shawqi, Environment & Transportation DCC

Cllr Mannix Flynn, DCC

Cllr Paddy Smith, DCC

Apologies:

Edel Kelly, Environment & Transportation, DCC

Dick Brady, Environment & Transportation, DCC

Barbara Connolly, Cycling Ireland

Fiona Kelty, National Council for the Blind of Ireland

Alita Rivero, Dublin Cycling Campaign

Administration:

Jenny Sweeney, DCC

Marian Cheevers, DCC

1 Minutes of Cycle & Walking Sub – Committee meeting held on 7th March 2018

Cllr Cuffe states an increase in enforcement on parking on the cycle lanes is needed. DCC's enforcement team is productive but more enforcement is needed as safety is an issue. The committee will write to incoming Garda Commissioner regarding this.

Cllr Mannix Flynn added that cycle lanes are dirty and could possibly be painted a different colour, Georges Street is a real issue with taxis parking on cycle lanes.

March 2018 minutes agreed.

2 Projects

The Canal Way - Royal Canal Phase 2, Government announced their Development Plan, part of the programme interfaces with Newcomen Bridge junction. Christopher K Manzira explained that the NTA had to review the proposal and engaged in technical assessments; the NTA has given the go ahead to proceed with construction and also to get licences from Irish Rail. It takes 2 months to get licences; applications went in 2 weeks ago. Cllr Cuffe said that Irish Rail should look at 'draft licence' applications to hasten the process. There was also a 4 month delay due to a rodent issue.

The Canal Way - Royal Canal Phase 3 Cllr Cuffe suggests doing a rodent removal now to prevent a 4 months delay as what happened in phase 2. Colm Ryder asked if there were any changes to the design post Part 8 and CKM said there were no significant changes, possible construction around junctions and minor adjustments.

The Canal Way - Grand Canal – Blackhorse to Portobello It was asked will there be upgrading to all bridges or is it just Harold's Cross Bridge? There is a proposal for 2 pedestrian/cycle bridges. It is currently not out for public consultation.

Liffey Cycle Route – Phoenix Park to the Point – It is hoped that the NTA will have made their recommendation to DCC by the end of July; it has not been clarified whether it will be a draft or a final recommendation.

Heuston to Chapelizod Village (Bus connects route) - this project is likely to remain on hold for another year – CKM. There is no engineer to conduct a report at present, it will be a very time consuming report. *CKM to seek clarity from the NTA on how the Bus Connects project will tie in with the cycle route.

S2S – Wooden Bridge to Causeway Road – DCC is currently finishing work to entrances of properties, there are 3 left out of a total of 19. Colm Ryder says there are 2 areas to clear up, one is in the Safety Audit between Alfie Byrne Road and Vernon Ave, and the second is the upgrading of the old section. CKM says 58 or 59 items were identified, and that we are close to closing out these items. CKM noted that there is a perception that cyclists are going too fast for interaction with pedestrians. DCC did a survey and put in measures to trial slowing down cyclists. If this works it will be extended if not DCC will have to employ harsher measures.

Colm Ryder stated that the speed survey was faulty as some cyclists were measured at travelling over 120kph. CKM says it cannot be substantiated as there is no video footage but with an average speed of 30kph for a leisure cyclist it is quite possible that a professional cyclist could go up to 120kph on some stretches given the right conditions. Cllr Cuffe says we need video evidence, there are some in the city centre and that Clontarf should be included in these measures. CKM stated that the existing cycle track south of the wooden

bridge has a series of improvements designed to remove the cyclist away from the causeway car park.

Clontarf Baths - consultants are to look at proposals to interface with the continuous cycle route here. Cllr Cuffe insists that there is a danger at this point, and that there is confusion with the bollards and weaving cyclists. There is an immediate imperative to carry out remedial works at the entrance to the baths to resolve these issues. CKM will come back to the committee with detailed proposals. Cllr Cuffe suggests that the issue be dealt with separately possibly with Dick Brady and Les Moore.

Jane Hackett expressed her thanks to DCC for the work on the cycle track as she had two colleagues back on bikes after 15 years due to the track upgrade. Cllr Cuffe wants to endorse the great work that Christopher K Manzira and his team has done on the S2S.

Dodder Greenway- Docklands to Milltown – Colm Ryder asks what the reason is for the non-statutory engagement. CKM states that it is to take on board the views of the local community. This stretch is 7,000m long and it would be extremely challenging to contact each and every household on the Dodder stretch. There are a number of local groups e.g. Tidy Towns, Dodder Outreach etc to be consulted, Jane Hackett wants the local schools to be contacted also.

Ballymun to UCD – Royal Bank Canal - this section will be dealt with through the Bus Connects Programme. Cllr Cuffe says this has huge potential for the Royal Canal; this is a backward step as it could provide a route to Grange Gorman through to the City Centre (and Blacquiere Bridge). Pedestrians and cyclists should be provided for before Bus Connect.

Proposal – Cllr Cuffe proposes to the committee that it not be removed from the programme and that the words 'Removal from Programme' be removed.

Clonskeagh to City Centre – We have funding to progress it. An engineer will be available at the end of July.

Blackrock to City centre – NTA made a presentation; there is an intention to proceed East Coast trail element as part of that proposal.

St Stephen's Green Area Traffic Management – South /Leeson Street is closed out. Cllr Cuff noted that if a cyclist wants to go from Dawson Street to Harcourt Street that he cannot, he feels that cyclists should be able to go clockwise or anti clockwise. Colm Ryder stated that Michael Aherne of NTA said that the funding for Quick Wins will not be available. Cllr Cuffe says that there is real confusion over Stephen's Green; CKM stated that there are 3 sites, East, South and North (Luas Cross City). Stephen's Green North has a new project scheme proposed to Dorset Street. The College of Surgeons will be covered in the Clonskeagh project.

Walking - Cllr Cuffe questioned if all of the schemes are working for city centre walking. Jane Hackett asks what the Walking schemes are. – Sarah Scannell informed the committee Public Realm schemes deliver for walking infrastructure under a number of city centre projects. Helen Smirnova stated that we need to have a more comprehensive look at walking in a few different areas of DCC. City Architects- Shared Spaces for e.g., the Dublin City Development Plan footpath widening etc – Cllr Cuffe stated that we need all of these

schemes brought together. Sarah Scannell will bring the report to the committee from Siobhan Maher regarding Public Realm and walking.

South Campshires - Cllr Cuffe said the re-surfacing is painfully slow and asked CKM to write to the OPW regarding the South Campshires, CKM agreed that we are already in communication with them and that he will follow it up.

Newcomen Bridge – is finished and off the list. Cllr Paddy Smith said that there was a loading bay taken out and Sheffield stands put in outside Thunders Bakery but that the stand is not turned perpendicular, Lorries can still use the space and often block the stands. CKM responded that they are angled so as bikes can fit into spaces, he will have a look at the spot.

Cycle Parking – Drury Street Car Park – It was agreed that as bikes rarely use the lower end, that it needs to be advertised more that there are spaces in the car park, signage also needs updating. Cllr Cuffe asked Sarah Scannell to organise half a dozen more finger post signs directing cyclists to bicycle park spaces. SS agreed and said that there is already a leaflet drop planned.

Colm Ryder stated that outside the Organic Supermarket in Rathgar there is a need for a Sheffield stand or a flexi rod to stop people parking in the cycle lane.

College Green – Claire French gave an oral account of College Green status, we are awaiting the decision of An Board Pleanala in the last week of July but that there is no indication that they will keep to that date.

3 November Cordon Counts

Said Shawqi gave a verbal account of the results of the cordon count in November, it was held over 33 locations over 12 hours. It was noted that in comparison to 2016 there was a 2.9% reduction of vehicles, pedestrian numbers increased and that there was a steady growth in cyclists 3.9% at peak time. Drumcondra has the highest count of vehicles. Since 2009-2017 it is the lowest recorded cars but note that Taxis have been taken out. Pedestrians and cyclists continue to grow due to strategies being implemented. The NTA's May 2018 count shows 70% of sustainable modes of mode share which is the highest since the count began.

Said reported that the two counts complement each other, the May count also shows an increase in cycling. Cllr Cuffe would like the NTA Shopper Count repeated, it's a very valuable survey where you can see long term changing trends. Said Shawqi will circulate his results to the committee.

4 ITS Reports/Pedestrian Crossings

'Wraparound crossings' - These are great news stories and should be advertised as such, discussion around whether DCC could possibly create an 'app' to interact with the public and get public feedback – Sarah Scannell will be at a Corporate Strategy meeting in morning and will raise this issue with them.

Clogher Road/ Sallysbridge - needs the last link of the wraparound, SS to inform Karen Hosie ITS

Zebra crossings - Helen Smirnova discussed the zebra crossing issue; DCC will be looking at consultants results to see if they are suitable for some locations. The use of ramps is effective to reduce speeds on 50kph roads but they don't work on 30kph, so zebra crossings are effective at reducing speed and a less expensive measure to be looked at. Cllr Cuffe would love to see them in Dublin; in Spain they use them with only signposts and not flashing lights to warn cars, which is an even cheaper alternative to electrified crossings.

5 Stationless Bikes

Kevin Meade gave an oral report on the Stationless Bikes programme. It was launched formally on May 30th 2018. There were two operators chosen from applications, Bleeper Bikes and Urbo Bikes. There is partnership between the operators and between them there are 350 bikes on the road at the moment. Bleeperbike mapped all Sheffield stands on their site and share data with Urbo. They counted on average 2 uses per bike per day. They also share data with DCC concerning popular routes, popular sites, frequency etc. DCC are very happy with the excellent relationship they have with both operators.

It was noted that you cannot go outside the boundary of the city with Dublin bikes but you can with stationless bikes once you leave them back to a Sheffield stand, it is hoped that the bike scheme will soon be available in the suburbs. It was noted that DCC subsidises the loss of car parking spaces given over to the bikes. It was also noted that only 50% of the Sheffield stands provided by DCC are available for the Stationless bike schemes. The bikes cost 80c per hour and are more expensive than Dublin Bikes but they are considered very reasonable rates due to the flexibility of the scheme.

6 Drury Street Cycle Parking Upgrade

Drury Street cycle parking is up and ready for use. DCC has had a request for a disabled stand – .i.e. a bigger stand for a disabled person who needs more space to disembark etc. This is being looked at by the Engineers and it was decided that signs are needed to highlight the fact that they may be used/needed by persons with disabilities. It was also noted that there is a bicycle maintenance area beside the stands where cyclist can do maintenance on their bikes when needed.

7 Velo City 2018

Sarah Scannell gave a verbal report on DCC accepting the handover in Rio. 5 DCC staff attended and Cllr Cuffe represented the Lord Mayor. Dublin Cycling Campaign also had 12 representatives. The conference gave our representatives a very good indication of what is to be expected of Dublin in 2019, and Sarah noted the different aspects of a city with very different infrastructure and problems to our own. Jane Hackett suggested that the 'Sustainable Development Goals' document would be a very good link for Velo City.

Ireland Aid was mentioned by Cllr Cuffe regarding possible scholarships for the conference.

Cllr Paddy Smith spoke about 'Living Streets' (where the car is the guest and it discourages cars), would be great to showcase for 2019. 'We have the time to change bad sections of rat runs and make the 'Living Streets' real before next year while the appetite is there. Jane Hackett thinks that we should involve local communities and make it their event too.

It is a big issue to have a street closed but if the motion passes next week for Living Streets it may be possible for next year to showcase at Velo city 2019.

Monday 9th July Dublin city Council is hosting a meeting reporting back on Rio, there will be open discussion on ideas. DCC will engage and call for papers and look for showcase idea etc.

Cllr Cuffe stated that 'Green schools' should be reached out to and projects like Clara Clarke and Clonakilty for example to showcase them.

Cllr Cuffe congratulated the team that attended Rio and said 'You did us proud'.

8 Bike Week

Sarah Scannell gave a report on Bike Week 2018 and specifically the Street Velodrome event held in Smithfield Square in June. There was very positive feedback and people who hadn't been on bikes in years had a go. The velodrome gives a message that 'cycling is cool' and there is a fun element to it. Saturday was the opening day and there was footfall of approx 1,500 people over 3 days.

There will be a de-briefing session soon with the event organisers and Cllr Cuffe wants the report brought back to the committee so it can be used to open discussions for future ideas.

Colm Ryder was critical of the money spent on this event and feels there was much more footfall for a free event in Stoneybatter the following weekend.

Jane Hackett would like to see the 'Lunchtime Cycle' back for next year. The visibility was better.

There was also a photo exhibition in DCC Civic Offices by Dublin Cycling Campaign which was cycling related and very enjoyable to look at. Colm Ryder is proposing a PR campaign for Summer Cycling Fridays- there are currently ads on Dublincity FM around Bike week and throughout the summer. He suggests we should do it on a larger scale in the future and will be looking for a budget.

9 Public Realm

A report was given by Edel Kelly and read out by Sarah Scannell on her behalf. The Public Realm committee will be giving a full report to the SPC and Sarah Scannell will report back to the sub-committee. It was noted that Part 8 was not given for Cathedral St/Sackville St due to a local resident with visual impairments. The footpath cannot be kept flush as the resident cannot decipher the path from the road. This conflicts with the needs of other disabilities i.e. wheelchair users and Edel Kelly will be discussing it at the Public Participation Network on how to cater for all needs.

Temple Bar Square will also be made flush with the road/pavement.

SBIR (Small Business Innovative Research) was also discussed, there are 2 new challenges being explored.

Garda Angela Costello asked about an idea from the Hauliers Association asking could they put crushed bikes up on lampposts to deter/warn cyclists of the risks of cycling too close to

heavy vehicles. Cllr Cuffe stated that we need to educate but not to instil fear or give negative perceptions.

Cllr Cuffe announced the promotion of Edel Kelly- Senior Executive Traffic Planner to 'Senior Transportation Officer' via open competition and offered the committees congratulations and looks forward to learning about what the new role will entail.

10 30KPH

The Sub Committee on Road Safety agreed that re- enforcement of the 30KPH limits needs to take place. More signage is needed as people need to know where it starts. Helen Smirnova stated that this has already started. Engineer's recommendation of surveys installs 6 in the Sandymount area and 5 in the South Central area so far. Helen will compile information and give it to the committee. This programme will be ongoing as stands for the meantime.

Engineering, Road Safety Message and Garda Enforcement are the three main items with the 30KPH.

Cllr Cuffe stated that people are still breaking the 30KPH in the city centre and that we need a bit more visibility by the Gardaí and more enforcement.

Cllr Cuffe asks are there any changes since the survey begun? Dermot Stevenson will provide results on that.

11 AOB

Jane Hackett stated that we should reward driver good behaviour through the Smarter Dublin Project (Smart Cities). It appears AXA are already doing it.

Colm Ryder wants it noted that specific items should be continually on the agenda of the sub-committee BYPAD, Velo City 2019, Quick Wins, 30KPH and Beta Projects.

Helen Smirnova noted that the Beta Projects is very much 'cycle and walking' orientated and there are a number of ideas being investigated to enhance the cycling and walking experience in the city.

Cllr Cuffe stated that with the Pope visiting the Phoenix Park this summer, there will be half a million people visiting the park. We need a transport plan and event planning should figure in bikes. Walking and cycling should be looked at in event planning as a possibility for visiting the Pope.

Croke Park – Dublin Cycling Campaign are looking for more bike parking in the stadium and says that the two tiered bicycle parking facility doesn't work as the top tier bike parking isn't operable.

To Chairperson and Members of Transportation Strategic Policy Committee

Transportation SPC Meeting Dates, 2019

The meeting dates for the Transportation Strategic Policy Committee for February and April 2019 are as follows:

Council Chamber, City Hall, at 3.00 p.m. on:

Wednesday 6th February, 2019

Wednesday 10th April, 2019

**Céline Reilly,
Executive Manager,
Environment and Transportation Department
November, 2019**

