



**NOTIFICATION TO ATTEND MEETING OF THE TRAFFIC AND TRANSPORT SPC
TO BE HELD REMOTELY VIA MICROSOFT TEAMS
ON TUESDAY 25 MAY 2021 AT 3.00 PM**

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AGENDA

TUESDAY 25 MAY 2021

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1	Minutes of Traffic & Transport SPC Meeting held on 3rd February, 2021	5 - 8
	a Minutes of the Public Transport Sub-Committee Meeting held on 26th January, 2021	9 - 12
	b Minutes of the Walking & Cycling Sub-Committee Meeting held on 25th January, 2021	13 - 18
2	Dublin City Council EU Programme Participation Strategy 2021 - 2027. presentation by Ciara O hAodha, Senior Economic Development Officer and Mary MacSweeney, Senior Executive Officer.	19 - 44
3	Dublin City Council Speed Limit Review - Brendan O'Brien, A/Executive Management Traffic	45 - 80
4	Presentation on Shared Mobility - Dr. Brian Caulfield, Associate Professor, Centre for Transport Research, Trinity College Dublin	
5	E-Scooters Update - Clive Ahern, Administrative Officer, Sustainable Mobility & Projects	81 - 88
6	Report on Parking Enforcement Policy with regard to Footpath Parking - Dermot	89 - 90

Stevenson, Parking Enforcement Officer

7 Update on College Green - Brendan O'Brien, A/Executive Manager Traffic

8 Motion in the name of Councillor Jane Horgan Jones

For an assessment of the advantages and the disadvantages of running bus routes against the flow of traffic on the quays in the city centre to be undertaken by Dublin City Council, with a view to the findings being presented to Dublin Bus and the NTA.

For example, buses heading to Heuston Station would no longer run on the south-side of the river, they would run on the north side, on the river-side of the road, adjacent to the boardwalk. The potential advantages of this are as follows:

- *Make better use of footpaths on the riverside.*
- *Increased use of riverside footpaths can reduce antisocial behaviour on the boardwalks.*
- *Reduce conflict between bus passengers and cyclists at bus stops on the business/shop side of the road and so allow the bike lane to revert to the left side of the road, from the current riverside bike lane. This is a more suitable side of the road for cyclists.*
- *Reduce bus passengers clogging up footpaths on the building-side of the quays.*
- *Makes it easier for restaurants and cafés to open out on to the footpaths, as there would no longer be bus stops. This would be more beneficial to the sunnier north-side of the quays.*
- *If cyclists could use the contraflow bus routes, it would allow cyclists cycle in either direction on both sides of the river. This could potentially reduce the amount of space needed for the bike lane.*

9 Motion in the name of Councillor Tina MacVeigh (Mot. 85, agreed at South Central Area Committee to refer to Traffic and Transport SPC)

Given the extent of development ongoing and planned in the South West Inner City, this Area Committee agrees that area wide Construction Traffic Management Protocols be put in place as a matter of urgency so as to attempt some level of coordination that might mitigate the impact on our residential communities and our roads. Further, this Area Committee agrees that these protocols should be developed with a view to expanding them across the city.

This matter to be referred to the Transport SPC.

10 Motion in the name of Councillor Caroline Conroy

To ask the Manager to add Secondary Schools into the Schools Zone project. There are many secondary schools in great need of safer zones around the entrance for young people coming to school by bike or walking on their own. This and the roll out of segregated bike lanes will also encourage more parents to allow their young adults come to school on their own.

11 Motion in the name of Councillor Naoise O'Muirí and Councillor Damian O'Farrell

(Motion 6 agreed at North Central Area Committee to refer to Traffic and Transport SPC)

That this Area committee proposes that a voluntary 30kph maximum speed limit trial takes place on two consecutive days (one weekday / one weekend day, i.e. Friday / Saturday or Sunday / Monday) within the Dublin City Council functional area.

The purpose of the voluntary 2-day 30kph trial would be to raise the public's awareness of Dublin City Council's ongoing Special Speed Bye-Laws procedure and allow them make an informed submission.

The voluntary 30kph trial would only take place if approval is given by Dublin City Council that the impending DCC Special Speed Bye-Laws are sent for statutory public consultation”



MINUTES OF THE TRAFFIC AND TRANSPORT SPC MEETING

HELD ON WEDNESDAY 3RD FEBRUARY 2021

- 1 Minutes of Previous Traffic & Transport SPC Meeting held on 04th November 2020

Two members raised questions in relation to the Minutes. Brendan O'Brien addressed two issues raised by Member one from Colm Ryder Dublin Cycling Campaign regarding 30Km speed limit bye-laws. Brendan O'Brien advised that Love 30 workshop took place last week. Further discussion to take place at each area committee. Proposed Non-Statutory consultation is hoped to resolve some issues which caused it to fail last time. Plan to go to Statutory consultation by early next year.

Cllr Flynn noted the excellent Love 30 presentation which gave a clear understanding of effects of 30KM speed limits which should be shared nationwide with all other Councils.

Brendan O'Brien advised that he understood all previous question had been replied to and requested Gary Kearney PPN to submit any question which had not already been replied to.

Gary Kearney PPN emphasised DCC's commitment regarding NALDA plain English should be used in all reports as currently this is not happening.

Agreed

- 2 Minutes of Walking & Cycling Sub-Committee 12th October 2020 & 30th November 2020

Mapping of cycle track routes is being progressed.

It was noted the importance of social inclusion in the provision of cycle infrastructure.

Colm Ryder complimented Antonia Martin and her team supporting the Walking & Cycling Sub-Committee.

Agreed

- a Minutes of Public Transport Sub-Committee 22nd October 2020

Agreed

- 3 Pre-Draft Consultation of the City Development Plan (Deirdre Scully)

A presentation was given by Deirdre Scully Deputy City Planner on the Pre-Draft

Consultation on City Development Plan 2022-2028, encouraging all stakeholder to engage in the consultation before the closing date 22nd February 2021. Deirdre Scully took questions from the members on her presentation.

Noted

- 4 Updated cycle parking guidance (Chris Manzira)

Brendan O'Brien gave an update on Cycle Parking Guidance and answered questions from Members.

Noted.

- 5 Parking enforcement proposed policy change to include fixed penalty notices (Dermot Stevenson)

Dermot Stevenson Parking Enforcement Officer gave a report on Parking Enforcement proposed policy change to include fixed penalty notices.

The members debated the issues. Some Members felt a more detailed report should be brought to the next SPC for further debate. A roll call vote was taken to decide if this Report should be debated further at the next SPC or the report goes to the next City Council Meeting for debate. Of the members present at the time of the vote, nine Members were in favour of the report going to the next City Council Meeting and four were for against.

Agreed Report to go to next City Council Meeting

- 6 Update on Consultation process College Green Dame Street (Verbal) Brendan O'Brien

Brendan O'Brien gave an verbal update on the College Green Consultation Process and replied to questions raised by the Members. Brendan O'Brien advised a further report will be given at the May SPC in relation to College Green.

Noted

- 7 Motion in the name of Cllr. Jane Horgan Jones

As Cllr. Jane Horgan Jones was not in attendance and the item has been deferred a number of times. It was agreed by Members that the Item be taken off the Agenda and if the Councillor wishes, the motion can be submitted to a future meeting.

Agreed.

- 8 Motion in the name of Martin Hoey PPN

Member agreed the following is required:

- Upgrade current Disabled Parking Bays
- Contact Department of Transport to request Traffic Signs Manual be brought in line with IWA Guidelines
- Members to notify DCC of specific Disabled Parking Bays that are an issue and these can be assessed as priority.
- Write to other DCC Departments who provide off Street Disabled Parking Bays of IWA Guidelines.

Agreed.

Councillor Christy Burke

Chairperson

Wednesday 3 February 2021

Attendance:

Members:

Christy Burke (Chairperson)
Keith Connolly
Daniel Céitinn
Keith Gavin
Janet Horner
Carolyn Moore
Fergus Sharpe

Members:

Caroline Conroy
Anne Feeney
Richard Guiney
Gary Kearney
Larry O'Toole

Members:

Deirdre Conroy
Mannix Flynn
Martin Hoey
Paddy McCartan
Colm Ryder

Officers

Brendan O'Brien
John Flanagan
Mary Boyle
Antonia Martin

Deirdre Scully
Patricia Reidy
Martina Halpin
Deirdre Kelly

Dermot Stephenson
Bernard Lester
Michael Mann
Fergal McKay

Apologies:

Non-Members

Cllr. Donna Cooney and Cllr. Deirdre Heeney

Minutes Public Transport Sub-Committee

(Sub-Committee of the Traffic & Transportation Strategic Policy Committee)

Date: Thursday 28th January 2021

Time: 16.00 hrs.

Venue: MS Teams Online Meeting

Attendees: Chairperson Cllr. Deirdre Conroy (DC), Cllr Caroline Conroy, Cllr. Larry O'Toole (LOT), Cllr. Mannix Flynn
Martin Hoey PPN (MH), Gary Kearney PPN (GK), Fergus Sharpe (FS) Dublin Chamber of Commerce. Richard Guiney DublinTown,
Donal Hodgins NTA, Suzanne Angley TII, Siobhan Griffin Bus Eireann,

Members: Cllr Daniel C itinn, Cllr Caroline Conroy, Cllr. Anne Feeney, Cllr. Mannix Flynn, Cllr. Larry O'Toole, Martin Hoey PPN, Gary Kearney PPN,
Fergus Sharpe Dublin, Chamber of Commerce, Richard Guiney DublinTown, Keith Gavin Irish Parking Association, Donal Hodgins NTA,
Suzanne Angley TII

Non-members:

DCC Officials: Maggie O'Donnell (MOD), Martina Halpin (MH DCC), Mary Boyle (MB), Michael Mann (MM)

Minutes by: Martina Halpin

ITEM	<u>Summary</u>	ACTION BY	TIMELINE
1. Minutes of the Meeting of 22 nd October 2020	<ul style="list-style-type: none"> ➤ Agreed 		
2. Updated information from NTA and TII on their submission to An Bord Pleanala	<ul style="list-style-type: none"> ➤ Suzanne Angley TII gave update on Metro Link and answered member's questions ➤ Railway Order application due for submission this summer. ➤ In 6-8 weeks propose to publish Route Plans final proposed designs ➤ Meet with key stakeholders and resident groups at that stage. ➤ Business case to Government early Spring ➤ Environmental Impact Assessment Report in Draft Stage. ➤ Metro link this Summer application submitted for Charlemont to Swords Estuary. ➤ Finglas Luas design team Engineer appointment prelim design due end of this year ➤ TII had a meeting with disability and accessibility groups, separate meeting with these groups to discuss designs further. ➤ Site investigations currently taking place, more information on ventilation shaft in relation to this. TII will be consulting further in relation to Shaft Albert College Park Residents preference for Station and more in keeping with the area ➤ Specific area questions – TII in contact with groups in the area further consultation with residents will take place. ➤ NTA Donal Hodgins gave update on Bus Connects and answered Members questions. ➤ consultation for bus connects completed in Dec 3rd round. ➤ Nearly 4,000 submissions in round 3, 13,000 submission in total. ➤ Expected to lodge Application to the board this year in Qtr 2. ➤ 16 Core bus Corridors each one treated as individual scheme, some amalgamated together e.g. Finglas/Ballymun. 12 individual schemes, 12 individual applications to ABP 		

	<ul style="list-style-type: none"> ➤ 4,000 submission Stage 1 consultation review of strategy expected to Lodge with Minister revised strategy in early 2022. ➤ Network Redesign update on timelines Latest timetable for network redesign – Donal will get the information and circulate ➤ Next public consultation submission is lodgment to An Bord Pleanala – further discussions can be had on the proposals. Designs are not finalised – moving towards finalising inclusive discussion with key stakeholder to take place. Statutory Consultation phase important for submissions and comment on design detail etc. ➤ Regarding early submission of questions Maggie advised of other forums where these type question can be raised. Sub-committee purpose is to bring forward policy to the SPC more so than dealing with local issues. Review the objective, keep to policy, improving existing public transport Service. 	DH	
<p>3. Policies that member would like to bring forward and develop</p>	<ul style="list-style-type: none"> ➤ Cllr Deirdre Conroy welcomed Siobhan Griffin Bus Eireann Regional School Transport Manager. ➤ Siobhan Griffin advised, Bus Eireann administer the School Bus scheme on behalf of Dept of Education, in line with their policies. The service provided in Dublin City & County is based on Ethos and Language, serving mainly special needs children, Gael Scoils, minority religion schools church of Ireland/Muslim Jewish schools etc. ➤ School Bus System could reduce congestion reduce emissions ➤ Martin Hoey PPN Current policy Go Ahead started up 9 school bus routes – precedence there NTA service. It is a NTA service not Bus Eireann it could be replicated across the city. ➤ Cllr. LOT School time - ordinary buses are too congested. ➤ Cllr MF Recommendation made to bring the issues to the attention of traffic SPC and write to the Minister for Transport and Minister for Education regarding reintroducing School bus Scheme ➤ Siobhan to attend the next meeting ➤ Cllr. CC for sustainable cities important that majority of children attend their nearest school, building sustainable towns and villages. 		

	<ul style="list-style-type: none"> ➤ Issues of safety on public transport raised by a number of members and importance of ensuring public transport is safe for people to use. Co-ordinated messaging campaign that it is safe to use public transport post covid. ➤ Recommendation that presentation by Dublin Bus and other transport operators on how they are addressing the issue of personal safety on public transport systems. ➤ Request to invite representative from Dublin Bus. ➤ Cllr. LOT Complimented Dublin Bus on their efficient way of dealing with issues/concerns - facebook pages get a response back within an hour or so and a full report shortly after. ➤ GK Transport for all London highlights issues ➤ Maggie will arrange for a presentation on bus priority system at the next SPC. 	MOD	
4. Policy to Bring to the next Traffic & Transport SPC	<ul style="list-style-type: none"> ➤ N/A 		
5. A.O.B	<ul style="list-style-type: none"> ➤ N/A 		

Minutes Cycling and Walking Sub-Committee

(Sub-Committee of the Traffic & Transportation Strategic Policy Committee)

Date: Monday 25th January 2021

Time: 11.30 a.m.

Venue: MS Teams Online Meeting

Attendees:

Members: Cllr Janet Horner (JH), Gary Kearney (GK), Martin Hoey (MH), Cllr Caroline Conroy (CC), Colm Ryder (CR), Fergus Sharpe (FS),
Cllr Larry O'Toole (LOT), Jane Hackett (JHackett), Mary Tallant (MT), Cllr Mannix Flynn (MF), Michael Aherne (MA)

DCC Officials: Antonia Martin (AM), Deirdre Kelly (DK), Niamh NíCholmain (NNiC), Sinead Mooney (SM), Damien Hughes (DH)

Minutes by: Antonia Martin

ITEM	Summary	ACTION BY	TIMELINE
1. Minutes of previous meeting held 30-11-20	➤ Agreed		
2. Presentation from AM: Update on Walking & Cycling Action Plan, incorporating	Presentation to be circulated after the meeting. Points noted from Q&A	AM	ASAP

<p>feedback from members</p>	<ul style="list-style-type: none"> ➤ MA noted that that actions in the Action Plan can be funded on a project basis. Can be annual or multi-annual funding depending on size of the project. Smaller projects can be grouped together; ➤ NTA will be putting out a tender for the mapping of cycle facilities in the city. ➤ Important to prioritise and target funding; ➤ Request to share locations of pedestrian and cycle counters; ➤ Query as to whether knowledge of location of counters would influence behaviour. MA said it can be used a positive to show importance of pedestrians and cyclists; ➤ Walkability Audit Tools (WAT), as a means to assess how pedestrian friendly an area is, were discussed: <ul style="list-style-type: none"> ➤ Green-Schools (GS) currently use these in pdf format with school pupils but are in the process of digitising them in the form of an app with a GPS system. ➤ The WAT recently published by the NTA was developed in partnership with GS, Age Action Ireland and the NDA. This is now available online. ➤ Cycleability Audit Tools, as a means to assess how cycle friendly an area is, were discussed: <ul style="list-style-type: none"> ➤ Cyclist.ie working on developing one; ➤ GS have one they use with school children but challenging to use; ➤ JH and CR to liaise and share information on this to avoid duplication. ➤ AM requested that anyone interested in joining the working group to progress the initial actions to contact her directly. An email reminder to be sent along with copy of slides presented. ➤ Footpath improvement cited as essential. What is best method for public to highlight areas that need attention? ➤ Dedicated funding required for Safe Routes to School Project; ➤ Little cycling infrastructure in areas of social housing – these should be prioritised. 	<p>AM</p>	<p>ASAP</p>
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<p>3. Oral Presentation from Michael Aherne, NTA</p>	<p>Key Points:</p> <p>2020:</p> <ul style="list-style-type: none"> ➤ Over €100M spent on walking and cycling projects nationwide in 2020 despite construction embargo for parts of the year; ➤ €24.4m was spent in DCC area included funding for the Royal Canal Phase 2 (RCP2) walking and cycle route; ➤ Gradients on the RCP2 route are limited to 5% so no excessive cycling speed built on ramps; ➤ Additional funding was provided towards Covid Mobility Measures at beginning of pandemic to provide necessary space for pedestrians and cyclists and create a safer environment and reduce tendency/inclination of pedestrians to step onto road to maintain social distance; ➤ Stimulus programme provided further funding for walking and cycling projects later in 2020. <p>2021</p> <ul style="list-style-type: none"> ➤ Over €200m will be allocated nationwide. Maybe difficult to spend on if Covid restrictions persist; ➤ NTA Remit now expanded to all urban centers nationwide, not just the Greater Dublin Area; ➤ High level projects in DCC include RCP4, Clontarf to City Centre, On-street cycle parking, Fitzwilliam cycle way, Dodder Greenway and Balmayne (Dart to Malahide Road); ➤ A lot of smaller projects will also be implemented; ➤ Funding for the Safe to School programme will be funded through the STMG Grant; ➤ Preference is to ultimately deliver high quality programmes rather than quick wins; 		
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	<ul style="list-style-type: none"> ➤ Strength in the current national political support, especially with recently announced 218 new walking & cycling related jobs in Local Authorities; ➤ Massive increase in funding since 2019; ➤ Big programme this year with lots of funding; ➤ Some projects continue year on year as process can take time, includes concept, preliminary design, contract, detailed design, tendering for works, construction etc.; ➤ Received over 3000 submissions in the first round of the review of the Transport Strategy for the GDA; ➤ Initial scoping work, with Local Authorities, being done for a review of the GDA Cycle Network Plan. Need to take out what is no longer possible or adapt plans that will be affected by other major projects such as Bus Connects, Luas Cross City etc. <p>Comments from members:</p> <ul style="list-style-type: none"> ➤ A Disability Impact Assessment should be submitted to the DoT on all projects and must include input from consultative committee; ➤ Need to map and develop walking and links between communities – not just on the commuter belts. And to main facilities in areas e.g. North Side Shopping Centre; ➤ Peace Bridge in Calgary is a good example of separate space for pedestrians and cyclists; ➤ Shared space on approach to bridges e.g. Blood Stoney Bridge, is difficult to avoid; ➤ Shared space will be looked at in new Design Manual. 		
3. Presentation Mary Tallant, NDA	<p>Presentation and information pack circulated in advance.</p> <p>Points noted from Q&A</p> <ul style="list-style-type: none"> ➤ What key standards are not in place that need to be applied e.g. minimum widths for dishing; ➤ Resources and guidance available on NDA website; 		

	<ul style="list-style-type: none"> ➤ Is there a need for a public seating policy i.e. regular intervals where space allows; ➤ Seating is welcome when it does not create additional obstacles; ➤ Cyclists traveling at speed and on footpaths creates barriers; ➤ Floating bus-stops where pedestrians must cross cycle lanes is a barrier. 		
4. Proposed agenda items for future meetings	<ul style="list-style-type: none"> ➤ Presentations by Dublin Chamber of Commerce and An Taisce Green-Schools ➤ Update on development of Walking & Cycling Action Plan 		
5. Next meeting dates	<ul style="list-style-type: none"> ➤ Mondays at 11.30am: <ul style="list-style-type: none"> ➤ March 22 ➤ May 24 	AM to send invite	

Dublin City Council's European Programme Participation Strategy 2021 – 2027

Overview prepared for the Traffic & Transport SPC 25th May 2021

The Economic Development Office & International Relations Office within Dublin City Council progressed a preparation process in advance of the upcoming European Funding Programme 2021 – 2027, as outlined below.

In late September 2020, the Economic Development & Enterprise Strategic Policy Committee Working Group on International Relations & European Affairs, sought to ascertain details on existing and past EU projects and EU funded national projects that Dublin City Council has participated in or applied to. This was in order to prepare for future EU funding and project opportunities and to gain an understanding of the level and scope of EU funded projects under the 2014 to 2020 EU budget cycle and to assist in raising awareness of funding opportunities in the new EU budget cycle (2021-2027).

Project Overview:

An external co-ordinator, Urban Mode Ltd, was appointed to progress European project proposal potential. A project proposal was developed to examine the Council's capability and capacity for developing European funding opportunities for the upcoming 2021 – 2027 European Funding programme. The Corporate Policy Group, which met on 25th September were informed of this approach.

The preparation process involved a 3 stage approach being carried out:

Stage	Process	Timeframe
Stage 1	Complete Internal Organisation Survey	October 2020
Stage 2	Develop & Deliver Staff Information Sessions	November 2020
Stage 3	Develop European Programme Strategy Document	December 2020

Stage 1: Internal organisation survey:

In the first week in October 2020, a survey questionnaire was issued to all departments and sections across the organisation. Submissions were received from 8 Departments and 14 sections. All data was collated, reviewed and presented to the SPC working group on 12th October 2020.

Stage 2: Information Sharing Events:

European Programme Information sharing meetings were developed and scheduled to be held in collaboration with National Contact Points for various programmes. It is noted there has already been a seminar with Eastern Midlands Regional Assembly and the European Investment Bank on 29th July with the SPC Working Group. Four information sessions have been delivered for internal Dublin City Council staff in November and a full overview information session with the full council on 25th November 2020.

Stage 3: European Programme Participation Strategy for Dublin City Council:

Following the data gathering and information sharing process stages, development of a strategy document for European Programme Participation 2021 - 2027 for Dublin City Council was commenced in late November. This strategy document contains baseline data on expertise & knowledge across the organisation, programme details and processes collated from 5 Information sharing meetings and seminars & consultations taken place with elected members & senior management.

The draft strategy document was presented to the Senior Management team on 15th December; presented to the SPC Working Group on European Affairs & International Relations on 18th December, the Economic Development & Enterprise SPC on 12th January 2021; the Corporate Policy Committee on 19th February 2021; the Planning SPC on 23rd February, the Finance SPC on 25th March, the Climate Action, Environment & Energy SPC on 31st March; the Housing SPC on 14th April; the Arts, Culture, Leisure & Recreation SPC on 17th May and Traffic & Transport SPC on 25th May 2021.

Next Steps:

A European Programme Office is now being researched for establishment within Dublin City Council.



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

European Programme Participation Strategy 2021 - 2027

Economic Development Office & International Relations

25th May 2021

Mary MacSweeney, Deputy Head EDE, CRES

Ciara O hAodha, Senior Economic Development Officer, EDE

EU Programme 2021 – 2027 Preparation Process 2020

Economic Development & Enterprise SPC



International Relations & European Affairs SPC Working Group:

SPC Representative Member	Cllr. Mary Freehill, Dublin City Council (Chair);
SPC Representative Member	Cllr. Nial Ring, Dublin City Council;
SPC Sectoral Member	Aidan Sweeney, IBEC; (Business Rep)
SPC Sectoral Member	Odran Reid, Northside Homecare Service; (PPN Rep)

Supported by staff members:

Anthony Flynn, Executive Manager, CRES;
Greg Swift, Head of Enterprise & Economic Development, Dublin City Council;
Mary MacSweeney, Deputy Head of Enterprise & Economic Development, DCC;
Ciara O hAodha, Senior Economic Development Officer; EDE
Grainne Kelly, International Relations Officer; CRES

EU Programme Preparation Process 2020: 7 Month Process

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June 2020:
Economic Development & Enterprise SPC Working Group established on European Affairs & International Relations by SPC & Approved by CPG

Oct 2020:
Stage 1:
- Internal Organisation Survey
- Baseline Data Collated
- DCC Capital Programme aligned with 5 EU Priority Areas

July 2020:
Seminar held for SPC Working Group with Eastern Midlands Regional Assembly & European Investment Bank

Nov 2020:
Stage 2:
Internal Information Sessions with DCC Staff

Aug 2020:
Submission prepared & submitted to NWRA on Dublin City Reqs for ESIF funds dissemination

Nov 2020:
Stage 2:
Full Council Briefing: Consultation with Elected Members

Sept 2020:
Proposed Process presented to SPC & approved;
Proposed Process presented to CPG & approved

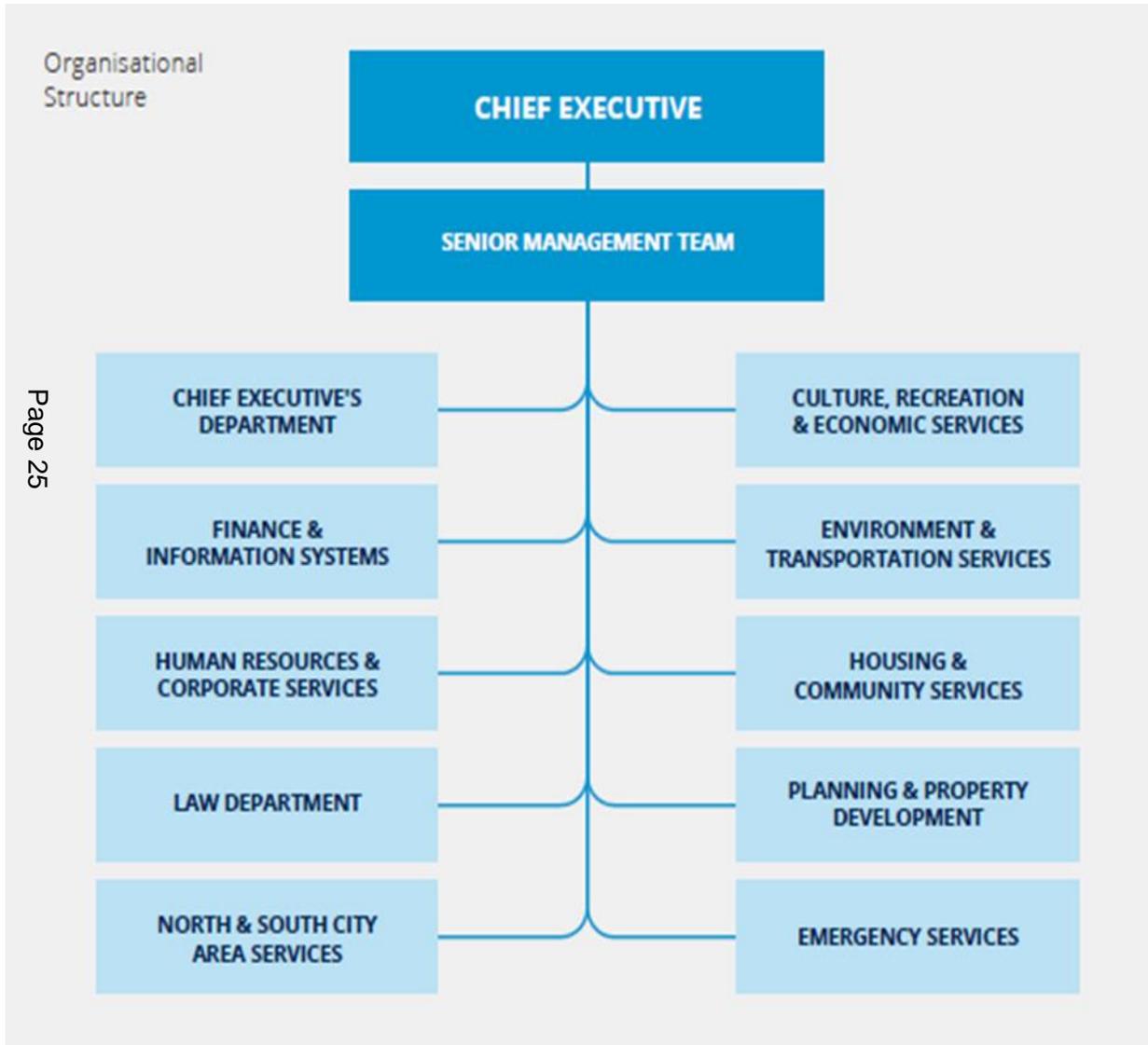
Dec 2020:
Stage 3:
DCC EU Funding Strategy Document Developed
Senior Management & Elected Members Consultation



Step 1: ***Dublin City Council*** ***Internal European Funded*** ***Programme Survey:*** ***October 2020***

- Sought to ascertain details on existing and past EU projects / EU funded national projects that Dublin City Council had participated in or applied to.
- This was in order to prepare for future EU funding and project opportunities.
- Internal survey issued: October 2020

Survey & Results Overview:



- Aggregated survey results
- Submissions were received from across the organisation:
 - 8 Departments
 - 14 sections
- The survey focused on the last EU budget period 2014-2020 and was divided into 3 sections.
 1. EU projects, completed and ongoing that DCC participated in, which involved European city / stakeholder partners
 2. EU funded national projects that DCC participated in, which involved national / local stakeholder partners
 3. Unsuccessful DCC applications for EU projects / EU funded national projects

Departmental Submissions

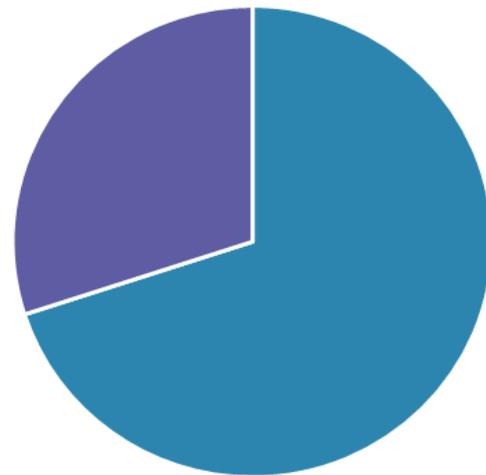
50 Projects in 7 Year Period: 2014 – 2020:

- 35 Successful Projects (70%)

[33 Successful EU Funded Programmes; 2 National Programmes]

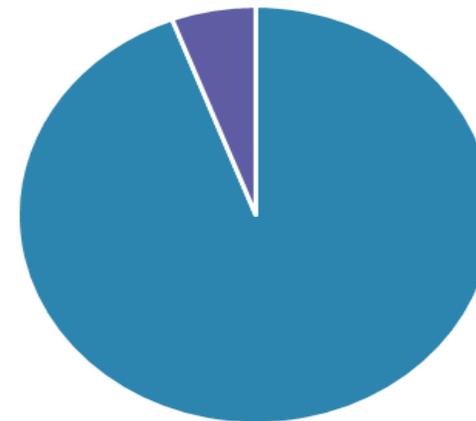
- 15 Unsuccessful Project Applications (30%)

Funding Projects
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■ Successful ■ Unsuccessful

Successful Projects



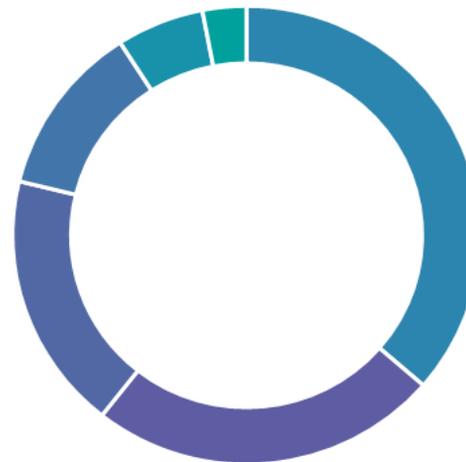
■ European Projects
■ National Projects

Survey Section 1: *EU projects, Completed & Ongoing that DCC participated in Involving European city / stakeholder partners during 2014 – 2020*

Success: 33 European Funded successful projects
DCC Departments: City Architects, CRES, Housing, Planning, Environment & Transportation; Smart Cities
European Programmes: Horizon 2020, Erasmus+, ERDF, Interreg NW and URBACT.



European Projects

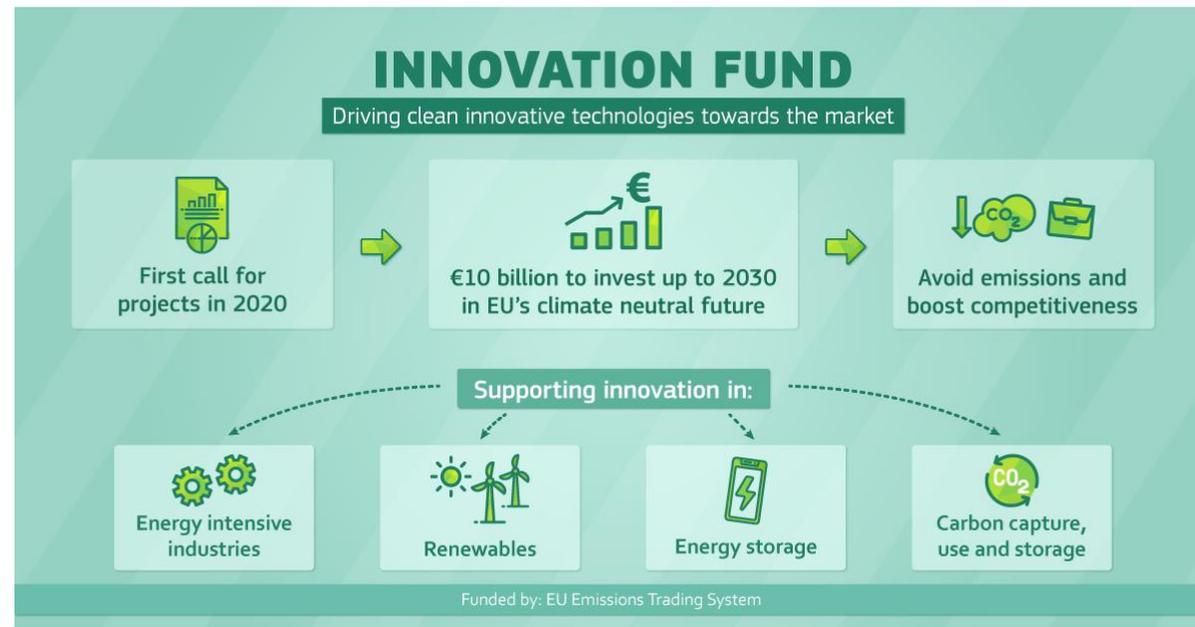


■ Horizon 2020 ■ Erasmus+ ■ ERDF ■ Interreg NW ■ URBACT ■ Wifi4EU



Survey Section 2: *EU funded National Projects that DCC participated in, which involved national / local stakeholder partners*

Success: 2 National Funded successful projects
DCC Departments: Environment & Transportation
National Programmes: DCCAE – Climate Action Plan



Survey Section 3:

Unsuccessful:

DCC Departments:

European Programmes:

**Unsuccessful DCC applications for EU projects /
EU Funded National Projects during 2014 – 2020**

15 European Funded unsuccessful projects

CRES, Environment & Transportation; Smart Cities

Horizon 2020, COSME, Ireland Wales Programme

& Covid19 Regeneration Call,



Stage 2: Information Sharing Sessions: November 2020

Session 1:

Urban & Regional Development

10th Nov

Session 2:

Horizon Europe

12th Nov

Stage 5:

Full Council Briefing

25th Nov

Session 3:

Social & Culture

17th Nov

Session 4:

Smart & Green

19th Nov

Session 1: Urban & Regional Development Agenda

12:00

Welcome and introductions:
Mary MacSweeney, Deputy Head of Enterprise &
Economic Development, Dublin City Council



12:05

EU Programmes in 2021 - 2027
Supporting Regional and Urban Development:
Jim Conway, Director
Eastern and Midlands Regional Assembly



12:25

Q & A

12:30

EU Programmes in 2021 - 2027
Supporting Regional and Urban Development:
Teresa Lennon, Head of the
Irish Regions European Office, Brussels



12:50

Q & A

12:55

Staff reflections on previous project
Applications and Implementation:



John O Hara, City Planning Officer



Deirdre Scully, Deputy City Planning Officer



Maryann Harris, Senior Executive Parks &
Landscape Officer, Dublin City Council

13:10

Small group discussions: Break Out Rooms

13:25

Feedback from small groups

13:30

Closure:
Mary MacSweeney, Deputy Head of
Enterprise & Economic Development

Session 2: Horizon Europe (current H2020)

Agenda

12:00



Welcome and introductions:
Mary MacSweeney, Deputy Head of Enterprise & Economic Development, Dublin City Council

12:05



From Horizon 2020 to Horizon Europe
Objectives and procedures:
Garrett Murray, Ireland Director
Horizon Europe Programme, Enterprise Ireland

12:25

Q & A

12:30



UCD on Horizon Europe Programme
Aine Moore, EU Research Manager
Prof. Francesco Pilla, Research

12:45



Trinity on Horizon Europe Programme
Emma Leahy, Enable Research Programme
Dr. Emma Siddall, Research & Innovation

13:00



DCU on Horizon Europe Programme
Liana Drummond, EU Research Programmes

13:15



TU Dublin on Horizon Europe Programme
Dr Seriki Oluwasegun, Research Innovation

13:30



DCC Staff reflections on previous project
Applications and Implementation:
Aaron O'Connor, Executive Intelligent
Transportation Systems Officer



Nicola Graham, Smart City Operations
Manager, Smart City Programme

13:40

Small group discussions: Break Out Rooms

13:55

Feedback from small groups

14:00



Closure:

Ciara O hAodha, Senior Economic
Development Officer

Session 3: Social & Culture Agenda

12:00 Welcome and introductions:
Mary MacSweeney, Deputy Head of Enterprise &
Economic Development, Dublin City Council



12:05 Rights, Citizenship, Justice & Equality Programmes:
What will change in the new EU 2021 – 2027 Budget
Emma Murtagh, EU Programme Manager
The Wheel



12:25 Q & A

12:30 How will the Erasmus+ Programme evolve in the
new EU 2021 – 2027 Budget Period?
Deirdre Finlay, Programme Manager, Léargas



12:50 Q & A

12:55 How will local arts, cultural projects; & events
be supported by the EU in the 2021- 2027
Budget Period?



Aoife Tunney, Culture Officer, Arts Council,
Creative Europe Ireland Desk

13:15 Q & A

13:20 DCC Staff reflections on previous project
Applications and Implementation:
Liz Coman, Assistant Arts Officer, Arts Office



13:30 Q & A

13:35 Small group discussions: Break Out Rooms

13:50 Feedback from small groups

13:55 Closure:



Gráinne Kelly, International Relations

Session 4: Green & Smart Agenda

12:00

Welcome and introductions:
Richard Shakespeare, Assistant Chief Executive
Dublin City Council



12:05

Emphasis on Green & Smart in the 2021 - 2027
Budget Period:
Patrick O'Riordan, Economic Counsellor
European Commission Representation in Ireland



12:25

Q & A

12:30

Opportunities for DCC participation in Green projects
supported by the EU in the new 2021 – 2027 Budget
Declan McCormac, Project Manager, CODEMA



12:50

Q & A

12:55

DCC Staff reflections on previous project
Applications and Implementation:
Jamie Cudden, Smart City Program Manager
Smart Cities, Chief Executive's Office



13:15

Q & A

13:20

Small group discussions: Break Out Rooms

13:35

Feedback from small groups

13:40

Closure:



Mary MacSweeney, Deputy Head of
Enterprise & Economic Development

Session 5: Full Council Briefing Agenda

14:00



Welcome and Introductions:
Anthony Flynn, Executive Manager
Dublin City Council

14:05



Dublin City Council Preparatory Process:
EU Programmes period 2021 - 2027
Mary MacSweeney, Deputy Head of Enterprise &
Economic Development

14:20



Summation of National Contact Points overview
EU Programmes in upcoming period 2021 – 2027
Wessel Badenhorst, Director, Urban Mode Ltd

14:35



EU Programmes in 2021 - 2027
Supporting Regional and Urban Development
Jim Conway, Director
Eastern and Midlands Regional Assembly

14:50



EU Programmes in 2021 - 2027
Supporting Regional and Urban Development
Teresa Lennon, Head of the
Irish Regions European Office, Brussels

15:05

Small group discussions: Break Out Rooms

15:20

Feedback from Break Out Groups

15:30

Closure:
Anthony Flynn, Executive Manager
Dublin City Council

Dublin City Council Sections Created from EU Funding Programmes



**Smart Dublin
Smart Cities**

**Dublin.ie
Dublin Place
Branding**

**CODEMA
Dublin's Energy
Agency**

**Culture
Company**

Stage 3: December 2020:

Development of Dublin City Council European Strategy Document 2021 - 2027

- **Development of Strategy – December 2020**
- **To include:**
 - Collation of findings from Information Sharing Sessions
 - Overview of EU Funding Programme Opportunities & Timeframes for 2021 – 2027
- **Completed 2020 Year End**

Stage 3: Presentations: Q4 2020 & Q1 & Q2 2021

- **15th December** **DCC Senior Management Team**
- **18th December** **SPC Working Group on EU Affairs
& International Relations**
- **12th January** **Economic Development & Enterprise SPC**
- **23rd February** **Planning & Urban Reform SPC**
- **25th March** **Finance SPC**
- **31st March** **Climate Action, Environment & Energy SPC**
- **14th April** **Housing SPC**
- **17th May** **Arts, Culture, Leisure & Recreation SPC**
- **25th May** **Traffic & Transport SPC**

Dublin City Council's European Programme Participation Strategy 2021 - 2027

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- Aims & Objectives
- Targets, Milestones & Indicators
- Policy Context of the Strategy
- EU Programmes relevant to DCC
- Co-operation with National Contact Points
- Regional Cooperation
- HEI Cooperation
- Citizen & Community Engagement
- Internal EU Projects Support Services

Dublin City Council's European Programme Participation Strategy 2021 - 2027

EU Programmes relevant to DCC Policies and Operations

- The Urban Agenda for the EU
- Urban Innovative Actions (UIA)
- URBACT
- ETC Northwest Europe
- ESPON
- LIFE
- Erasmus
- Creative Europe
- Horizon Europe
- CIVITAS



Dublin City Council's European Programme Participation Strategy 2021 - 2027

Proposed EU Project Alignment Matrix

		Dublin City Council Objectives 2020 - 2024					
		A Green, Low Carbon City	Safe, Thriving Neighbourhoods	A Strong, Diverse Economy	Compact Growth with Connected Infrastructure	Active, inclusive communities	A vibrant cultural life
EU goals 2021 - 2027	Smarter Europe						
	Greener, carbon-free Europe						
	Connected Europe						
	Social Europe						
	Europe closer to citizens						

Dublin City Council's European Programme Participation Strategy 2021 - 2027

Next Steps:

- Implementation of Strategy
- Creation of European Support Office





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Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Q & A

*Economic Development & International Relations
Offices*

25th May 2021



30km/h Survey: Summary report

This report was created on Monday 26 April 2021 at 10:54 and includes **4629** responses.

The consultation ran from 09/04/2021 to 23/04/2021.

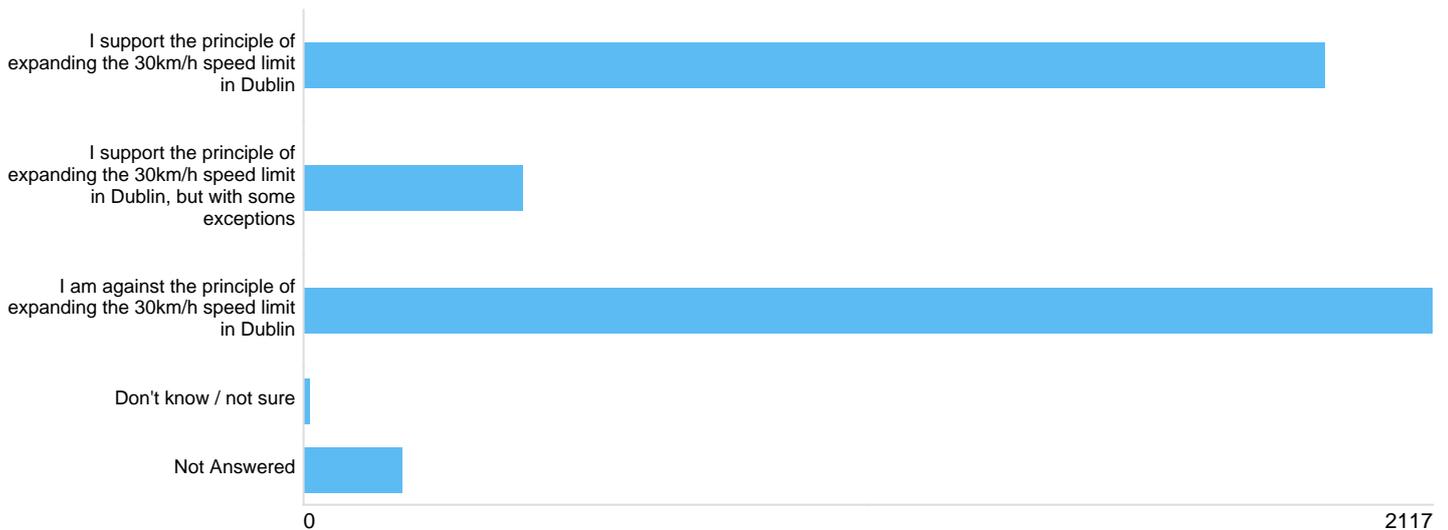
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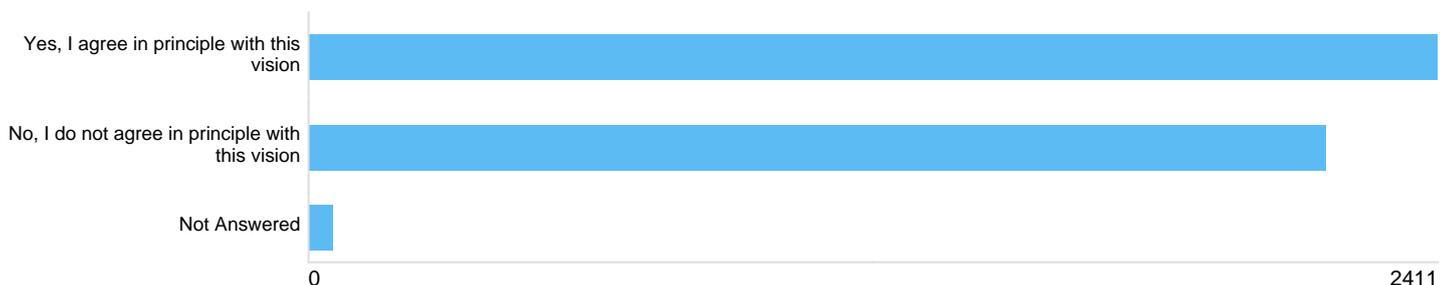
Question 1: Overall Support of the 30km/h Speed Limit

Level of Support



Option	Total	Percent
I support the principle of expanding the 30km/h speed limit in Dublin	1913	41.33%
I support the principle of expanding the 30km/h speed limit in Dublin, but with some exceptions	407	8.79%
I am against the principle of expanding the 30km/h speed limit in Dublin	2117	45.73%
Don't know / not sure	10	0.22%
Not Answered	182	3.93%

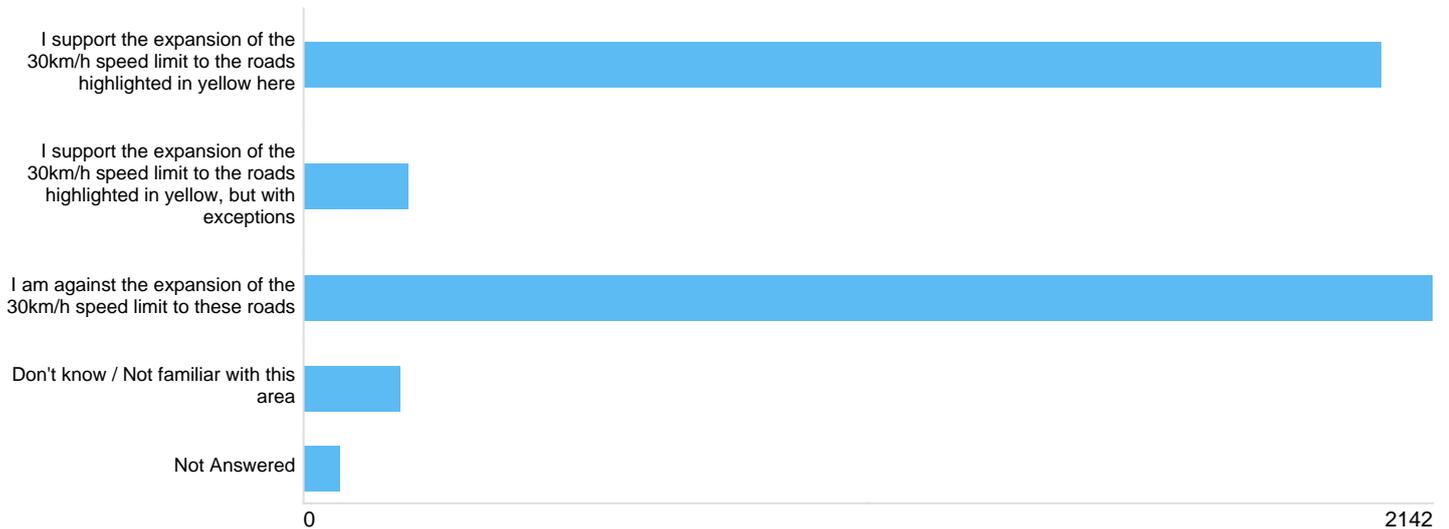
Overall Support



Option	Total	Percent
Yes, I agree in principle with this vision	2411	52.08%
No, I do not agree in principle with this vision	2168	46.84%
Not Answered	50	1.08%

Question 2: South East Area

Support

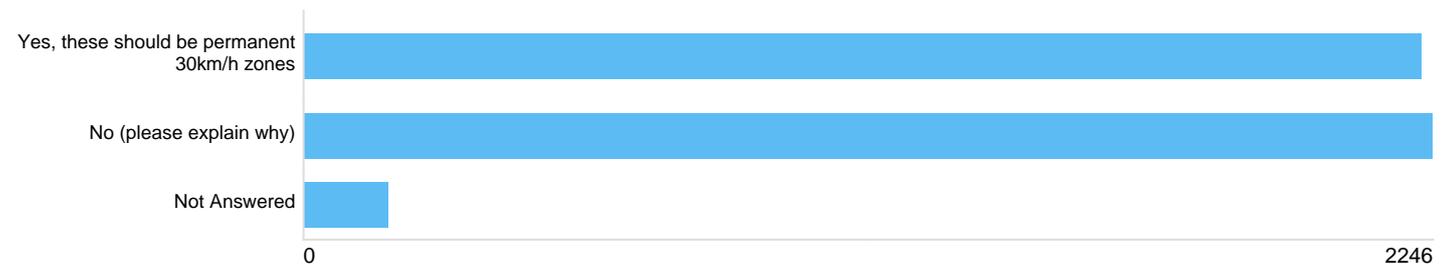


Option	Total	Percent
I support the expansion of the 30km/h speed limit to the roads highlighted in yellow here	2041	44.09%
I support the expansion of the 30km/h speed limit to the roads highlighted in yellow, but with exceptions	196	4.23%
I am against the expansion of the 30km/h speed limit to these roads	2142	46.27%
Don't know / Not familiar with this area	182	3.93%
Not Answered	68	1.47%

Exceptions if applicable

There were **227** responses to this part of the question.

Should there be 30km/h zones in the SEA



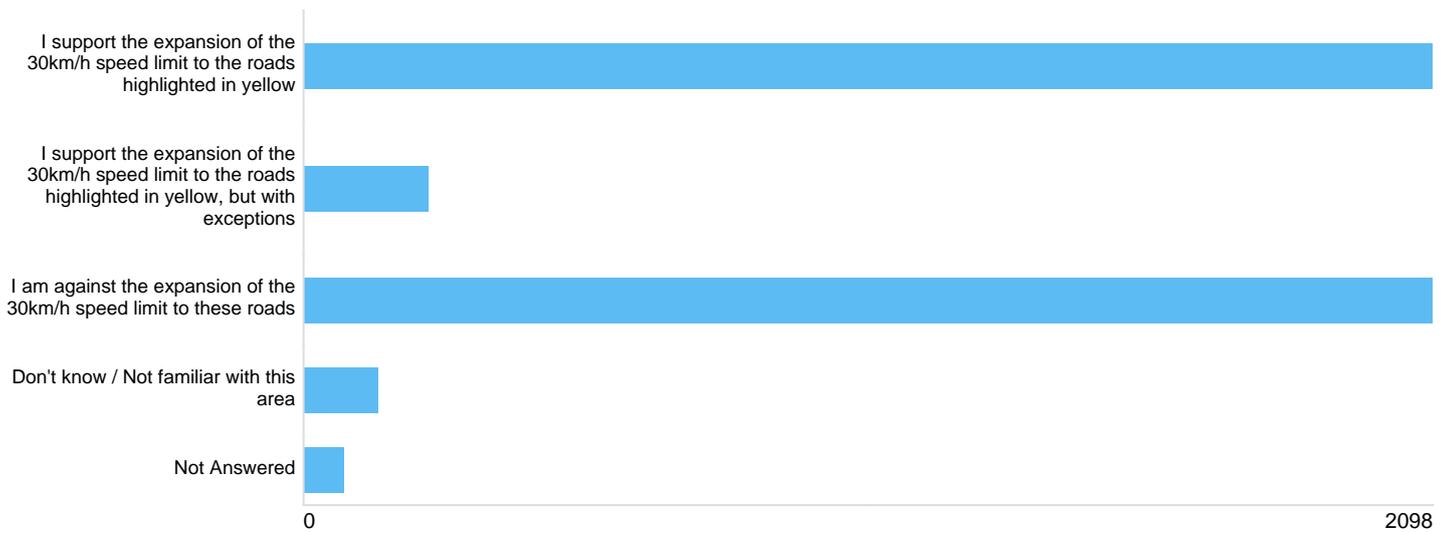
Option	Total	Percent
Yes, these should be permanent 30km/h zones	2219	47.94%
No (please explain why)	2246	48.52%
Not Answered	164	3.54%

Reason for No

There were **1584** responses to this part of the question.

Question 3: Central Area

Support

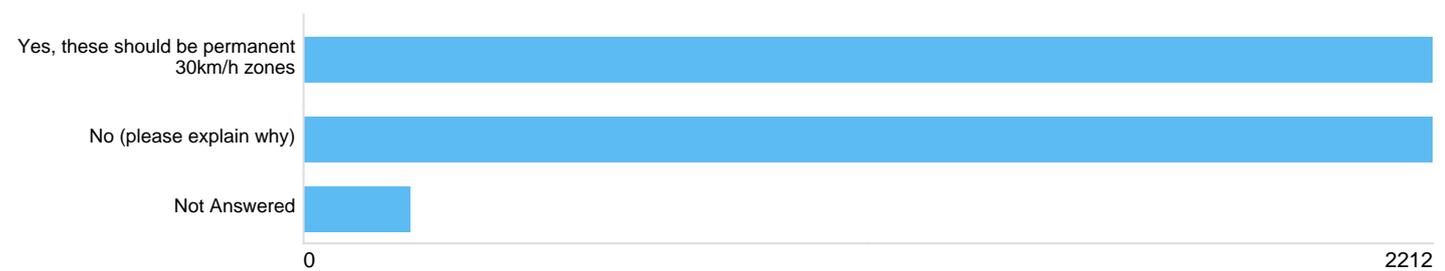


Option	Total	Percent
I support the expansion of the 30km/h speed limit to the roads highlighted in yellow	2098	45.32%
I support the expansion of the 30km/h speed limit to the roads highlighted in yellow, but with exceptions	228	4.93%
I am against the expansion of the 30km/h speed limit to these roads	2095	45.26%
Don't know / Not familiar with this area	137	2.96%
Not Answered	71	1.53%

Exceptions if applicable

There were **232** responses to this part of the question.

Should there be 30km/h zones in the CA



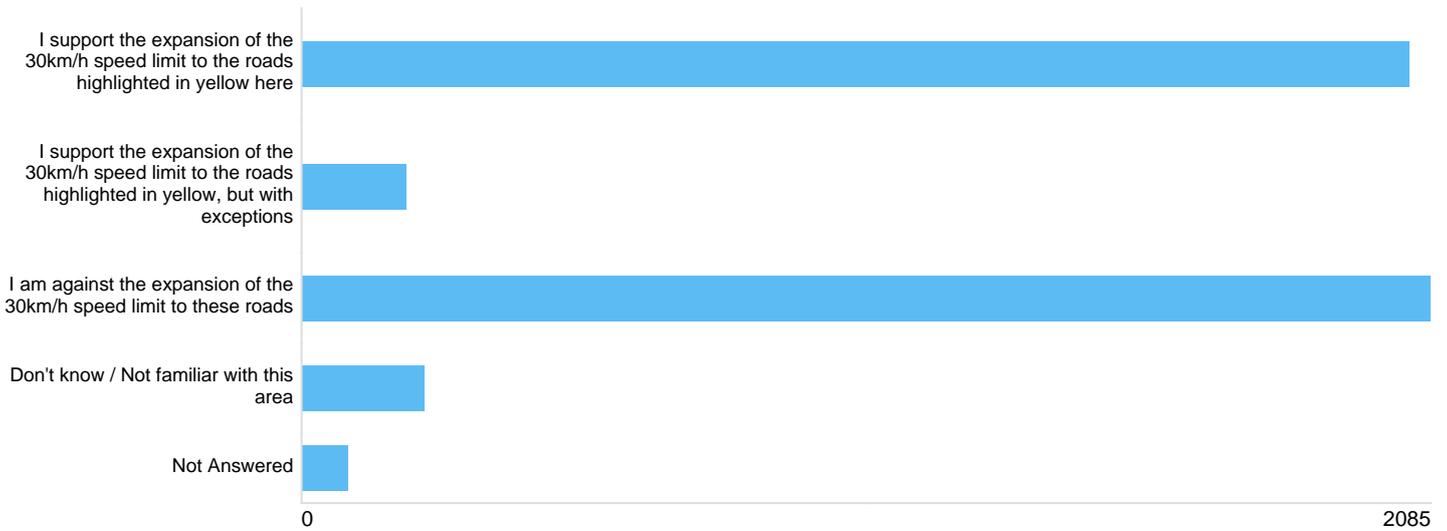
Option	Total	Percent
Yes, these should be permanent 30km/h zones	2212	47.79%
No (please explain why)	2210	47.74%
Not Answered	207	4.47%

Reason for No

There were **1333** responses to this part of the question.

Question 4: South Central Area

Support

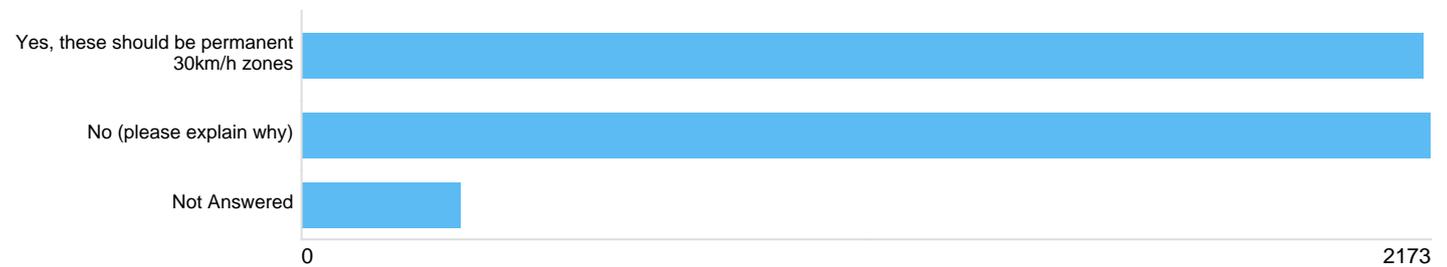


Option	Total	Percent
I support the expansion of the 30km/h speed limit to the roads highlighted in yellow here	2044	44.16%
I support the expansion of the 30km/h speed limit to the roads highlighted in yellow, but with exceptions	190	4.10%
I am against the expansion of the 30km/h speed limit to these roads	2085	45.04%
Don't know / Not familiar with this area	226	4.88%
Not Answered	84	1.81%

Exceptions if applicable

There were **217** responses to this part of the question.

Should there be 30km/h zones in the SCA



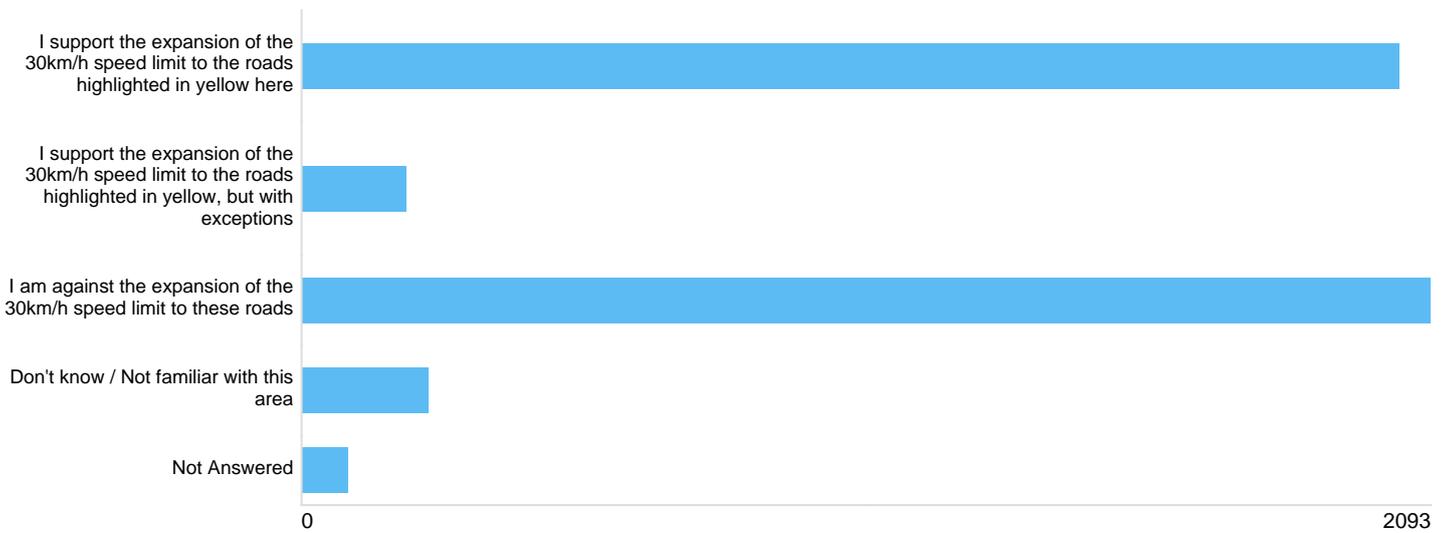
Option	Total	Percent
Yes, these should be permanent 30km/h zones	2154	46.53%
No (please explain why)	2173	46.94%
Not Answered	302	6.52%

Reason for No

There were **1199** responses to this part of the question.

Question 5: North Central Area

Support

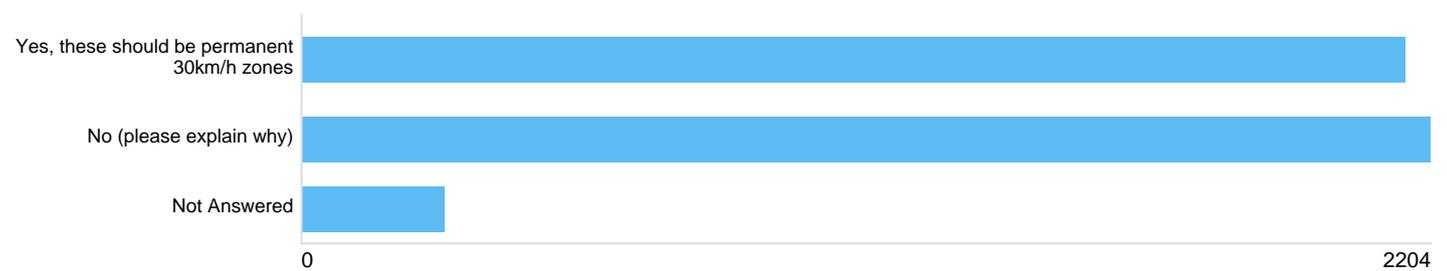


Option	Total	Percent
I support the expansion of the 30km/h speed limit to the roads highlighted in yellow here	2030	43.85%
I support the expansion of the 30km/h speed limit to the roads highlighted in yellow, but with exceptions	192	4.15%
I am against the expansion of the 30km/h speed limit to these roads	2093	45.21%
Don't know / Not familiar with this area	232	5.01%
Not Answered	82	1.77%

Exceptions if applicable

There were **215** responses to this part of the question.

Should there be 30km/h zones in the NCA

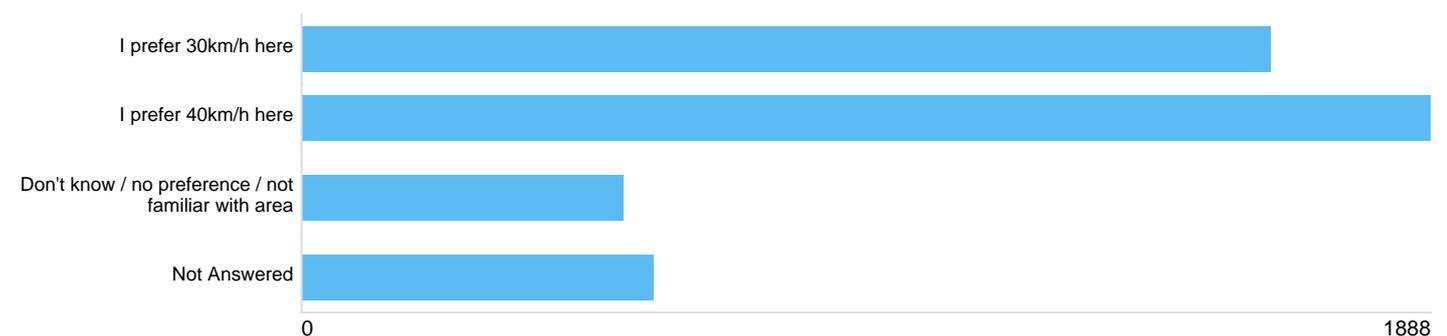


Option	Total	Percent
Yes, these should be permanent 30km/h zones	2150	46.45%
No (please explain why)	2204	47.61%
Not Answered	275	5.94%

Reason for No

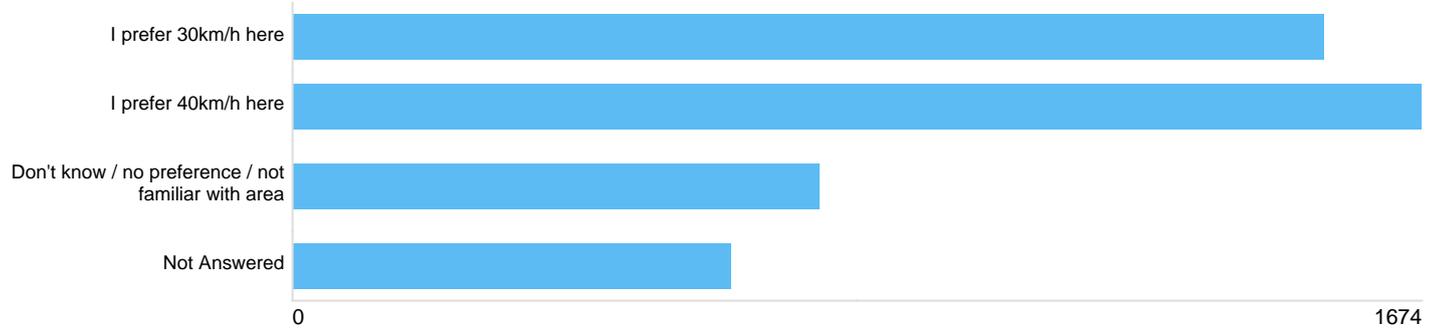
There were **1169** responses to this part of the question.

NCA Matrix - Clontarf Road



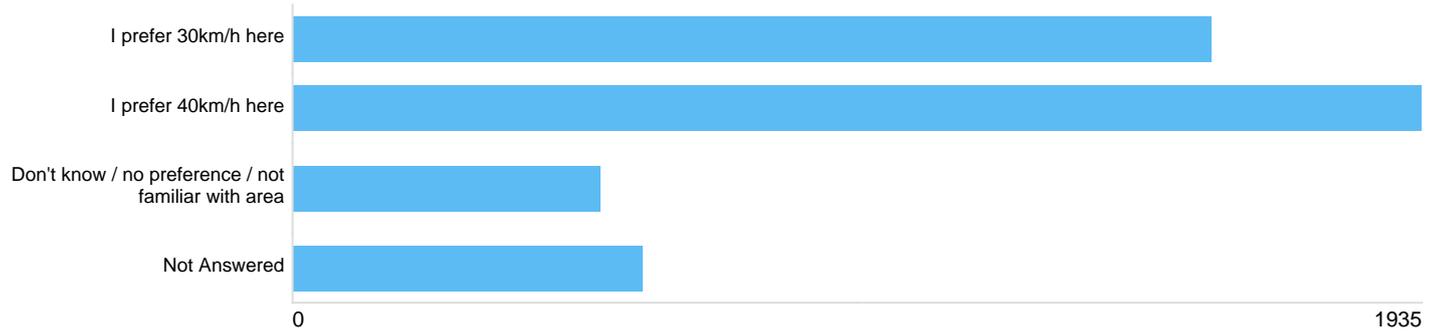
Option	Total	Percent
I prefer 30km/h here	1619	34.98%
I prefer 40km/h here	1888	40.79%
Don't know / no preference / not familiar with area	535	11.56%
Not Answered	587	12.68%

NCA Matrix - James Larkin Road



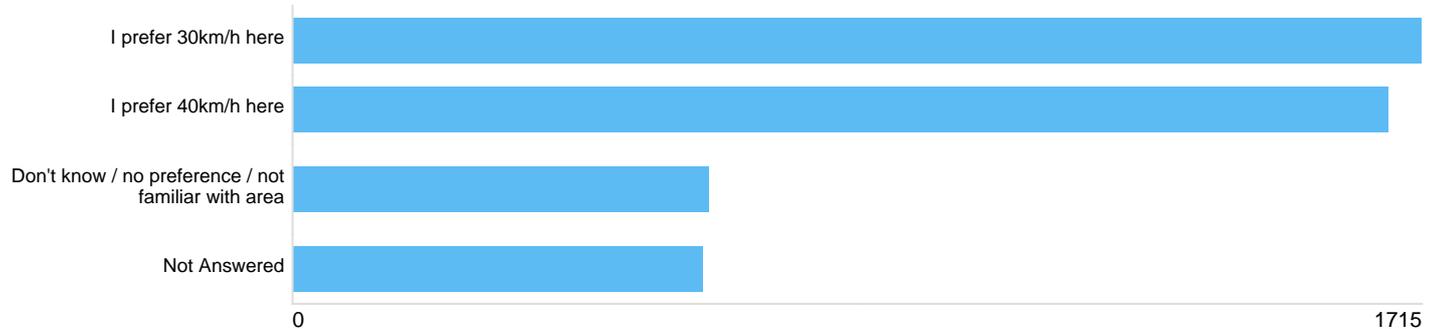
Option	Total	Percent
I prefer 30km/h here	1528	33.01%
I prefer 40km/h here	1674	36.16%
Don't know / no preference / not familiar with area	779	16.83%
Not Answered	648	14.00%

NCA Matrix - Howth Road



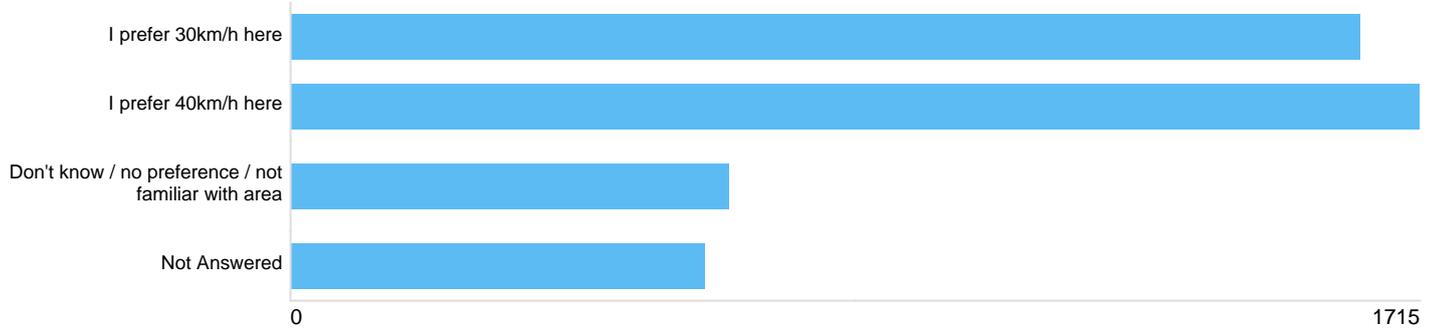
Option	Total	Percent
I prefer 30km/h here	1572	33.96%
I prefer 40km/h here	1935	41.80%
Don't know / no preference / not familiar with area	524	11.32%
Not Answered	598	12.92%

NCA Matrix - Grace Park Road from the junction of Richmond Road to the junction of Malahide Road



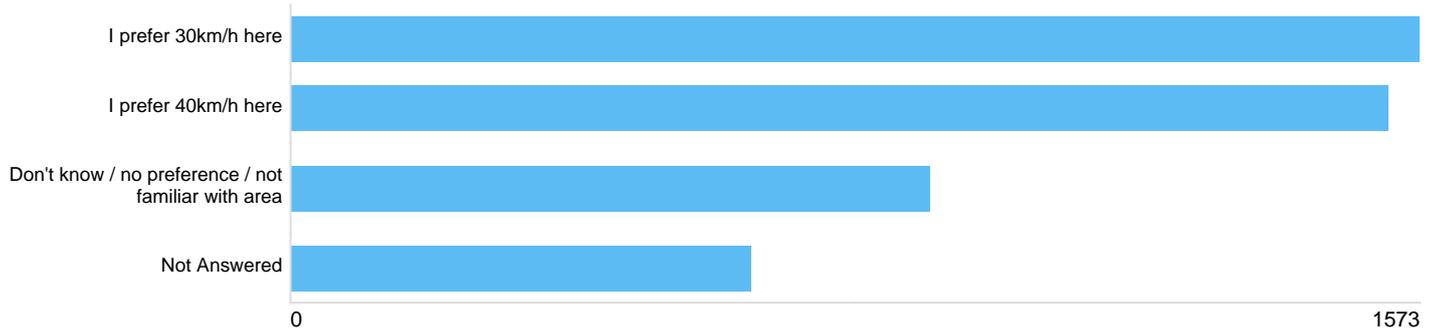
Option	Total	Percent
I prefer 30km/h here	1715	37.05%
I prefer 40km/h here	1662	35.90%
Don't know / no preference / not familiar with area	630	13.61%
Not Answered	622	13.44%

NCA Matrix - Beaumont Road



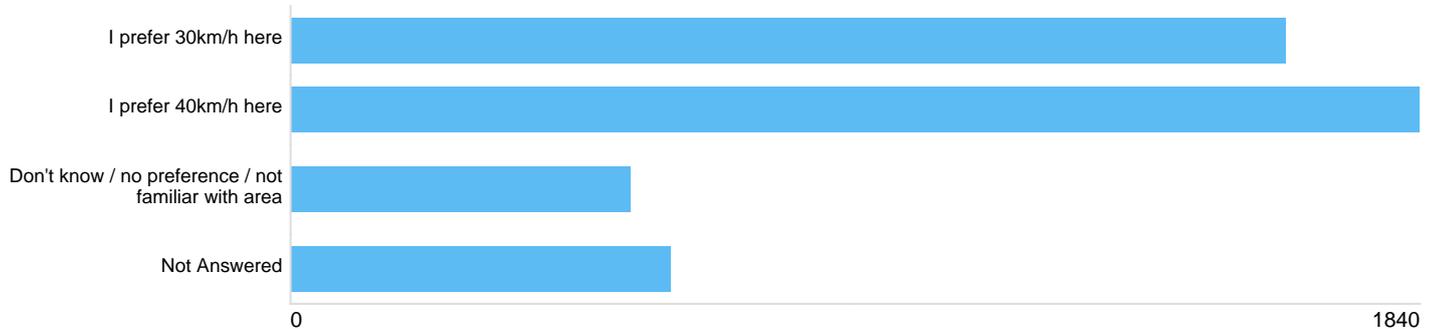
Option	Total	Percent
I prefer 30km/h here	1623	35.06%
I prefer 40km/h here	1715	37.05%
Don't know / no preference / not familiar with area	664	14.34%
Not Answered	627	13.55%

NCA Matrix - Skellys Lane



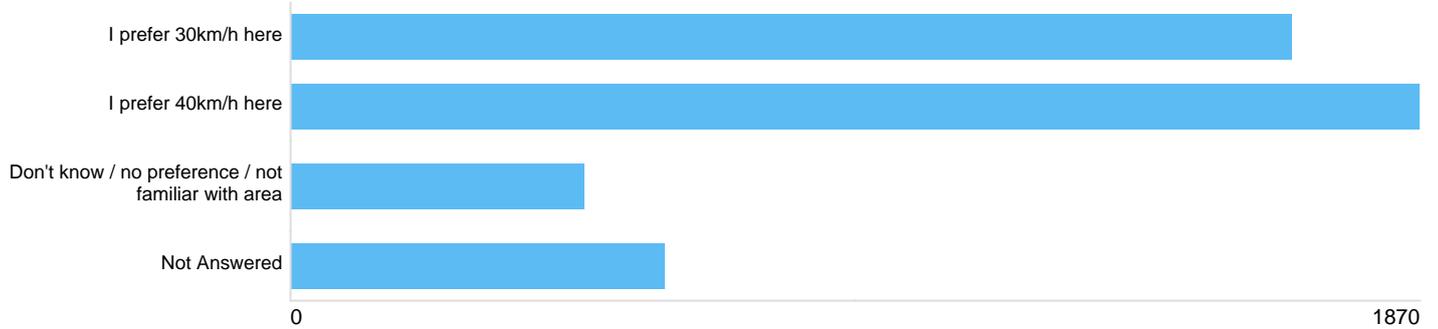
Option	Total	Percent
I prefer 30km/h here	1573	33.98%
I prefer 40km/h here	1528	33.01%
Don't know / no preference / not familiar with area	888	19.18%
Not Answered	640	13.83%

NCA Matrix - Collins Avenue



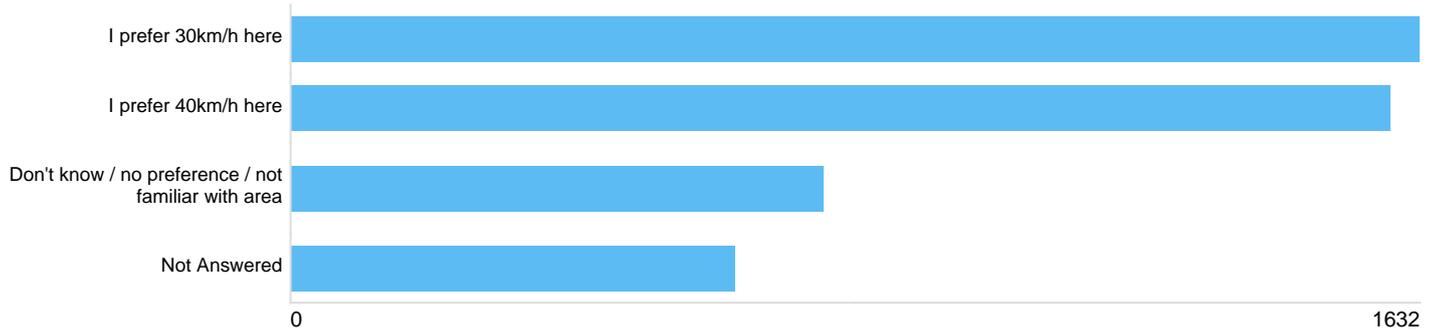
Option	Total	Percent
I prefer 30km/h here	1619	34.98%
I prefer 40km/h here	1840	39.75%
Don't know / no preference / not familiar with area	552	11.92%
Not Answered	618	13.35%

NCA Matrix - Griffith Avenue



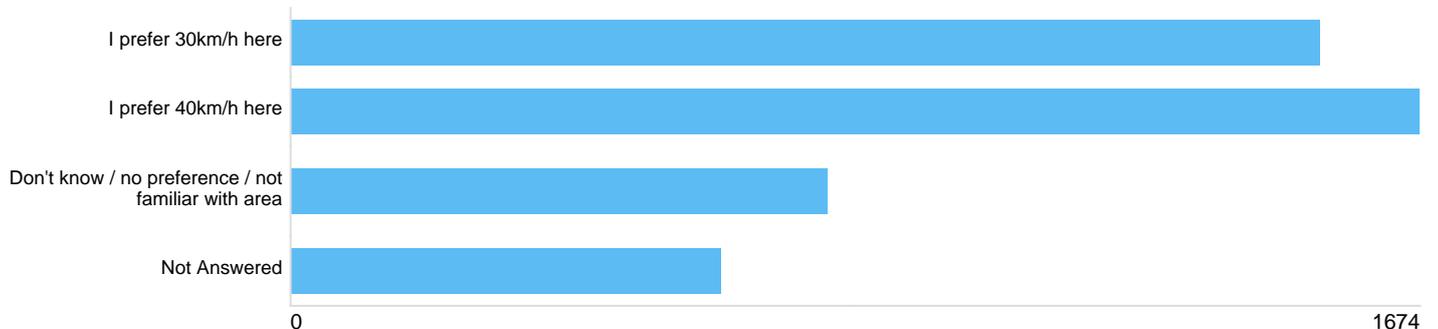
Option	Total	Percent
I prefer 30km/h here	1656	35.77%
I prefer 40km/h here	1870	40.40%
Don't know / no preference / not familiar with area	485	10.48%
Not Answered	618	13.35%

NCA Matrix - Causeway Road



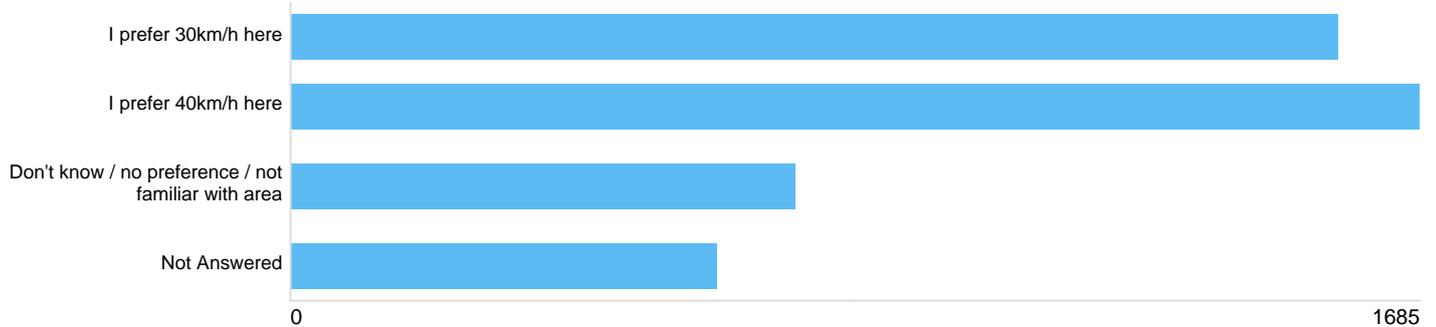
Option	Total	Percent
I prefer 30km/h here	1632	35.26%
I prefer 40km/h here	1588	34.31%
Don't know / no preference / not familiar with area	769	16.61%
Not Answered	640	13.83%

NCA Matrix - Tonegee Road



Option	Total	Percent
I prefer 30km/h here	1525	32.94%
I prefer 40km/h here	1674	36.16%
Don't know / no preference / not familiar with area	793	17.13%
Not Answered	637	13.76%

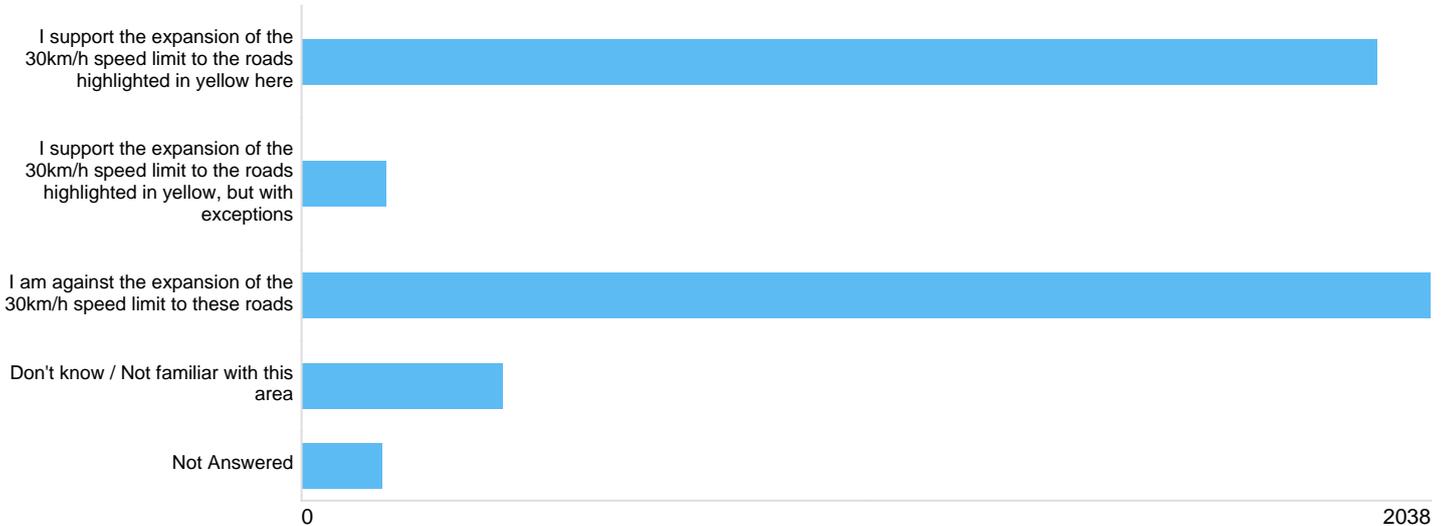
NCA Matrix - Kilbarrack Road



Option	Total	Percent
I prefer 30km/h here	1561	33.72%
I prefer 40km/h here	1685	36.40%
Don't know / no preference / not familiar with area	750	16.20%
Not Answered	633	13.67%

Question 6: North West Area

Support

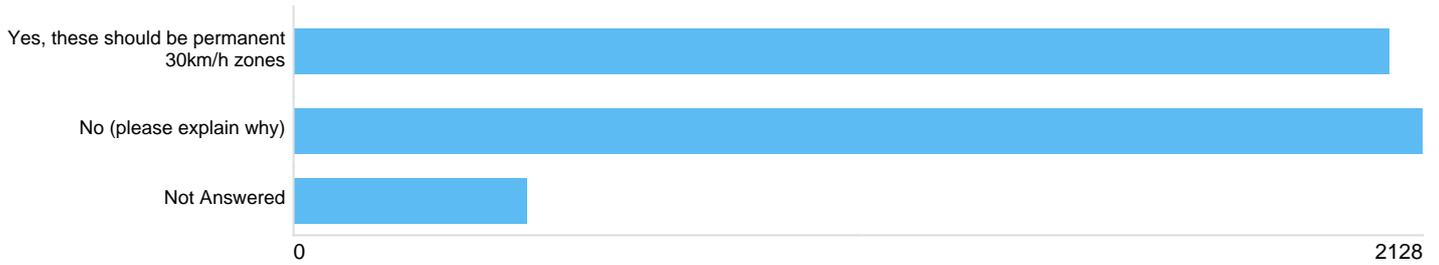


Option	Total	Percent
I support the expansion of the 30km/h speed limit to the roads highlighted in yellow here	1938	41.87%
I support the expansion of the 30km/h speed limit to the roads highlighted in yellow, but with exceptions	150	3.24%
I am against the expansion of the 30km/h speed limit to these roads	2038	44.03%
Don't know / Not familiar with this area	360	7.78%
Not Answered	143	3.09%

Exceptions if applicable

There were **149** responses to this part of the question.

Should there be 30km/h zones in the NWA

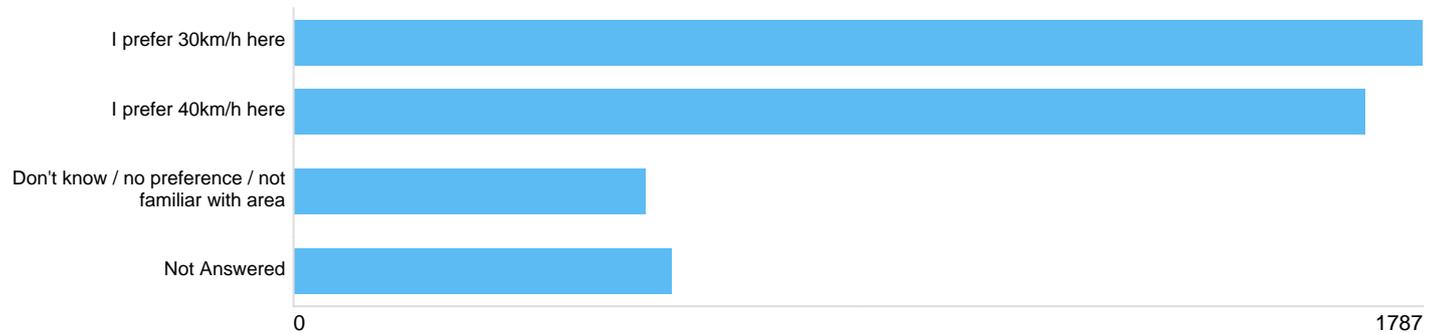


Option	Total	Percent
Yes, these should be permanent 30km/h zones	2062	44.55%
No (please explain why)	2128	45.97%
Not Answered	439	9.48%

Reason for No

There were **1044** responses to this part of the question.

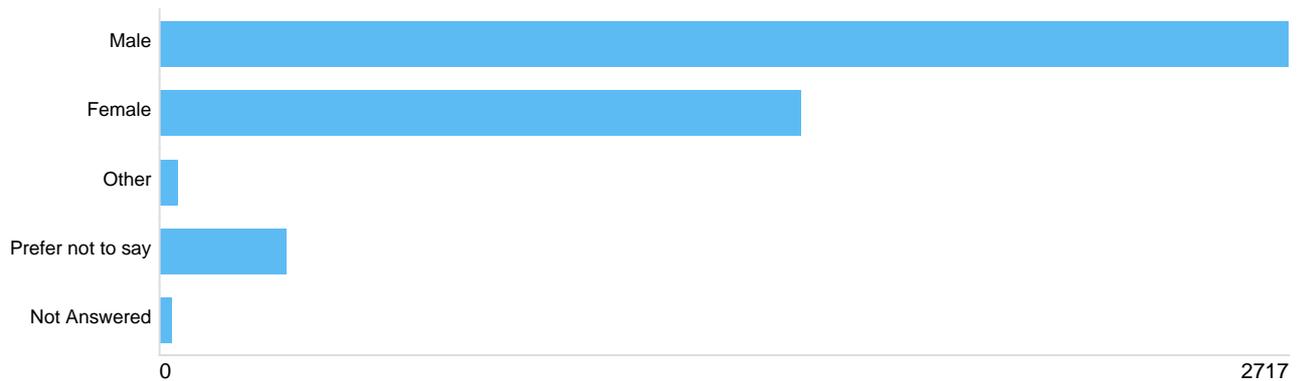
Glasnevin



Option	Total	Percent
I prefer 30km/h here	1787	38.60%
I prefer 40km/h here	1692	36.55%
Don't know / no preference / not familiar with area	554	11.97%
Not Answered	596	12.88%

Question 7: To help us understand the survey results, do you identify as:

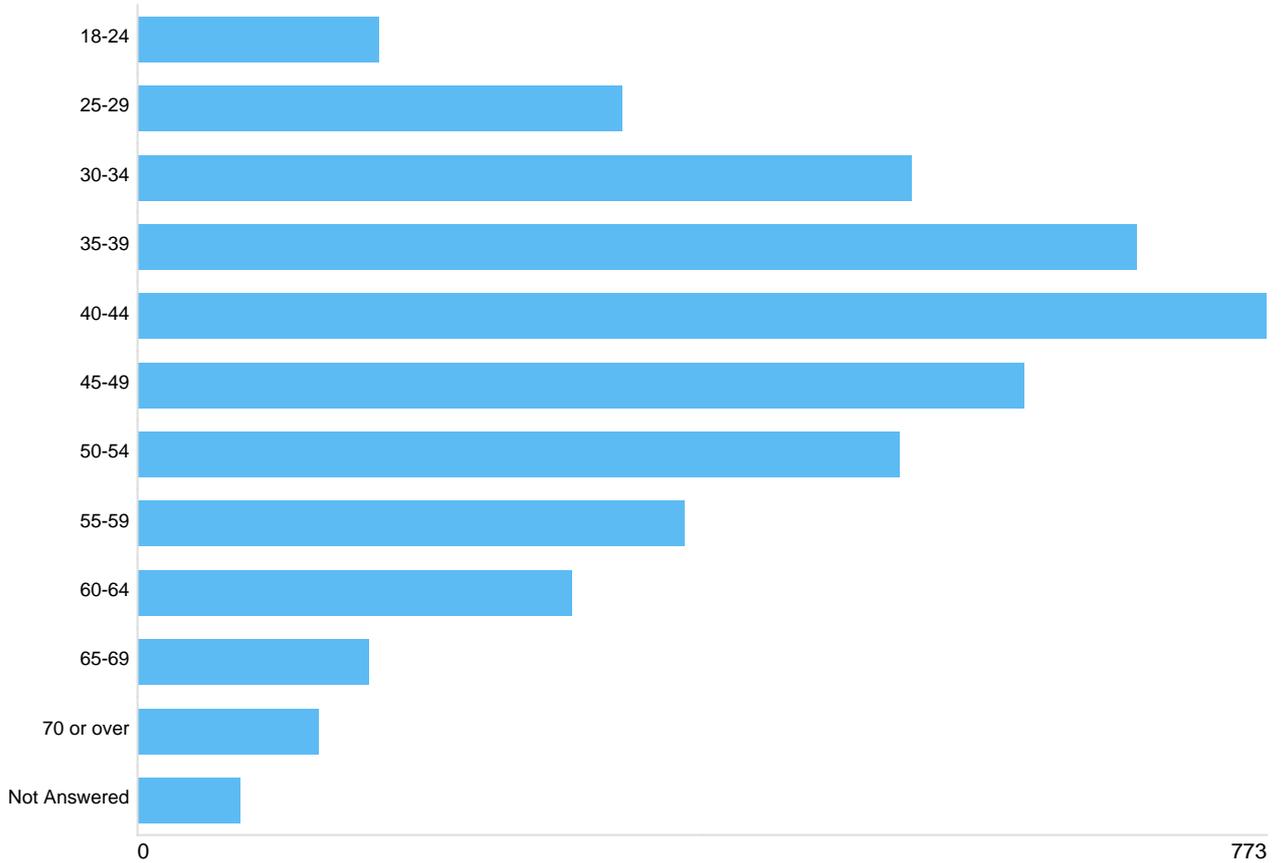
Gender



Option	Total	Percent
Male	2717	58.70%
Female	1542	33.31%
Other	41	0.89%
Prefer not to say	302	6.52%
Not Answered	27	0.58%

Question 8: Please select your age group:

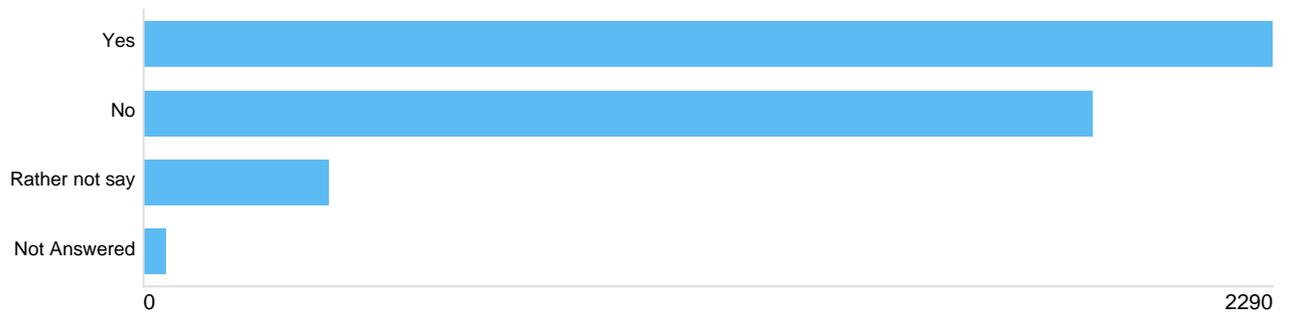
Age



Option	Total	Percent
18-24	165	3.56%
25-29	331	7.15%
30-34	529	11.43%
35-39	683	14.75%
40-44	773	16.70%
45-49	606	13.09%
50-54	521	11.26%
55-59	374	8.08%
60-64	297	6.42%
65-69	158	3.41%
70 or over	123	2.66%
Not Answered	69	1.49%

Question 9: Are there dependent children (under 18) in your household?

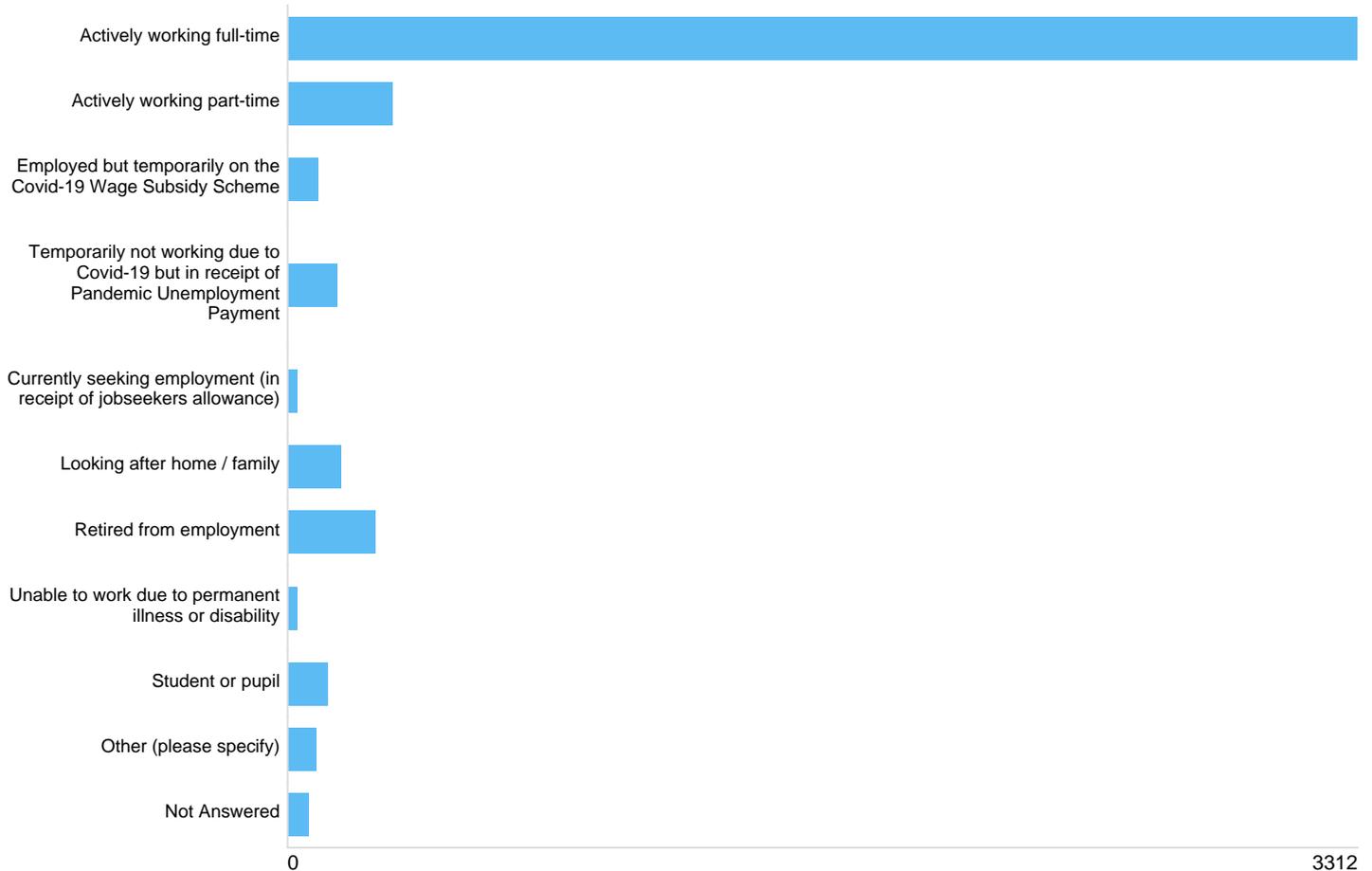
Children



Option	Total	Percent
Yes	2290	49.47%
No	1922	41.52%
Rather not say	373	8.06%
Not Answered	44	0.95%

Question 10: Which of these best describes your current status?

Employment Status



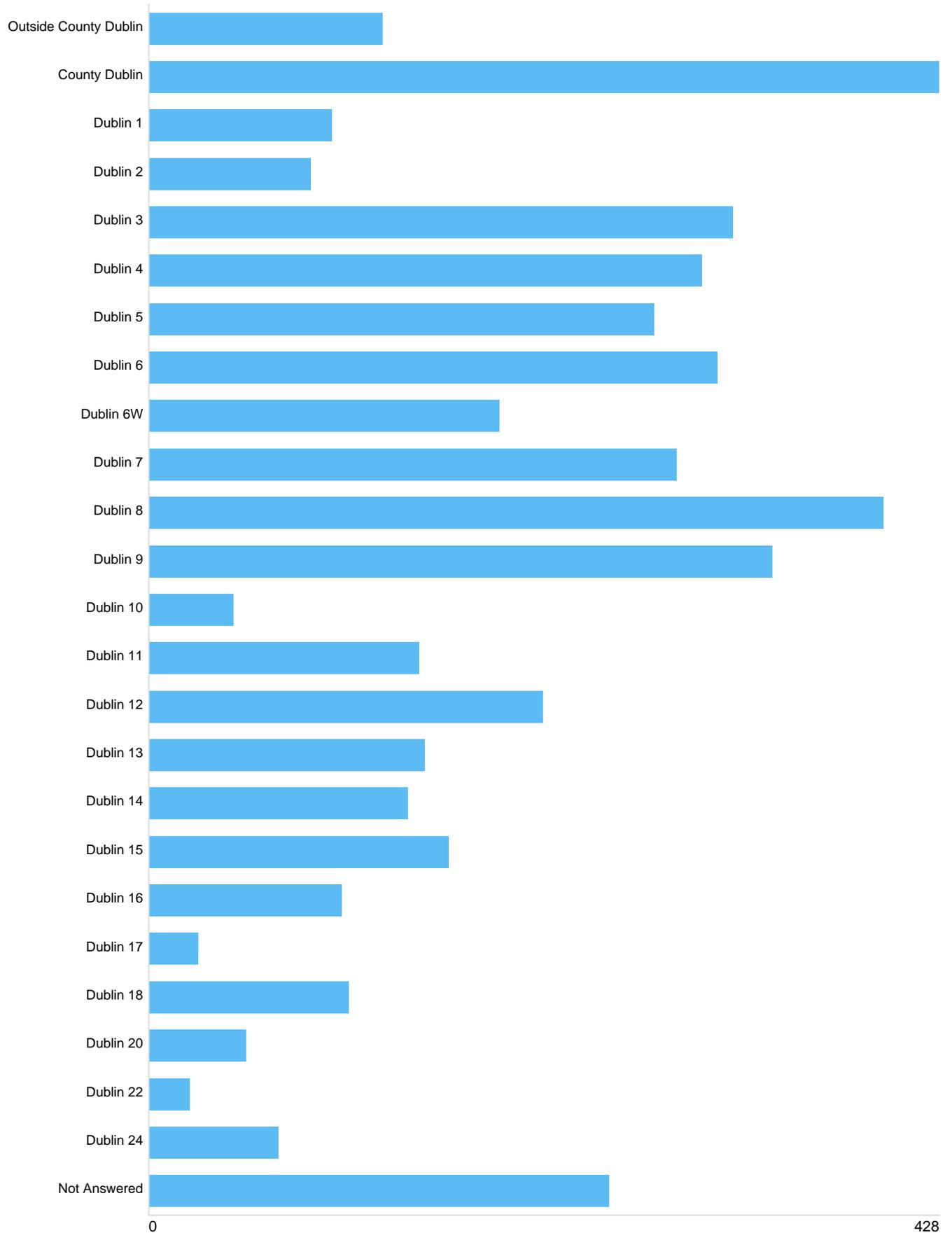
Option	Total	Percent
Actively working full-time	3312	71.55%
Actively working part-time	323	6.98%
Employed but temporarily on the Covid-19 Wage Subsidy Scheme	94	2.03%
Temporarily not working due to Covid-19 but in receipt of Pandemic Unemployment Payment	153	3.31%
Currently seeking employment (in receipt of jobseekers allowance)	25	0.54%
Looking after home / family	162	3.50%
Retired from employment	267	5.77%
Unable to work due to permanent illness or disability	28	0.60%
Student or pupil	120	2.59%
Other (please specify)	86	1.86%
Not Answered	59	1.27%

Other

There were **86** responses to this part of the question.

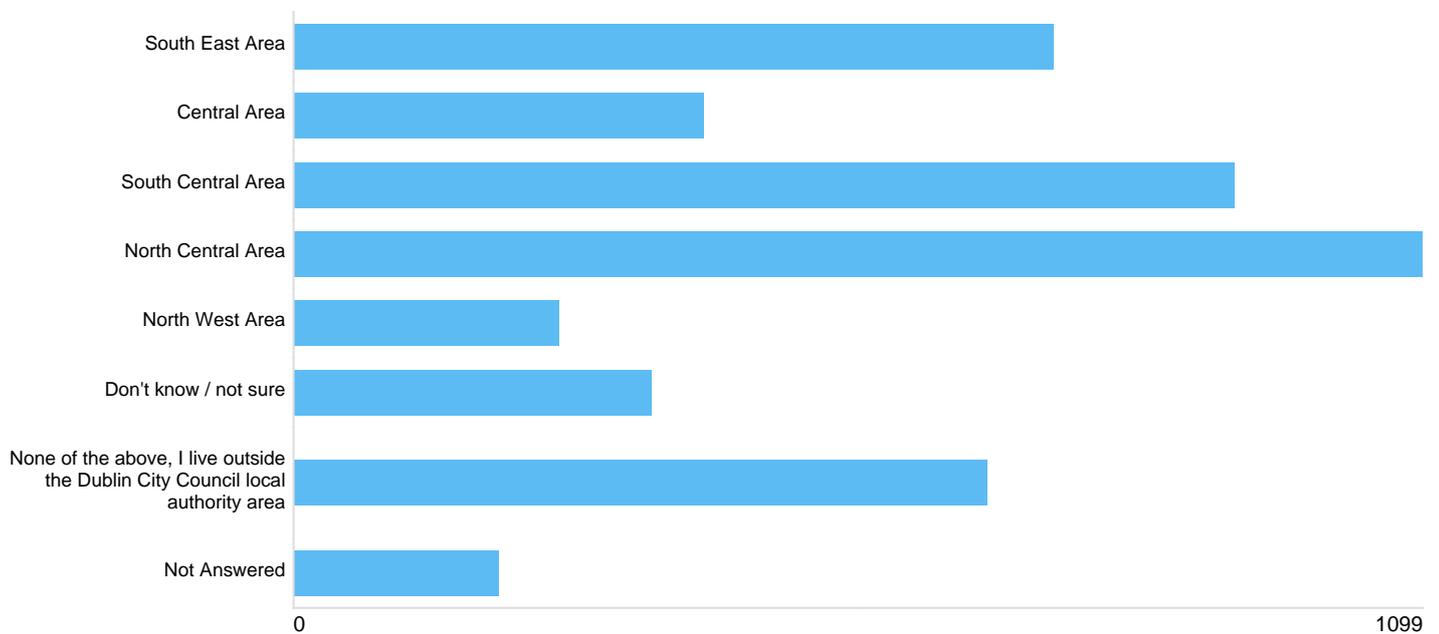
Question 11: Which Dublin City Council administrative area corresponds with where you live?

Dublin Postcode



Option	Total	Percent
Outside County Dublin	126	2.72%
County Dublin	428	9.25%
Dublin 1	99	2.14%
Dublin 2	87	1.88%
Dublin 3	316	6.83%
Dublin 4	299	6.46%
Dublin 5	273	5.90%
Dublin 6	307	6.63%
Dublin 6W	189	4.08%
Dublin 7	285	6.16%
Dublin 8	397	8.58%
Dublin 9	337	7.28%
Dublin 10	45	0.97%
Dublin 11	146	3.15%
Dublin 12	213	4.60%
Dublin 13	149	3.22%
Dublin 14	140	3.02%
Dublin 15	162	3.50%
Dublin 16	104	2.25%
Dublin 17	26	0.56%
Dublin 18	108	2.33%
Dublin 20	52	1.12%
Dublin 22	22	0.48%
Dublin 24	70	1.51%
Not Answered	249	5.38%

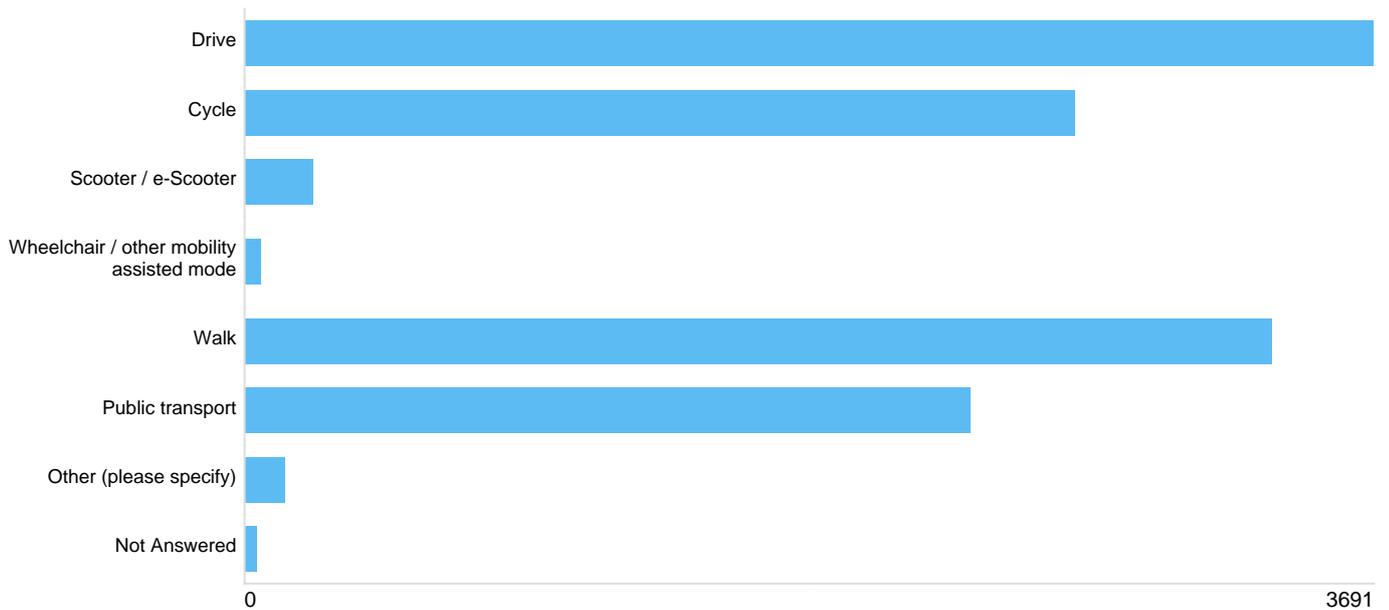
Area



Option	Total	Percent
South East Area	739	15.96%
Central Area	397	8.58%
South Central Area	915	19.77%
North Central Area	1099	23.74%
North West Area	258	5.57%
Don't know / not sure	348	7.52%
None of the above, I live outside the Dublin City Council local authority area	674	14.56%
Not Answered	199	4.30%

Question 12: Which of the following ways do you get around your local area and Dublin generally? Please select as many as apply.

Method of Transport



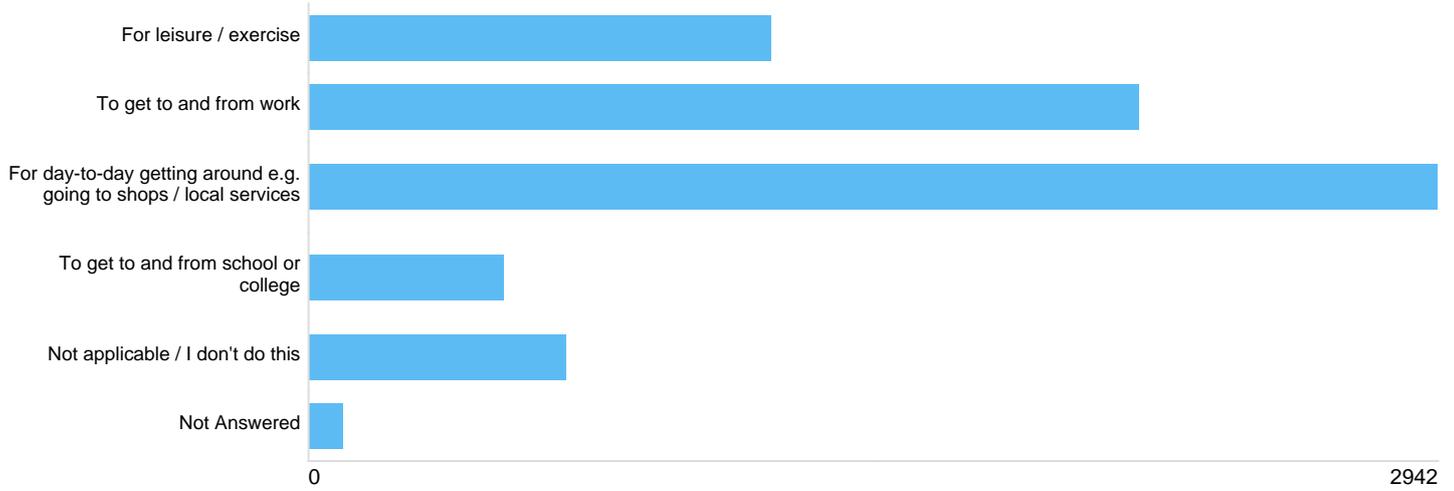
Option	Total	Percent
Drive	3691	79.74%
Cycle	2712	58.59%
Scooter / e-Scooter	220	4.75%
Wheelchair / other mobility assisted mode	46	0.99%
Walk	3350	72.37%
Public transport	2365	51.09%
Other (please specify)	125	2.70%
Not Answered	34	0.73%

Other

There were **206** responses to this part of the question.

Question 13: What are the main reasons you drive in your local area / in Dublin generally? Please select as many as apply to you.

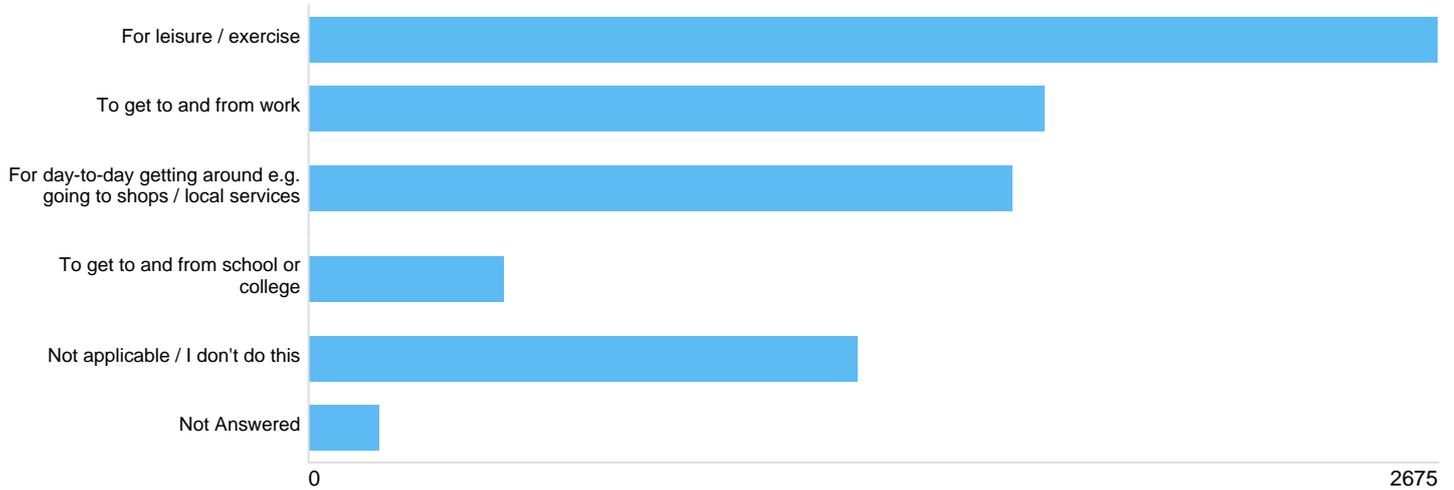
Reasons for Driving



Option	Total	Percent
For leisure / exercise	1202	25.97%
To get to and from work	2159	46.64%
For day-to-day getting around e.g. going to shops / local services	2942	63.56%
To get to and from school or college	507	10.95%
Not applicable / I don't do this	668	14.43%
Not Answered	87	1.88%

Question 14: What are the main reasons you cycle in your local area / in Dublin generally? Please select as many as apply to you.

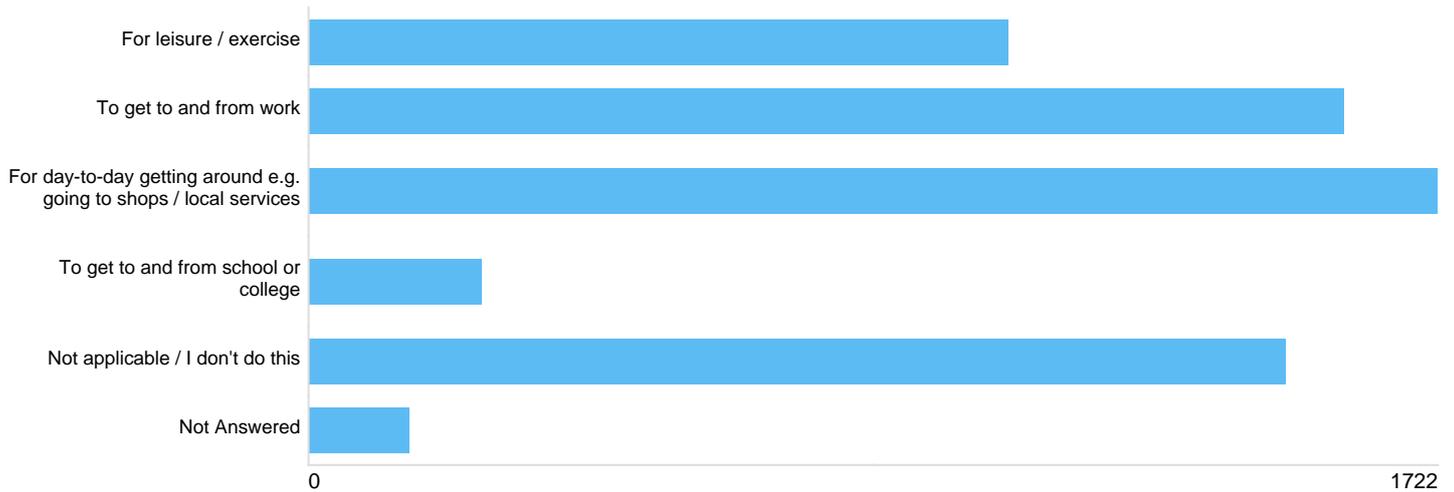
Reasons for Driving



Option	Total	Percent
For leisure / exercise	2675	57.79%
To get to and from work	1741	37.61%
For day-to-day getting around e.g. going to shops / local services	1662	35.90%
To get to and from school or college	457	9.87%
Not applicable / I don't do this	1299	28.06%
Not Answered	164	3.54%

Question 15: What are the main reasons you use public transport in your local area / in Dublin generally? Please select as many as apply to you.

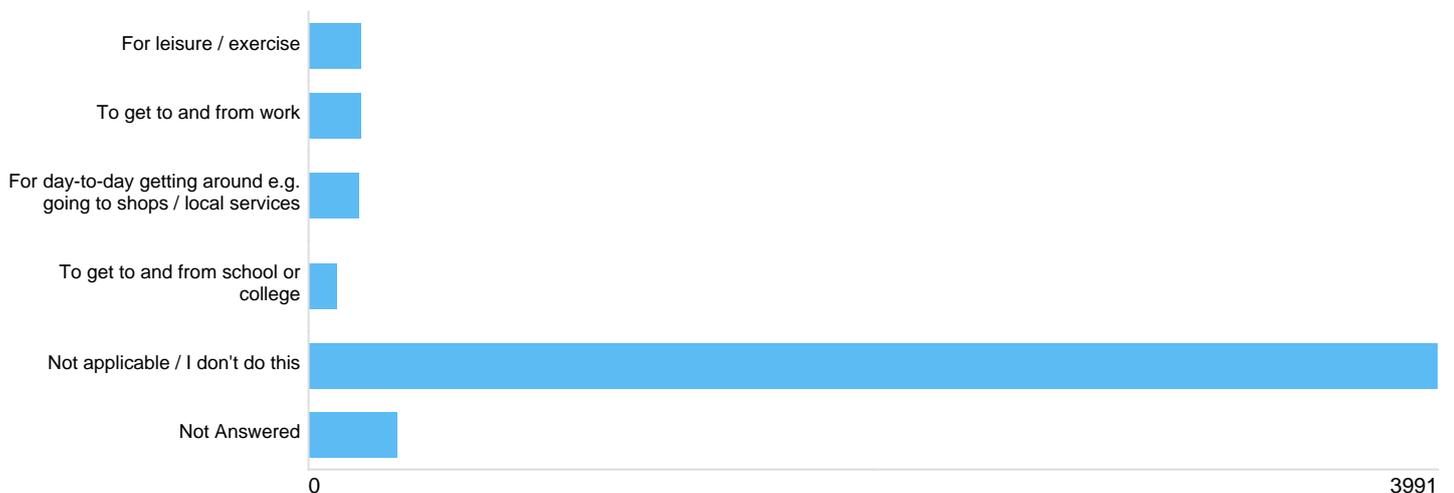
Reasons for Driving



Option	Total	Percent
For leisure / exercise	1064	22.99%
To get to and from work	1577	34.07%
For day-to-day getting around e.g. going to shops / local services	1722	37.20%
To get to and from school or college	262	5.66%
Not applicable / I don't do this	1487	32.12%
Not Answered	153	3.31%

Question 16: What are the main reasons you a scooter / e-scooter in your local area / in Dublin generally? Please select as many as apply to you.

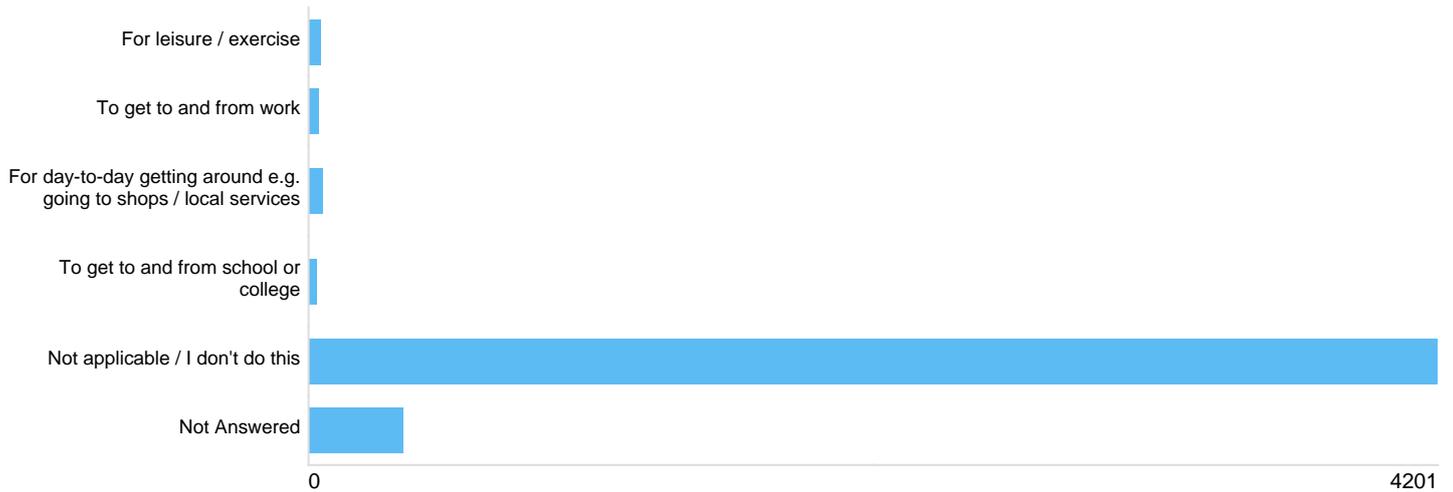
Reasons for Driving



Option	Total	Percent
For leisure / exercise	182	3.93%
To get to and from work	182	3.93%
For day-to-day getting around e.g. going to shops / local services	171	3.69%
To get to and from school or college	93	2.01%
Not applicable / I don't do this	3991	86.22%
Not Answered	307	6.63%

Question 17: What are the main reasons you use a wheelchair / other mobility assisted mode in your local area / in Dublin generally? Please select as many as apply to you.

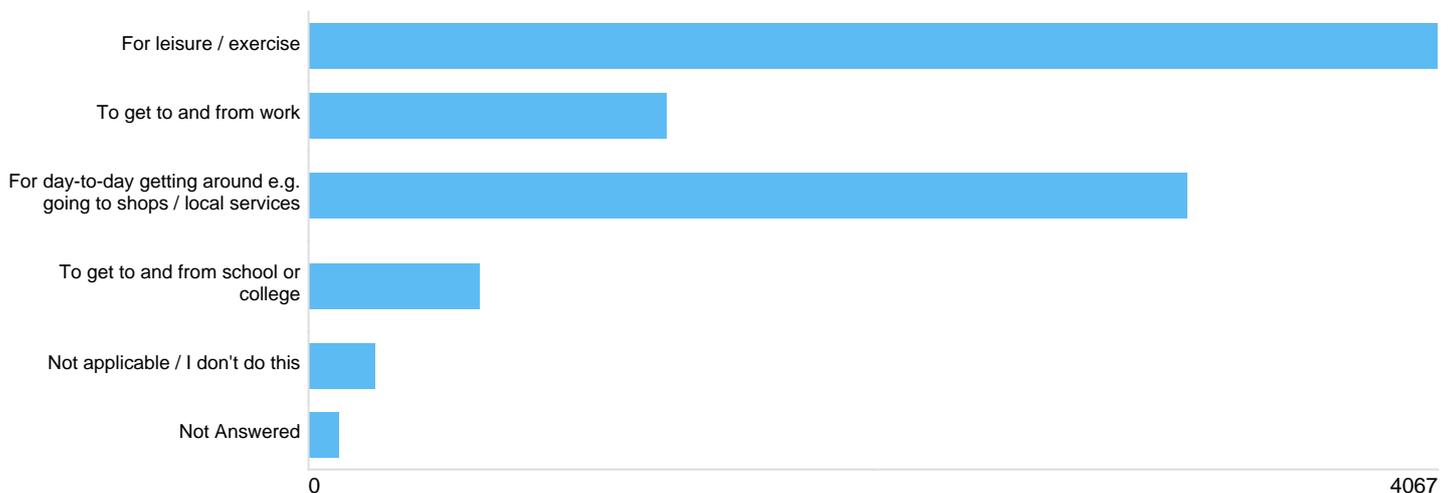
Reasons for Driving



Option	Total	Percent
For leisure / exercise	40	0.86%
To get to and from work	37	0.80%
For day-to-day getting around e.g. going to shops / local services	51	1.10%
To get to and from school or college	25	0.54%
Not applicable / I don't do this	4201	90.75%
Not Answered	349	7.54%

Question 18: What are the main reasons you walk in your local area / in Dublin generally? Please select as many as apply to you.

Reasons for Driving



Option	Total	Percent
For leisure / exercise	4067	87.86%
To get to and from work	1285	27.76%
For day-to-day getting around e.g. going to shops / local services	3157	68.20%
To get to and from school or college	610	13.18%
Not applicable / I don't do this	233	5.03%
Not Answered	106	2.29%

Question 19: Final Comments

Final comments

There were **2518** responses to this part of the question.

*Report to the Chairperson and the Members of the Transportation
Strategic Policy Committee on the non statutory public consultation on
proposals to revise speed limits on arterial roads in Dublin City*

May 2021.

Brendan O'Brien

Head of Technical Services

John Flanagan

Assistant Chief Executive and City Engineer.

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1. Introduction.

Dublin City Council has undertaken a number of reviews of speed limits in the city since 2017 and specifically the introduction, in a number of phases, of 30 km/h in residential areas. The current round of review and consultation which started in 2020 is specifically regarding the appropriate speed limits on the arterial roads in the city and it should be noted that the vast majority of arterial roads in Dublin are in fact residential also.

Furthermore the review proposed that as the majority of roads in Dublin City were already at 30 km/h it was now more appropriate that the default speed limit for Dublin City should be 30 km/h with specific posted exceptions to this default. This would provide better clarity to motorists and allow for significant reduction in the number of poles and signage required for the speed limits.

The review of current speed limits was undertaken in accordance with the publication of the 'Guidelines for Setting & Managing Speed Limits in Ireland' (March 2015) published by the Department of Transport Tourism & Sport. The principle objective of assessing the appropriate speed limits for our roads and streets is to ensure that the set speed limits are as safe and appropriate as possible for vulnerable road users, including children.

The Road Traffic Act of 2004 (Section 9) sets out the current legislative basis for the setting of speed limits. The setting of special speed limits is a function of the Elected Members of the council. The current speed limits were last reviewed and updated in 2019. The default speed limit in Dublin City is at present 50km/hr with a selection of areas, roads and streets where a special speed limit of 30, 60 or 80km/hr are also in place. It should be noted that because the current default speed limit is 50 km/h then extensive signage and introduction of sign poles is necessary at each junction where the speed limit changes to 30 km/h.

This report gives an overview on how both the current and past Special Speed Limit Bye Laws came into effect into Dublin City Council. Also it summarises the results of the Non Statutory Public Consultation on the proposed Special Speed Limit Bye- Laws 2021 that commenced on the 9th of April 2021 and concluded on the 23rd of April 2021

2. Concerns re Media Campaign and Information Presented as part of the Public Consultation Process

Concerns were raised by some Elected Members in relation to the public consultation process in particular that the information presented was pro 30 km/h and did not provide members of the public with the full picture and also that the running of a 'Love 30' media campaign during the public consultation process introduced a degree of bias. The issues are considered below:

'Love 30' Campaign

The decision to run a 'Love 30' media campaign at the same time as the public consultation process was unusual, and does not accord with normal Council practice. The Council was open to the charge that it was seeking to unduly influence the outcome of the public consultation process.

On balance it is considered that in any future 30 kph speed limit public consultation the 'Love 30' media campaign should not be run.

Information Presented/Messaging

We have examined the information presented as part of the speed limit public consultation process. It is evidence based and derived from the sources listed below.

- Hard and Fast Fact pedestrian hit by a car from the Road Safety Authority
- Survivability at 30km/h v 40km/h from the European Commission Mobility and Transport Road Safety, 2021.
- The Department of Transport "Guidelines for setting and managing Speed Limits in Ireland" (March 2015)
- The stopping distance in an emergency braking from the Source of World Health Organization Speed management a Road safety manual for decision maker and practitioners.

The information was posted as part of the process to make members of the public aware both of the consultation and to explain the rationale for the speed limit review was being undertaken and the benefits of the 30kph speed limit.

However, it is accepted that the case against the adoption of a 30kph default speed limit was not set out in the information presented

On balance it is considered that in any future 30 km/h default speed limit campaign the Council should set out the arguments both for and against the adoption of a default 30kph speed limit to allow participants in the public consultation process make a more informed decision on the matter

3. Summary of Special Speed Bye Law Phases.

The Special Speed Limit of 30km/h has been introduced to residential areas in the Dublin City Council Administrative Areas in line with Government guidelines in phases which are as follows;

Phase 1 – (April / May 2017).

Phase 1 was the area located within the Canals and the North Circular and South Circular Roads. The core of Dublin City Centre was identified to commence a roll out of new 30km/hr zones for the following reasons:

- The 2011 revision of Special speed limits agreed the area in the vicinity of Portobello as the next zone for consideration to introduce a 30km/hr speed limit;
- The City Centre is where the higher density/numbers of vulnerable road users are present (pedestrians and cyclists) as recorded by the 2015 Cordon Counts.
- Many of the roads and streets have already had engineering interventions introduced to calm traffic so many are conducive to a self-enforcing lower speed limit being introduced.
- It supports a continuation or progression of the existing 30km/hr speed limit which is in place in the core city centre. This also supports a consistency of policy for communication purposes to motorists (road signage).
- Over 400,000 vehicles cross the canal cordon on any given week day, (Source: November 2015 Cordon Count).

Phase 2 – (June 2017).

Phase 2 was the area located around residential areas around the periphery of the Dublin City Council area. The areas in the 2nd phase for introducing 30km/hr speed limits were identified for the following reasons:

- The 2011 revision of Special speed limits agreed the area in the vicinity of Portobello as the next zone for consideration to introduce a 30km/hr speed limit;
- Submissions from Elected Representatives and members of the public over the past couple of years;
- Many of the roads and streets have already had engineering interventions introduced to calm traffic so many are conducive to a self-enforcing lower speed limit;
- Assessment against the accident data base and close consultation with the Gardai

Phase 3 – (October, 2018).

Phase 3 was the area located around residential areas around the periphery of the Dublin City Council, city core area and also along the administrative boundary. The areas in the 3rd phase for introducing 30km/hr speed limits were identified for the following reasons:

- Submissions from the Elected Representatives and members of the public during the course of the Phase 1 & 2 roll out;
- Many of the roads and streets have already had engineering interventions introduced to calm traffic so many are conducive to a self-enforcing lower speed limit;
- To provide a consistent speed limit as motorists move through different areas /zones of the city.

Phase 4 – (July, 2019 to January 2020).

Phase 4 was the area located around residential areas around the city core area, along the administrative boundary and periphery of the Dublin City Council area.

The following areas of the City were part of Phase 4.

- Parts of the North West and Central Area.
- Parts of the South Central and South East Area.
- Parts of North Central Area.

At the January 2020 Monthly Council Meeting the Phase 4 Dublin City Council Special Speed Limit Bye-Laws 2020 were adopted by the Council. The installation of speed limit signage in most residential areas was suspended due to Covid-19 related actions. Currently, the installation of the new speed limit signage has been resumed in phases for all remaining areas and is expected to be fully in place by mid-2021. Please see current speed limit map phase 4.

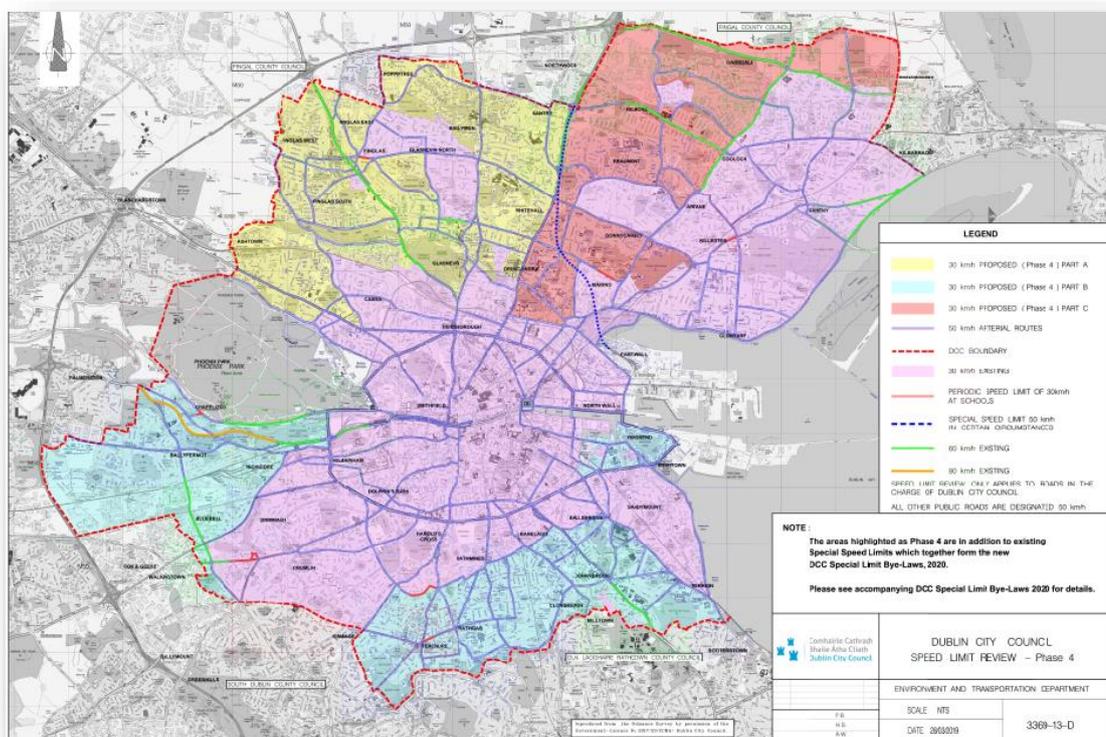


Figure 1: Current Dublin City Council Special Speed Limit Bye-Laws 2020.

Phase 5 – Proposal Reduction of Speed Limit on the Arterial Road (from December 2019 up to May 2021).

- At The Traffic and Transport SPC Meeting held on Wednesday the 4th of December 2019, the Report of the outcome of the Public Consultation on Dublin City Council Special Speed Limit Bye-Laws 2019 was presented and Members agreed to proceed with Special Speed Limit draft Bye-Law. The members further requested that the executive would review the speed limits on arterial routes and bring back proposals to them in 2020. A commitment was given to review the arterial roads and bring a proposal to the SPC in 2020.
- At The Traffic and Transport SPC Meeting Held on Wednesday the 3rd of June 2020, the proposed Phase 5 of The Dublin City Council Special Speed Limit Bye-Laws, 2020 (Covid 19) was presented and the Report and Bye-Laws was agreed by Members that they should go forward to the June City Council meeting for approval to go to the Public Consultation Stage.
- At the Monthly City Council Meeting on Monday the 8th of June 2020, The Dublin City Council Special Speed Limit Bye-Laws, 2020 (Covid 19) received the approval to carry out Statutory Public Consultation on the proposed Special Speed Limit Bye –Laws. Please see concept design 2020.

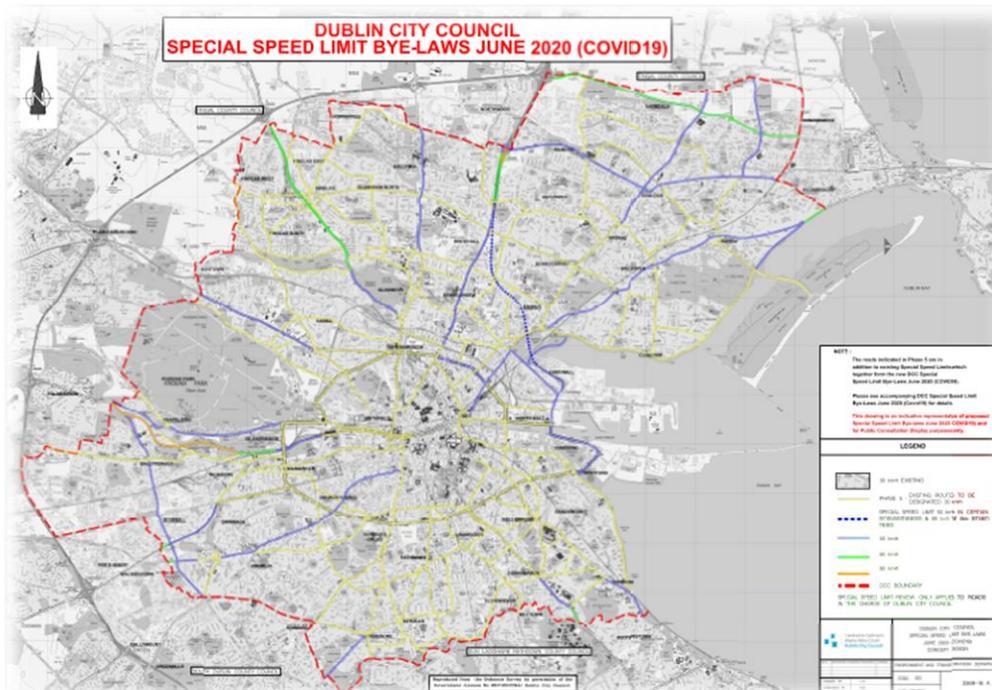


Figure2: Dublin City Council Special Speed limit bye-Laws June 2020 (COVID-19)

The Public Consultation was carry out and the Road Safety Section received a total of 2174 responses. The result was 56% opposed and 44% in support.

- At the Monthly City Council Meeting on the 14th of September 2020, with reference to the Public Consultation on Dublin City Council's Special Speed Limit Bye-Laws 2020 (Covid 19), Councillors passed a motion to introduce 40 km/h on the following roads: Griffith Avenue, Collins Avenue, & Collins Avenue East, Oscar Traynor Road and Malahide Road (Ardlea Road junction to Fairview). It was also agreed that the final designated roads should be agreed in consultation with each Area Committee. Once the Area Committee consultation is complete the proposal should be put on display for a further round of Public Consultation. The effect of

this amendment was that the Dublin City Council's Special Speed Limit Bye-Laws 2020 (Covid 19), was not agreed and the proposal fell.

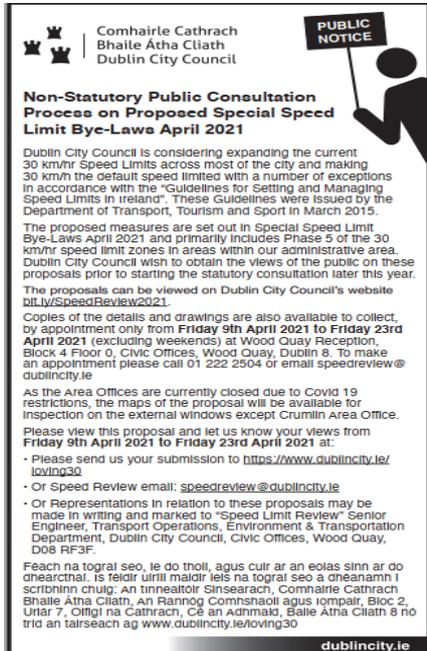
- In responses to this motion, the Road Safety Section in 2021 reviewed the 2020 proposal and produced a new concept design based on the observations received on the last public consultation from The September Monthly Council Meeting 2020 and the Public submissions.
- Furthermore the Road Safety Section organised a workshop around theme of the 30 km / h speed limit which was carried out on Thursday the 28th of January 2021.
- Both International and National speakers attended this workshop with the Councillors. This workshop was an opportunity to learn about the importance of speed for, not only road safety, but city vitality as well. Also, Councillors and other attendees used this as an opportunity to ask questions and understand better the views as to why it is viewed as important to lower the speed in our city. For more information please visit: <https://www.youtube.com/watch?v=q2rYn412LsU>
- It should be noted that as the original statutory process was not accepted by the elected members then that process was completed and no changes were made to the 2020 speed limit bye laws. The process underway at present is a non statutory consultation to better inform any future review of speed limits.
- A revised map showing the changes requested by the elected members was put out to non statutory public consultation in April 2021. This report summarises the responses received and makes recommendations on next steps.

Please find below the stages completed below.

- **Stage 1 (Completed):** The Proposal was presented at Each Area Committee Meeting during the month of March 2021.
- **Stage 2(Completed):** Councillors given 1 week to send feedback to speedreview@dublincity.ie.
- **Stage 3 (Completed):** The proposal went to the Public Consultation hub for a Non-Statutory Public Consultation Process based on the Councillors comments. This process was carried out for 2 weeks from Friday 9th April until Friday 23rd April 2021.
- **Stage 4 – (Current Stage):** The Road Safety Section will circulate the outcome of the Non-statutory public consultation to all councillors.
- **Stage 5 (Current Stage):** The report will be presented at the Traffic and Transport SPC meeting on Wednesday the 25th of May 2021.
- **Stage 6 –** The report will be presented at the City Council Monthly Meeting on the Monday the 14th June 2021 for discussion by the members.

4. Non Statutory Consultation Process.

The Non-Statutory Public Consultation on the Proposal Speed Limit Bye-Laws April 2021(Concept Design) was carried out from the 9th April until 23rd April 2021.



The public notice was published in the following newspapers:

- Irish Independent 9th April
- Irish Times 9th April
- Sunday Independent 11th April
- Dublin People (N&S) 14th April
- Dublin Gazette 15th April

Radio Campaign in the following radios stations:

- National: RTE Radio 1/2FM/Lyric, Newstalk
- Regional/Local: 98FM, Spin 103.8, FM104, Q102



The proposals can be viewed on Dublin City Council's website bit.ly/SpeedReview2021

Copies of the details and drawings were available to collect, by appointment only during the Non-Statutory Public Consultation (excluding weekends) at Wood Quay Reception, Block 4 Floor 0, Civic Offices, Wood Quay, Dublin 8. To receive an appointment the member of the public could make a call 01 222 2504 or email speedreview@dublincity.ie.

As the Area Offices are currently closed due to Covid 19 restrictions, the maps of the proposal were available for inspection on the external windows except Crumlin Area Office.

Submissions from the Non-Statutory Public Consultation:

- Submission could be made online to the online survey <https://www.dublincity.ie/loving30>
- Or Speed Review email: speedreview@dublincity.ie
- Submissions could have also been made in writing marked "Speed Limit Review" to the Senior Engineer, Transport Operations, Environment & Transportation Department, Dublin City Council, Civic Offices, Wood Quay, D08 RF3F, or via email to speedreview@dublincity.ie

5. Results of the Non-Statutory Public Consultation:

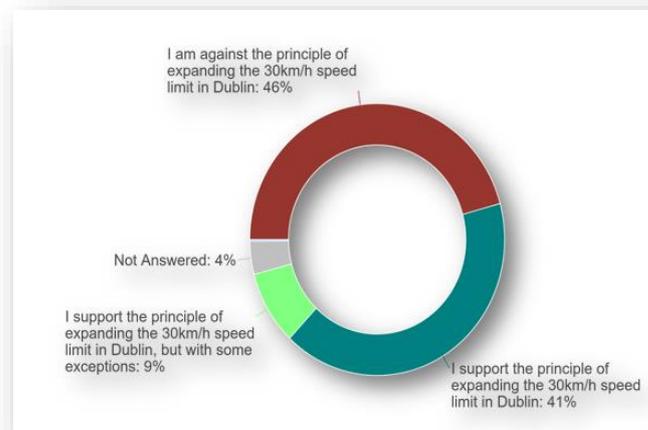
A. Consultation Hub Public Survey: 4,629 responses

Overall Support / Opposition in principle of expanding the 30 km/h Speed limit.

46% of the Public were against the principle of expanding the 30 km/h Speed limit.

41% of the Public were in support in principle of expanding the 30 km/h Speed limit.

9 % of the Public were in support in principle of expanding 30 km/h Speed limit with some exceptions.

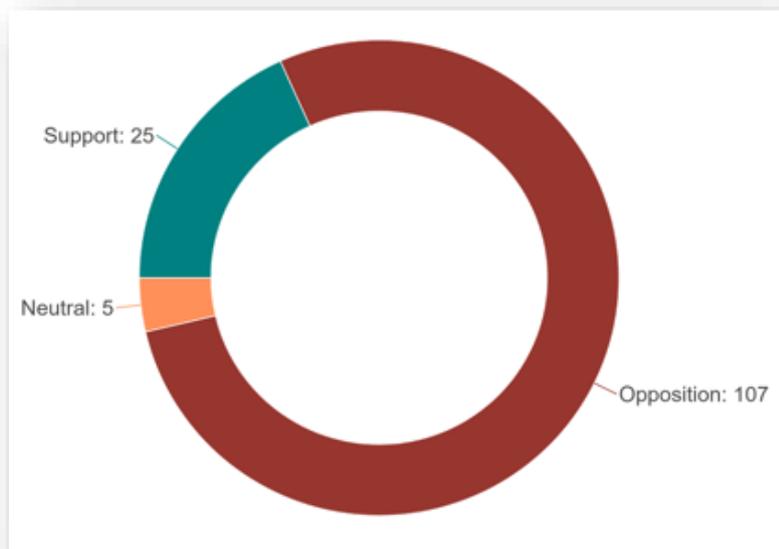


• Overall Support for 30 Km/h in principle by Areas:

Area	Support %	Support with Exceptions %	Opposed %
South East Area	44	4	46
Central Area	45	5	45
South Central Area	44	4	45
North Central Area	44	4	45
North West Area	42	3	44
Average	43.8	4	45

B. Email and Hard-Copy Submissions – 137 submissions

- 136 submissions were received by email, and one in hard-copy.
- 107 of these (78%) were broadly opposed to the proposals. 25 of these (18%) were broadly supportive of the proposals, and 5 were broadly neutral on the proposals.



For more details on the online survey, speed review email and hard copy submission, please see the attached report : Dublin City Council 30kmh Public Survey Results April 2021

Dublin Bus Submission.

A submission was received from Dublin Bus outside of the time period of the Non Statutory Public Consultation. The Road Safety Section were in contact with Dublin Bus and they stated their submission was the opinion of Dublin Bus but that they were not opposed to the proposal, instead they proposed a number of changes to the proposed speed limits..

TII submission

Last year in the period of the Public Consultation of the Special Speed Limit Bye-Laws 2020 (Covid 19), Transport Infrastructure Ireland (TII) requested changes to be made to some of the descriptions in the Special Speed Limit Bye-Laws June 2020 (COVID19). These changes were suggested at The Dublin Port Tunnel and the northbound off-ramp (from the Santry By-pass to the Coolock Lane Interchange. These changes have been put in place in the current proposal 2021 and TII sent us their approval in writing.

Overall Comments from public:

Themes among those opposing the 30km/ h expansion.

- Against blanket 30km/h
- Wants better enforcement of existing limits and bye laws for all road users (incl. drivers / cyclists / pedestrians / scooter users etc.)
- 30km/h is not practical
- Adds to journey time
- constantly looking at speedometer, risk of loss of concentration
- Cars cannot operate efficiently at 30km/h (increase in fuel consumption, pollution, damage to engine)

Themes Among Those in Support of the 30km / h expansion.

- Suggestions for inclusion of more road to be 30 km/h
- Road speeds near schools should be reduced to 30 km/h and Parks
- To included school that are not already included on proposal
- Describing benefits of lower speed limits for vulnerable road users
- General expression of support for the proposals
- Consider pedestrian and cyclist needs in terms of infrastructure
- Request for traffic-calming measures / signage in specified area
- Pointing to implementation of lower speed limits in other jurisdictions
- Reference to the Stockholm Declaration on Road Safety / UN Sustainable Development Goals

Themes Among Those with a Neutral Position of the 30km/ h expansion.

- Support for 30km/h in residential and non-main roads
- Suggestion for 40km/h or higher in named main roads / arteries
- Suggestion for time-based variability in speed limits

6. Conclusion

The current global road safety agenda is concerned with creating a modal shift in travel towards walking and cycling with lower speed limits playing a key role as witnessed by the UN resolution on road safety and the Stockholm declaration. This international move towards providing a safer environment for vulnerable road users provides the backdrop to the urgent need for delivery of lower speed limits.

The making of speed limit Bye-Laws is a reserved function of the Elected Members of Local Authorities. The power to make Bye-Laws for the purpose of applying Special Speed Limits which was established in 1994, is retained in the Road Traffic Act 2004 and introduced fundamental changes to the process of making Bye-Laws and the range of powers available to Local Authorities.

The overriding principle that must inform any decision to change a default speed limit should be Road Safety, in particular, the reduction of fatal and serious road collisions. From our examination of international experiences and from an assessment of the existing 30km/h speed limit areas in Dublin City, all have recorded only positive outcomes in terms of this road safety objective.

However, the results from the non statutory consultation show that there is not clear consensus from the public on the merits of extending the 30 km/h to the arterial roads in the city. In part this may arise from the varying nature of the arterial roads in Dublin City, from 4 lane divided carriageways to two lane narrow roads with residential frontage and that the same arterial road in different locations has different features and passes through more residential areas.

Some sections of these arterial roads may have features which better lend themselves to 30 km/h and at other locations the current speed limit may be felt to be more appropriate.

7. Recommendation

The executive would recommend that the elected members consider the results of the non statutory consultation 2021 and decide if they wish to proceed further with reviewing the speed limits on arterial roads.

Alternatively do they wish at this stage to leave the speed limits on the arterial roads as they are at present and not conduct any further reviews at this time.

Dublin City Council would like to thank all parties who contributed to the non statutory public consultation and who shared their views regarding any changes to the existing speed limits on arterial roads.

Report to the Chairperson and the Members of the Traffic and Transport

Strategic Policy Committee on the Draft Prior Information Notice (PIN)

for Future Proposed Dublin City Council Public E-Scooter Sharing Scheme(s)

May 2021

Introduction

Dublin City Council is aware that there are proposed legislative changes which would cover the use of e-scooters on public roads and in anticipation of this DCC has been considering if the shared mobility offering in Dublin City should be extended to E-Scooters.

While DCC are not aware of the content of the specific legislative changes, there have been numerous parties contacting the City Council with regards to the opportunities to operate shared E-Scooter schemes.

Dublin City Council has therefore decided that in order to engage with the market and interested parties in a transparent and open manner, it will issue a Prior Information Notice (PIN) which will allow interested parties to make submissions to it as per the attached draft notice.

This process is purely to allow DCC to gather information regarding E-Scooters and how they may contribute to shared mobility in the city, it is not an invitation to tender or commits DCC to implement a scheme.

Clive Ahern

Administrative Officer

Dublin City Council



Draft Prior Information Notice (PIN)

With the purpose of inviting Technical Dialogue

Contract Topic:

Proposed Dublin City Council Public E-Scooter Sharing Scheme(s)

Clarification

Please note that this invitation to Technical Dialogue is not a call for expressions of interest, no tender documents are available and we are not seeking tenders at this point. This is solely an information gathering exercise, where we wish to seek the views of interested parties on possible factors that could be used in assessing a Dublin City Council Public E-Scooter Sharing Scheme(s) and the selection criteria and that could be used in assessing the successful operator/operators to be selected.

Any information received as part of this Technical Dialogue may be used by the City Council in developing the above Public E-Scooter Sharing Scheme(s) and similar assessments, and if you choose to respond, you consent to the use of your information. Please be aware that responding to this Technical Dialogue is not essential for those who also wish to partake in the Public E-Scooter Sharing Scheme(s) expressions of interest.

Introduction

Legislation is promised which will remove the legal prohibition on the use of e-scooters on public roads in Ireland. Following the enactment of this legislation and any subsequent regulations (if required), Dublin City Council would propose to invite expressions of interest from suitably qualified operators of public e-scooter sharing schemes, to bid for at least one licence to operate a scheme in the Dublin City Council area.

In order to prepare for such a bid the City Council would welcome the views of interested parties on the following factors:

1. The number of public e-scooter sharing scheme licences that the City Council should issue.
2. The maximum duration (in years) of a licence. Current thinking would be for one year, with a possible extension of an additional year.
3. The maximum number of e-scooters to be permitted per licence.
4. The period over which e-scooters will be rolled out until the permitted maximum number is achieved.

5. The cost per licence/licensed e-scooter. (It is envisaged that a small annual charge, to be determined by the City Council, will be levied on each scooter permitted under the licence.)
6. The proposed operator selection criteria.

Selection Criteria

The successful operator/operators will be selected based on a number of selection criteria as follows:

- 1. E-Scooter safety features**
- 2. Driver safety features**
- 3. Capacity to implement a parking control regime**

The City Council will want to minimise irresponsible parking, which creates a danger for other road/street users and adds to the sense of clutter, especially on streets in the core city centre area. It is likely that on-pavement parking will not be permitted on any public pavements or pedestrianised zones within Dublin City Council's administrative area.. In the core city centre area, e-scooter parking will probably be restricted to defined e-scooter parking bays and potentially defined areas within agreed car parks.. E-scooters will also need to have the ability to be locked to fixed structures.

- 4. Proposed user charging structure**

The City Council wants user charges to be as low as possible. In addition, the focus should be on encouraging short trips and discouraging long trips, but not to negatively impact on active travel users. The user charge structure will be expected to achieve this.

- 5. Proposed operating regime**

The City Council will require a high quality operating regime with a focus on safety and customer service, and one that fully avoids any negative interactions with vulnerable road users

- 6. Target market, expected modal shift and impact of scheme**

The City Council would like to hear from suitably qualified operators interested in participating in any City Council public e-scooter sharing scheme(s) who their intended target market of customers would be? In addition, it is not the City Council's intention to replace active travel or public transport users and so what measures would operators employ to ensure that any modal shift towards public e-scooters would not occur to the detriment of existing or new active travel users (e.g. pedestrians and cyclists) or public transport users?

What would be the expected impacts and benefits of this proposed public e-scooter sharing scheme(s) both generally and specifically in relation to Dublin City?

- 7. Sustainability and Emissions**

In line with Government and Dublin City Council policies that aim to reduce carbon emissions, what measures would you propose that may assist in this area?

8. Data and Smart Cities Policy

Open data is a key objective of Dublin City Council, as is alignment with our Smart City programme. We are also keen to hear views on the inter-operability of different shared e-scooter apps i.e. can customers with one e-scooter scheme membership and app access other scheme e-scooters? A future single app may be developed by the City Council or another organisation that will bring all or many micro-mobility offerings than operate within Dublin City, etc. together and we'd be interested in any view on this possibility. In addition how these schemes can integrate with a MAAS scheme should also be outlined.

9. Inter-operability with other mobility service providers and Mobility Hubs

As a new transport offering, how would you foresee a public e-scooter sharing scheme in Dublin City operating in conjunction with existing public transport, taxi ranks and Mobility Hubs?

10. Operator experience and minimum financial requirements

Selection criteria details

Details of the issues to be covered under each of these criteria are set out below:

1A. E-scooter Safety Features

- Braking system
- E-scooter stability
- Lights and any reflective design
- Proposed livery
- Speed restriction
- Certification
- Width of handlebar
- Width of footboard
- Type and size of wheels
- Motor power
- Capacity to restrict use in designated areas
- Capacity for driver alerts
- Topple detection
- Locking mechanism
- Bell or alternative audio warning mechanism
- E-scooter self-diagnostics
- Acceleration control
- Ability to restrict journeys through pedestrianised zones
- Any other suggested additions?

2A. Driver Safety Features

- Approach to driver education
- Approach to driver recruitment
- Erratic driver detection
- Provision of helmets and hi-viz
- Incentive to wear a helmet and hi-viz
- Rescinding of membership policy
- Good driver awards scheme or driver penalty points, blacklisting, etc.
- Any other suggested additions?

3A. Parking Control Regime

Approach to ensuring scooters are only parked appropriately.

Can e-scooter be locked to fixed structures and provide details e.g. lock type and weight?

Geo-fencing parking capabilities

What action does the operator propose if e-scooter is parking outside approved areas, on private lands (e.g. a college, private home), outside the City Council administrative area?

Suggestions for e-scooter parking in suburban villages and residential areas

Any other suggested additions?

4A. Proposed User Charging Structure

Proposed scheme membership charges and rationale

Proposed fixed charge per trip or any minimum charge per trip

Variable time based charge per trip

Charge for loss of e-scooter

Proposed penalty regime for non-compliance

Any other suggested additions?

5A. Proposed Operating Regime

Avoids any negative interactions with vulnerable road users

Battery recharging/replacement regime

E-scooter safety checks

E-scooter maintenance regime

E-scooter cleanliness regime

Customer contact arrangements and customer service hours

Permanent staff or reliance on gig economy

Proposed scheme operating hours – currently it is suggested that this would operate between 05:00 and 23:00 Monday to Sunday

Balanced geographic e-scooter availability

How shared e-scooter scheme would complement and assist public transport users

Suggestions on how licensing could best operate across the four Dublin Local Authorities, if relevant. Could a shared e-scooter operate in another Dublin Local Authority and what conditions would apply? And how would this work if each Local Authority had a different licensed operator.

Any other suggested additions?

6A. Target market, expected modal shift and impact of scheme

Give breakdown of intended target market of customers e.g. X% private car; Y% bus, Z% bike, etc.

Specific measures to avoid displacement of both existing and new active travel and public transport users

Impacts and benefits of this proposed public e-scooter sharing scheme(s)?

Any other suggested additions?

7A. Sustainability and Emissions

Vehicle size and fuel type planned for recharging/replacement regime

Any measures to reduce requirement for replacement journeys

Any other suggested additions?

8A. Data and Smart Cities Policy

Can suitably qualified operators demonstrate how their services would align with the theme of open data and Smart City opportunities such as business model innovation, data sharing, analytical insights, etc.?

What data does the operator intend to collect, share with the City Council, and also make public (e.g. Origin – Destination data, trip length, trip costs or summary detail, journeys through pedestrianised zones, illegal parking, etc.?) Inter-operability of different shared e-scooter apps

Willingness to show availability of public bike schemes on operator's app

Views on a future single micro-mobility, etc. app

Any other suggested additions?

9A. Inter-operability with other mobility service providers and Mobility Hubs

Operating in conjunction with existing public transport, taxi ranks and Mobility Hubs?

10A. Operator experience and minimum financial requirements

What, if any, operator experience and minimum financial requirements should apply?

Please note that this is not a call for competition and no tender documents are available at this stage. In addition, the process will not be utilised in order to preclude any future competition to be conducted by Dublin City Council.

Without prejudice to competition in the market place, the purpose of this Technical Dialogue will be to examine and consider the various technical and commercial options, which might present themselves through a competitive tender process to be advertised in the near future.

The Technical Dialogue may also assist Dublin City Council in the development of the procurement strategy for any subsequent competition.

RESPONSES BY EMAIL ONLY

Deadline - before 12 noon on DD/MM /2021

Interested parties must respond before 12 noon on DD/MM/2021 to traffic@dublincity.ie by supplying the following information:

- Company name
- Contact name
- Contact details – phone, email
- Website
- Brief background information on company
- Details of solutions/services provided elsewhere, whether in Ireland or internationally
- Responses to the topics outlined above.

It is anticipated that Dublin City Council may enter into Technical Dialogue with a selection of parties and possibly not all parties, at Dublin City Council's sole discretion. This would most likely happen in an online environment. Following Technical Dialogue Dublin City Council may decide to publish a call for competition in due course on www.dublincity.ie. Any other queries should be sent to traffic@dublincity.ie

Proposed changes to Parking Enforcement Policy – Footpath Parking

Dermot Stevenson

Parking Enforcement Officer

Report to Transportation SPC May 25th meeting.

Introduction

The main objective of the Parking Enforcement Division is to ensure the free movement of people, through, in, and around the city, and the adjoining suburban areas. No matter which mode of transport is chosen by the person to complete their journey it is our brief to ensure that the roads, cycle tracks, bus lanes, and footpaths remain obstruction free and safe for all people and abilities to use.

Continually the most frequent request to Dublin City Council and Dublin Street Parking Services is to address the issue of footpath parking. For as much roadway as we manage we also have an approximate similar amount of footpath and while there are many legislation pieces around parking prohibitions which can be called upon to govern the roads there is only one which references footpaths, that is section 36 (2)(i), (S.I 182/1997 Road Traffic (Traffic and Parking Regulations) 1997, where it states that it is illegal to park on a footway, grass margin, or median strip.

To be fully compliant with the law any vehicle which parks or comes to a stop on a footway can be subject to enforcement. The issue though which arises is where best to concentrate the limited resources which DCC and its contractor DSPS have available to them such that the maximum impact on unsafe parking can be achieved.

Dublin has many locations within it where the existing street scape does not provide space for parking and in some cases in residential areas there is very limited or no off street parking. In the proposal below I have made some suggestions as to how best address this issue.

Proposed methodologies for prioritising enforcement

Footpath parking within the canal area is at present dealt with by means of enforcement either clamping, towing away or shortly by the issuing of fixed penalty notices and this will continue to be the case in the future.

Where Dublin City Council see an opportunity to provide some guidance and policy, is around footpath parking in residential areas, outside the canals, where there is limited or no off street parking. In these cases Dublin City Council have a number of options; we can

1. Clamp the offending vehicle
2. Remove the offending vehicle
3. Issue a fixed penalty notice
4. Permit the vehicle to park on the footpath, once it meets certain agreed criteria set out by the SPC. We don't have the power to permit illegal footpath parking

We are aware that in these residential areas there may be little or no legal choices available to the residents. Up to this we have operated a system whereby if the offending vehicle was parked either partially or wholly on the footpath but a clear 2 metres was still available of the footpath, then no enforcement action would be taken.

However in light of the concerns from disability groups and the concerns around social distancing and ensuring space on footpaths this policy may no longer be appropriate. Therefore we are seeking guidance on what the SPC members and the elected members would wish to see the prioritisation of parking enforcement resources in residential areas outside the canals.

1. Prioritise footpath offences which do not leave the 2 meter clear space.
2. Change such that we now prioritise offences when the clear space available is less than 2.5 metres.
3. Enforce all cases of footpath parking regardless of space left on footpath.

Dated day of 2021

Dermot Stevenson – Parking Enforcement Officer

Northside Civic Centre, Bunratty Road, Coolock, Dublin 17.

Oifig Ceantar an Lárthuaiscirt,
Ionad Cathartha an Taoibh Thuaidh, Bóthar Bun Raite,
An Chúlóg, Baile Atha Cliath 17.

T. 01 222 8847 F. 01 877 5851E. dara.mcloughlin@dublincity.ie

Ref: DMCL2795878/21

Date: 23rd April, 2021

Cllr. Christy Burke
Martina Halpin

c.c. Rosanna Camargo

Re: Items raised at North Central Area Committee Meeting held on 19th April, 2021

At the above meeting, the North Central Area Committee agreed the following regarding Motion 6 L in the name of Cllr. Naoise O'Muirí and Cllr. Damian O'Farrell.

6. Motions

I Motion in the name of Councillor Naoise O'Muirí & Councillor Damian O'Farrell

"That this Area committee proposes that a voluntary 30kph maximum speed limit trial takes place on two consecutive days (one weekday / one weekend day ie Friday / Saturday or Sunday / Monday) within the Dublin City Council functional area.

The purpose of the voluntary 2-day 30kph trial would be to raise the public's awareness of Dublin City Council's ongoing Special Speed Bye-Laws procedure and allow them make an informed submission.

The voluntary 30kph trial would only take place if approval is given by Dublin City Council that the impending DCC Special Speed Bye-Laws are sent for statutory public consultation"

Reply

The 2004 Road Traffic Act provides the legislative basis for speed limits generally, providing for the application of default speed limits in respect of various road types. There is no provision in legislation to allow us to have a trial for the 30 kph speed limit as set out in this motion.

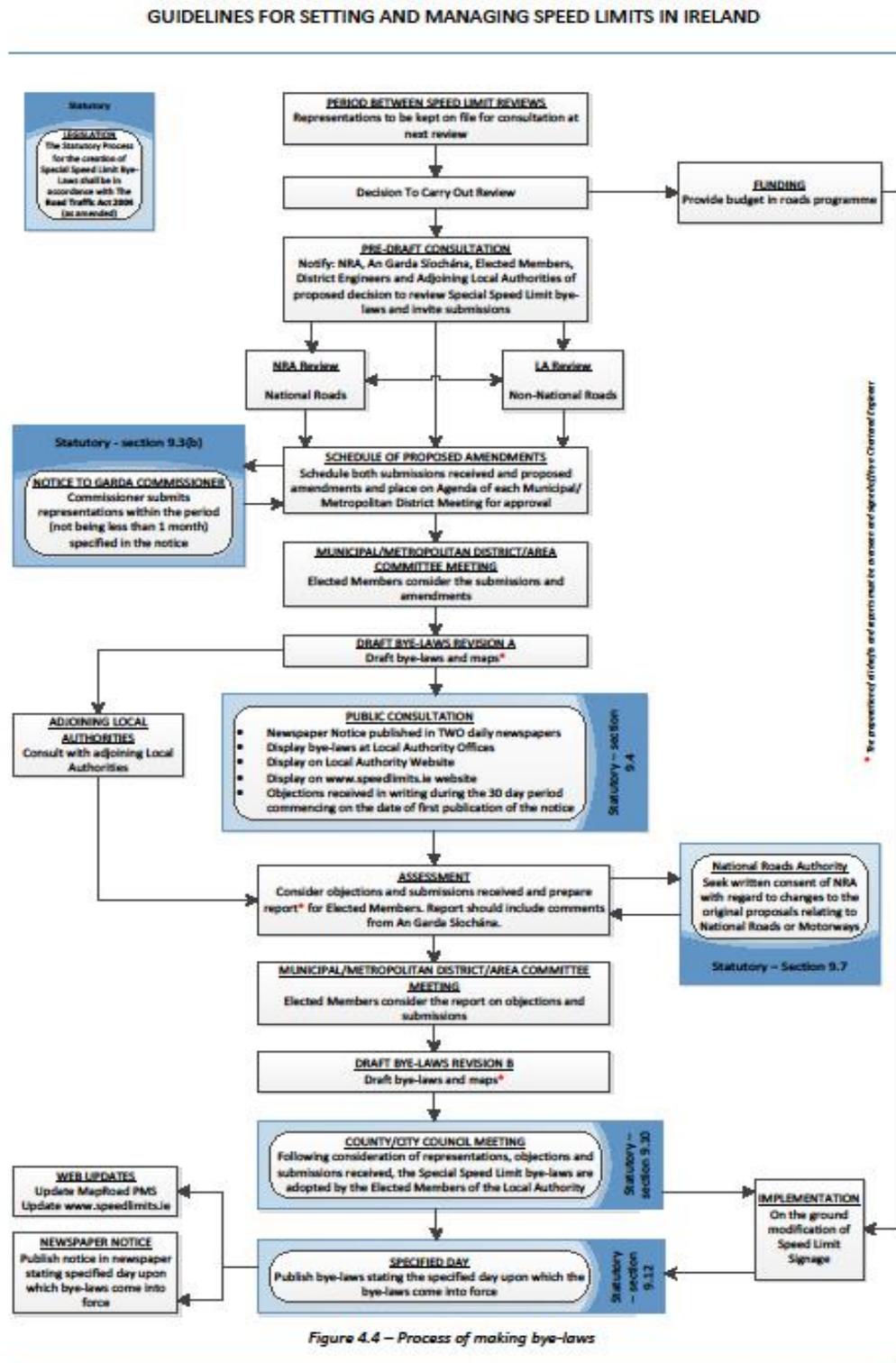
The Default speed limits can only be changed by making Special Speed Limit bye-laws. The power to do so is vested in the Elected Members of Local Authorities. The primary purpose of any such intervention should be to better match the maximum speed allowed to the road conditions, and to improve road safety.

To introduce the changed by making Special Speed Limit bye-laws local authorities most follow the following procedure setting in the

Guidelines For Setting and Managing Speed Limits In Ireland

(<https://www.tipperarycoco.ie/sites/default/files/Publications/Guide%20Speed%20Limits%20March%202015.pdf>)

Please see following diagram process:



Currently the Road Safety Section is working on the proposal for Dublin City Council Special Speed Limit bye-Laws April 2021. After the Non Statutory Public Consultation we are expecting to produce our final version of the proposal and we are aiming to report the outcome of the non-statutory public consultation at the next Transportation SPC meeting.

Coilín O'Reilly
Director of Services
North City

Contact: Rossana Camargo, Executive Engineer, Transportation. Road Safety. Policy,
Strategy and Innovation Section.
Email: rossana.camargo@dublincity.ie

Order: Seconded by Cllr. Heney and thirded by Cllr. Brabazon. Opposition noted Cllr. Cooney, Cllr Lyons and Cllr. Mac Donncha. Agreed to send to Traffic SPC for consideration.

Thank you for your attention in this matter and if you have any queries please contact Ms. Dara McLoughlin, Staff Officer at 222 8847 or Ms. Catherine Cahill, Staff Officer at 222 8846.

Karl Mitchell
Director of Services – North City

