Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

NOTIFICATION TO ATTEND MEETING OF THE TRAFFIC AND TRANSPORT SPC

TO BE HELD IN THE BY REMOTE VIDEO CONFERENCE VIA - MICROSOFT TEAMS

ON WEDNESDAY 8 JUNE 2022 AT 3.00 PM

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AGENDA

WEDNESDAY 8 JUNE 2022

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	a	Minutes of Public Transport Sub-Committee Meeting held on 14th October 2021	**8 - 12**
	b	Minutes of Walking and Cycling Sub-Committee held on 22nd November 2021	**13 - 17**
2		Update on process for residential Pay & Display and Permit Parking Ballots - Dermot Stevenson, Parking Enforcement Officer.	**18**
3		Presentation on Public Lighting Upgrade Project. Martin Maycock, Senior Engineer Public Lighting and Electrical Services	
4		Walking and Cycling Plan - Connecting Communities - Antonia Martin, Sustainable Mobility Communication & Promotion Officer.	**19 - 20**
5		Update on 30 KPH Speed Limit and Zebra Crossing Working Groups - Cllr. Christy Burke	
6		Report on Motion from Cllr. Tina McVeigh on construction traffic management - Brendan O'Brien A/Executive Manager Traffic	**21 - 24**

7 Motion 162 referred from Special Council Meeting 8-10 November 2021 Draft Dublin City Development plan 2022-2028 - Submitted by Green Party Comhaontas Glas

Refers to: Chapter 8 - Sustainable Movement and Transport

Motion 162

Chapter:8, Section: Page: 225 after SMT32 to include a new policy: The Council will examine mechanisms to reduce the presence of oversized and emissions intensive vehicles, particularly in the city centre

Planning Reason

To support sustainable transport and reduce the number of private cars in the city.

Chief Executive's Response

The delivery of goods and services in the city is an essential service carried out by many large scale trucks and vehicles and supports many jobs and businesses in the city. However, the concern regarding the reducing in emissions is noted and Dublin City Council is committed to supporting and promoting the development of 'last mile' deliveries (Policy SMT14) which seek to reduce the presence of vehicles in the city. Policy SMTO28 also seeks to tackle the adverse environmental and road safety of traffic in the city through measures such as the ongoing monitoring of traffic noise and emissions and the evaluation of the air quality and traffic noise impacts of transport policy and traffic management measures being implemented by DCC.
The issue of mechanisms to change access for vehicles is an issue of City by-laws and is not a Development Plan matter; and this topic would be best addressed through examination of the wider issue through the Traffic and Transport SPC.

Chief Executive Recommendation

It is the recommendation of the CE that the motion is not agreed as it is outside of the scope of the Development Plan; and the Draft Plan contains policies seeking to reduce traffic noise and emissions.

Council Meeting Decision

The motion was WITHDRAWN. To be referred to Traffic and Transportation SPC.

8 Motion 163 referred from Special Council Meeting 8-10 November 2021 Draft Dublin City Development Plan 2022-2028 to Traffic & Transport SPC. Submitted by Cll. Cieran Perry

Refers to: Chapter 8 - Sustainable Movement and Transport

Motion 163
That the Development Plan should provide a commitment that Dublin City Council will accept responsibility for traffic cameras.

Planning Reason

The roll out of traffic cameras has paused due to a reluctance of either An Garda Síochána or Dublin City Council to take responsibility for operation and

monitoring. The pause has delayed the opportunity to use traffic cameras for identifying breaches of traffic legislation such as red light running etc.

Chief Executive's Response

This is an operational matter and outside of the scope of the Development Plan.
Chief Executive Recommendation
It is the recommendation of the CE that the motion is not agreed as it is outside the scope of the Development Plan.

Council Meeting Decision
The motion was WITHDRAWN. To be referred to Traffic and Transportation SPC.

Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

MINUTES OF THE TRAFFIC AND TRANSPORT SPC MEETING

HELD ON WEDNESDAY 9 February 2022 AT 15:00

ON-LINE VIA TEAMS.

1 Minutes of Traffic & Transport SPC 01st December 2021

Agreed.

2 Update on the Development Plan 2022 -2028. Deirdre Scully Deputy City Planner.

Deidre Scully Deputy City Planner gave an update on the Development Plan 2022-2028 focusing in on the Traffic & Transport Element. Pre-Draft consultation went well great depth of engagement. The document is now out on public display, currently 1,000 submissions. Deidre answered questions from members on the presentation.
Closing date for receipt of submission is 14th February 2022

Noted.

3 Update on formation of subcommittees on Zebra crossings and 30 kph. Chair Cllr. Christy Burke

Cllr. Burke gave an update on formation of the two working groups.Two more Cllrs are required for the 30KPH working group and one Cllr is needed for the Zebra Crossing working group. MH to send a further reminder to Councillors to fill these positions before the working groups can commence.

Noted.

4 Presentation on "Rate my Signals " a public engagement tool. Jo Martin ITS

Jo Martin ITS Officer Project Manager for “Rate my Signals” gave an update on new “Rate my Signals” app due to be launched before end of March, to allow the public submit feedback on traffic signals in the city. Part of an EU project called the Be Good Project. It gives DCC an opportunity to interact with the public in relation to traffic signals and to use the information to provide a better experience for all road users. “The Rate my Signals” App is not a fault logging system. JM answered member’s questions in relation to the app.

Noted.

5 Fixed Penalty Notice Report - Dermot Stevenson, Parking Enforcement Officer.

Dermot Stevenson, Parking Enforcement Officer updated Members on the Fixed Penalty Notice Report and answered Members questions. Further discussions required with DSPS to expand the scheme. Technology around illegal parking would be welcome but outside scope of this report. List of streets fines were issued for, will be distributed to members. Delivery strategy being worked on currently to provide a workable solution for deliveries in the city.

Noted.

6 Proposed changes to Parking Enforcement Policy - Residential Pay & Display Ballots. Dermot Stevenson Parking Enforcement Officer.

Dermot Stephenson went through proposed changes to parking Enforcement Policy regarding residential Pay & Display Ballots and answered members questions. Two proposals given, second considered more favourable than the first.

Residents would approach City Council with petition of 35% in support of a scheme. Once petition is verified, DCC in advance of ballot will write to residents of the road advising that petition has been accepted, scheme will be designed and ballot of residents then takes place. Condition of ballot - residents must be on the register of elector to partake, residents will be notified on how people can make themselves eligible to vote. Two ballots per house.

Questions fear of penalising renters – sufficient time for people to get themselves on register. Residents will be provided with as much information as possible in relation to how to get on the register of electors.

Noted.

7 Report on cycle network and creation of Active Travel Unit. Brendan O'Brien A/Executive Manager.

Brendan O'Brien A/Executive Manager Traffic gave an update and answered questions from members on the new Active Travel Unit which will be headed up by Andy Walsh Executive Manager starting 14th February 2022. 15 staff will transfer to this division, additional engineers will be recruited including Senior Engineer to lead some of the bigger projects. All major cycling projects will transfer over to the Active Travel Unit, including a range of projects in planning and design will transfer over also. Active Travel programme crosses a number of Traffic Divisions. Walking and Cycling Action plan due to be presented at next SPC. Quarterly briefings by Active Travel Unit will be given at Area Committees. Priority should be given to walkability issues, work taking place on Walking and Cycling Action plan. With regard to the Cycle network the intention is for it to be safe and accessible to all.

Noted.

8 Greater Dorset Street Together Project - Tom McKeon

Speaker Tom McKeon not in attendance.

9 Report on Motion from Cllr. Tina McVeigh on Construction Management - Brendan O'Brien A/Executive Manager.

Deferred to the next SPC Cllr. McVeigh sent her apologies unable to attend.

10 AOB

N/A

11 Motion in the name of Cllr. Christy Burke

Brendan O'Brien advised, as in the previous report by Dermot Stevenson DCC are committed to providing the on-street enforcement via the DSPS which allows for it be reviewed and to see how affective it is. This is the approach being taken at the moment. If members feel there is a need for a directly employed warden enforcement service members would have to make a case to the Chief Executive.

Agreed motion to go to Chief Executive for report.

12 Motion in the name of Cllr. Carolyn Moore, Cllr. Caroline Conroy and Cllr. Michael Pidgeon

Agreed – Members agreed to pass both motions to Chief Executive for report to future SPC.

13 Motion in the Name of Martin Hoey and Gary Kearney - Adopt the UN Convention of the Rights of Persons of Disabilities (UNCRPD)

Agreed.

14 Motion in the Name of Cllr. Janet Horner on behalf of Walking & Cycling Sub-Committee

Agreed. A proposal from management to be brought back for a future SPC

Chairperson
Wednesday 9 February 2022

ATTENDANCE:

SPC Members:

Chair Cllr. Christy Burke, Cllr Deirdre Conroy; Cllr. Mannix Flynn, Cllr. Anne Feeney, Cllr Keith Connolly; Cllr Caroline Conroy; Cllr Janet Horner; Cllr. Carolyn Moore. Cllr. Paddy McCartan, Cllr. Larry O'Toole.

Mr Martin Hoey, Public Participation Network; Mr Colm Ryder, Dublin Cycling Campaign; Mr Keith Gavin, Irish Parking Association; Mr. Gary Kearney Public Participation Network, Richard Guiney Dublin Town, Fergus Sharpe Dublin Chamber of Commerce.

Apologies: Cllr. Jane Horgan Jones.

Dublin City Council Staff:

Brendan O'Brien, Head of Technical Services , Maggie O'Donnell, Senior Transportation Officer, John Flanagan City Engineer, Patricia Reidy, Acting Senior Engineer, Dermot Stevenson Parking Enforcement Officer, Deirdre Scully Deputy City Planner,Bernard Lester, Senior Executive Engineer, Antonia Martin, Administrative Officer, Deirdre Kelly, Walking & Cycling Officer, Martina Halpin Senior Staff Officer; Mary Boyle, Staff Officer; Mr Michael Mann, Staff Officer; Mr Fergal McKay, Assistant Staff Officer.

Non-Members:

Lord Mayor Alison Gilliland..

Minutes Public Transport Sub-Committee

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

Date: Thursday 14th October 2021

Time: 16.00 hrs.

Venue: MS Teams Online Meeting

Attendees: Chairperson Cllr. Deirdre Conroy (DC), Cllr Caroline Conroy, Cllr. Larry O'Toole (LOT), Martin Hoey PPN (MH), Gary Kearney PPN (GK), Fergus Sharpe (FS) Dublin Chamber of Commerce. Richard Guiney DublinTown,, Grainne Mackin NTA. Thomas O'Connor NBRU.

Members: Cllr Daniel Céitinn, Cllr Caroline Conroy, Cllr. Anne Feeney, Cllr. Larry O'Toole, Martin Hoey PPN, Gary Kearney PPN, Fergus Sharpe Dublin, Chamber of Commerce, Richard Guiney DublinTown, Keith Gavin Irish Parking Association, Grainne Mackin NTA, Suzanne Angley TII, Thomas O'Connor NBRU.

Apologies: Cllr. Anne Feeney

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

Minutes by: Martina Halpin.

ITEM	Summary	ACTION BY	TIMELINE
1. Minutes of the Meeting of 17th June 2021	➢ Agreed by members		
2. Update from DCC on bus priority measures through the City.	Maggie O'Donnell advised DCC actively working with NTA on network redesign and the roll out of new routes. Niall Bolger gave an update on this and answered Members questions on centralised bus priority system, update on Go-Ahead fleet integration with DPTIMS, update on C Spine roll out and bus lane on Tara Street. Network connection between DCC and NTA will allow Go-ahead services use the bus priority system. H spine DCC provided 4 bus stops on Watermill Road to accommodate route 6. Easier to understand route network. More departures on the spines and more services on Sunday and co-ordinated departures. Co-ordinated departures on H spine, headway being maintained, stops a number of buses arriving at a bus stop together. C spine starts on 28th November. DCC works - 25 new stops installed within City Centre, 3 buildouts. Townsend street near Garda Station two new stops provided and extension provided at Heuston Station. NB addressed questions raised Talking with Gardai re parking issue Townsend street. North Quays benefit from bus priority as bus lanes don't have to mix with car traffic. DCC meet with Dublin Bus every two weeks to identify pinch points.		

	NB to speak to NTA in relation to space availability and congestion on Aston Quay with new stops and advise NTA of alternative recommendation on use of Westmoreland Street instead. Will also raise issue at Abbey Street. Public information in relation to bus stop changes NTA will do a publicity campaign at the launch of the spine in November and bus stops will be clearly marked also.		
3. Update on the BusConnects Project. Update from NTA on Bus Corridors 8,9,10,11,12,13	Grainne Makin gave an update on Busconnects projects H spine launched in June. Operational, numbers good improved passenger growth, uptake of 16-17% pre covid. C Spine Lucan/Celbridge/Maynooth was due in early November, operational issues coming into service by end of November in conjunction with the introduction of the 90-minute fare. Exact amount will be announced in coming weeks. 24hr service NTA wants to expand on this subject to funding. Core bus corridors preliminary business case is still with Department of Transport for decision. Needs approval before application can be made to An Bord Pleanála. Decision expected by end of month. Following approval working on sequencing of applications to APB. Documentation being prepare EIAR, CPO, etc., currently being worked on by Team. GM replied to questions raised by members 90 minute Leap Card. 24 hr Services – Bus Connects and NTA want to roll out this however subject to funding. Thomas confirmed 24 hr bus service on C Spine.		

	Issue raised re abbey street and Clontarf and bus stop designs MOD will advise NTA of concerns. Issue in relation to space and traffic management around Aston Quay SA to advise NTA that the issue was raised at this meeting. SA to get an update for RG re nite link service for Christmas period. Request for Pedestrian Crossing improvements at Kimmage Cross Roads noted following an accident where a child was knocked down at this junction today		
4. Update from TII on Metrolink	➢ Documentation ready for Q1 next year. ➢ Application to go through earl Q2 subject to approval of preliminary business case. ➢ Application could take between 18-24 months and possible oral hearing. ➢ Part of GDA transport plan. ➢ Independent expert for all residents group has been appointment and will meet up with residents. They deal directly with residents group don't report to NTA. ➢ Property owner protection scheme will be in place by next meeting . ➢ Martin Q2 next year application, 18-24 mths, approx. 3 years timescale. ➢ Update on Finglas Suzanne Angley to arrange.	SA	
5.Update from NTA on a. Feasibility study for SouthWest metro link by request of Chairperson. b.update on underground Metro system to South West greater Dublin Area.	➢ Feasibility study for Southwest Metro – work for study largely complete study will be release as part of the background documents report with Draft GDA public transport strategy, due to be launched in November ➢ NTA have met with residents of Stannaway/Road Kimmage – residents can email concerns to S.A.		

6. Policy Policy to Bring to the Traffic & Transport SPC	➢ Pedestrian Crossing major junctions be brought to Transport SPC Turn left amber flashing, orange flashing light to warn motorists to stop. Communication need to be improved that affect this committee. ➢ School bus services policy to go to next Transport SPC. ➢ Dates for meetings in 2022 to be circulated		

Minutes Cycling and Walking Sub-Committee

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

Date: **22nd of November, 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), Mary Tallant (MT), Cllr Mannix Flynn (MF), Cllr Carolyn Moore (CM), Michael Aherne (MA), Naomi Oldenburg (NO)

DCC Officials: Antonia Martin (AM), Deirdre Kelly (DK)

Other: Michael Foley (MF)

Apologies: Jane Hackett (JHackett), Martin Hoey (MH), Inspector Peter Woods (PW)

Minutes by: Antonia Martin

ITEM	Summary	ACTION BY	TIMELINE
1. Minutes of previous meeting held 07-10-21	Update on actions from previous meeting: ➢ AM followed up with AGS for update on Safer Roads for Dublin Campaign - no correspondence received to date. Insp. Woods unavailable to attend meeting today.		

	➢ CR to liaise with NDA to get feedback on Cycle Route Assessment Checklist (CRAC). ➢ Confirmation that request for proposal by DCC executive on how Audit tools such as CRAC, would be submitted to January SPC by a Motion from the Chair.		
2. Members Updates	*Fergus Sharpe, Dublin Chamber of Commerce* ➢ Dublin Chamber of Commerce (DCoC) carried out a 'Business Outlook Survey' with a sample of 300 firms in the GDA - specific focus on City Centre – to establish changing work practices and future plans (survey administered pre forth wave). Key findings: ○ Remote and flexible working here to stay post pandemic - businesses plan to offer blended / hybrid working; ○ At end of Q3 2021, 40% had decided on long term policy, just over 50% were still working on it; ○ Many looking at core days / core hours. One third looking at complete flexibility. Mon and Fri most common as non-office days. ○ Only 5% would not be offering remote working; ○ FS to circulate report to members. ➢ DCoC will be making submissions on GDA strategy and fed into recent consultation on the 'City Edge'. ➢ E-scooters: Will there be collaboration across the 4 Dublin Local Authorities in Shared e-scooter schemes? How will tendering process work? *Colm Ryder, Dublin Cycling Campaign* ➢ Healthy Ireland are carrying out a review of the National Physical Activity Plan. Cyclist.ie attended workshop and promoted active travel as part of daily habits. ➢ Joint group looking at standards being used for cycling and walking. ➢ Campaign with NGOs - Irish Heart Foundation, Irish Cancer Society, Doctors for the Environment – to highlight importance of cycle tracks and safety. ➢ Running a bike lights campaign - be safe, be seen - working with DCC on this, and in conjunction with others Local Authorities in Dublin and nationally.	FS AM TO CHECK WITH MICRO MOBILITY UNIT	ASAP ASAP

	➢ GDA transport strategy consultation open until 17th December - all members encouraged to make submissions.
	➢ Requests to repeat the Halloweens cycle in Sandymount (3-4,000 participants - families and kids) for Christmas. AGS were a great support at the Halloween Event.
	
	MF suggested bike lights given to Deliveroo cyclists as part of Light up Your Bike campaign.
	
	Michael Ahearn, National Transport Authority
	
	➢ GDA draft transport strategy open to consultation
	  ○ Includes extensive section on proposed cycle network. How well does cycle network serves local areas? In some locations it may reduce access.
	  ○ Gradient check - adjusted
	  ○ Supporting documents include Crossings and severances - bridges etc. -
	  ○ Re-opening short cuts and filtered permeability - dialogue needs to take place - concerns about anti-social behaviour - can design elements retain advantage of shortcuts but prevent antisocial behaviour?
	➢ Open city - runs from 1st - 24th December - presence of Gardaí in the city for this. First meeting was held before Government announcement about working from home - plan is fluid but intention is to go ahead. Decision to be made by NTA on whether late night PT services are required.
	➢ 5 day stay at home if close contact is a concern for drivers of public transport
	➢ NTA working on National Cycle Manual - key issue to get consistency across all documents. Stakeholder consultation ongoing with draft due by the end of the year.
	➢ Michael's role has changed slightly. He is not over standards and cycling manual. Research, sustainability and climate change into new role. He will remain as the NTA representative on this committee for now.
	➢ Joe Seymour as new head on investment on Active Travel.
	➢ The NTA currently have no legal mechanism to trial things, but it's being looked at. Expect DCC to be a leader trials.		

	➢ Travel loops for leisure trips and commuting trips are gaining popularity- NTA priorities are changing on leisure trips and further conversation on this would be welcome. This should inform the draft transport strategy. JH asked if gradients check would take into account the growth in e-bikes and e-scooters. MA: concerns in regards to accidents and fatalities with e-bikes especially for older adults (statistics from the Netherlands). Issues to be resolved. Need for drivers to become more aware of e-bikes on the road. *Naomi Oldenburg, National Disability Authority* ➢ Mary Tallant is on leave, they are looking for a replacement. Naomi standing in as NDA representative on Walking & Cycling Sub-Committee. ➢ Reporting on part 3 of the Public Disability Act – due to be published in early 2022. ➢ App development to allow users to rate their experience with transport providers ➢ Transport strategy - looking at that and linking in with NTA. *Gary Kearney, PPN* ➢ Clarification required about the difference between e-bikes and pedalex. ➢ Research from Vienna showing that e-scooters are replace walking and PT journeys. ➢ All presentations circulated should have alt text and maps available in full size. ➢ Delighted to hear about lighting up campaign - New York brought in regulations for delivery cyclists – potential to replicate in Dublin *Councillor Larry O'Toole* ➢ Speeds on e-bikes should be limited ➢ Awareness campaign required for new e-bike users both in terms of cycling and in rules of the road.		

3. Update on Walking & Cycling Action Plan	Presentation circulated to members in advance of meeting and delivered to committee by Michael Foley – facilitator of the Advisory Group. Points & Actions from Q&A: ➢ Great to see a focus on Communications - this is an important part of any action plan; ➢ Three of the values correspond with the National cycle manual; ➢ The Advisory Group did not include representatives from advocacy groups. ➢ Need to ensure it aligns with City Development Plan; ➢ Data is critical for proper analysis; ➢ AM/DK to give update to Disability Thematic Group of PPN; ➢ Vulnerable pedestrians need to be top of the hierarchy; ➢ Work included an analysis of other relevant strategies and policies; ➢ Need to establish competing interests, negotiation is needed to work together with all stakeholders; ➢ The Plan/Framework needs to be flexible as the city has a complex role and competing needs; ➢ Decreasing car use in favour of Active Travel is a difficult transition for a lot of people; ➢ Can we use more inclusive language in the document e.g. sustainable travel rather than active travel; ➢ Presentation is for member information only and not for wider circulation as it is a work in progress.	DK	**DECEMBER MEETING**
4. Proposed agenda items for next meeting	➢ Workshop on Walking & Cycling Action Plan		
5. 2022 meeting dates	➢ Agreed to have a workshop on Walking & Cycling Action Plan in either late January or early February. With a further 4 meetings later in the year. ➢ AM to circulate potential date for workshop and dates for SPC. ➢ Dates for 4 meetings to be confirmed.	AM to send invite	

Proposed changes to Parking Enforcement Policy – Residential Pay & Display Ballots

Dermot Stevenson

Parking Enforcement Officer

Memo to Transportation SPC June 8th 2022.

Introduction

One of the functions of the Parking Enforcement is to oversee the administration of the residential Permit Parking Schemes. Our current processes for carrying out this function has been reviewed with respect to how residents can apply for a scheme, apply for changes to a scheme, and how Dublin City Council conducts the ballots for such schemes.

Last year at the November meeting some changes to the administration of Residential Ballots were proposed and accepted by members, after some discussion and revision, in 2022.

While we had agreed to use the electoral register to conduct the ballots the Franchise Dept. of Dublin City Council who administer the ROE have raised concerns about issuing the ROE due to GDPR. They have offered to issue a redacted version, but this will not serve any purpose for running parking scheme Ballots.

Having discussed the GDPR issue with the Law Dept. in Dublin City Council and Dun Laoghaire Rathdown Co. Council the Parking Enforcement Dept. are proposing the following as the most efficient way to conduct the ballots going forward.

Proposed changes

1. Residents must submit a petition where 35% of the houses on a particular road or street are in favour of being considered to have a scheme proposed, or would like changes made to operational times of an existing scheme.
2. Once the petition is validated, the Area Engineer will design a scheme in accordance with the best practice design guidelines including taking into account Health & Safety considerations.
3. On completion of the design, Parking Enforcement will issue **1 ballot** paper per property on the road / street for which the scheme is proposed. This will permit a **"one house, one vote"** system to operate. Once the ballot has closed, the votes are verified and counted and the majority will decide the outcome. *Having a "one house, one vote" system allows for greater transparency. It ensures that each house is included in the ballot, and also eliminates the need for pro rata in the count. It will also improve the time to decision on ballots.*
4. If the vote is a majority yes, the scheme moves into the installation phase, and residents will be contacted to advise on how they can apply for permits.

_____ Dated day of 2022

Dermot Stevenson – Parking Enforcement Officer

Connecting Communities

Strategy to increase accessibility in communities and so reduce car use

Sustainable mobility plays a fundamental role in Ireland's environmental commitments as set out in the National Climate Action Plan (2021). Walking and Cycling bring added health and wellbeing benefits. Working in tandem with the National Transport Authority and other stakeholders, Dublin City Council is committed to creating a city where the private car is not the first choice and most convenient choice and where people can walk and cycle in comfort and safety. This commitment, however, will require change and adaptation by the residents of Dublin. As a growing city, Dublin must increase its sustainable mobility trips while reducing its private vehicle trips. There are many national and local strategies and policies containing actions aimed at increasing sustainable mobility, for example the Climate Acton Plan, National Sustainable Mobility Policy, National Physical Activity Plan, Climate Action Plan, Greater Dublin Area Transport Strategy, Dublin City Development Plan and Dublin Climate Action Plan. The new Strategy was developed to address gaps in current strategy and policy and provide a framework to ensure we deliver on our climate action objectives.

Strategy Development

In 2021, Dublin City Council brought together recognised leaders from both within Dublin City Council and from external agencies including An Garda Síochána, the National Disability Authority, Economic Social Research Institute, Technical University Dublin and Trinity College to form a high level advisory group to co-create guiding principles and a framework for delivery of a new walking & cycling strategy for DCC. Individual and group meetings were held to build ideas and gain consensus on key themes to be brought forward.

In parallel, presentations were given and feedback sought from the Walking & Cycling Sub-Committee. Members of the Sub-Committee also participated in a facilitated workshop in the Wood Quay Venue on the 11th of May 2022.

Key Learnings

- Many infrastructure suggestions are addressed in the Cycle Network Plan and Bus Connects but this still leaves many locations that need work.
- It is more than just about walking and cycling –we need to take a broader approach to cater for all mobility needs within communities especially the disability community, the young and the elderly.
- Overuse of the private car for the commute to school especially has multiple negative consequences on society.
- The Covid-19 pandemic enabled people to re-connect with their communities.

Connecting Communities

'Connecting Communities' is a commitment from Dublin City Council to work with residents so that people can play an active role in the city's necessary transformation over to increased sustainable

mobility. This strategy outlines how we will work with neighbourhoods to adapt, the ideas that will influence the infrastructure that will be put in place, how we will promote increased sustainable transport and how we will use information to discover what is working well in the city.

Dublin City Council recognises that this will be a complex process. Many of the straightforward enhancements and adaptations have already been completed within the city, with walkers and cyclists enjoying their use already. Much of what needs to be done next requires consultation, compromise and, most importantly, partnership working at a national and local level that brings together different forms of knowledge and expertise. 'Connecting Communities' highlights the variety of groups that have a stake in the changes that are ahead, what they stand to gain as well as the difficulties they face.

Aim

Engage a community-centred approach to progress our transition to a sustainable mobility future and achieve our sustainable mobility commitments as set out in the draft City Development Plan and DCC Climate Action Plan.

Strategic Goals

1. Engaging the City
   - Improve community engagement on sustainable mobility.
   - Create different modes of engagement.
   - Co-create sustainable mobility interventions.

2. Building and Maintaining Infrastructure
   - Prioritise Areas for Intervention - Safe Routes to School & Neighbourhood Schemes.
   - Develop a menu of potential interventions at local level.
   - Create universally designed solutions.

3. Promoting Sustainable Mobility
   - Decrease the number of short journeys made by private car.
   - Celebrate people transitioning to sustainable transport modes.
   - Create learning opportunities for people who want to walk, wheel or cycle more.

4. Learning Evaluation, Discovery
   - Build capacity to learn.
   - Evaluate outcomes of interventions and capture evidence of behaviour change.
   - Develop a better understanding of stakeholder needs.

Next Steps

Work is continuing to finalise actions and timeframe for delivery of the Strategy. The final strategy will be published following the publication of the Dublin City Development Plan 2022-2028.

Report on Motion from Councillor Tina MacVeigh regarding construction sites.

Brendan O'Brien November 2021

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.

This motion was discussed both internally and with the planning department and as part of the draft development plan there is a section detailing how construction is to be managed. The draft development plan is now out to consultation so members are free to propose amendments specifically in this area.

Our roadworks control unit is the section with responsibility to administer permits and applications for construction sites in addition our area engineers and traffic engineers engage with contractors re their traffic management plans during construction. We will continue to liaise with all contractors however with the quantity and size of proposed and on site developments we will be bringing forward revision to our permitting system and the HGV permit system to the SPC next year.

We are also be looking to increase staff resources in this area to allow for better oversight of construction sites especially where multiple ones are in in close proximity.

Extract from draft development plan regarding Construction management.

15.18 Environmental Management

15.18.1Construction Management

All developments comprising 30 or more housing units and commercial developments (as well as institutional, educational, health and other public facilities) in excess of 1,000 sq. m. should be accompanied by a preliminary construction management plan. In the event of a grant of permission, and on appointment of a contractor, a final construction management plan will be required to be agreed with the Planning Authority.

Demolition/renovation/refurbishment projects generating in excess of 100 cubic metres in volume of Construction and Demolition (C&D) waste; and Civil engineering projects which generate in excess of 500 cubic metres of waste materials used for development works on the site should also be accompanied by Construction Management Plans.

The construction management plan shall set out the details of the on-site operations including traffic management (site access, deliveries and maintenance and staff parking), waste management, environmental impacts such as noise, air quality, vibrations and any other relevant detail associated with the development. Where appropriate, excavated material from development sites is to be reused on the subject site.

The construction management plan should set out a clear timeline for the development, and details of the relevant on site contact for liaison with surrounding residents and businesses. The plan should consider the potential cumulative impacts of any adjacent development project under construction or planned for construction within the timeframe of the project, and set out appropriate mitigation measures to manage such cumulative impacts.In reviewing construction management plans, the planning authority will have regard to the following:

- Hours of operation.
- Construction/phasing programme.
- Community Liaison Strategy
- Traffic Management Plan including employee parking and movements.
- Noise, Vibration, Air Quality and Dust Monitoring and Mitigation Measures.
- Cumulative impacts.
- Details of any construction lighting including appropriate mitigation measures for lighting specifically designed to minimise impacts to biodiversity, including bats.
- The management of construction and demolition waste included as part of a Construction and Demolition Waste Management Plan
- Containment of all construction-related fuel and oil within specially constructed bunds to ensure that fuel spillages are fully contained (such bunds shall be roofed to exclude rainwater).
- A water and sediment management plan, providing for means to ensure that surface water runoff is controlled such that no silt or other pollutants enter local water courses or drains.
- Details of a water quality monitoring and sampling plan.
- Measures adopted during construction to prevent the spread of invasive species (such as Japanese Knotweed).

15.18.1.1 Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) is a key document that aims to reduce possible impacts which may occur during the construction period of a proposed development.

An applicant/developer is responsible for ensuring construction activities are managed in accordance with the CTMP.

Objectives and measures should be included for the management, design and construction of the proposed development to control the traffic impacts of construction insofar as it may affect the environment, local residents and the public in the vicinity of the construction works.

Where demolition is taking place on site prior to the commencement of construction, a separate demolition construction traffic management plan is required.

A Preliminary Construction Traffic Management Plan may be required during the Development Management process to ensure the feasibility of construction on constrained or restricted sites. Cumulative impacts with adjacent development sites should also be considered.

A CTMP is subject to ongoing reviews of construction traffic management and liaison by the contractor/developer with Dublin City Council's Roadworks Control Section throughout the period of construction. Where multiple sites are within close proximity of each other and residential housing, developers may be required to coordinate and update their CTMP in consultation with DCC and with adjoining landowners; and also participate in a traffic and construction management group coordinated by DCC. The contractor/developer shall apply for all necessary licenses and permits where required.

15.18.1.2 Considered Construction

Considered Construction seeks to improve the image of the construction industry which requires registered contractors to commit to care about appearance, respect the community, protect the environment, secure everyone's safety and value their workforce.

Dublin City Council will support the provision of considered construction in all planning applications. Commitment to the scheme should be identified as part of the Construction Management Plan submitted with planning applications.

15.18.1.3 Phasing

Dublin City Council may also require developers to submit a phasing and implementation programme for large developments including commercial development in excess of 5,000 sq. m. and residential schemes in excess of 100 units, to ensure a co-ordinated approach to the construction of the development.

A phasing proposal should be included within the construction management plan submitted with applications for agreement with the planning authority.

15.18.1.4 Hours of Operation

On sites where noise generated by construction would seriously affect residential amenity, the site and building works must be carried out between 0700 and 1800 hours Monday to

Friday only, and between 0800 and 1400 hours on Saturdays only. No works shall be carried out on Sundays or bank holidays.

However, deviation from these times may be permitted in exceptional circumstances, where prior written approval has been received from Dublin City Council. Such approval may be given subject to conditions pertaining to the particular circumstances being set by Dublin City Council.