Comhairle Cathrach Bhaile Átha Cliath
Dublin City Council

NOTIFICATION TO ATTEND MEETING OF THE TRAFFIC AND TRANSPORT SPC

TO BE HELD HYBRID: CITY HALL & VIA ZOOM

ON WEDNESDAY 13 SEPTEMBER 2023 AT 3.00 PM

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AGENDA

WEDNESDAY 13 SEPTEMBER 2023

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7	Motion in the name of Councillor Janet Horner, Carolyn Moore, Michael Pidgeon & Caroline Conroy	

"This SPC calls for the work of parking enforcement to be brought back under direct control of the Council instead of being contracted out. The new mandate for parking enforcement officers should emphasise enforcement where parking is dangerous or illegal or causing significant accessibility obstacle or damage to public infrastructure. It should also be explored to see whether litter, dumping and dog warden powers can be combined with those of parking enforcement for a combined benefit for all aspects of the public realm and the community."

8 A.O.B.

Minutes of Traffic and Transport SPC 7th June2023

ATTENDANCE:

SPC Members:
Chair, Councillor Noeleen Reilly; Lord Mayor Caroline Conroy;Councillor Keith Connolly Councillor Deirdre Conroy;; Councillor Mannix Flynn; Councillor Anne Feeney; Councillor Keith Connolly; Councillor Janet Horner; Councillor Carolyn Moore; Councillor Paddy McCartan;; Councillor Larry O'Toole

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

Apologies/Absent: Councillor Daniel Céitinn; Councillor Jane Horgan Jones

Non-Members: Councillor Damian O'Farrell

Dublin City Council Staff:
Brendan O'Brien, A/Executive Manager (Traffic); Andy Walsh, Director Active Travel; Michele Murphy, Senior Executive Planner, Ciarán McGoldrick, Senior Staff Officer, Niamh Sloyan, Staff Officer, Fergal McKay, Assistant Staff Officer.

Outside Bodies:
Eugene Drennan, Irish Road Haulage Association

1. Minutes of SPC meeting of 8TH February, 2022
- Minutes of Walking & Cycling Sub-Committee
- Minutes of Public Transport Subcommittee

Order: Agreed

2. Canal Cordon Count Report – Brendan O'Brien, Executive Manager

Order: Report & Presentation noted.

3. Update and progress on the City Centre Study – Brendan O'Brien, Executive Manager

Order: Report & Presentation noted.

4. Irish Road Haulage Association presentation - Eugene Drennan

Order: Presentaton Noted. Possibility of establishing subcommittee to examine the issues raised to be explored

5. Transport Advisory Group, Neighbourhood Schemes & Safe Routes to Schools Programme funding report – Brendan O'Brien, Executive Manager

Order: Presentaton Noted.

6. Active travel Programme Office update report – Michele Murphy Senior Executive Planner

Order: Presentation Noted. Any queries should be sent to michele.murphy@dublincity.ie

7. Motion in the name of Councillor Dermot Lacey.

This Committee requests the Traffic Department and the Parks Section of Dublin City Council to examine how natural planting, planter boxes and other more environmentally friendly means could be used in place of plastic bollards and other more concrete type dividers across the various mobility (pedestrian, cycling and motor) routes.

Order: Agreed, motion to be referred to the Active Travel Programme Office

8. Motion in the name of Councillor Damian O'Farrell

That this Traffic and Transport SPC urgently requests the Minister for Transport Eamon Ryan and the National Transport Authority to both include and separately provide increased funding for much needed pedestrian crossings and other pedestrian related projects into our 'active travel' programme function.

There has been an impact of the success of active travel on pedestrian related journeys including those of children walking to school. However we are lagging dangerously behind in the provision of safe pedestrian journeys and crossings.

Over 16 traffic engineers transferred to our active travel programme office leaving ultiple vacancies in our traffic dept and which is severely effecting the quantity of work our traffic department can undertake. There is one neighbourhood engineer attached to the Northside of the city and one to the Southside (separate from TAG).

Only three pedestrian crossings are being undertaken in the North Central Area presently, all other requests are to go through TAG but there are not enough engineers available. The North Central Area alone requires several more pedestrian crossing installations not to mention other areas of the city.

Walking is Active Travel and should be recognised as such.

Councillor Farrell advised that he is largely satisfied that this contents of the motion will be addressed with the additional funding referenced by Mr. O'Brien under Item 5

Order: Motion moved

9. Motion from Public Transportation Subcommittee held on 11th May 2023, to bring Traffic & Transport SPC meeting.

Motion in the name of Councillor Deirdre Conroy, Chairperson of the Public Transportation Sub Committee to the Traffic & Transport SPC, requesting this committee writes to the Department of Education to bring forward and address a policy in support for a School Bus System for students within the Dublin Area.

There previously was a school bus system in place, which was very successful in promoting the use of public transportation for the school-going younger generation but for various reasons this scheme was stopped. Currently in place of this scheme are private operators for specific routes providing a service for selected schools depending on the demand in the area. This privately operated school bus system is on the north side of the city but unfortunately, we are not aware of such services on the south side. As the demand for secondary schools is becoming more oversubscribed, students often find themselves at a disadvantage in having to travel a significant distance for a place in a school that may not have private bus services operating from them. Also during school term, we can clearly see the impact of congestion and delays that the school run by private car has on the road network.

Although during the school run times, bus operators put on universal additional buses on routes to meet the increase in demand, but these services are discreet and buses can be already be quite full by the time they pass various schools. This does little to prompt the modal shift to encourage students to take the bus. If there was a dedicated bus service or a bus on the public route service for school going students only, we believe that this would raise a profile of public transportation services for students and provide a friendly and comfortable environment for children at this school-going age.

The purpose of this policy would be;

- To promote change to public transportation and to allow students to become accustom to taking the bus.
- To reduce the unnecessary school car run as students would have an alternative
- To reduce traffic congestion and as a result reduce pollution and improve air quality
- In providing a dedicated school bus service, this raises the awareness of choice for parents in the use of public transportation and would encourage the right modal-shift.
- With the integrated ticketing system in place, the travel demand for students on the public routes would be known and this would assist in surveys to determine effective times and routes for dedicated school buses and encourage other students to avail of the service.

As the remit of school bus services at a national level is with the Department of Education and provided via Bus Eireann, unfortunately there is no central system or scheme in place for the Dublin Area for school children. Thus for the purposes presented above, the Department of Education is in the best position to assist in supporting this policy and we welcome the opportunity to work with the Department of Education to develop and support the policy that would result in the school bus being the 1st choice for students.

Order: Agreed

10. Motion in the name of Councillor Janice Boylan

To ask the manager and ceo to look at and drastically improve the timeframe around the implementation of pedestrian crossings. At the moment in the central area for example we have 4 agreed which is brilliant, however the time frame in which it takes from request to finished result is way too long and causing undue stress on all concerned. Our communities and in particular our children deserve better than this. Their safety can not be jeopardised by time frames that makes no sense what so ever. When we witnessed

and experienced during Covid, how quickly some of these measures could be put in place. Will the manager and ceo now commit to speeding up this process through what ever means are necessary?

This matter is largely addressed by the additional funding referenced by Mr. O'Brien under item 5

Order: Motion Moved

11. A.O.B.

Colm Ryder requested that the next meeting be rescheduled to facilitate members that wish to attend the Irish Cycling Symposium

Order: Examine if this request can be accommodated.

Cllr. Pidgeon requested an update on the City Road Safety Strategy workshop and Bike Bunker.

Brendan O'Brienadvised that there will be a report on the Bike Bunkers on the meeting of the SPC.

Order: Noted

Cllr Cooney queried funding for public art on active travel / cycle routes

Order: Refer to Active travel

Councillor Noeleen Reilly
Chair, Traffic & Transport
Strategic Policy Committee
8th June 2023

Comhairle Cathrach Bhaile Átha Cliath
Dublin City Council

Minutes of the Meeting of the Public Transport Sub-Committee

(Sub-Committee of the Traffic and Transport Strategic Policy Committee)

Date: **Thursday 11th May 2023**

Time: **3.00 p.m.**

Venue: **online**

Attendees: Chair Councillor Deirdre Conroy; Councillor Larry O'Toole; Richard Guiney Dublin Town; Martin Hoey, PPN: Gary Kearney, PPN;Grainne Mackin, NTA; Maggie O'Donnell, Senior Transportation Officer, Dublin City Council; Ciarán McGoldrick, Senior Staff Officer Dublin City Council; Jenny Byrne, Staff Officer Dublin City Council

Item No.

1. Minutes of previous meeting held on 2nd February, 2023.
   Order: Agreed

2. Terms of reference of the Public Transport Sub Committee (see copy attached)
   The issue of a lack of an Access Officer in DCC was raised. Maggie advised that this is not a matter for the terms of reference of this Subcommittee. Larry O'Toole proposed that it should be put forward as a motion for DCC to resource this position as it is required under the local government act. Chair person agreed to have it for the next meeting and for DCC to bring forward what can be done.

   Order: Noted

3. Transport Infrastructure Ireland Update – TII

   Maggie advised the group that there is no further update from Transport Infrastructure Ireland since the previous update given

   Order Noted

4. BusConnects Update (NTA) – Gráinne Mackin

    - Gráinne Mackin briefly updated members on the status of major NTA projects
    - Additionally she updated members on the status of the bus connects project. Planning / Implementation etc.

    - It was pointed out that public transport usage has increased markedly

    - Members queried if the distance between bus stops (C2CC) is being increased / number of bus stops being reduced

    - The issue of hiring Drivers was raised

    - The design of the Old Cabra / North Circular Road / Hanlons Corner was queried. The design of bus stops was also raised

    - Given that debit / credit cards are used on private bus services surely the same should apply to public buses also.

    Order: Presentation Noted. Presentation to be forwarded to the members of the Subcommittee

5. School Bus Policy

    Order: It was agreed to table a motion to a future meeting of next meeting of the Traffic and Transportation SPC

6. Policy to bring to the Transportation SPC

    Would it be possible for the NTA to introduce a family ticket.

    Order: Refer to NTA / SPC for consideration

7. AOB

    Next meeting 22nd June 2023

Comhairle Cathrach Bhaile Átha Cliath
Dublin City Council

Report to the Chair and members of the Transportation SPC regarding the Bike Bunker Scheme September 2023

Environment and Transportation Department
Micro Mobility unit
Jennifer McGrath
Rossana Camargo

Report to Transportation SPC - September 2023

BIKE BUNKER PROJECT

1. Bike Bunker Scheme

- **Project Background:**

Bike bunkers are secure hangars for city residents to securely store their bicycles close to their home and under cover. Bike bunkers originated from a Dublin City Council BETA Project in 2015 known as 'Bike Hangar BETA'. One bike hangar was trialled at this time. After this, the project moved into the scaling Beta stage, where more learnings were sought. A minimum viable service was initiated and there are currently twelve bike bunkers located on the streets of Dublin. Currently Dublin City Council has three different storage unit providers which has being trialled; Cyclehoop, Fietshanger and Cycle-works, with a mix of four and six bicycle storage units. None of the twelve units have an electrical supply. All units are secured using a key.

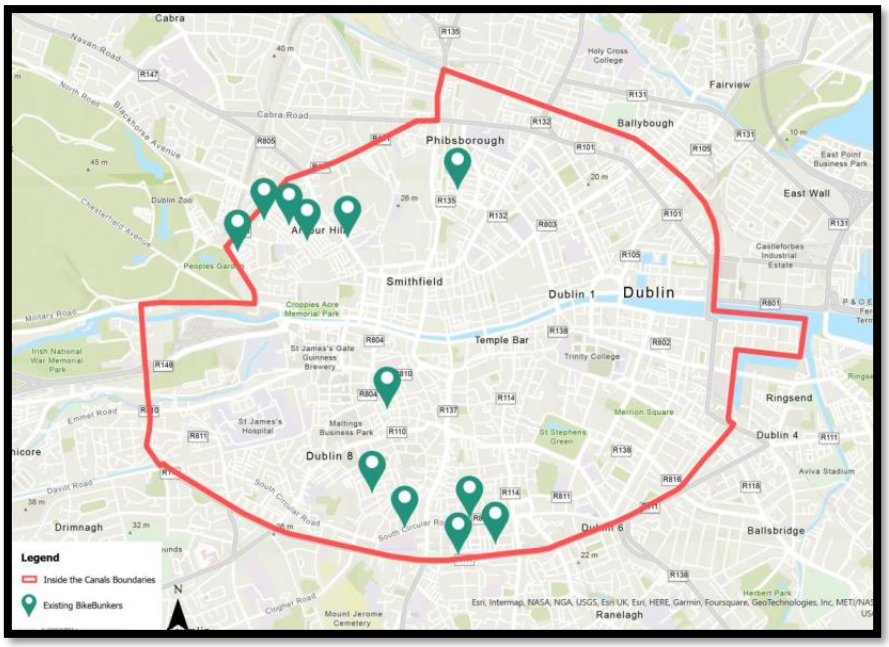

Figure number 1: Map of DCC boundaries with BikeBunkers Pilot Locations

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- **Review of the Bike Bunker scheme**

In September 2022, the Micro mobility Unit of Dublin City Council went to tender to appoint a consultant to conduct a thorough scheme review of Dublin City Council's bicycle storage units, commonly referred to as the Bike Bunker Scheme. The objective was to generate a comprehensive summary report on the Bike Bunker Scheme, encompassing its initial trial phase, what worked, what hadn't with the existing scheme, and to provide strategic recommendations and future proposals for how this scheme should be progressed or otherwise.

The Consultant selected for the review of the project was Arup. Report: "Review of Dublin City Council's Bike Bunkers Scheme Reference: 292564-00_LS_RP_0003 Issue | 04 July 2023 Job number 292564-00"

Report to Transportation SPC - September 2023

2. Outcome of the Review of Dublin City Council's Bike Bunkers Scheme as produced by Arup

Executive Summary of Arup Report

Dublin City Council (DCC) commissioned Arup to assess the Bike Bunker Scheme in Dublin City. This review evaluates the scheme's current status, its initial trial, relevant policies and guidance for bicycle parking facilities, international case studies showcasing best practices, and provides options and recommendations for future steps.
Arup conducted a user survey in January 2023 to gauge the impact of existing Bike Bunkers on users and identify challenges. Additionally, international case studies and an interview with Bike Lockers' owner, a scheme addressing bike parking needs at transit points, were analysed.
A stakeholder workshop in March 2023 involving users and local authorities discussed challenges in the scheme's implementation and informed its future direction. Key points included addressing space limitations, liability concerns, alternative parking options, and indoor storage needs.
Arup's report examined international best practices in cities like London, Edinburgh, Glasgow, Brussels, and Rotterdam. Learning from their experiences, the report explored demographic trends, pricing models, and operational partnerships.

Recommended Operational Strategies:

1. Deployment Locations Approach

    - DCC should target deploying at least 300 Bike Bunkers by 2026.
    - Divide the city into grids and assess demand through an expression of interest GIS-based online platform.
    - Review high-interest grids for feasibility.
    - Place Bike Bunkers where suitable street space is available.
    - Provide alternative bike parking facilities, such as Sheffield stands, for areas with high demand.

2. Operations and Design Approach

    - Publicly funded, owned, and planned with contracted maintenance and operations is the suitable model.
    - DCC handles funding, unit purchase, and location selection.
    - Maintenance, operations, and expressions of interest website managed by a contractor.

3. Overall Recommendations from Arup report

The pilot demonstrates positive community impact and substantial demand, warranting scheme expansion. An approach using contracted services to manage and deploy the scheme, would require careful tender documentation development to meet DCC's needs. The success of the Bike Bunker Scheme underscores the significance of integrating pilot lessons into broader deployment plans, with careful consideration of procurement methods. The evident demand and international case studies endorse significant expansion, encouraging DCC to explore alternative contract forms while aligning with public works contracts. However the lessons learned from the scheme to date is that DCC E&T department do not have sufficient staff resources to allow us either to progress the scheme or to maintain it into the future and this is unlikely to change.

The Bike Bunker Scheme, pioneered by Dublin City Council's BETA Unit, has showcased its capacity to bring positive transformations to the city's communities. Following a comprehensive assessment of the consultant's report and a thorough analysis of lessons learned during the trial phase it is clear that there are two options which can be explored, furthermore for either option a comprehensive procurement process needs to be initiated as there is no current mechanism to expand the scheme any further as no procurement framework is in place.

Option 1 Is to go to the market with a tender to appoint a bike bunker service provider.

The Council will prepare to efficiently progress the expansion of the Bike Bunker Scheme, thereby promoting sustainable and resilient urban mobility solutions aligning with the Councils Policies on Sustainable Movement and Transportation. The proposed tender will include the following aspects:

- Procurement Strategy for the Bike Bunker Initiative: In order to establish the Bike Bunker Scheme across Dublin, Dublin City Council will seek a competitive tendering process. The proposed business model involves engaging a contractor through a competitive tender process, to oversee the comprehensive bike bunker operations and asset management. This includes managing the on-site installation in collaboration with all relevant stakeholders. The contractor is expected to coordinate closely with internal stakeholders within Dublin City Council to address prerequisites both before and after the installation of the bike bunkers.
- Effective Stakeholder Coordination: The selected contractor will play a pivotal role in maintaining effective communication with stakeholders and service users. This includes coordinating with citizens through channels such as emails, website updates, and social media platforms. Clear and transparent communication will be essential in keeping citizens informed about the initiative's progress and benefits.
- Advanced Customer Management: A key component of the contract will involve meticulous customer management. The chosen contractor will be tasked with implementing a Geographic Information System (GIS) to map new applications, ensuring efficient allocation of bike bunkers. Additionally, the contractor will manage the entire process of allocating bike bunkers, including sending notifications to service users, processing payments, overseeing user accounts, organizing key distribution, and related responsibilities.
- Maintenance Excellence: Ensuring the longevity and functionality of the installed bike bunker scheme is important. The selected contractor will be responsible for providing a robust maintenance service. This includes regular inspections, repairs, and upkeep to guarantee that the bike bunkers remain in optimal condition for public use.

By adhering to these outlined scheme requirements, Dublin City Council aims to establish a well-organized and efficient bike bunker system that benefits both citizens and aligns with the City's overall sustainability goals.

The cost of the project has been estimated at €1.5 million for the first 3 years, including the cost of purchase of around 150 bike bunkers and associated costs. (Note this figure is subject to market confirmation).

There is a requirement to establish the source of capital funding for this scheme as well as provide a DCC budget for the ongoing yearly maintenance costs of the scheme as the fee income may not cover all the ongoing costs of the scheme.

Option 2 is to continue to try and roll out the scheme using exclusively DCC resources, however this option cannot be recommended due to the lack of resources currently available within the Environment & Transportation Department, to provide an efficient Citywide Bike Bunker Scheme.

Recommendation:

It is recommended that Option 1 is agreed and that the policy of Dublin City Council will be to continue to roll out the “Bike Bunker “ scheme in the manner set out above i.e. by contracting a third party to work with DCC to provide this scheme on a city wide basis subject to funding.

Dublin City Council

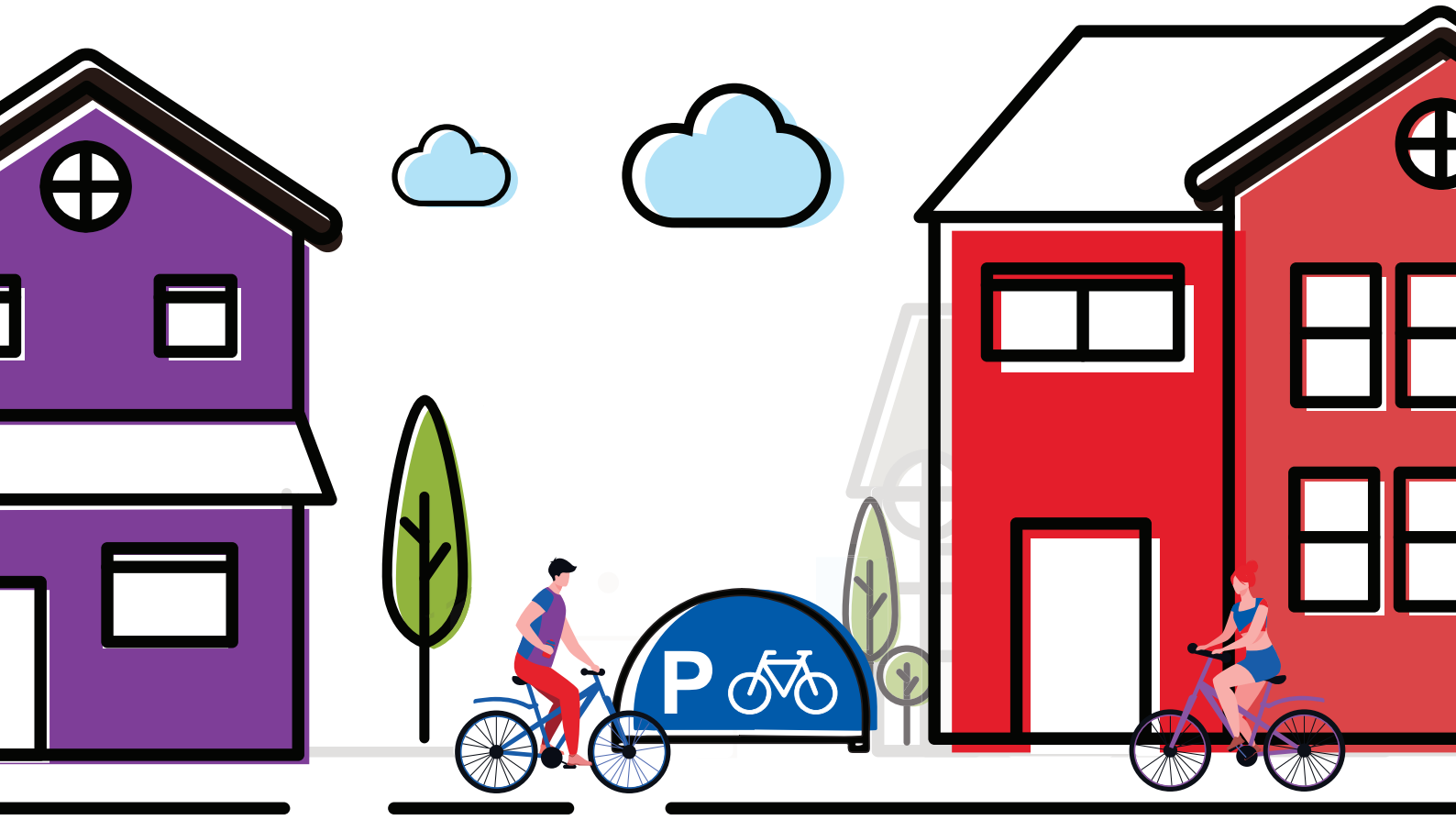
ARUP

Review of Dublin City Council's BikeBunkers Scheme

Reference: 292564-00_LS_RP_0003

Issue | 04 July 2023

Job number 292564-00



ARUP

Document Verification

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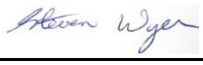
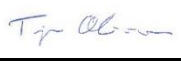
		Signature			
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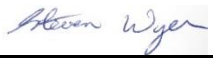
		Signature			
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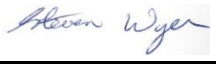
		Signature			
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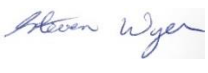
		Signature			

Issue Document Verification with Document ✓

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1. Executive Summary

Arup has been commissioned by Dublin City Council (DCC) to review the BikeBunkers Scheme in Dublin City. This review looks into the current status of the scheme and its initial trial, national and local policies and guidance for bike parking facilities, international case studies for best practices, options and recommendations for next steps.

The BikeBunkers scheme originated as part of the Council's BETA projects in 2015. There are 12 units currently deployed in Dublin City. The units are located within the city centre of Dublin (the area defined by the Royal and Grand canals) in quiet residential neighbourhoods where housing typologies consist of terraced houses with limited space for storing bikes conveniently. Some of these neighbourhoods include Stoneybatter, the Liberties, Portobello and Broadstone. The current units are occupying spaces previously used for on-street car parking in areas where a low demand for car parking permits was determined.

The overarching aim of the BikeBunkers scheme is to provide safe and secure bike parking solutions for urban residents who have limited space to store their bikes conveniently indoors. The scheme aligns with the overall objectives of DCC to incentivise a modal shift towards more sustainable transport. It recognises that a modal shift from private motorised travel to cycling is beneficial for providing a healthier and safer environment through the reduction of traffic congestion, noise pollution and improving air quality in the city. This goes hand in hand with curbing the immediate repercussions of climate change as the accelerating impact of greenhouse gas emissions in Ireland is more evident than ever and require a transformational shift towards climate resilient cities.

In support of this review, a user survey was conducted in January 2023 to get a better understanding of the impact the existing BikeBunkers have on users and any issues they face, analysis of different relevant international case studies as well as an interview with the owner of Bike Lockers, which is a scheme that tackles bike parking needs at train stations and other journey destinations in the city. In addition, a stakeholder workshop hosted by the Council and Arup was held on 8 March 2023. The workshop was attended by one of the current users and relevant local authority stakeholders for various discussions and brainstorming sessions to address the challenges faced during the implementation of the scheme to help better inform its future. The workshop was conducted by Ton Kooymans from the Dutch Bike Parking Academy and member of the Dutch Cycling Embassy with 35 years of experience in the field of bicycle parking.

Key findings from the review include:

- There is a need to ensure any lessons learned from the pilot are brought into the procurement and implementation process for the wider scheme.
- Whilst national and local planning and transport policies give great prominence to increasing opportunities for journeys to be made by active travel and cycling there is no explicit requirement to provide residential cycle storage and little detail about minimum standards.
- Lack of safe, secure, covered, accessible and conveniently located cycle storage is a barrier to owning and using a bicycle.
- The demand for such solutions in compact residential neighbourhoods where indoor storage space is an issue is high.
- The overall experience of the users who took part in the survey has been positive and indicative of a strong demand for future expansion.
- Identifying locations with high demand is the first steppingstone for a wider rollout.
- Operational framework model deemed most suitable for Dublin is the publicly funded / owned, publicly planned but privately maintained and operated through a sustainable mechanism influenced by a preliminary market consultation.

- Considered design of the units is important to deliver both users' needs and to remove any obstacles deterring users from using the provided facilities.
- Policy recommendations include strengthening national policy and guidance including the development of minimum standards for residential cycle storage and address kerbside strategies with more stringent parking policies.
- DCC should encourage grassroot community initiatives to take charge of the existing BikeBunkers if the scheme fails to expand due to insurmountable cost, delivery or operational issues. It also should consider replacing the existing BikeBunkers with on-street Sheffield bike racks as a long-term solution in the future to accommodate some of the demand.

2. Introduction

2.1 Background

As demand for better cycling infrastructure grows to meet the increasing numbers of cyclists in Dublin, the need to provide more suitable parking solutions become more crucial. The majority of existing bike parking facilities tend to focus on locations related to journey destinations and neglect the needs of the users at their homes. This report focuses on BikeBunkers as a viable solution tackling the long-term bike parking needs of the users, where they can store their bikes conveniently, safely and away from the impacts of weather. Convenience and security are crucial when providing bike parking facilities.

Long-term bike parking solutions for residential neighbourhoods have a great potential in encouraging more cycling and promoting a mode shift in Dublin, when provided appropriately. Often, in urban environments, residents do not have garden or indoor storage space suitable for storing bicycles. Storage space requirements and risks of thefts and vandalism might deter users from buying a bike while some residents will resort to locking their bikes against lamp posts and street signs as well as in private spaces outside their residence as shown below in the different examples in Figure 2.1. This behaviour adversely affects the streetscape's function and aesthetics. Obstructed footpaths and poorly locked bikes hinder ease of permeability for pedestrians and increase trip hazards overall where pedestrian movement is limited due to narrow footpaths in these areas. It is also unsafe as bikes left like this are vulnerable to theft and vandalism.

Figure 2.1 Examples of bikes locked in Dublin

2.2 Policy and Guidance

With the increased and improved provision of cycling infrastructure in Dublin**,** using the bike as a primary mode of transport has become increasingly attractive for many of its residents. This adds pressure to the existing bike parking facilities within the city. Figure 2.2 shows DCC's proposed cycling network in relation to the current BikeBunkers locations (see Appendix A for further analysis).

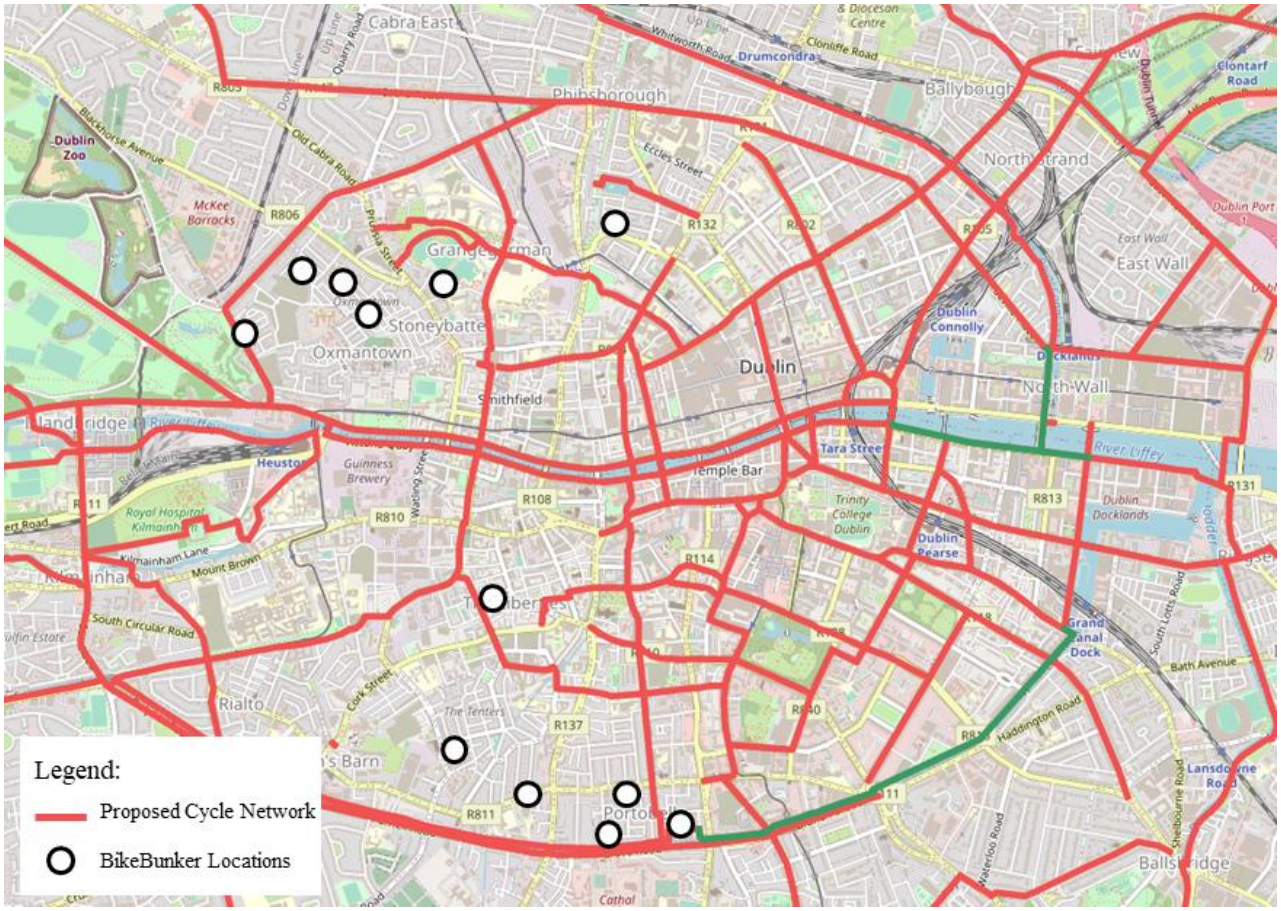

Figure 2.2 DCC Proposed Cycling Network

The following section outlines the current national, regional, local policies and guidelines in relation to bike parking (see Appendix B):

2.2.1 National policies and guidelines

Current national policies acknowledge the numerous positive benefits of cycling and creating cycle friendly environments in cities. The National Policy Framework, in particular, emphasises the need to provide attractive viable home solutions for everyone that integrates safe and convenient alternatives to the car which is contingent on ensuring accessibility to adequate cycling infrastructure including bike parking facilities. The National Development Plan highlights the allocation of investments and funds towards active travel infrastructure in Ireland showcasing a strong commitment from the government to encourage the use of cycling.

The National Cycle Framework continues to emphasise the importance of developing a cycling culture in Ireland. It sets out an objective that recognises the need to provide secure bike parking facilities and developing a national guidance policy for bike parking to support that. The National Cycle Manual highlights the integral role bike parking plays at journey destinations in supporting the existing cycling infrastructure and affirms that the absence of adequate bike parking facilities has often proven to deter from cycling. It presents some key basic design functions as well that all bike parking facilities should include, such as protection from theft, falling over and the weather as well as convenience as a necessity at the residential neighbourhood scale.

Other design manuals such as the Urban Design Manual, highlight the critical need for providing adequate residential bike parking as it helps influence their sustainable transport choices and increases the modal share of cycling. According to the Urban Design Manual, bike parking should be secure, provided communally and located immediately adjacent to the homes of users.

2.2.2 Regional and local policies

The *NTA Greater Dublin Area Transport Strategy 2022-2042* recognises the important role secure bike parking plays with a well-integrated cycle network. It highlights how the availability of cycle parking at the

beginning of the user journey as well as its end can highly influence one's decision to cycle. The following measure is important to highlight:

Measure CYC5: *It is the intention of the NTA to deliver, through the statutory planning process and liaison with relevant stakeholders, high quality cycle parking at origins and destinations, serving the full spectrum of cyclists including users of non-standard cycles.*

As for the *Dublin City Development Plan*, the document outlines a set of objectives regarding bike parking facilities as it recognises the need for adequate provision to transform the quality of life for the users of the city. It encourages the co-operation with key agencies and stakeholders to provide high quality facilities that can accommodate parking for cargo bikes as well. The plan also indicates an intention to eliminate 'Free' on-street parking by different strict provisions throughout the city and one of the tools indicated in the objectives mentions the provision of 'new cycle parking'.

3. BikeBunkers Timeline

In October 2013, the Council's BETA team held a public workshop in collaboration with 'City Intersections', an urban forum for the city of Dublin. This workshop gave the public the opportunity to provide the Council with an overview of pressing issues and items that are deemed necessary to be addressed in the city. Solutions for bike parking near homes emerged on top of that list from this workshop.

The first stage of a BETA Project explores the value of a solution before deciding whether a general citywide solution is deemed necessary. This mechanism gives the opportunity to see if it's a good idea and how will city users react to it. The second stage of a BETA Project revolves around understanding whether and how the "good idea" can actually be delivered citywide. This represents the current 12 BikeBunkers provided as a 'Minimal Viable Service' in order to explore questions of delivery.

3.1 Trial Stage

Initially, the trial was referred to as the Bike Hangar project. During the trial stage, the Council's BETA team's aim was the public's reaction to the scheme and make a decision on taking it a step further in development. In order to do that, a trial period took place between January 2015 and May 2015 (5 months) following a public call looking for a household to trial the unit. Cyclehoop Ltd. were the suppliers of the first unit installed on John Dillon Street inside the canal borders of Dublin City.

The location was chosen based on the low occupancy of its car parking provision, low rate of through traffic and proximity to the DCC's offices on Wood Quay for operational and maintenance purposes. The unit was used by 6 participants from 4 different households.

The outcomes of the trial indicated a generally positive experience with no significant impact on mode shift noted and no significant impact was acknowledged by local residents who were not using the service. The trial unveiled a large demand for such solutions in compact residential neighbourhoods. Interest in the scheme indicated a large demand for this solution from the city centre to the inner suburbs. It also highlighted that distance to the nearest unit and pricing were key considerations for potential users. Initial demand consisted of 91 expressions of interest after the end of the trial period. All expressions of interest were located within a 5.5km radius from the city centre.

3.2 Minimal Viable Service (MVS) Pilot Stage

After the success of first stage of the Bike Hangar project, where demand for the service was demonstrated, a decision to take it into the next stage of the BETA project was made. 9 new shelters from three different private providers were deployed. The intention behind this approach was to provide DCC with a larger amount of information about potential users and to identify key learnings regarding site selection and deployments while still providing a benefit to city inhabitants.

During this stage, a rebranding of the service took place, where the name ‘BikeBunkers’ was used as part of the marketing. This decision was made based on learnings that the term ‘bunkers’ was found to reassure users of the safety of the units in other cities.

A website was created that gave users the option to express their interests. This gave an indication of demand for future deployments to DCC. The scheme was operated by two DCC personnel who undertook a wide range of operational tasks including managing payments and keys, customer service and liaising with non-users.

There are currently 12 BikeBunkers deployed around Dublin city. The project was adopted DCC’s Transportation Department in May 2018 and then transferred to DCC’s Micromobility unit in 2022.

3.2.1 Current locations

The initial phase of the scheme has focused on the city centre of Dublin, in particular the area inside the canals, where the demand was deemed highest according to applicant numbers. They are also within a reasonable distance of DCC offices so are more easily operated and maintained. Figure 3.1 shows the study area and DCC’s administrative boundaries.

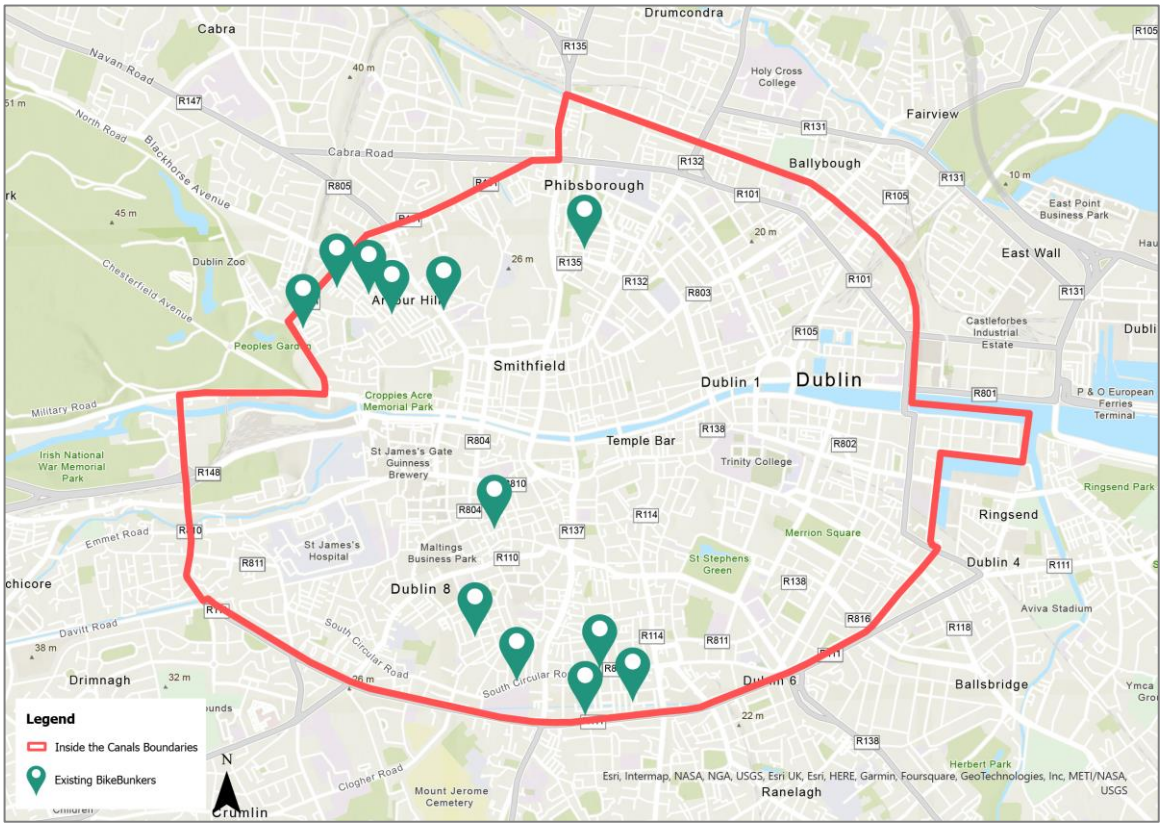

Figure 3.1 Map of DCC boundaries with BikeBunkers Pilot Locations

The neighbourhoods where the BikeBunkers are currently deployed are mainly characterised by a dense housing typology of terraced houses and flats with no adequate indoor space for bike storage, Figure 3.2 shows examples of residential streets where bunkers are installed.


Figure 3.2 Examples of BikeBunkers on Terraced Streets in Dublin (©Google Maps)

The current locations have been selected based on the following criteria developed by the BETA project and Department of Transportation as part of the MVS learnings, these include:

1. Catchment area of no more than 200m from the applicants' households.
2. Located on quiet residential streets.
3. Occupy on-street car parking or empty road spaces. If not available, installation can extend to footway space, but only as a last resort.
4. Located away from residents' doors and windows. Gable ends of houses are typically used.
5. Located away from low rear walls and preferably under adequate street lighting for security measures.
6. BikeBunkers opening to be directed towards footpath rather than onto the roadway. Footpath width should be able to accommodate enough space for users to open and close the bunker.
7. Positioning of the BikeBunkers should consider the sensitivity of its location within architectural conservation areas and proximity of protected structures.

DCC's Parking Enforcement Officers were also consulted when assessing most suitable locations to deploy a new BikeBunker unit. Units were deployed on streets in which demand for car parking permits was relatively low. For example, there is only demand for 75% of available car parking permits on Oxmantown Road in Stoneybatter.

3.2.2 BikeBunker types

The units installed since the start of the scheme are of three different types. Section 3.2.4.4 of this document presents a more detailed review from the current users regarding various aspects of the design and usage. The three types of BikeBunkers currently installed are shown in Table 1, with the pros and cons of each considered.

Table 1 Existing BikeBunker Types

Type	Existing Photo	Pros	Cons
Type 1: Bike Hangar		• Local distributor for Cyclehoop • Fits 6 cycle parking spaces in half a car parking space • Perforated sides allows for less obtrusive aesthetics • Modular parts ensure easy repair and upgrade • 10-year limited warranty	• Door handling issues due to weight of doors • Locks require occasional maintenance due to weather and rust • Door opens upwards and blocks view during locking and unlocking • Litter and dirt can gather underneath • Space inside is limited

Type	Existing Photo	Pros	Cons
		• Ancillary accessories such as planters are available • Available in other colours and can be locally branded	• No room for easy handling of bikes
Type 2: Fietshangar		• Fits 6 cycle parking spaces in half a car parking space • Perforated sides allows for less obtrusive aesthetics • Modular and upcyclable • At least 25 years of technical service life • Available in other colours	• International supplier (Fietshangar from the Netherlands) • Door handling issues from weight • Locks require occasional maintenance due to weather and rust
Type 3: Velo-Store		• Width is smaller than other units • Hard to identify function inside due to exterior design • Door opens by sliding inwards which reduces risk of head injuries • Replacement components are readily available, and the units have been designed to allow easy cleaning under and around • Available in other colours	• International supplier (Cyclehoop from the UK) • Offers only 4 spaces inside in half a parking car space • Exterior used give a bulky aesthetics, is difficult to open and metal tends to warps if pushed against

3.2.3 Value of service

The current rental charge for one BikeBunker space is €100 for a 12-month period. This price is based on the following costs to DCC:

- General administration and operations.
- The loss of car parking space revenue, a residential parking permit costs €50 per annum or €80 for two years.
- The purchase price of the BikeBunker which amounts to approximately €4,800 (assume 10 year design life).
- Insurance and public liability costs.
- Installation cost.
- Maintenance and cleaning services.

3.2.4 User survey

A recent user experience survey was conducted where 55% of the current users responded to various questions relating to the value of the scheme, pricing, usage and their overall experience with the scheme. The overall experience of the users who took part in the survey has been positive and indicative of a strong demand for future expansion. It was found that most interest in the scheme was generated as a result of users seeing them located in their neighbourhood. The survey showed that 36% of the respondents only became aware of the scheme when BikeBunkers were installed on their streets and seeing signs on the street regarding the scheme.

Other means by which users became aware of the scheme included social media and word of mouth. These results correspond with the information found from the expressions of interest data where the highest demand is generated in areas where the BikeBunkers are currently deployed. 88% of respondents indicated that they would recommend the BikeBunkers service to others.

3.2.4.1 Occupancy

The BikeBunkers are fully occupied. 65% of users are using one space per household and 35% are using two spaces per household. The level of usage responses show that 80% of users tend to use their space on most days, 16% tend to use it at least once a week while only 4% use the service on rare occasions.

3.2.4.2 Value of the scheme

The users were also asked to indicate the important factors that have brought value to their usage of the scheme. These factors were ranked from most important to least important as follows:

1. Freeing up space inside or outside their residence (e.g. in a hallway or backyard);
2. Helping to protect their bicycle from damage or theft;
3. Helping to protect their bicycle from the weather;
4. Greater convenience (easier or quicker to access your bicycle).

The respondents were also asked to provide their perception of the price before and after using the service. Overall, the perception has been deemed mostly positive, especially in comparison to the car parking permit prices and views generally didn't change dramatically. As shown in

Figure 3.3 below:

- Before using the service, 48% felt the service would be “excellent” or “good” value. This increased to 56% once they had actually used the service.
- Before using the service, 40% felt the service would be “okay” value. This reduced to 28% once they had actually used the service.
- Before using the service, 12% felt the service would be “poor” or “bad” value. This increased to 16% once they had actually used the service.

Having experienced the service, 84% of users felt the service to be of satisfactory, good or excellent value. In addition, 80% said that they would renew their space(s) at the same price, and 12% saying that they would not renew. Further to this, 88% of users said that they would, or already had, recommended the BikeBunkers service to others.

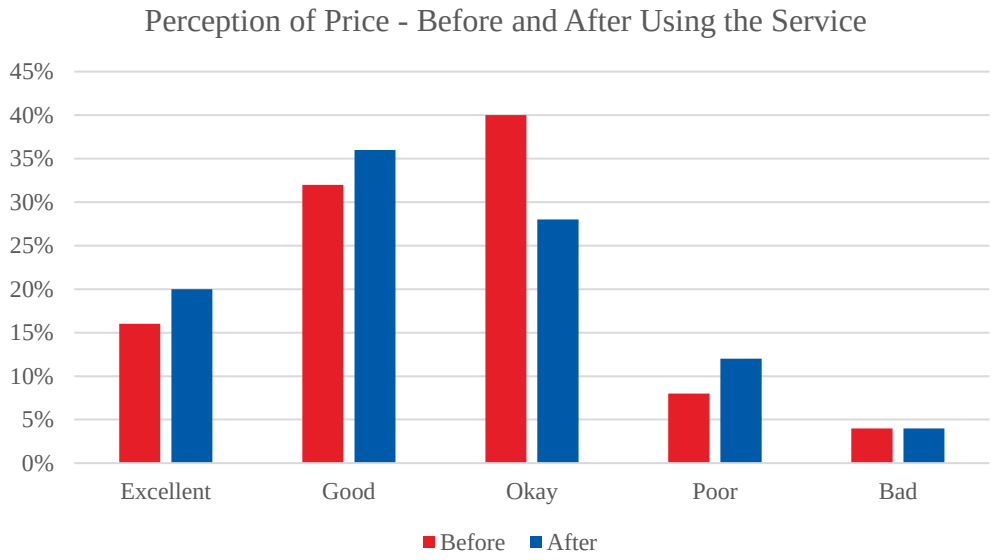

Figure 3.3 Perception of Price

48% of respondents have responded that the scheme has encouraged them to cycle more than before while 44% have indicated no change to their current usage but emphasised the improved convenience in using their bicycle more. However, 8% of the users indicated that they cycled less after getting the space as some see it as a deterrent for shorter journeys due to the time it takes to lock and unlock their bikes. It is clear from the responses that the scheme provides an appreciated service for users and supports their mode shift away from the car.

3.2.4.3 Location

The respondents were asked about the convenience of the location of BikeBunkers in terms of distance where most respondents' households were located within 200m radius, which equates to less than a 3-minute walk. 67% of the respondents said it was "very convenient", 17% said it was "convenient" while 16% said it was "acceptable". No respondents indicated any negative feedback towards the location.

The respondents were also asked to provide feedback from their community regarding the placement of the BikeBunkers. The responses were varied but mostly focused on a positive tone about its function while highlighting some negativity towards its aesthetics. Some examples of the feedback include:

- *"The neighbours I have spoken to have been very supportive of it. A couple of older neighbours thought it was ugly - but I asked if it was any uglier than a car and they agreed it was not."*
- *"A mix between enthusiasm and cynicism. There is plenty of parking since the introduction of paid parking, but I could imagine some resentment from the more car centric neighbours."*
- *"I know my neighbours thought it to be very ugly and also noisy. I think installing planters around the BikeBunkers would be helpful."*

The survey also inquired about the safety of the locations. 90% of respondents answered with no issues regarding the location while 10% advised of some concerns regarding usage at night. Visibility concerns were acknowledged too, so reflective stickers were used on the exterior of the Bunkers to ensure they are visible to road users at night-time.

3.2.4.4 Onboarding and usage

The respondents were asked to detail their overall experience when it came to the onboarding process as well as the operational aspects of the BikeBunkers. The aspect of long waiting times due to lack of spaces was highlighted by some users while confirming a smooth process after being accepted for a space. No other issues were mentioned regarding the onboarding.

As for the physical features and usage of the BikeBunkers, the following aspects have been surveyed:

Appearance

The appearance of the units received mixed feedback with the units from CycleWorks receiving 14% approval rate, Fietshangar received 22% while the Cyclehoop design was considered the most aesthetically pleasing with 64% approval from the respondents. Key issues with the design from CycleWorks was its bulky aesthetics and resemblance to a bin when compared to the other designs that had perforated side panels. Users also responded with suggestions for planters to surround the units to enhance its appearance as part of the urban realm.

Opening and Closing

There was mixed feedback regarding the ability to open and close the BikeBunkers with ease. Majority of issues that were highlighted by the users involved the heaviness of the doors which means not everyone can easily use the bunkers. Other frequent problems that have occurred are regarding the lock's design where they were a bit tricky to use. Figure 3.4 below shows the Cyclehoop design while open.

Figure 3.4 Opening the Cyclehoop BikeBunker Cyclehoop (©DCC)

Locking the Bike

The experience of locking the bikes inside the BikeBunkers was deemed difficult and uncomfortable by most users particularly if it was fully occupied in particular with the Cyclehoop and Fietshangar designs. Some suggestions indicated needing more space to manoeuvre between the racks to be able to lock the bikes with ease. Figure 3.5 shows the BikeBunker being locked using a key.

Figure 3.5 BikeBunker Lock the Cyclehoop BikeBunker (©DCC)

Security

Most users answered positively regarding their perception of security from the BikeBunkers. There was one incident of theft at a bunker, but it had no impact on the usage after repairs were made.

Maintenance

Due to the method of installation of the BikeBunkers, the space underneath allows litter to enter. Therefore, the users have highlighted the need to clean the inside of the bunkers every 3-12 months. Other notable problems have surfaced from anti-social behaviour such as graffiti and some damage to the exterior of the panels.

3.2.5 Stakeholder workshop

A workshop was held on the 13th January, 2023 to gain a better understanding of the different views from stakeholders regarding the future of the scheme. The workshop was conducted in person using an open and collaborative approach to ensure that all stakeholders are fully involved in. Some of the points of discussion included:

- Concerns regarding the finite street space and how to mitigate that with the lack of sufficient footpaths space.
- Concerns regarding public liability due to any trip hazards situation when using the BikeBunkers.
- Consideration of Sheffield stands as an alternative solution to BikeBunkers.
- The use of future parking schemes plebiscites for non-car parking uses, such as BikeBunkers placement.
- Lack of provision for cargo bikes was identified as a problem due to lack of indoor storage space.
- The use of waste bag -wheelie bins- derogations areas to identify houses without off-street parking provision or houses without front gardens as potential candidate areas for BikeBunkers to be installed.
- Consideration of subsidies for families and unwaged households.

- The possible allocation of entire hangars for families with 4-6 bikes.
- The observations that feedback often focused on car parking impacts rather than benefits for bike parking.

4. International Best Practice

4.1 London

For many Londoners, providing convenient and secure bike parking facilities in residential neighbourhoods has grown to become quite crucial for many of those living in older flats, terraced houses or high-rise buildings where space is at a premium and no dedicated bike parking facilities is available. Bike hangars have emerged to tackle these issues and proved successful in London. In over 25 boroughs, around 3,500 bike hangars have been deployed with a waiting list of around 60,700. These numbers continue to grow as the boroughs continue to roll out more to meet the demand. Demand exceeds supply in most boroughs, even ones with a great supply of bike hangars. Hackney has the highest density of hangars with 138 hangars per 100,000 residents where only 72% of the demand is met. As part of the Transport for London (TfL) bike parking implementation plan is to increase the supply of bike hangars, while working with local boroughs to target locations with the highest demand. The plan also emphasises the importance of providing bike parking in tandem with improvements to the cycle network as well.

The London Cycling Design Standards document highlights the efficiency of using a previously dedicated car parking space in areas with terraced households where space for cycle storage is limited. It highlights a set of considerations to follow when placing a bike hangar such as ensuring available spaces for registered users, administration of the access system, maintenance and operations costs, management of the facility and other.

Cyclehoop has been the main supplier throughout the United Kingdom for the bike hangars. Aside from being reponsible for the installation and maintence of the units, Cyclehoop has also attained complete responsibility for the process of application, payment, handing out the keys to the users through the use of their website rental portal. However, some boroughs like Hackney and Enfield Council ask users to apply through the council websites, where they are redirected to Cyclehoop’s website. The prices throughtout the boroughs vary. They range from as low as €13.80 / year in Enfield Council to €123 / year in Islington Council. A TfL-subsidised funding model was implemented for some locations which has helped to keep costs down in some cases and therefore encouraging initial take-up. Figure 4.1 below shows the map of Hackney Council with the currently deployed bike hangars in conjunction with the borough’s existing cycle stands.

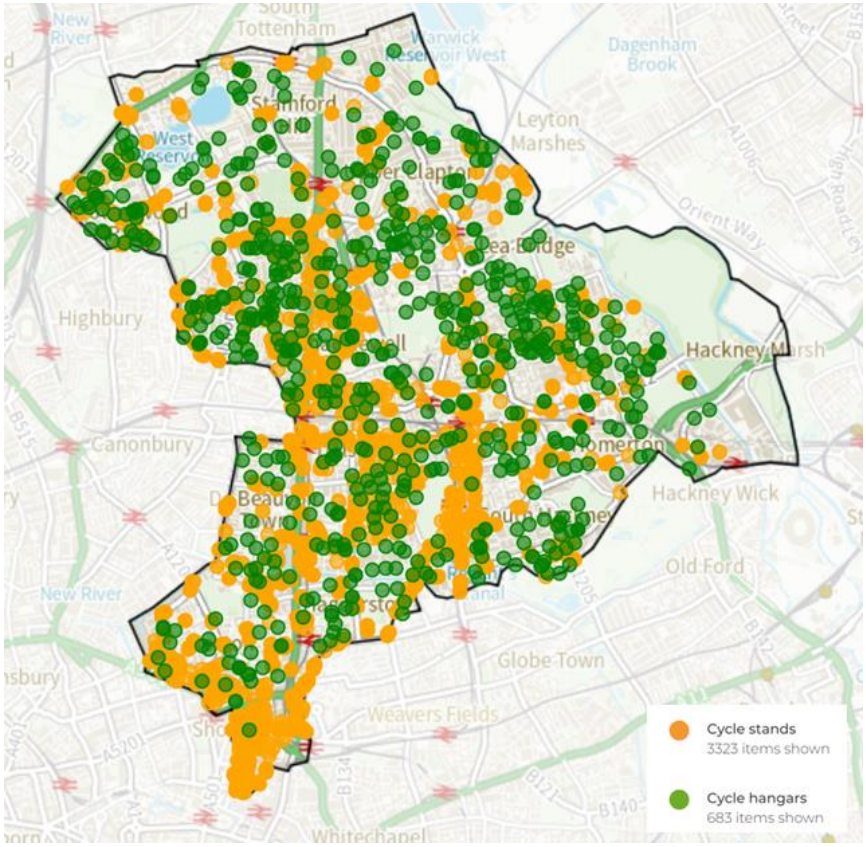

Figure 4.1 Existing Bikehangars in Hackney Council (©Hackney Council)

Islington Council have 408 bike hangars and intend to expand further with 102 more across its borough. The high rental cost has attracted a large number of complaints and therefore the pricing scheme is currently under review. Public consultation was also carried out for the 102 new hangar locations. The main objections revolved around car parking removal which was addressed by referring to policy documents and strategies, which emphasise the comitment to promote a modal shift from car to bicycle.

The responsibility for requesting the expansion of the scheme throughout the boroughs has also been partially handed over to the public and community groups in the residential areas. Cyclehoop's website suggests the following to the applicants to speed the process: *"Your local authority needs residents to follow the below three steps; suggest a location, demonstrate demand and write to your local council."* This was used to ensure the demand meets the needs of the cyclists near their residences.

4.2 Edinburgh

Edinburgh's bike parking policy is considered one of the most developed amongst Scottish local authorities and it is also the first local authority to initiate the bike hangar rental scheme on its streets. The first hangar was installed in 2014 as part of a pilot in response to difficulties with cycle parking in high density residential areas and while addressing requests from elected members and lobbying cycling bodies. The scheme experienced opposition in its past when the authority located cycle storage facilities in the rear gardens of tenements.

The success of the pilot of different types of hangars in five different locations led the Council to move forward with the scheme and following a procurement process for a private provider, it awarded a 5-year contract to Cyclehoop. There are now 108 bike hangars in Edinburgh with a further 72 still to be installed and plans to roll out a further 100. The scheme has a 99% occupancy rate and a waiting list that is three times the number of available spaces within the units.

Location criteria for bike hangars was determined based on number of requests in tandem with other factors like housing densities and proximity to existing infrastructure, however, this has led to provision mainly in affluent areas of the city leaving areas of higher levels of deprivation neglected. To counter this, determining future locations will also depend on Scottish Index of Multiple Deprivation (SIMD) data with additional weighting given to requests of interest.

As for funding of the scheme, the capital costs have been partly allocated from 'Places for Everyone' funds that are administered by SUSTRANS Scotland. This funding pays for 100% of design costs and up to 50% of other costs including purchase.

4.3 Glasgow

Glasgow is currently the only other Scottish city to have provided bike hangars for its residents. These are supplied by Cyclehoop. Over the last year 61 hangars have been deployed and there are currently another 70 being rolled out using a data driven methodology to identify suitable locations and to ensure an equitable distribution across its neighbourhoods.

Glasgow's bike hangars scheme came, in part, as a response to housing associations in tenemental areas of the city raising fire safety concerns about bicycles being stored in stairwells. There was also a growing concern amongst residents having to carry bikes up and down stairs, particularly heavy ones.

Noting the success from Edinburgh, Glasgow City Council decided to implement the scheme but managed to develop a different approach regarding identifying the best locations for the bike hangars which they call the Multi-Criteria Decision Analysis (MCDA). Phase 1 of the roll out targeted areas of high-density housing and invited residents to suggest locations for secure cycle shelters. Over 3,000 requests were received, which were then grouped within 100m of each other to identify a central point for a potential location for further expansion in Phase 2. The MCDA criteria to have informed the roll out of the 70 new bike hangars in Glasgow includes:

- Demand: Scored on the level of requests received for additional or new cycle shelters.
- SIMD (Scottish Index of Multiple Deprivation)`x: Scored on where the location is in a SIMD area of Decile 1-5, where Decile 1 is the most deprived. This helps expansion into these areas.
- Household Density: Identifies higher household density areas, predominantly tenements or flats, where storage is an issue.
- Proximity: Provides an indication of where a proposed shelter is in relation to existing or planned cycle routes which will increase the uptake of active travel.
- Deliverability: Assessment on whether the unit can be installed with the minimal amount of additional ground works and within existing council powers.

Bike hangar occupancy in Glasgow averaged 95% in 2021. Damage and vandalism to hangars has been minor and infrequent, and almost negligible in the first 6 months of the scheme. Public reaction to the cycle hangars has been generally positive apart from objections to loss of parking spaces but these have not become significant barriers to deployment of hangars due to a supportive and pragmatic approach from the Council’s Parking Team.

To address the waiting list and anticipated growth of the pilot approximately £600k of funding per year has been identified to continue the role out of the project in financial years 22-23, 23-24 and 24-25. It is anticipated that this would yield approximately 120 units providing 720 secure parking spaces per year, a total of 360 units (2,160 spaces).

4.4 Brussels

CycloParking Brussels is a program that aims to improve bike parking facilities in Brussels and promote cycling among all citizens, both current and future users by increasing the supply of secure parking spaces for bicycles by 30% per year. The program is currently being managed by the Brussels-Capital Region (BCR) and by the Brussels Regional Parking Agency, *parking.brussels*.

The project serves the residents of Brussels through a unique web platform tool that informs frequent cyclists where to find controlled-access parking spots near their homes or on their routes.

The tool reduces communication to a single point of contact, incorporates all subscription requests and further requests to install new facilities and allows users to report any technical problems faced. Via the interactive map, the Cycloparking team is able to analyse demand and carry out further research on cyclists'

expectations to the undertake placement of new boxes or seek other viable solutions for their needs. The price for a parking space for regular bikes is €15 / year across all its types of parking facilities. Requests for a space are prioritised for those who live within 200m radius from the bike box and then if there is no bicycle park within 200m, the system searches again within 350m and finally within 500m. The bike parking facilities incorporated on the platform include:

- Bike boxes accommodating 5 spaces, as seen in Figure 4.2 below.
- Large secure or open-access car parks.
- Bike and Ride lockers at Park and Ride bicycle parks installed in metro stations at the outskirts of the Region.
- Residential bicycle parking.

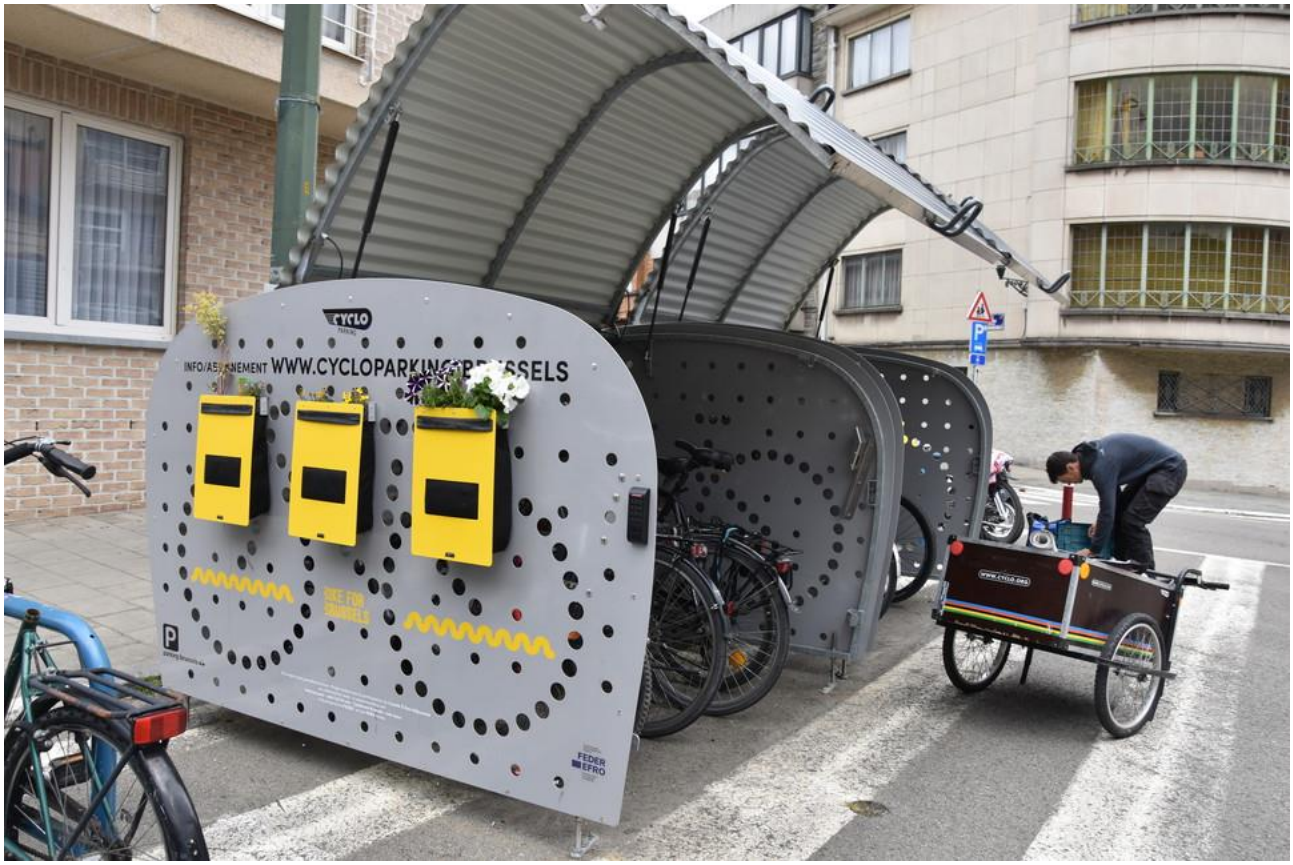

Figure 4.2 BikeBox from CycloParking Brussels (©Cyclo.org)

17 of the Brussels-Capital Region's communes are now included. The number of BikeBoxes to date have more than doubled from 303 in 2017 to 652 at the end of 2020. In addition, parking.brussels went into partnership with several private stakeholders to expand its services to car parks, train stations and ensure bike boxes for cargo bikes as well through its participation with the European project Cairgobike. The financing for the bike boxes was carried out by the regional parking agency parking.brussels as well as the central purchasing agency.

The CycloParking project in Brussels has been supported by the EU and the Brussels-Capital Region to the tune of 2.1 million euros from 2014-2020, 50% of which is financed by the BCR, while the remaining 50% comes from the European authorities.

As planned in the ERDF programme, from January 2021, the mission led initially by the non-profit organization CyCLO, was entrusted to parking.brussels, one of the main partners since the inception of the project. Parking.brussels is set to continue the CycloParking project for at least 5 years and to guarantee a comparable level of service. It will use the same web platform too put in place by CyCLO to manage subscriptions for the bike boxes, Park and Ride car parks and other bicycle parking facilities provided. The

CyCLO team supervised the parking.brussels team throughout 2020. CyCLO hopes that with the new management, the new CycloParking will continue to develop in consultation with users and relevant stakeholders to ensure a dynamic, open and a participatory approach in the future of sustainable transportation system in Brussels. One of the key relevant partners to the project is Mobility Brussels, and they have been responsible for developing the Bike Parking Masterplan to inform any future expansions regarding bike parking in the city.

4.5 Rotterdam

In Rotterdam, the municipality owns bike hangars and operates the scheme from its website to provide a solution for households that do not have their own storage space for bicycles. The bike hangar, Fietshangar, model used is suitable for placement in half a parking space and accommodates 4 bikes. It is designed with a round shape and transparent perforated sides as seen in Figure 4.3. When applying for 1 or more subscriptions to a space, a long waiting period is to be anticipated. There is a considerable waiting list and the number of bike hangars that can be placed is limited (a maximum of 80 per year). For every new bike hangar to be placed, a spatial and technical test must be carried-out on the basis of placement criteria.

The price for one space is €64.32 / year that can be paid in quarterly instalments, €16.08 / quarter. There are now more than 1,000 hangars in Rotterdam and the demand from the community remains high. The city foresees the deployment of hundreds more in the coming year as part of its commitment to creating additional space in the city for increasing bicycle traffic.

Figure 4.3 Bicycle hangar model by Heijmerink Wagemakers (©hwva.nl)

4.6 Summary

Long-term secure residential parking is an important facet of bike parking provision in many countries including countries with well-developed cycling cultures like the Netherlands. Examples of pro-active and successful approaches to providing cycle storage can be found in the UK as well as some parts of Europe like Belgium.

The common denominator of success in the aforementioned examples is the leadership and commitment taken up by local authorities, the well-developed local policies on cycle parking and the ability to enforce the provision of the facilities through statutory consents or regulation and finally the tools of operations and location identification when rolling out the scheme. A summary of the key lessons for each can be found in Table 2.

Table 2 Case Studies Summary Table

City		Approx. Population	Price of Service	Number of Spaces	Operational Model	Key Lessons for Dublin
London	Hackney Council	259,100	€50.50/ year	4,098 spaces	Publicly owned and privately operated	• Web-platform tool is available on Cyclehoop's website to express interest, process payments and other operational tasks required. • Strong local leadership has been key to ensuring the success of the scheme. • Public consultation was conducted to mitigate any issues related to placement of units.
	Islington Council	216,589	€123/year	2,448 spaces	Publicly owned and privately operated	• Web-platform tool is available on Cyclehoop to express interest, process payments and other operational tasks required. • Public consultation was conducted to mitigate any issues related to placement of units.
Edinburgh		554,000 (metropolitan area)	€82.60/ year	648 spaces	Publicly owned and privately operated	• Full funding was covered by non-profit organisation. • Web-platform tool is available on Cyclehoop's website to express interest, process payments and other operational tasks required.
Glasgow		1,861,315 (metropolitan area)	€82.60/ year	366 spaces	Publicly owned and privately operated	• Multi-Criteria Decision Analysis tool was key to its success by informing location choices better and more efficiently. • Web-platform tool is available on Cyclehoop's website to express interest, process payments and other operational tasks required.
Brussels		2,500,000 (metropolitan area)	€15/year	3,260 spaces (end of 2020)	Publicly owned and operated	• Web-platform tool that incorporates different kinds of bike parking facilities including bike boxes. • Bike parking masterplan is available to inform future plans to expand the scheme. • Works closely with local businesses, community groups, and other key stakeholders. • Conducts audits of existing bike parking facilities to identify areas where improvements are needed;

City	Approx. Population	Price of Service	Number of Spaces	Operational Model	Key Lessons for Dublin
Rotterdam	1,018,000 (metropolitan area)	€64.32/ year	~4,000 spaces	Publicly owned and operated	• Policy guidance regarding bike parking facilities for residential. • A yearly cap on how many units can be installed every year (a maximum of 80/year). • Spatial and technical tests are carried-out when placing a new hangar. • Fietshangar is the supplier of the units.

5. Recommended Operational Attributes

5.1 Approach to determining deployment locations

There has been considerable interest in obtaining BikeBunker spaces within the boundaries of the Grand and Royal canals, with approximately 2,368 applications received so far. This would require minimum 400 BikeBunkers (given each bunker would accommodate a minimum of 6 spaces and it will be triggered with 3 requests at minimum) to meet the demand. Figure 5.1 represents the overall expressions of interest applications to date. The current supply of BikeBunkers meets only 11% of this potential demand within the 200m walking catchment areas. Figure 5.2 presents lower scale map of the demand for the South of the city.

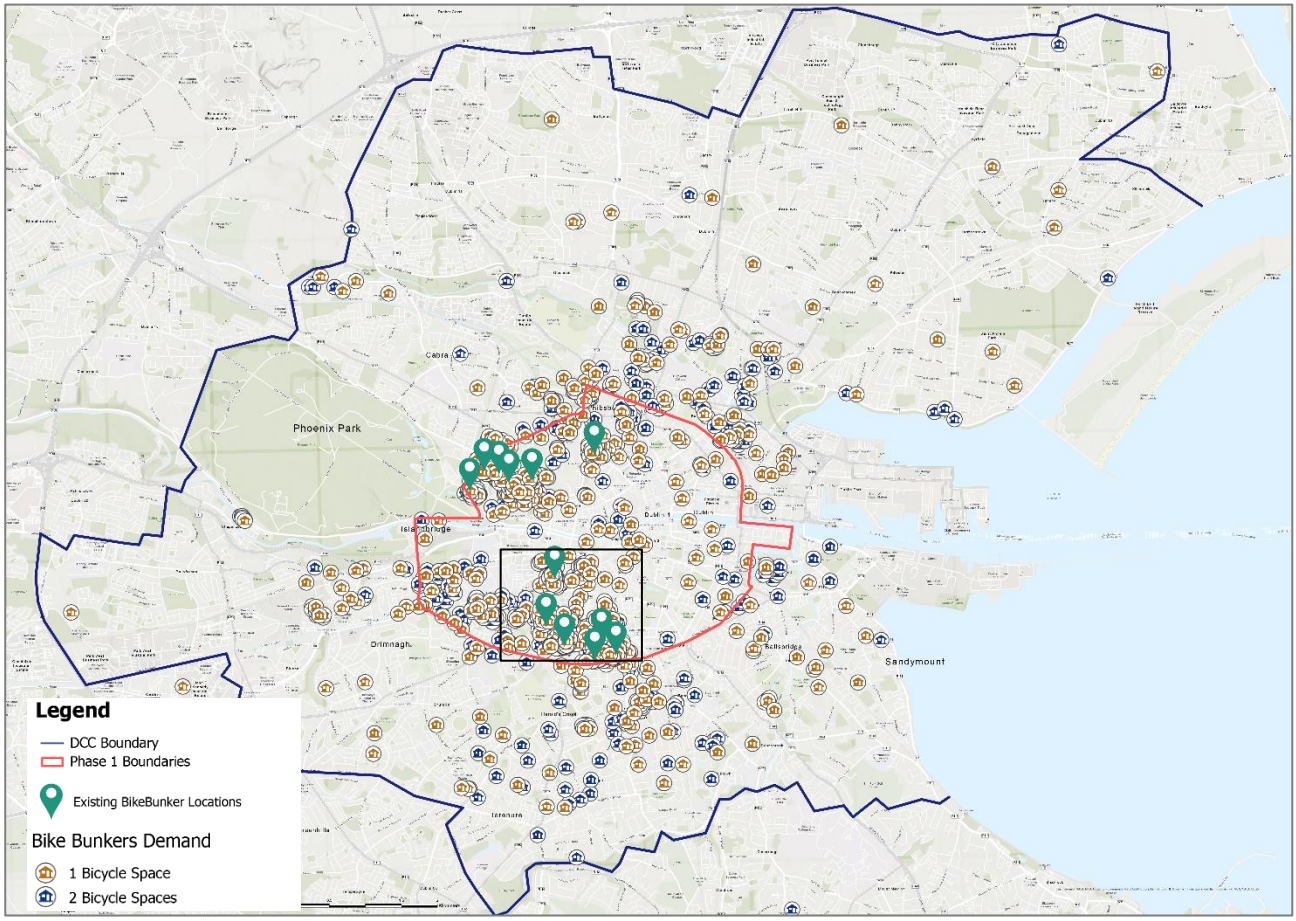

Figure 5.1 Expression of interest map

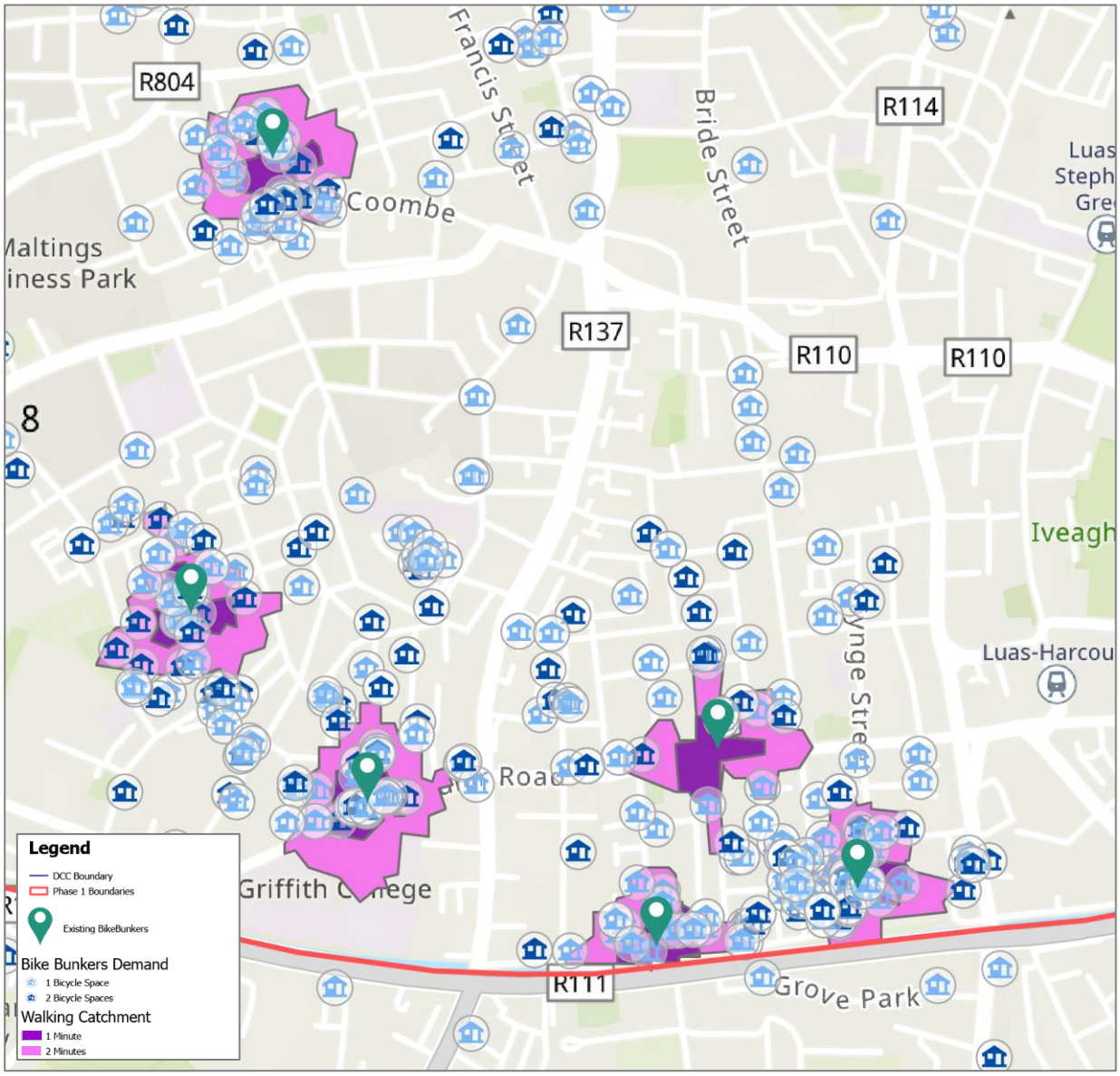

Figure 5.2 200m Walking Catchment in the South side of the city in relation to the demand

The data demonstrates a high demand. In order to meet this in a sustainable manner, a systematic roll out of the BikeBunkers needs to be committed to by DCC. Based on lessons learnt from the pilot and international case studies, together with an understanding of the scale of resources needed for the implementation and getting an understanding of demand, DCC should target a deployment of at least 300 BikeBunkers by 2026. This would be dependent on availability of capital funding from the NTA or another source. The identification of a sustainable financial and delivery model for ongoing operations and maintenance is also required.

Market consultation is recommended to gain further insight into the ability of the market to deliver the scheme. This would also identify operational model options that would appeal to the market as well as satisfy DCC's requirements.

A systematic approach for deployments is required. Based on the learnings from the pilot and international best practice, the following approach for identifying deployment sites is recommended:

- Split the city into grids e.g. 100m*100m.
- Identify demand within the grids through an expression of interest GIS-based online platform. Expressions of interest to collect data on location preferences – within 50 / 100 / 200m, adjacent to house, end of street only, etc.
- Review grids with high expression of interest for location feasibility.

- Deliver BikeBunkers where suitable street space is available.
- Offer alternative bike parking facilities such as Sheffield stands for areas with high demand to complement the deployment of BikeBunkers and offer a cheaper solution for users.

The current approach of deploying BikeBunkers within 200m of user residences may be difficult to achieve for the scale of deployment anticipated. To roll out an additional 300 BikeBunkers by 2026, less stringent criteria may be required. While the reallocation of car parking spaces to support sustainable modes of transport complies with current policies, it is important to consult with local residents to identify locations of car parking spaces serving elderly, mobility impaired or disabled users during the planning stage to avoid any issues.

5.2 Approach to Operations and Design Typology

DCC is currently responsible for the maintenance and operation of the scheme. However, after investigating international best practice, consultation with DCC, stakeholder workshops and interviews with other operators, some principles regarding the operational framework for an expanded scheme emerged. It appears that publicly funded, owned and planned but privately maintained and operated is the most suitable model for BikeBunkers in Dublin.

This would entail the funding of the scheme, purchase of the units and identifying locations to be carried out by DCC while maintenance and operations (including expressions of interest website and payment) would be carried out by a private company. Prior to tendering for such a role, it is recommended that DCC embark on a market consultation phase to take on supplier / operator feedback which can be used to increase interest in the subsequent tender. As various case studies have shown, the success of the scheme will be dependent on providing an attractive, secure and accessible online platform for interaction with users.

Unit design should take into consideration the various issues encountered by users during the current pilot, which is further discussed in the user survey conducted found in Section 3.2.4 of the report. The new design should ensure flexibility for installation and removal, consider accessories such as planters to improve its aesthetics amongst the streetscape and finally, consider future demand for irregular sized bikes such as cargo bikes and others.

6. Next Steps

6.1 Short-Term Recommendations

1. DCC should undertake a preliminary market consultation before tender procurement to cater for innovation, take on feedback and obtain a clearer picture of available products and operation services.
2. The tender and contract documents should be based on international best practice and take on lessons learnt from the pilot in Dublin and the market consultation process.
3. Identify locations to expand the scheme based on expressions of interest to address high demand areas first
4. Location criteria should be defined by DCC and other stakeholders and consider surrounding architecture and streetscape and ensure no car parking space is allocated away from disabled residents.
5. DCC roll out plans should follow a systematic approach aiming for a minimum quantity each year to meet the current and future demand.
6. As the expansion of the scheme progresses, DCC should consider promotional campaigns and information dissemination to inform the public of future plans.

6.2 Medium and Long-Term Recommendations

1. Continue to roll out the scheme as demand grows and consider repurposing underutilised units to other locations where demand has evolved.
2. Encourage further incentives for discounted prices for certain groups through government subsidies to encourage the use of the scheme.
3. DCC to work with different departments to provide specific objectives and guidelines in the City Development Plan for higher density developments to incorporate sheltered and secure bike parking.
4. Develop stringent policies regarding the removal of existing on-street car parking spaces and consider reviewing the prices of car parking permits through sustainable kerbside strategies.
5. Working with key stakeholders, further develop the concept of community mobility hubs in residential neighbourhoods where feasible. These mobility hubs would accommodate various sustainable mobility sharing schemes and parking facilities including BikeBunkers.
6. Open up applications for cargo bikes and other irregular sized bikes in areas where space is available.
7. Make use of crowd sourced suggestions to get a "real-time" gauge of cycle parking demand locations into the future.
8. In a scenario where the cost, delivery or operational issues become insurmountable, DCC should encourage grassroot community initiatives to take charge of the existing BikeBunkers if the scheme fails to expand. It also should consider replacing the existing BikeBunkers with on-street Sheffield bike racks as a long-term solution in the future to accommodate some of the demand.

6.3 Overall Recommendations

The pilot has shown that BikeBunkers have the potential to have positive impact on communities within Dublin City which emphasises a need to ensure any lessons learnt from the pilot are brought into the procurement and implementation process for the wider scheme. Both the interest demonstrated during the pilot and international case studies have indicated that there is significant demand for such services.

It is recommended that the scheme is expanded significantly. As mentioned above, the scheme may be operated and possibly deployed by private operators. Significant care should be paid to the development of tender documentation to ensure the procurement meets the requirements of DCC. While public works contracts may be able to cater for this, the use of alternative forms of contract should be explored.

Appendix A

Car Ownership and Bike Commuting Data

Figure 6.1, represents the percentage of households that don't own a car and illustrates a low demand for car parking permits on streets where BikeBunkers are currently installed and where future expansion is possible. Figure 6.2 represents the percentage of households that commute by bike. This data appears to support the case for utilising road space for bike parking instead of car parking spaces.

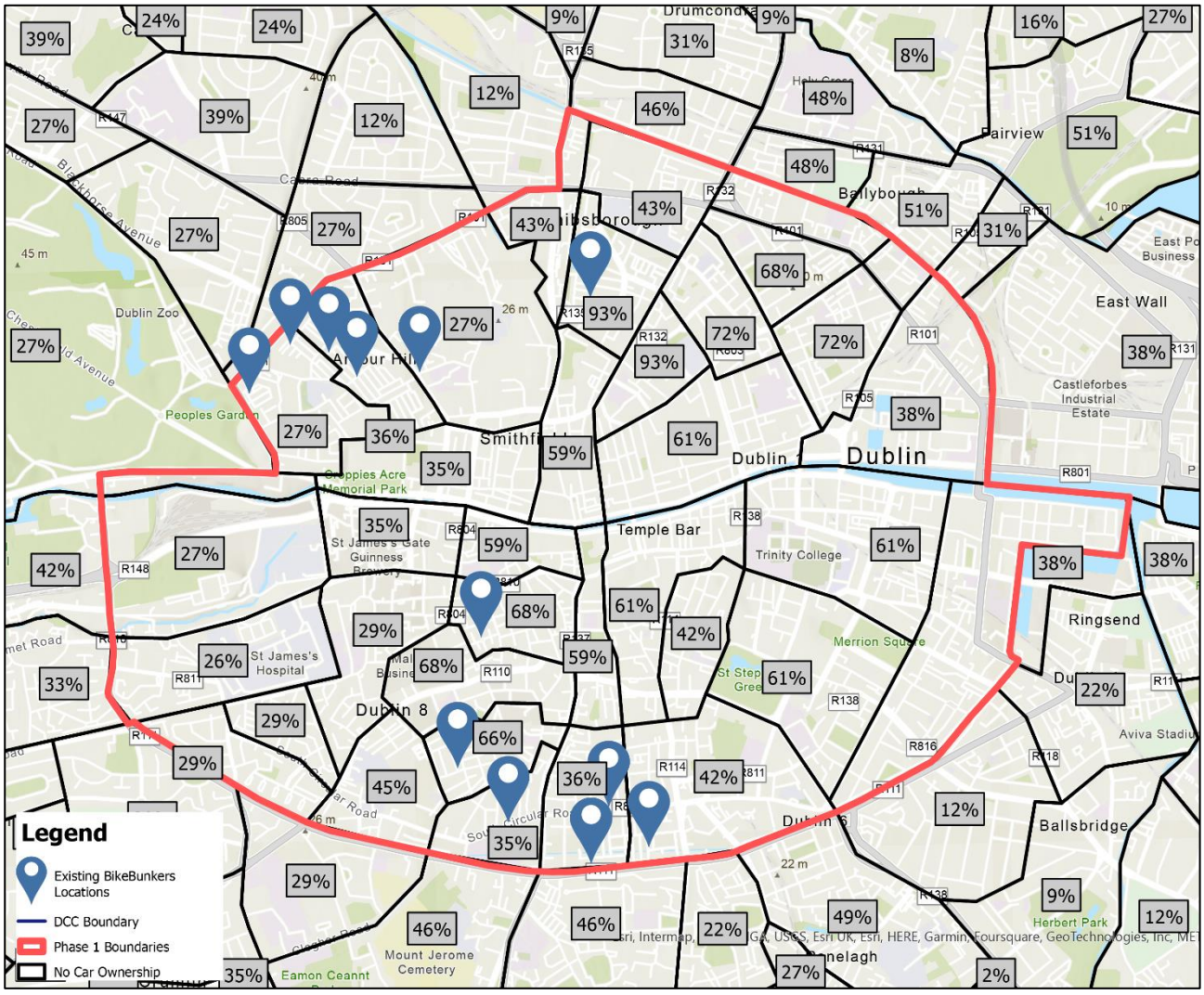

Figure 6.1 Percentage of households that do not own a car

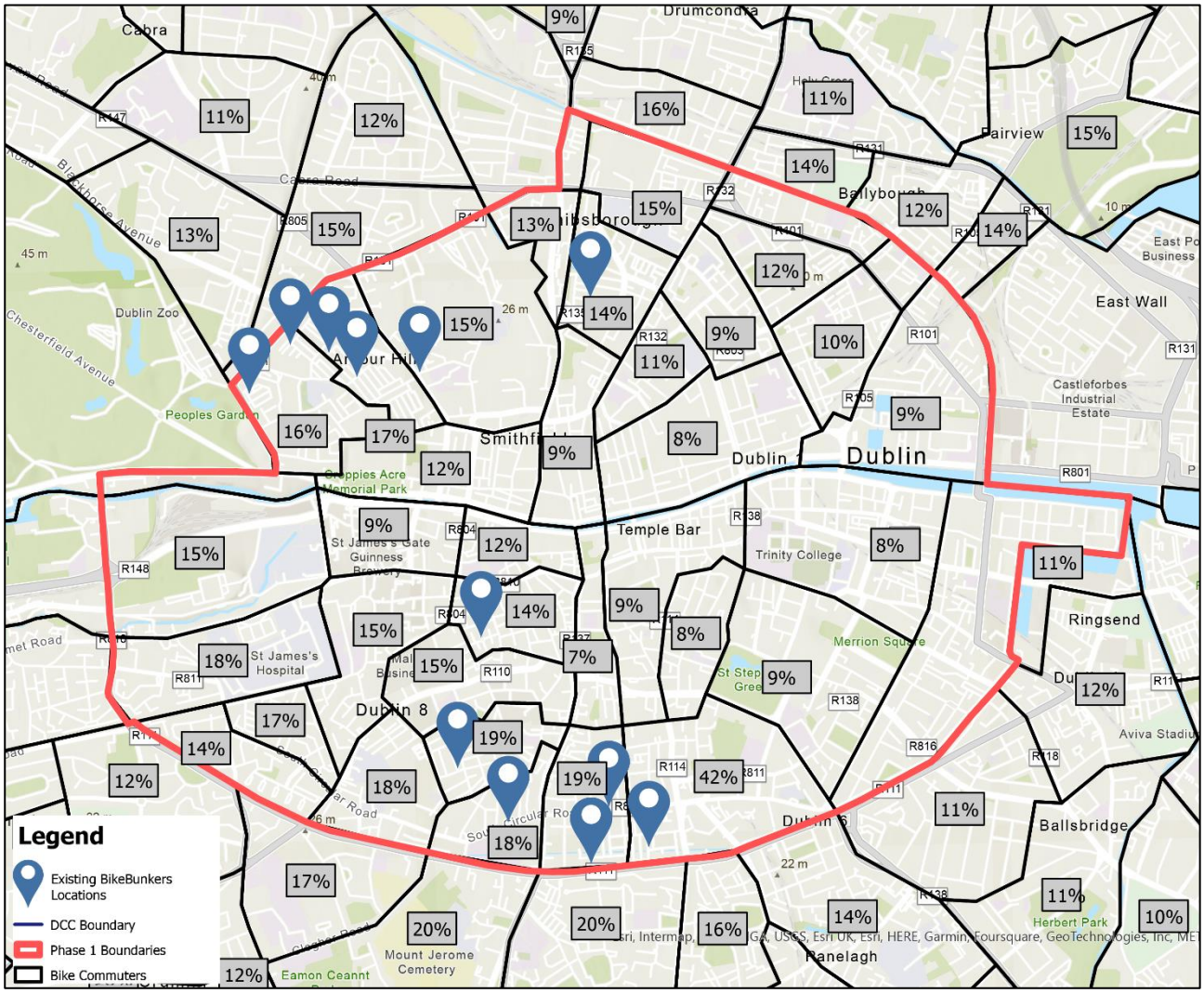

Figure 6.2 Percentage of households that commute by bike

Appendix B

Policy and Guidance

Regional and Local Policies

Project Ireland 2040 - National Planning Framework (NPF), 2018

The NPF is a national document responsible for providing high-level guidance for the strategic planning and development of the country in the next 20+ years to support sustainable growth. It foresees a population growth of at least 235,000 in Dublin by 2040 making it even more critical for the city's development towards sustainable travel patterns for its residents.

The document acknowledges the numerous positive impacts of creating more cycle friendly urban environments, such as enhancing the air quality and public health and creating economic value by appealing to a skilled workforce.

In relation to community development, the document emphasises the need to provide attractive viable home solutions for everyone and this is contingent on ensuring accessibility to adequate cycling infrastructure including bike parking facilities.

National Policy Objective 27: *Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.*

Project Ireland 2040 - National Development Plan (NDP), 2018

The NDP is a national document responsible for outlining large-scale expenditure on national infrastructure, which aims to deliver the largest and greenest projects ever in Ireland with making active travel a key strategic investment priority. Thus, programmes like the National Active Travel Programme have seen a significant increase in its budget as part of the government's commitment to encourage the use of cycling and other active travel modes. The increased budget hopes to help support the delivery of new and improved cycling infrastructure by 2025.

National Sustainable Mobility Policy Action Plan, 2022-2025

The National Sustainable Mobility Policy is accompanied by an action plan that is set to improve and provide further expansion of infrastructure related to sustainable mobility across Ireland. The policy aims to reduce distances travelled by private vehicles by 10% in 2030 and ensure the delivery of at least 500,000 additional journeys by active travel or public transport. One of the main actions corresponding to secure cycle parking is aimed at city centres and transport hubs mainly is as follows:

Action 41: Develop and commence implementation of a programme for secure bicycle parking in key towns and cities plus transport hubs. *1,000 secure bicycle parking spaces implemented by 2025.*

Smarter Travel: A Sustainable Transport Future (last update in 2022)

This national policy document, covering a period from 2009-2020, sets out 49 actions which aim to 'reverse the current unsustainable transport and travel patterns and reduce the health and environmental impacts of current trends and improve our quality of life'. The overarching actions relating to cycling infrastructure in particular include:

- *Actions to reduce distance travelled by private car and encourage smarter travel;*
- *Actions aimed at ensuring that alternatives to the car are more widely available, mainly through radically-improved public transport service and through investment in cycling and walking;*
- *Actions aimed at strengthening institutional arrangements to deliver targets.*

These actions are to be taken to ensure that Ireland's future population growth and the demands inherent in this growth is underpinned by sustainable travel and transport. The Government set out the following key targets to be achieved through these actions:

- *500,000 more people will take alternative means to commute to work to the extent that the total share of car commuting will drop from 65% to 45%;*

- *Alternatives such as walking, cycling and public transport will be supported and provided to the extent that these will rise to 55% of total commuter journeys to work;*
- *The total kilometres travelled by the car fleet in 2020 will not increase significantly from current levels; and*
- *A reduction will be achieved on the 2005 figure for greenhouse gas emissions from the transport sector.*

National Cycle Policy Framework, 2009

This national policy sets out specific objectives along with individual, integrated actions aimed at ensuring that a cycling culture is developed in Ireland. The vision is that *"all cities, towns, villages and rural areas will be bicycle friendly. Cycling will be a normal way to get about, especially for short trips."*

Cycling contributes to improved quality of life and quality of the public realm, a stronger economy, and an enhanced environment. The policy framework looks to develop a culture of cycling in Ireland where trips by bike will increase from 7.6% to 10%. In support of these targets, the document sets out this following objective:

Objective 7: *"...provide secure parking for bikes" which entails the provision of "well-located, plentiful sheltered and secure parking facilities".*

Other relative policies include:

Policy 7.1 which indicates the need for a national guidance policy for cycling parking to advise on the best options for different locations and to have it incorporated in future development plans. This policy is to be implemented by the Department of Transport and Department of Housing, Local Government and Heritage.

Policy 7.7 which proposes developing a strategy tackling bicycle theft and vandalism. This strategy is likely to include: *"recommendations on the need to develop a national register / database of bikes, publications aimed at cyclists advising them on how to / where to lock bikes, specific policies dealing with abandoned bicycles etc."*

National Cycle Manual, 2011

The National Cycle Manual (NCM), published by the National Transport Authority in 2011, provides guidance relating to all facets of cycling. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes regarding the bike including bicycle parking. The NCM highlights in Section 5.5 the integral role bike parking plays at journey destinations in supporting the existing cycling infrastructure. It affirms that the absence of adequate bike parking facilities has often proven to deter from cycling. It highlights the benefits of bicycle parking and contributions to:

- *"Promoting Modal Shift: enhancing the facilities near the residential areas could increase the uptake of cycling;*
- *Improving the quality of cycling facilities: shows a considerate approach for the cyclists and their needs;*
- *Improving the quality of urban spaces: better parking facilities would reduce the usage of poles and railings in residential neighbourhoods"*

The NCM also provides an overview of the key characteristics to be considered at various locations to determine the most appropriate parking facilities for journey destinations. With regards to residential neighbourhoods, it sees convenience as essential for frequent cyclists highlighting that access to the bike would preferably be away from living areas and rather to have them stored outdoors when applicable.

Finally, the NCM presents the following as key basic design functions that all bike parking facilities should accommodate:

- *"Supporting the bicycle from falling over;*
- *Protecting it against theft;*
- *Allowing the cyclist room to position/ lock / unlock the bike;*

Other considerations include:

- *"Lighting;*
- *Protection against the weather;*
- *Ease of access."*

Design Manual for Urban Streets (DMURS), 2019

The Design Manual for Urban Roads and Streets (DMURS), published by Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government (2019), provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to networks and individual streets.

DMURS introduces cycle parking as street furniture with the purpose of enhancing the streetscape and public realm of the area and therefore must be considered as part of the overall design of the street. It highlights that if designed well it can bring a sense of place and function value to its location.

Urban Design Manual, 2009

This manual acts as a companion reference on best practice for the implementation of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas. It illustrates the criteria for sustainable residential development in both new locations and within existing urban areas. The National Spatial Strategy definition of sustainable development priorities maximising ease of access to the bicycle which will in turn aid in promoting cycling as a primary mode of transport.

The design of the street layouts for residential developments needs to consider the movements of pedestrians and cyclists, where assessment of location and amount of parking for bikes is essential. The design manual highlights the critical need for providing adequate residential bike parking to residents, to help influence their sustainable transport choices and increase their cycling mode share. And in that regards, the manual recommends the following:

"They should be secure, overlooked, provided communally and of good quality materials. Where possible, cycle storage facilities should be provided in or immediately adjacent to the home in recognition of their relative ease of theft and vandalism compared with the car".

Regional and Local Policies

Draft Transport Strategy for the Greater Dublin Area (GDA) 2022-2042

The Transport Strategy for the GDA emphasises the important role secure and safe cycle parking plays in a well-integrated transport system conducive to a cycle friendly environment. It also recognises the importance of behavioural change and highlights the NTA's keenness to integrate it into their policies. Behavioural change investments generally entail promotional campaigns and information dissemination as opposed to infrastructural interventions. The following graph presents future targets for all modes for Metropolitan Dublin as indicated in the strategy.

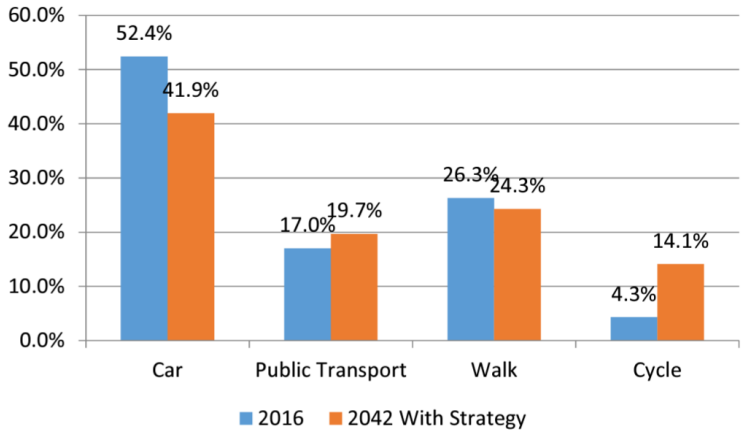

Figure 6.3 24hr Mode Share for Metropolitan Dublin 2016 and Future Targets in 2042 (©DCC)

Chapter 11 of the document is fully dedicated to cycling and personal mobility vehicles including bike parking. It highlights the importance of the availability of cycle parking at the beginning and end of user journeys and how they can influence the decision to choose to cycle. Following measure is relative to the scheme:

Measure CYC3: *It is the intention of the NTA to deliver, through the statutory planning process and liaison with relevant stakeholders, high quality cycle parking at origins and destinations, serving the full spectrum of cyclists including users of non-standard cycles.*

Dublin City Development Plan, 2022-2028

In alignment with the Development Plan's intentions to increase the attractiveness of cycling as a sustainable mode of transport in the city and emphasise the important role cycling provides in transforming the quality of life for the users of the city, providing quality cycle parking facilities comes to the forefront of the agenda. This is outlined briefly in the following objectives:

SMTO12- Cycle Parking Spaces: *To provide publicly accessible cycle parking spaces, both standard bicycle spaces and non-standard for adapted and cargo bikes, in the city centre and the urban villages, and near the entrance to all publicly accessible buildings such as schools, hotels, libraries, theatres, churches etc. as required.*

SMTO13- Design Standards for Cycle Parking in Developments: *To prepare, within two years of the adoption of the Plan, a comprehensive guide setting out design standards and requirements for cycle parking in developments.*

SMTO14- Cycle Parking Facilities: *To promote and facilitate, in co-operation with key agencies and stakeholders, the provision of high-density cycle parking facilities, as well as parking for cargo and adapted bicycles at appropriate locations, taking into consideration the NTA's GDA Cycle Network Plan, and Dublin City Council's Public Realm Strategy.*

The Plan also indicates an intention to eliminate 'Free' on-street parking by different strict provisions throughout the city and one of the tools indicated in the objectives mentions the provision of 'new cycle parking'. One of the principles of locating the units depends on the removal of on-street parking in some of the residential neighbourhoods.

Dublin City Council Road Safety Strategy 2023-2030

Phase 1 - Dublin City Council Local Road Safety Action Plan

2023-2024

VISION ZERO

NO ROAD DEATHS

OR SERIOUS INJURIES BY 2050

Comhairle Cathrach Bhaile Átha Cliath
Dublin City Council

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FOREWORDS

3. Foreword – Lord Mayor of Dublin, Daithí de Róiste, and Owen P Keegan, Chief Executive Dublin City Council

The preparation of a revised Dublin City Council Road Safety Strategy, 2023 to 2030, and Local Road Safety Action Plan 2023 to 2024 ensures that the City Council continues its focus on improving road safety and thereby reducing the number of road collisions and, in particular, road collision fatalities and serious injuries.

The last national Road Safety Strategy focused on addressing how Ireland could match the road safety record of better-performing countries such as Norway, Sweden and the UK. The gap is narrowing - Ireland was ranked as the second safest European Union member state in 2019 from a road safety perspective. Considerable progress has also been made over recent years in achieving road safety goals, especially in reducing road collision fatalities in the City Council area. However, there is no room for complacency.

The new Government Road Safety Strategy spans the years 2023 to 2030. It has a new ambition, to guide Ireland towards 'Vision Zero', a safe systems approach intended to deliver the long-term goal of eradicating road traffic deaths and serious injuries by 2050. Dublin City Council welcomes the Vision Zero objective and the adoption of a safe systems approach to road safety. This approach recognises that despite the continuing emphasis on preventing collisions, some collisions will inevitably occur due to poor road user behaviour and human error.

The City Development Plan 2022-2028 has a vision for Dublin City, as a socially inclusive city of urban neighbourhoods with excellent community and civic infrastructure based on the principles of the 15-minute city, all connected by exemplary public transport, cycling and walking infrastructure and interwoven with a high-quality, bio-diverse, green space network.

Dublin City Council is committed to working for and with the people of Dublin to improve road safety on all city streets, so all road users feel and are safe. Embedding the safe system approach will help ensure a safer environment for all road users and especially for the users of active travel modes.

Critical interventions which this Strategy and Action Plan will deliver include significant investment in providing safe, segregated infrastructure to protect those walking and cycling on our roads, initiatives to promote modal shift from motor vehicle travel to more sustainable travel modes, measures to reduce inappropriate vehicle speeds and measures the protect the most vulnerable road users.

We are very pleased to present the Dublin City Council Road Safety Strategy 2023 – 2030 and Local Road Safety Action Plan Phase 1 covering the period 2023-2024. The Strategy and the Action Plan have

been prepared in collaboration with the Road Safety Authority. The Strategy outlines national and local objectives, targets and actions.

The success of road safety initiatives at national and local levels requires a partnership approach between wide ranges of stakeholders. We welcome the fact that there has been significant stakeholder engagement in the preparation of this Strategy and Action Plan.

We call on everyone to play their part in creating a sustainable journey towards Vision Zero for Dublin.

Daithí de Róiste,
Lord Mayor of Dublin.

Owen P Keegan,
Chief Executive Dublin City Council.

Foreword - Sam Waide, CEO National Road Safety Authority.

Ireland has made significant progress over the lifetime of previous road safety strategies. Since the launch of the first ever Road Safety Strategy in 1998, road deaths have declined by almost 70%. None of that progress could have been possible without our key stakeholders working together in a coordinated, strategic way. This, Ireland's fifth Road Safety Strategy, will adopt a transformational and partnership-based approach to road safety in Ireland to achieve a 50% reduction in deaths and serious injuries by 2030. Road safety is a whole-of-government issue and needs a whole-of-government response. We have seen how governments over the years have enacted measures that have made our roads safer, from the mandatory wearing of seat belts, the lowering of drink-driving limits, the introduction of penalties for dangerous behaviours, safer infrastructure and targeted enforcement. These measures have saved lives.

The 2020 Programme for Government commits to achieving 'Vision Zero' – i.e. no deaths or serious injuries on the roads – which we will achieve by 2050. This commitment must be matched by action, enabling funding, accountability and good governance. Critically, we need even greater partnership and collaboration to achieve the ambitious target of Vision Zero. Vision Zero in road safety is not just a catchphrase. It is a serious commitment to end all deaths and serious injuries on our roads. Vision Zero will be delivered through embedding the Safe System approach into our national road safety policy and practice. The Safe System approach recognises that while road safety education and training can reduce the number of road collisions, human error cannot be eliminated. It aims to reduce the likelihood of a collision occurring and, if one does occur, to ensure that the road users involved will not be killed or seriously injured. The seven areas of intervention of our Safe System approach are:

1. Safe roads and roadsides
2. Safe speeds
3. Safe vehicles
4. Safe road use
5. Post-crash response
6. Safe and healthy modes of travel
7. Safe work-related road use.

These intervention areas will drive the scope of our work, and all action plans will include actions under each of these headings. By implementing these seven priority intervention areas of the Safe System approach, we are delivering international best practice. The public has a central role to play in achieving our goals. To prevent fatalities or serious injuries on our roads, we must continue to tackle road safety strategically and collectively. It will be challenging, but it is achievable with investment and support from the highest levels of leadership, to local community level. Reducing road deaths and serious injuries by 50% over the next decade is achievable. Vision Zero by 2050 is achievable. We can do it. Given our road safety journey to date, no target is too ambitious for us. The starting point is recognising that road deaths or serious injuries should not be the price to pay for our mobility.

4. National Road Safety Authority Vision: The Journey Towards Vision Zero

Ireland's road safety performance has improved significantly since the first adopted Road Safety Strategy in 1998. The last Government Road Safety Strategy (GRSS) (2013 – 2020) saw Ireland achieve its lowest number of annual road deaths since records began (137 in 2018), and the second lowest rate of road deaths in the European Union (EU) since 2019. Despite this good progress however, several challenges remain. The number of serious injuries increased during the 2013 – 2020 strategy and the target to reduce road fatalities to 124 per year by 2020 was not met, consequently there has been a lack of progress in reducing cyclist and pedestrian deaths. The need to protect cyclists and pedestrians is more vital as we strive to meet vital national climate action objectives in promoting a modal shift towards active travel and public transportation. Underpinning the 2021 – 2030 GRSS is Ireland's long-term goal of achieving Vision Zero (i.e. zero road deaths or serious injuries) by 2050. Vision Zero was formally adopted in Ireland's Programme for Government in 2020 and underpins the EU Road Safety Policy Framework (2021 – 2030).

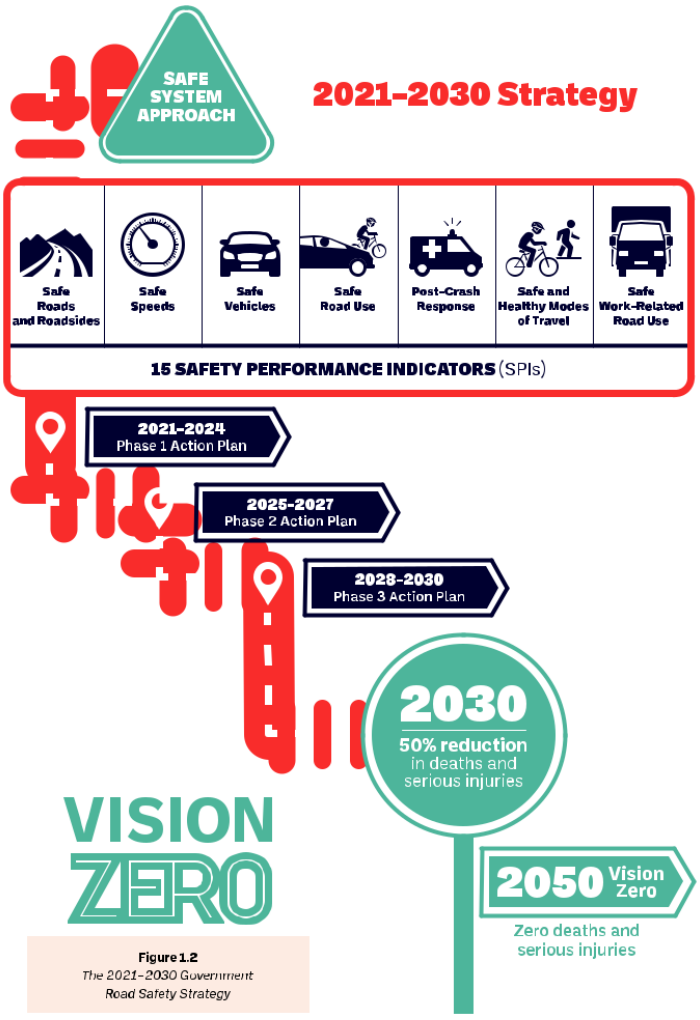


Figure 1: 2021-2030 National Road Safety Authority Journey towards Vision Zero, for more information please read about it in the Government Road Safety Strategy 2021-2030

5. Introduction

The Road Safety Authority (RSA) launched the fifth Ireland's Government Road Safety Strategy (GRSS) 2021 -2030 phase 1 in December 2021, "Our Journey Towards Vision Zero", and it outlines the national plan for making the Irish roads network one of the safest in Europe.

It sets out clear targets of reducing the number of lives lost on our roads and achieving a 50% reduction in deaths and serious injuries by 2030. The GRSS is divided into three distinct phases:

1. 2021 – 2024
2. 2025 – 2027
3. 2028 – 2030

Dublin City Council (DCC) is fully committed to supporting the RSA's efforts and maintaining its collaborative partnership to fulfil obligations under the Government Road Safety Strategy. The Dublin City Council Road Safety Strategy 2023-2030 aligns with the national strategy and shares its conclusion date in 2030. This strategy has been formulated based on guidance from the Road Safety Authority through their Local Road Safety Plan.

Dublin City Council has an important role to play in promoting road safety and fulfilling its part in meeting national road safety targets, as well as statutory obligations in relation to road safety under the Roads Act 1993.

The Road Safety Section has developed the DCC Road Safety Action Plan for 2023-2024, complete with an Appendix that identifies additional actions resulting from the collaborative efforts of the Road Safety Working Group Together (RSWGT). These actions are key initiatives identified by Dublin County Council to significantly reduce the number, severity, and life-changing impact of road collisions in Dublin City. They are aligned with Vision Zero principles and the Government Road Safety Strategy for 2021-2030, all aimed at enhancing the safety of our roads.

6. Evaluation of Previous Dublin City Council Road Safety Plan (2013-2020)

Dublin City Council implemented road safety interventions during the lifetime of the previous strategy 2013-2020. A summary overview of the key actions under the three pillars of Engineering, Education and Enforcement is outlined below:

A. Engineering

- Maintenance of the existing road network in the DCC administrative area in order to provide a safer environment for all road users and, in particular for cyclists and motorcyclists. The other benefit of these actions is increasing skid resistance, improving braking distance and overall grip for all vehicles, especially during adverse weather conditions. A total of 316 projects were completed in DCC between 2013 and 2020.
- Road Markings maintenance and improvements, with approximate annual cost of €1 million, directly improve road safety and clarity for all road users in Dublin City.
- Road traffic signs maintenance and erection of new signs carried out by DCC included speed limit and other warning and regulatory signage. Clear signage has direct impact on road safety in the City. The expenditure for cleaning of signage in 2013 and 2014 was approximately €60k per annum and by 2019 this figure has risen to approx. €180k per annum.
- Between 2013 and 2020 DCC constructed multiple kilometers of segregated Cycle Lanes around Dublin area including the Canal way cycle route. This enables cyclists to be separated from other vehicles and so improves their safety.
- Dublin City Council continues to roll out and improve signalized pedestrian crossings throughout the city and allowed safe use of these crossings by all users and ages.
- Traffic Calming Measures were introduced across the city as per recommendations of DCC's Traffic Advisory Group. These actions helped to reduce and regulate traffic speed especially in locations to improve vulnerable road user's safety. In the last five years the expenditure of that section was approximately €1.2 million per annum.

- Since 2013, DCC have carried out multiple public consultations on changes to Speed Limit Bye-Laws. Following the implementation of phase 4 of Speed limit Bye Laws in 2019, 30km/h is now the posted speed limit applicable on vast majority of roads within Dublin City.

- In 2020 a proposal to make 30 k=m/h the default speed limit in Dublin City was brought to the elected members and despite it being rejected at the time it still is very much an ambition to make this happen.

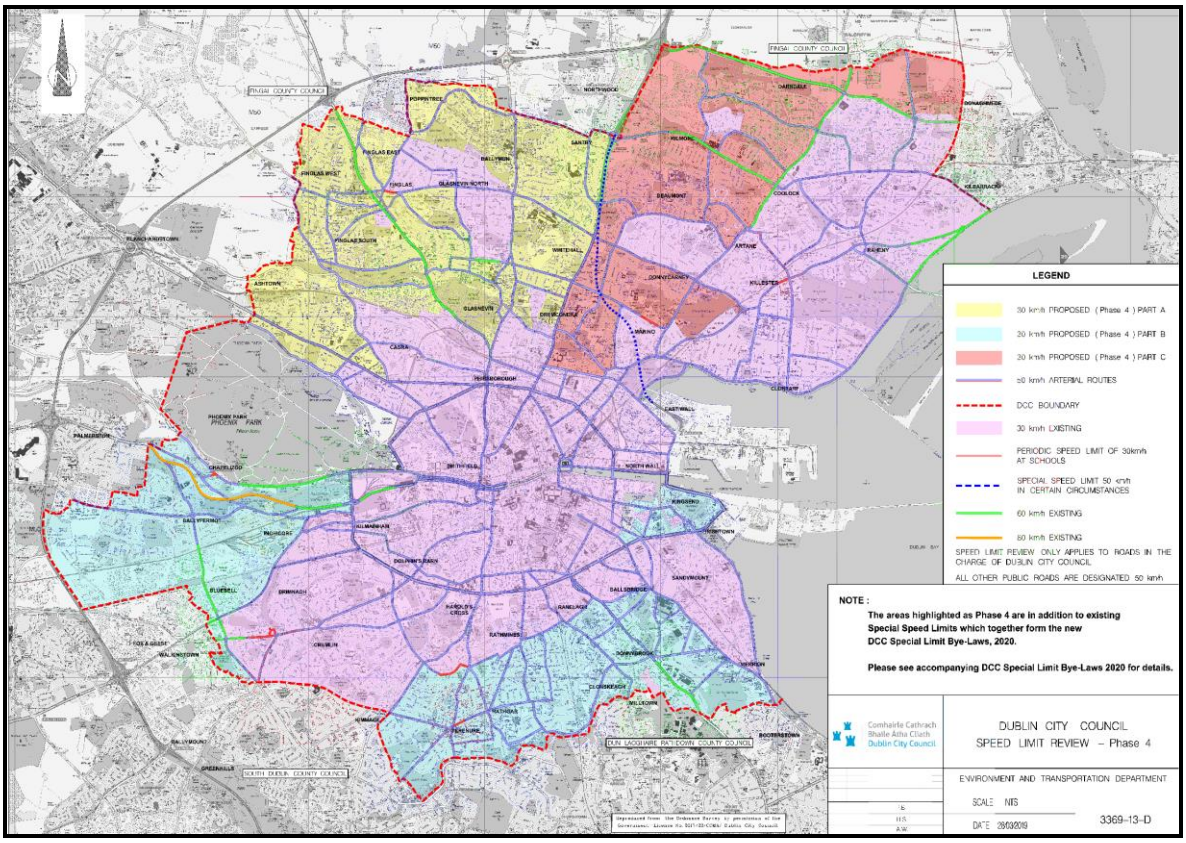


Figure 2: Phase 4 Special Speed Limit Bye-Laws 2019.

- DCC has introduced periodic speed limits in 8 locations directly near Schools in Dublin City. This process involved installation of VMS speed limit signage outside schools and directly increased road safety in these locations with 30km/h speed limits during school opening and closing times.

- To minimize the use of city streets by large HGVs, a HGV management strategy has been in operation in Dublin City Centre since 2007 banning 5+ axle HGVs from entering cordon area between hours 07:00 and 19:00 without a permit. To help enforce this ban a HGV permit checker app was introduced by DCC in July 2019. The app allows any user to perform on the spot check to identify HGVs in the cordon area which don't hold a valid permit and to send this information to DCC.

- Roadworks Control Unit is responsible for licensing works on public roads in DCC Administrative Area. Licenses are issued on condition that works comply with health & safety legislation, especially 'Traffic Signs Manual, Chapter 8 – Temporary Traffic Measures and Signs for Roadworks'. Temporary traffic management plans must be designed by a qualified designer

and implemented & maintained by a Temporary Traffic Operations Supervisor (TTOS), with CSCS qualification, 'Signing Lighting and Guarding at Roadworks'. Roadworks Control Inspectors carry out spot checks on roadworks to confirm compliance with license and so improve safety for the general public (pedestrians, cyclists and motorists) through the work site.

- TAMS (Transportation Assets Management System) – introduction of software in 2015. The system allows all requests/defects to be logged and the repairs upgrades for any road section to be captured. It also captures Traffic Advisory Group requests in relation to road safety improvements. The database also holds records of historical requests and information on customers.
- DCC have implemented a number of neighbourhood schemes in recent years. These schemes review a neighbourhood and its road safety issues. Improvements of road safety in these localities are carried out by arrange of measures including footpath improvements, cycle ways, vehicle access restrictions and filtered permeability solutions which are mainly supportive towards sustainable travel modes.
  Please see the following example of neighbourhood scheme intervention:

Figure 3: Filtered permeability implemented on Pigeon House Road

This intervention aims to create a safer space for local residents and for the large volumes of pedestrians and cyclists using this route.

Challenge Implementing Engineering Action in the Previous Strategy.

During the pandemic the Covid-19, Dublin City Council experienced challenges related to mobility and the need for social distancing related to the safe allocation of additional bicycle and pedestrian traffic on the city streets. Please see below some road safety interventions that were put in place in the city during the pandemic.

Table 1: COVID Mobility Projects implemented	
Rathmines to City Centre Cycle	Footpath buildout on College Green Providing additional space for pedestrians walking and queuing at bus stops.

<table>
<tr><th colspan="2">Table 1: COVID Mobility Projects implemented</th></tr>
<tr><td>  </td><td>  </td></tr>
<tr><td>Dublin City Council first 'School Zone' at Francis Street.
School Zones are designed to encourage vehicles to slow down, discourage drop off and pick up to reduce congestion and increase safety at the school gate.
  </td><td>Pedestrian Trials
Permissions for outdoor tables & chairs e granted at a number of locations.
 
Lock Restaurant, Portobello, D8</td></tr>
<tr><td> 
New protected cycle lane in Dame Street, Dublin City Centre</td><td>Cycle Bus group in Greenlanes NS, Clontarf.
We are delighted to support all initiatives that make the school route safer for kids
  </td></tr>
</table>

[For more information, please visit https://www.dublincity.ie/residential/transportation/covid-mobility-measures/latest-news/reports-lord-mayor-and-elected-members]

B. Educational Actions

- School Warden Services significantly decrease risk of vehicle collisions with children and other pedestrians around schools and on main school routes. This service managed and funded by DCC is constantly being improved and the numbers of school wardens on duty increased between 2013 and 2020. During that time School Warden service was provided at an additional 12 schools.

- Road Safety Campaigns organized by DCC in support of safe driving
  - Safe Driver Competition 2019;
  - Support of 30km/h speed limit Campaign 2018, 2019 and 2020.

- Virtual Reality - awareness for young drivers. This program is designed for secondary school students and was launched by DCC and Aviva in 2019. In the picture Dublin City Council Lord Mayor Paul McAuliffe 2019 & Trinity Comprehensive pupils viewing a crash simulation from the viewpoint of a front-seat passenger using 360 VR.

- In January 2020 Dublin City Council signed "The New Paradigm for Safe Streets" and therefore committed to implementing Vision Zero.
- Support and delivery of Cycle Right training at 140 primary schools for 5555 pupils.

Enforcement Actions

- Enforcement of legal parking by DCC's "Parking Enforcement Section" helps in maintaining free carriageway for cars, buses and cyclists and helps to keep footpaths clear of parked vehicles. Parking enforcement is particularly important for vehicles which block cycle lanes, bus lanes or footpaths therefore endangering vulnerable road users. The continued presence and efficient operation of parking enforcement is vital to ensure that dangerous parking across the city is minimised.
- Dublin City Council worked closely with the Gardaí in dealing with road safety issues during 2013-2020. Communication and collaboration were maintained between Dublin City Council and the Gardaí on road safety issues. The Cooperation between AGS and DCC staff was carried out once a month in the Monthly TAG Meetings, during which road safety issues where enforcement was considered to be required were highlighted to the Gardaí. Joint inspections with AGS at all sites of road fatalities were carried out by DCC road safety engineers.

7. National Government Road Safety Authority Strategy Development Process

The National Government Road Safety Authority Strategy development process provided consistent support for framing the 2021-2030 strategy in line with the holistic Safe System approach to road safety management.

The European Commission (2013) on the implementation of objective 6 of the European Commission's Policy Orientations on Road Safety 2011-2020 explains what the safe system philosophy is:

> "The Safe System philosophy takes a wider perspective of road accidents, recognising that human beings are fallible, that their errors must be anticipated and the risk of serious consequences from these errors minimised. The responsibility for reducing fatalities and serious injuries is therefore not solely placed on the road users but shared with e.g. vehicle producers and infrastructure managers. The basis ethical assumption is that it is not acceptable to pay a price in deaths for the mobility the society needs".

The Safe System approach to road safety is built on several key principles:

- Human Behavior – no matter how well we are trained and educated about responsible road use, people make mistakes and the road transport system needs to accommodate this;
- Human Frailty – the finite capacity of the human body to withstand physical force before a serious injury or fatality can be expected is a core system design consideration;
- Forgiving Systems – roads that we travel on, vehicles we travel in, speeds we travel at and the attitudes of road users to each other, needs to be more forgiving of human error.

8. Dublin City Road Safety Strategy Safe System Priority Intervention Areas:

From 2023 to 2030, the Government Road Safety Strategy will involve various agencies responsible for road safety (see image beside). These agencies have identified seven priority intervention areas for the Safe System approach: Safe roads and roadsides, Safe speeds, Safe vehicles, Safe road use, Post-crash response, Safe and healthy modes of travel, and Safe work-related road use. By implementing these interventions the aim is to achieve international best practices in road safety.

The Safe System Priority Intervention areas for Dublin City have been identified from the National Government Road Safety Strategy. Dublin City Council Road Safety Action Plan 2023-2024 put specific actions against the areas where we have a lead role. These areas include Safe roads and roadsides, Safe speeds and Safe road use.

Image: All the Agencies playing a role under the Road Safety Government Road Safety Strategy.

The following graphic defines each Safe System Priority Intervention Area. The areas where DCC are the leading agency are highlighted in yellow:

Safe System Priority Intervention Areas	
	1. **Safe roads and roadsides** involve the planning, design and operation of roads and roadsides and provides the framework for safe road and vehicle use
	2. **Safe speeds** are a central element of the Safe System approach. It involves consideration of road and vehicle planning and design, the setting of injury-minimising speed limits, as well as public education and awareness, and the enforcement of these limits.
	3. **Safe vehicles** is an element of the Safe Systems approach which addresses the safety of road users both inside and outside the vehicle through legislative standards, consumer information, public procurement and industry initiatives.
	4. **Safe road use** incorporates a wide range of safety behaviours such as compliance with the posted speed limit, driving without impairment (due to alcohol, drugs, fatigue, or distraction), helmet wearing, seatbelt wearing and correct use of child restraints.
	5. **Post-crash response** concerns the rescue, treatment, and rehabilitation of survivors of road traffic collisions and aims to reduce the severity and consequence of injuries in the event of a collision.
	6. **Safe and healthy modes of travel** acknowledges that there is a substantial difference in fatal and serious injury risks across different modes of travel.
	7. **Safe work-related road use** involves the planned, systematic safety management of work journeys on the roads, aiming to reduce the risk of death and serious injury.

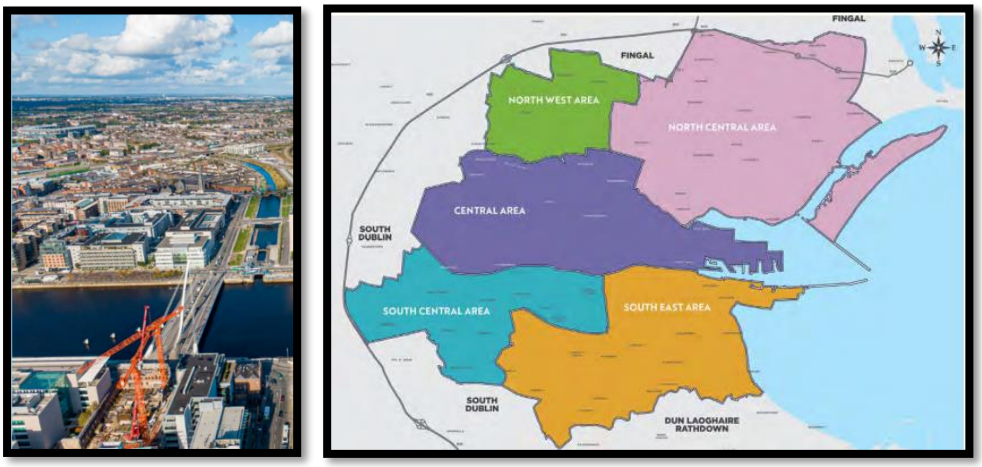


Figure 4: Aerial Photo of Dublin City and Map of the 5 Dublin City Council Areas.

- Location:

Dublin City Council is the largest local authority in Ireland, covering an area that stretches from Donaghmede in the northeast to Terenure in the south of the city and bordered by the Phoenix Park to the west and Dublin Bay to the east.

- Population of Dublin City Council:

The population of Dublin City has increased on average by approximately 5% each inter-census period between 2006 -2016. The 2006 Census recorded a population figure of 506,211, rising to a recorded population figure of 527, 612 (+ 4.2 %) in 2011 with a recorded population figure of 554,554 (+5%) in Census 2016.

Census year	Population	% increase
2006	506,211	
2011	527,612	+4.2% over 5 years
2016	554,554	+5% over 5 years
2020 CSO population estimate	595,434	7.4% over 4 years

Table 2: Population Change Census

Source: Central Statistics Office (CSO) and Dublin City Council Development Plan 2022-2028 https://www.dublincity.ie/sites/default/files/2021-12/volume-1-draft-dublin-city-development-plan-2022-2028-low-res.pdf

The CSO's 2020 population estimate for the Dublin Region was 1,417,700 persons. Dublin City Council's share of the 2016 Census regional population figure for Dublin was approximately 42%. Assuming the same share for the CSO 2020 estimated regional population figure for Dublin, this gives an estimated population figure of 595,434 for Dublin City Council in April 2020. This indicates an estimated 7.4 % rise in the population of Dublin City over a four-year period from 2016 through to 2020.

- Car ownership

Transport Trends 2020 An Overview of Ireland's Transport Sector, this report informs that the total number of licensed vehicles in Ireland increased by over 88,000 to 2.8m in 2019, of which 2.17m are private cars. Goods vehicles are the next largest category with 366,760 such vehicles licensed on Irish roads. While the overall number of licensed vehicles continuing to increase, the rate of growth in the different vehicle categories varied in 2019. Numbers of both private cars and goods vehicles increased by 3.2%, the number of large PSVs increased by 4.4%, while small PSVs increased by 1.6%. The number of licensed motor cycles on the road increased by 5.7% between 2018 and 2019, accounting for an additional 2,294 motor cycles.

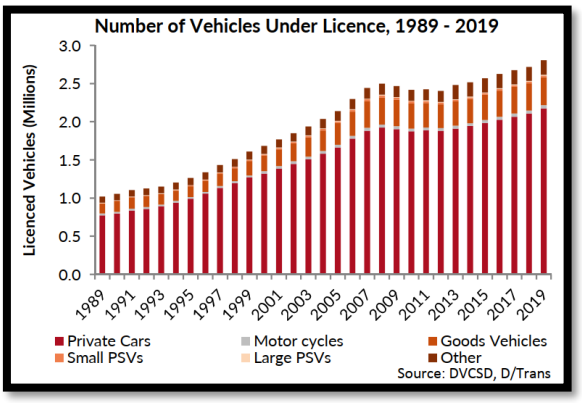


Figure 5: Number of vehicles under licence 1989 to 2019 (Transport Trends 2020, Department of Transport) Page.8

- Traffic volumes and modal share on Dublin City Council's road network

Dublin City Council, in partnership with the National Transport Authority (NTA), conduct an annual survey on road user trends, in terms of the modal share of vehicles and people crossing the canal cordon. Table 3 below presents the total numbers of vehicles, pedestrians and cyclists crossing the Canal Cordon in the inbound direction between 7am and 10am, during a typical morning in 2019.

Mode	Count
Bus	1,852
Car	46,388
Taxi	4,292
Walk	24,691
Cycle	13,131
Goods	983
Motorbike	1,485

Table 3 – Traffic count canal cordon 2019 Vehicle, cyclists and pedestrians crossing the Canal Cordon by mode of travel (inbound 7am to 10am)

As clearly illustrated from the table, the city's road network attracts a high volume of traffic and people movements in comparison to other major Irish cities. Almost 55,000 vehicles crossed over the canals and into Dublin city during this three-hour window, with a further 40,000 pedestrians and cyclists travelling in the same direction.

- Road Network in Dublin City.

The road network in the County has been significantly upgraded in the last 10 years with improved facilities provided for pedestrians, cyclists and those with reduced mobility. Dublin City Council maintains a road network of about of 1238 km in the city, broken down as follows:

Classification	National	Regional	Local Primary	Local Secondary	Local Tertiary	Total
Length (km)	1	244	118	4	872	1,239

Table 4: Road Classification Dublin City Council Administrative Area

Dublin City Council, through its stated policies, plans and objectives, will continue to work closely with its key partners and stakeholders, to promote sustainable transport measures and encourage a modal shift, weighted towards walking and cycling. In reducing our reliance on private car usage, the modal shift acts as a catalyst in generating better environmental, health and wellbeing outcomes for our citizens and visitors. However, there is still an ongoing need for an appropriate and proportionate level of investment in the maintenance of Dublin city's road assets, in the interest of protecting the safety of all road users; particularly vulnerable users, such as pedestrians and cyclists. According to Transport Infrastructure Ireland (TII) in their National Road Lengths report, the DCC road length are classified as follows:

Motorway	Dual Carriageway	Single Carriageway	Total (KM)
5.640	0.049	-	5.689

Table 5: Dublin City Council Lengths report.

- Collision Data Using Information Provided by the Road Safety Authority.

Definitions:

- A fatality is a road user who died as a result of a collision and death occurs within 30 days of the incident.
- Serious Injury Collision: is where there are no deaths, but a person or persons are seriously injured.
- A serious injury: is one for which the person is detained in hospital as an in-patient, or any of the following injuries whether or not detained in hospital;

(Fractures; Concussion; Internal Injuries; Crushing; Severe Cuts and Lacerations; Severe general shock requiring medical treatment).

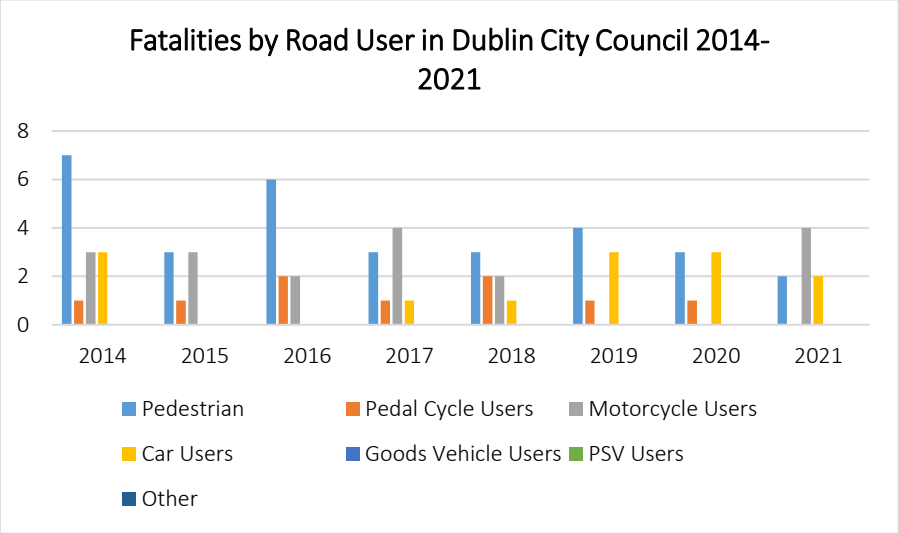
- Dublin County Fatalities: The figures show fatalities that have occurred in the areas of Fingal County Council, South Dublin County Council, Dun Laoghaire-Rathdown County Council and Dublin City Council
- Dublin City Council Fatalities: The figures show fatalities that have occurred within the Dublin City area.
- Dublin County Serious Injury Collisions/Serious Injuries: The figures show serious injury collisions and serious injuries that have occurred in the areas of Fingal County Council, South Dublin County Council, Dun Laoghaire-Rathdown County Council and Dublin City Council.
- Dublin City Council Serious Injury Collisions/Serious Injuries: The figures show serious injuries collisions and serious injuries that have occurred within the Dublin City area.

- Report Dublin City Council Fatalities by Road User

Table 6 provides an overview of reported Dublin City Council fatalities by road user over the period 2014 to 2021. This data was obtained from the Road Safety Authority.

Dublin City Council	2014	2015	2016	2017	2018	2019	2020	2021
Pedestrian	7	3	6	3	3	4	3	2
Pedal Cycle Users	1	1	2	1	2	1	1	0
Motorcycle Users	3	3	2	4	2	0	0	4
Car Users	3	0	0	1	1	3	3	2
Goods Vehicle Users	0	0	0	0	0	0	0	0
PSV Users	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
Totals	14	7	10	9	8	8	7	8

Table 6: Fatalities by Road User Dublin City Council 2014-2021



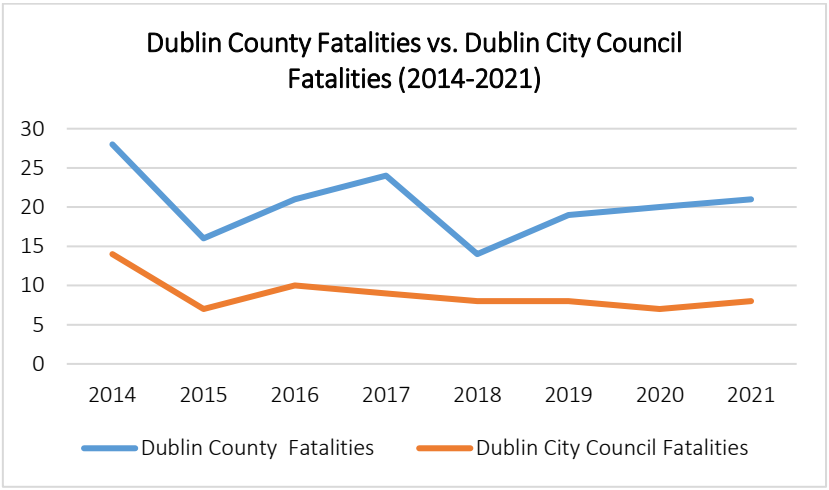
Graphic 1: Fatalities by Road User in Dublin City Council 2014-2021.

Report on Fatalities in Dublin County and Fatalities within Dublin City Council Area 2014-2021.

Table 7 provides an overview of the Fatalities in Dublin County versus those in Dublin City Council from 2014-2021

Year	2014	2015	2016	2017	2018	2019	2020	2021
Dublin County Fatalities	28	16	21	24	14	19	20	21
Dublin City Council Fatalities	14	7	10	9	8	8	7	8

Table 7: Fatalities Dublin County vs. Dublin City Council 2014-2021.

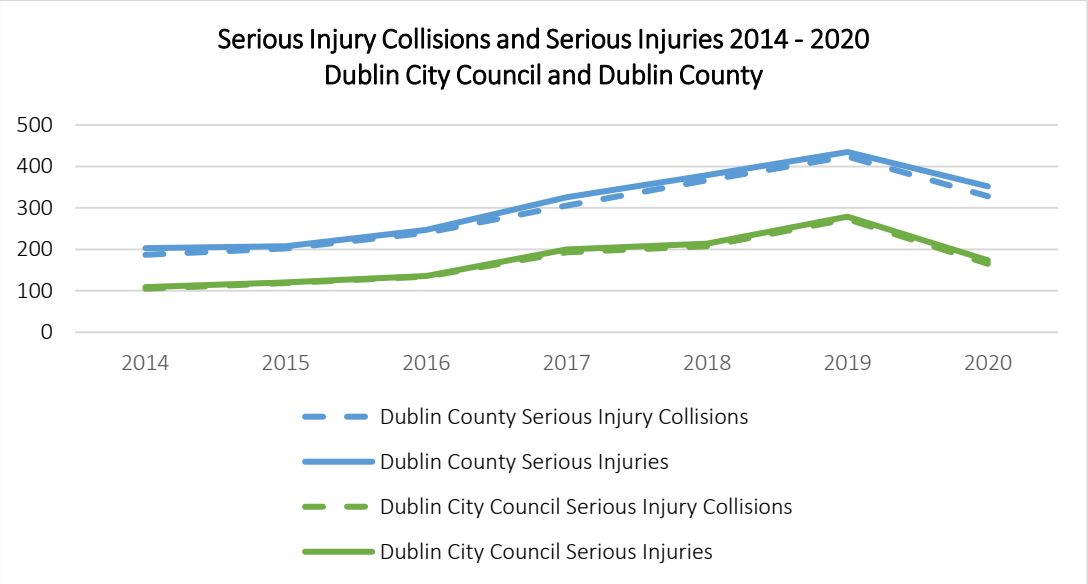


Graphic 2: Fatalities Dublin County vs. Dublin City Council 2014-2021.

Table 8 provides an overview of Serious Injury Collisions and Serious Injuries 2014-2020 Dublin City Council and Dublin County

	2014		2015		2016		2017	
	Serious Injury Collisions	**Serious Injuries**	**Serious Injury Collisions**	**Serious Injuries**	**Serious Injury Collisions**	**Serious Injuries**	**Serious Injury Collisions**	**Serious Injuries**
Dublin County	187	203	202	208	240	247	306	326
Dublin City Council	105	109	119	120	134	136	193	200

	2018		2019		2020	
	Serious Injury Collisions	**Serious Injuries**	**Serious Injury Collisions**	**Serious Injuries**	**Serious Injury Collisions**	**Serious Injuries**
Dublin County	367	379	424	435	328	352
Dublin City Council	208	214	273	279	165	174



Graphic 3: Serious Injury Collisions and Serious Injuries 2014 - 2020 Dublin City Council and Dublin County.

- Regional Road Network Safety Analysis Round 1b Report provided by The Department of Transport

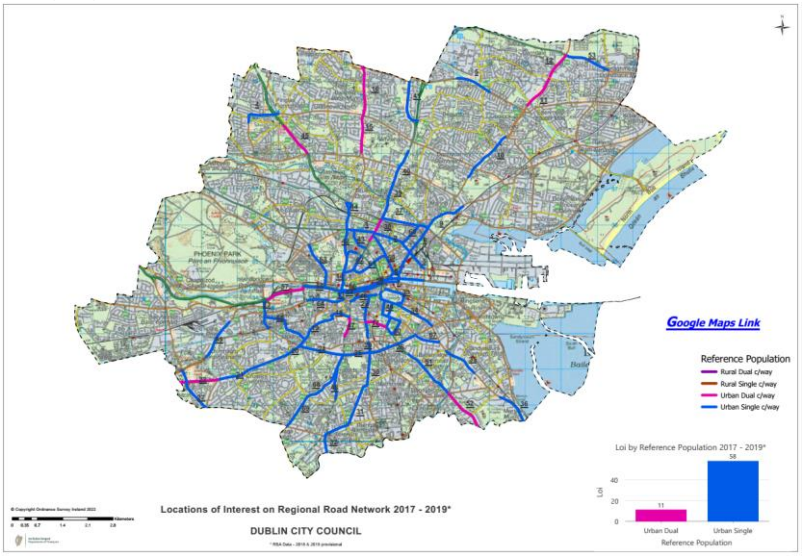
On the 30th of August 2023, the Dublin City Council Environment and Transportation Department received the Round 1b Report of the Regional Road Network Safety Analysis from the Department of Transport. The primary goal of the report was to identify areas with significant safety issues that could benefit from cost-effective interventions like Low-Cost Safety Improvement Works. These interventions aimed to reduce or eliminate collisions on an ongoing basis.

As a result of this study, several Locations of Interest (LoI) were identified within each Local Authority area. In Dublin City Council, the report provided a comprehensive analysis of these (LoIs), with a focus on urban areas having population densities below 10,000. For urban (LoIs) with over 10,000 population densities, a more streamlined analysis was conducted. To assist in future funding applications and the preparation of Low-Cost Safety Improvement Scheme applications, the Department has requested that all Local Authorities utilize this report.

The Regional Road Network Safety Analysis Pilot study serves the purpose of directing Department of Transport funding towards road sections with significant safety concerns that can benefit from engineering-based interventions.

This initiative, initiated by the Department of Transport support office (DoTSO) in 2020, was developed in collaboration with Transport Infrastructure Ireland (TII) road safety team. It aligns with Vision Zero, a target of zero road fatalities in Ireland by 2050, as outlined in the Road Safety Authority (RSA) Road Safety Strategy 2021-2030, specifically supporting actions 51 and 52.

To carry out Round 1 of RR NSA, the analysis covered the period from 2017 to 2019, using RSA-reported collision data. Sections of the regional road network, approximately 1km in length, were categorized based on factors such as carriageway type (single/dual), setting (urban/rural), noise mapping, and population density. Sections meeting the criteria of three or more reported injury collisions within the analysis period and a collision frequency twice above a specified threshold were designated as Locations of Interest (LoI).

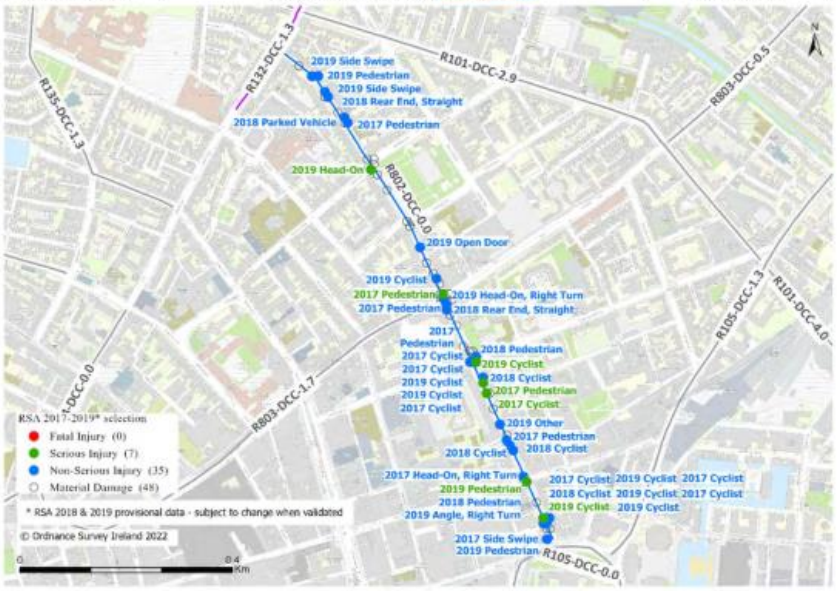


Map 1: Dublin City Council Map Locations of Interest on Regional Road Network 2017 - 2019*

Please find below an example of the safety analysis of the regional road network conducted by the Department of Transport for Dublin City Council, specifically for Gardner Street Middle.

R802-DCC-0.0

Site Ref No	Site Location	Analysis period
R802-DCC-0.0	Gardner Steet Middle Google Maps	2017-2019[1]



Loi [2]	Repeat Loi	AADT [3]	AADT Source	Site Collision Rate [3]	Speed Limit [4]
Yes	n/a	Unknown	n/a	n/a	50 kmh

Injury Collisions						Material Damage Collisions					
VRU	Head On	SV	Veh to Veh	Wet Rd	Dark	VRU	Head On	SV	Veh to Veh	Wet Rd	Dark
37	3	0	8	11	12	11	2	2	35	9	15

[1] *RSA Data for some years are provisional (2018 & 2019), therefore these figures are correct as of October 2021 but may be subject to change in the future.*

[2] *Loi is based on collision frequency only for round 1 RR NSA*

[3] *AADT represents middle year of analysis, 2018. Site collision rate expressed as collisions per one hundred million vehicle km of travel.*

[4] *Speed Limit is the posted speed limit for the majority of Loi length in 2020*

Site Observations
Urban single carriageway. Site visit not undertaken.

Collision Summary
42 injury and 48 material damage collisions dispersed throughout the section under consideration. 11 pedestrian and 20 cyclist injury collisions and 3 pedestrian and 6 cyclists material damage collisions were noted. Cyclist and pedestrian were the dominant injury collision type with side swipe and rear end the most common material damage type. Driver actions were noted in 3 pedestrian injury collisions. 1 pedestrian injury collision noted pedestrian unfamiliar with location. 9 noted pedestrian actions including failure to observe and 1 was non road related. 9 driver actions and 9 cyclist actions noted in the cyclist injury collisions including failure to observe.

Collision Trends and Observations
In-depth collision analysis not undertaken at urban Loi for Round 1 analysis.

General Comments
To be circulated to relevant department section/s dealing with urban scheme/renewal projects. A more in-depth analysis can be considered if requested by relevant section to support urban projects.

Figure 6: Extract from the safety analysis of the regional road network for Gardner Street Middle.

Having received the Regional Road Network Safety Analysis for Dublin City Council for the period 2017-2019, the Environment and Transportation Department will now commence the analysis, focusing on the top 10 locations with the highest incidence of accidents. DCC will specifically analyse these locations to determine where immediate action could be taken. It is important to note that the information received is from the period 2017-2019 and highlights corridors and areas within the city. However, it is worth noting that Dublin City Council has implemented measures along a lot of these corridors during the COVID-19 pandemic period.

10. Target & Objectives of the Dublin City Council Road Safety Strategy

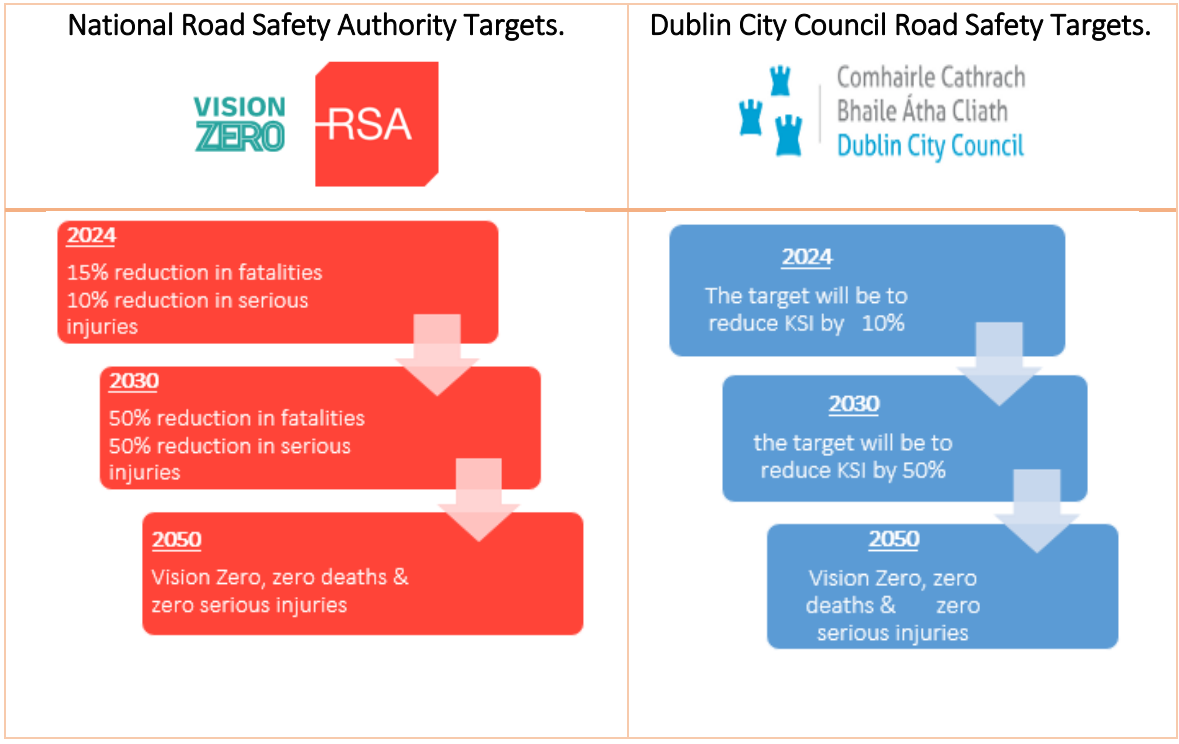
The target of Dublin City Council Road Safety Strategy is to reduce/eliminate the number of fatal and serious injuries on the streets of Dublin City to contribute to the National and European targets. This strategy has the aim to progress the implementation of various safety measures adopting our Safe System approach to achieve Ireland's long-term goal of Vision Zero (i.e. zero road deaths or serious injuries) by 2050.The principal objectives of the Dublin City Council Road Safety Strategy 2023 to 2030 are as follows:

- To develop a road safety policy and action plan based on a safe systems approach to improving safety for all road users;
- To provide a focus on road safety and to ensure that road safety underpins all transportation policy measures;
- To highlight the number of deaths and Serious injuries that have occurred on the City Council's road network in recent years;
- To develop new initiatives to reduce collisions involving vulnerable road users;
- To reduce the number of road fatalities and casualties on the streets of Dublin City Council by playing a role in meeting the National Road Safety Targets set out in the National Road Safety Strategy 2022 to 2030.
- To assist in meeting national road safety targets as set out in the National Road Safety Strategy 2021 – 2030;
- To continue the engagement with other road safety agencies through an expanded Road Safety Working Together Working Group;

11. The National Road Safety Targets 2022 - 2050 vs. Dublin City Council Road Safety Targets 2023 -2050.

The period 2017 – 2019 was used as the baseline for the setting of targets in the Government Road Safety Strategy (GRSS).

The rates for local targets have been informed by the Road Safety Authority. The Graphic 4 below shows The National Road Safety Targets 2022 -2050 vs. Dublin City Councils Road Safety Targets 2023 -2050.



Graphic 4: National Road Safety Targets vs. Dublin City Councils Road Safety Targets.

Road Safety Working Together Group

Reducing the number of collisions on the road involves many different partners and stakeholders working together. In the previous Road Safety Strategy, the Road Safety Authority recognised that the ambitious road safety targets would only be met through the cooperation of all agencies involved in road safety and the shared responsibilities by all road users. As part of the previous Road Safety Plan 2016 to 2020, a Road Safety Working Together Group was set up in Dublin City Council in line with the Road Safety Strategy at that time. This included representatives from the Road Safety Authority, the Gardaí, the Dublin Fire Service, Transport Infrastructure Ireland, and other representative organisations such as the Dublin Cycling Campaign.

The objective of the Group was to review the Dublin City Council Road Safety Plan and highlight the prominent road safety issues in the Dublin City area at present. It should be noted that Road Safety is not the sole responsibility of any one organisation or Authority. It is a shared responsibility. It is also the responsibility of every road user to ensure their own safety and that of others on our country's roads. The role of this Road Safety Working Together Group is to:

- Oversee the development and implementation of this Road Safety Strategy – 2023-2030;
- Support the allocation of funding to support the implementation of the Road Safety Strategy;
- Review accident statistics, professional experience from within the stakeholder organisations, National and European data and policy as well as European authorities and organisations working on delivering improved Road Safety;
- Agree the Actions to be undertaken by Dublin City Council over the period of this strategy;
- Ensure a broad review of the road safety analysis and perspectives are included in the development of this strategy;
- Meet on a biannual basis to review the strategy and evaluate the progress of the actions outlined.

Dublin City Council's Environment & Transportation Department coordinated the development of this Road Safety Strategy 2023-2030 and the Chaired the 'Working Together Group'.

Key Stakeholders

Comhairle Cathrach Bhaile Átha Cliath
Dublin City Council

Dublin City Council (DCC)

The Environment &Transportation Department ensures that national and local road safety initiatives are implemented. The Council also has a road safety awareness role in schools and among the general population in terms of creating awareness and addressing road safety issues. Delivery of a road safety plan is one of the objectives of Dublin City Council Corporate Plan 2020-2024; the Road Safety Section plays a role under the Strategic Goal Number 2: "To build safe, thriving neighbourhoods" with the objective of "Support community participation in safety and security through our fire, water and road safety education and awareness programmes".

Dublin City Council's Strategic Policy Committee for Transportation (SPC)

The Strategic Policy Committee (SPC) for Transportation is a Committee of the Council with a particular responsibility for preparing and debating policy alternatives for transport and traffic affairs for Dublin City Council, as set out in the paragraph above. The SPC for Transportation has the remit of adopting this Road Safety Strategy.

An Garda Siochána

An Garda Siochána is the national police service of Ireland. The Mission of An Garda Síochána is 'Working with Communities to Protect and Serve'. Their primary objective in relation to Road Safety is reducing the incidence of fatal and serious injuries on our roads and improving road safety so as to develop a national culture of safe road use. Enforcement is almost entirely a Garda function while traffic management is a shared responsibility between An Garda Síochána and other agencies. The Garda Traffic Corps is dedicated to the enforcement of road traffic legislation and also to assisting the free flow of traffic.

Transport Infrastructure Ireland (TII)

Transport Infrastructure Ireland (TII) primary function is to provide an integrated approach to the future development and operation of the national roads network and light rail infrastructure throughout Ireland.

(TII) continually monitors the safety performance of the Luas operation and carries out analysis of the incidents and accidents to identify trends and emerging safety issues. TII works closely with the Luas Operator, and with key stakeholders and interested parties to continually improve the safety of the Luas system. TII also collaborates with the Luas Operator in implementing safety initiatives and campaigns.

Road Safety Authority (RSA)

Road Safety Authority (RSA) mission is to make Irish roads safer for everyone. That means working in every way possible to save lives and prevent injuries by helping to reduce the number and severity of collisions on Irish roads.

RSA are recognised as the leading voice for road safety in Ireland and as a leading voice internationally. This recognition is built upon a strong record of driving positive change in the attitudes and behaviours of all road users, while effectively collaborating with many stakeholders, such as An Garda Síochána and the Health and Safety Authority, to save lives. RSA mission of making Irish roads safer for everyone involves delivering some key functions:

- Road safety promotion, education and awareness;
- Road safety and collision research;
- Primary responsibility as the lead agency for the governance and implementation of the government's Road Safety Strategy;

- Driver testing and driver licensing;
- Governance and supervision of the National Car Testing Service and Commercial Vehicle Roadworthiness Testing;
- Enforcement of a range of road haulage industry and driver regulations;
- Regulation of the driving instruction industry;
- Development and monitoring of vehicle standards;
- Advising the Department of Transport and the Minister for Transport on all aspects of road safety public policy.

National Transport Authority (NTA)

At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the development of an integrated transport system within the Greater Dublin Area. Principal functions of the Authority with respect to the Dublin City include strategic planning of transport and the effective management of traffic and transport demand.

Dublin Fire Brigade

Dublin Fire Brigade is the largest full time brigade in the country. We provide a fire and emergency response service to 1.2 million people throughout the city and county of Dublin. The Dublin Fire Brigade responds to fires and other emergencies, thereby protecting the people, industry and property of our city. This includes emergency response to road traffic accidents. Dublin Fire Brigade continually strives to provide an efficient, effective service that ensures the safety of our communities and increases the safety of our fire-fighters.

Dublin Cycling Campaign

Dublin Cycling Campaign is an independent, voluntary group, lobbying local and national government to bring about improved and safer conditions for cyclists. Its role on the RSWTG is to highlight areas of concern for vulnerable road users, to carry out educational and information initiatives related to cycling, and to support and monitor the initiatives of the RSWTG.

Dublin Bus operates the Public Service Obligation network in the Greater Dublin Area. Their network of public transport services carried 122 million customers in 2015. Safety is at the core of the Dublin Bus

values. Each experience their customers and employees have is built on their commitment to safe practices. Dublin Bus is committed to working with key stakeholders, and to adopting new technologies that enhance their safety performance, helping them understand their customers and enhance their work practices.

Dublin City Public Participation Network (PPN)

The Dublin City Public Participation Network (PPN) is a countrywide initiative to build a network of community, social inclusion and environmental groups who work within a local authority area. The focus of the PPN is to empower and assist groups to participate in local decision making. The Dublin City PPN operates in the Dublin City Council area.
The Dublin City Public Participation Network is the main link through which Dublin City Council connects with community and voluntary, social inclusion and environmental groups. The PPN will provide groups with:

- Opportunities to influence decision making,
- Access to information – on finance, consultations, developments,
- Training,
- Opportunities to network with other groups,
- Community representation and organised engagement with Dublin City Council,

13. Delivering the National Government Road Safety Strategy National Plan

National Critical Success Factors

The factors outlined below have been identified from the National Government Road Safety Strategy (GRSS) as being critical in ensuring that this strategy meets its full potential.

Political commitment which will be instrumental to the success of this strategy;
Timely development and implementation of evidence-based policy and legislation;
Timely, efficient data-sharing and use of benchmarking across key stakeholders;
Innovation in how we design our interventions and our approach to partnership-working;
Provision of essential funding for benefits realisation;
Provision of safe, segregated infrastructure to facilitate modal shift towards active travel;
Behaviour change due to enforcement interventions, education and training;
Dedicated partnership-working with good governance and accountability;
Public and media support of our interventions and activities.

Table 9: Critical success factors National Road Safety Strategy page 69.

National Shared Responsibility

Shared Responsibility across all parts of the traffic management system is one of the core underlying principles of the Safe System approach and directly aligns with the ethos of the government's Road Safety Strategy.

National Governance Model

The Government Road Safety Strategy (GRSS) will be subject to a cross-governmental governance structure, overseen by a ministerial committee on road safety, to review implementation of the 2021 – 2030 strategy. The County and City Management Association (CCMA) will be required to participate

in the monitoring structure of the GRSS and contribute quarterly local updates for consideration at a national level.

Key to this reporting is the development of the Road Safety Working Together Group (Action 94) and the development, implementation, and monitoring of the Dublin City Council Road Safety Action Plan (Action 95). Dublin City Council will support the County and City Management Association (CCMA) in this regard.

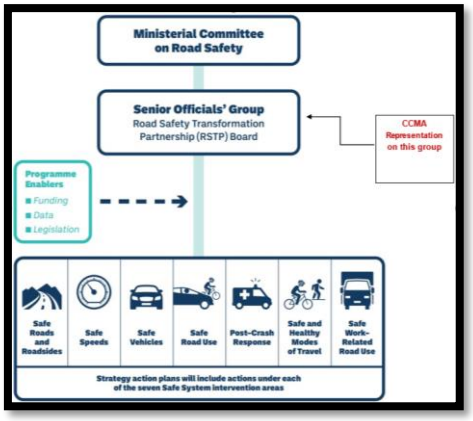


Figure 7: National Road Safety Governance & Accountability

14. National Government Road Safety Strategy Action Plan Phase 1 and Dublin City Council Action Plan Phase 1 (2023-2024)

There are three distinct phases set out in the National Government Road Safety Strategy 2021- 2030 (GRASS) as follows, with which the Dublin City Council Local Safety Plan compiled:

- National Phase 1 2021-2024
- National Phase 2 2025-2027
- National Phase 3 2028-2030

The following Dublin City Council Phase 1 Action Plan (2023-2024) includes two types of road safety actions:

1. High-Impact Actions- High-impact actions include those that will have a direct impact on the reduction of deaths and serious injuries on Irish roads. Their effectiveness in doing so can be measured, and they are critical for governance activities and reporting. Dublin City Council is the Lead Department or Agency with: Safe roads and roadsides.
2. Support Actions - Support actions focus more on providing an evidence-base, or smaller-scale activities, to supplement and enhance the effects of the high-impact actions and road safety more broadly. These support actions may also provide the foundation for new, high-impact actions for the Phase 2 Action Plan (2025-2027). Dublin City Council is the Lead Department or Agency of support actions which are: Safe roads and roadsides, Safe speeds, Safe road use, Safe and healthy modes of travel.

Both the high-impact actions and support actions are essential to improving road safety in Dublin City, and achieving our ambitious 2030 and 2050 targets. Dublin City Council has a role in ensuring that the High Impact Actions and Support Actions are completed under the timeline.

Completing all these crucial activities will depend on several critical success factors, including dedicated partnership-working and data sharing across our key stakeholders. The actions are informed by existing Council policy as set out in the Dublin City Council Development Plan 2022-2028 and Climate Action Plan 2019 -2024. A detailed report of the outcome of the action will be produced annually to monitor the implementation of the Dublin City Council Action Plan Phase 1.

Action Plan

1. High Impact Actions	2. Support Actions
1. Safe roads and roadsides. 2. Safe speeds. 3. Safe vehicles. 4. Safe road use. 5. Post-crash response. 6. Safe and healthy modes of travel. 7. Safe work-related road use.	1. Safe roads and roadsides. 2. Safe speeds. 3. Safe vehicles. 4. Safe road use. 5. Post-crash response. 6. Safe and healthy modes of travel. 7. Safe work-related road use.

Dublin City Council Road Safety Strategy Action Plan Phase 1 (2023-2024) & Appendix 1 and 2

15. Dublin City Council Action Plan Phase 1 (2023-2024)

1. High Impact Actions

Safe System priority intervention area:

- **Safe Roads and Roadsides:** Dublin City Council (DCC) Lead Department or Agency

DCC Action No.	National Action No.	Action	Lead Department or Agency	Responsibility	Due Date	Support Department or Agency
1.	4.	Implement 20 low-cost safety schemes identified on the regional and local road network annually. In addition, progress the implantation of 2 larger safety schemes per year.	Dublin City Council.	Environment and Transportation Department.	Annual.	NTA
2.	5.	Over the period 2021 to 2024 over 57 km of segregated walking and cycling facilities will be deliver as part of the walk wheel cycle network to provide safe cycling and walking arrangements for users of all ages.	Dublin City Council.	Environment and Transportation Department.	Q4 2024.	NTA

- Under the High-Impact actions for the following safe system priority intervention areas: (Safe speeds, Safe vehicles, Safe road use, Post-crash response, Safe and healthy modes of travel and Safe work-related road use), Dublin City Council is not the Lead Department or Agency and therefore, no actions are allocated under these specific safe system priority intervention areas.
- Under the Support Actions for the following safe system priority intervention areas (Safe vehicles, Post-crash response and Safe work-related road use), Dublin City Council is not the Lead Department or Agency and therefore, no actions are allocated under these specific safe system priority intervention areas.

2. Support Actions -Lead Department Agency

Safe System priority intervention area:

- **Safe roads and roadsides** Dublin City Council Lead Department or Agency

DCC Action No	National Action No.	Action	Lead Department or Agency	Responsibility	Due Date	Support Department or Agency
3.	52.	Dublin City Council would collaborate with the surrounding agencies as required to develop a Network Safety Analysis (Stage 2) for the regional road network, which will include the design and prioritisation of remedial works for sections of regional roads with the highest risk of fatal or serious injury.	Dublin City Council.	Environment and Transportation Department.	Ongoing to Q4 2025.	NTA Fingal Co.Co. South Dublin Co.Co. DLRC TII
4.	61.	Complete a minimum of 100% of LA 16 Collision Reporting and Evaluation Procedure forms where a fatality, or collision that is likely to become fatal, has occurred.	Department of Transport, An Garda Síochána, CCMA / Dublin City Council.	DoT Principal, Commissioner of An Garda Síochána, Dublin City Council Environment and Transportation Department.	Q4 2024.	TII, DoT Support Office.
5.	63.	Review and make recommendations for the provision of a dedicated road safety engineering	Department of Transport, Transport Infrastructure Ireland, CCMA /	DoT Principal, CEO TII, Dublin City Council Environment and	Q2 2023 subject to resources.	-

DCC Action No	National Action No.	Action	Lead Department or Agency	Responsibility	Due Date	Support Department or Agency
		resource in each Local Authority to progress road safety schemes and strategy actions.	Dublin City Council.	Transportation Department.		
6.	68.	Dublin City Council to publish/ renew the prioritised plan on road building construction and maintenance (including footpaths and cycle lanes) on an annual basis.	CCMA / Dublin City Council.	Road Maintenances.	Annual.	DoT.
7.	69.	Dublin City Council have started a program to roll out LED lighting across the city over the next 5 – 8 years to improve visibility and enhance safety for road users.	CCMA / Dublin City Council.	Public Lighting.	Ongoing to Q4 2026.	DoT.

- **Safe Speed** Dublin City Council Lead Department or Agency

DCC Action No	National Action No.	Action	Lead Department or Agency	Responsibility	Due Date	Support Department or Agency
8.	78.	30 Kph is the speed limit in all areas in Dublin City except arterial routes. The remaining routes will be examined when the guidelines for setting speed	CCMA / Dublin City Council.	Environment and Transportation Department (Road Safety Section).	As soon guidelines become available and reviewed.	DoT.

DCC Action No	National Action No.	Action	Lead Department or Agency	Responsibility	Due Date	Support Department or Agency
		limits have been updated.				
9.	79.	Where schools in the Dublin City Council area are located on 50 kph routes, Dublin City Council will look to implement any new guidelines arising from the review of the setting of speed limits guidance.	CCMA / Dublin City Council.	Environment and Transportation Department.	As soon guidelines become available and reviewed.	DoT.

- **Safe Road Use** Dublin City Council Lead Department or Agency

DCC Action No	National Action No.	Action	Lead Department or Agency	Responsibility	Due Date	Support Department or Agency
10.	94.	To maintain the Road Safety Working Together Group (RSWTG) to co-ordinate multi-agency road safety policy and implementation at a local level.	CCMA / Dublin City Council.	Environment and Transportation Department.	Q4 2021.	RSA, AGS, TII, HSE, CFO.
11.	95.	Dublin City Council Road Safety Working Together Group RSWTG to publish a multi-agency Road Safety Action Plan and to annually review progress on implementation.	CCMA / Dublin City Council.	Environment and Transportation Department.	Annual	RSA, AGS, TII, HSE, CFO.

- **Safe and Healthy Modes of Travel** Dublin City Council Lead Department or Agency

DCC Action No	National Action No.	Action	Lead Department or Agency	Responsibility	Due Date	Support Department or Agency
12.	177.	Dublin City Council to roll-out the Safe Routes to Schools Programme and provide "front-school-treatment" to a minimum of 30 schools.	National Transport Authority, An Taisce, CCMA / Dublin City Council.	Environment and Transportation Department (City Centre Transport Projects).	Ongoing.	RSA.

Comhairle Cathrach Bhaile Átha Cliath
Dublin City Council

APPENDIX 1 – Dublin City Council Additional Actions.

The following are the Additional Actions requested by members of the Road Safety Working Group Together (RSWGT), using a collaborative approach:

Additional Actions for Dublin City Council					
Action No.	Action.	Lead Department or Agency.	Responsibility.	Due Date.	Support Department or Agency.
1.	The Road Safety Section has requested data for the period (2017 to 2023) to LGMA on Killed and Seriously Injured (KSI) cases in Dublin City. The aim is to analyse the data and take necessary action once the data becomes available.	LGMA / Dublin City Council. Environment and Transportation Department Road Safety Section.	Environment and Transportation Department Road Safety Section.	Ongoing.	LGMA / RSA
2.	Having received the Regional Road Network Safety Analysis for Dublin City Council for 2017-2019, the Environment and Transportation Department will now commence the	Dublin City Council. Environment and Transportation Department	Dublin City Council. Environment and Transportation Department	Ongoing	LGMA / RSA

Additional Actions for Dublin City Council					
Action No.	Action.	Lead Department or Agency.	Responsibility.	Due Date.	Support Department or Agency.
	analysis, focusing on the top 10 locations with the highest incidence of accidents. DCC will specifically analyse these locations to determine where immediate actions should be taken to begin a program of interventions where a specific risk has been identified.				
3.	A road safety campaign will be run with the key message of "Obey the Road, Don't Speed, Share the Road Equally and the benefit of Active Travel". The goal of the campaign is to encourage active travel and emphasizing an educational message of the health and well-being benefits of these practices.	Dublin City Council. Environment and Transportation Department.	Cycling and Walking Officer.	2024	RSA
4.	To implement a Mobility Educational School for children to learn how to cycle safely throughout Dublin City.	Dublin City Council. Environment and Transportation Department.	Dublin City Council. Environment and Transportation Department Road Safety Section, Micromobility unit and Dublin City Sport & Wellbeing Partnership	Ongoing.	Dublin City Council. Environment and Transportation Department Road Safety Section.

Road Safety Authority Actions as a Lead Department					
Pillar	**Local Version**	**Lead Department or Agency**	**Responsibility**	**Due Date**	**Support Department or Agency**
Safe Road Use	Implement public education/awareness campaigns which target the main causal factors for deaths, and serious injuries, and target high-risk groups. Integrate these campaigns with the enforcement plans of both An Garda Síochána and the RSA.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	AGS, MBRS, HSA
Safe Road Use	Raise awareness of the new Government Road Safety Strategy among stakeholders and the public. In particular to explain Safe System and enrol the public into the Vision Zero objective.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Q1 2022	AGS, TII, NTA, HSA, DoT, MBRS, NOTM, DoH, CCMA / LA's
Safe Road Use	Work with the Road Safety Together Working Group to actively engage with younger people to ensure their views are considered when determining policy and priority areas for road safety interventions. We will do this by recommending the inclusion of a youth representative on the Road Safety Together Working Group.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	DYCA, ETB, Transition Year Coordinators, LCA Leaders, Professional Development Service for Teachers (PDST), National Youth Council of Ireland, Local RSTWG
Safe Road Use	Implement public awareness campaigns on the danger of Driver fatigue and highlight the dangers of sleep disorders such as Obstructive Sleep Apnoea Syndrome (OSAS).	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	HSE
Safe Road Use	Promote an awareness campaign on the secure and safe transportation of animals (including pets) in vehicles / trailers.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Q4 2022	HSA, Irish Farmers Association, AGS
Safe Road Use	Raise awareness of the medical fitness to drive regulations to ensure full understanding and compliance in respect of drivers	Road Safety Authority	Director - Driver Testing & Licensing	Q3 2022	AGS, NOTM, MRBS, GP's, Drivers, Employers, HSA

Road Safety Authority Actions as a Lead Department					
Pillar	Local Version	Lead Department or Agency	Responsibility	Due Date	Support Department or Agency
	that have a drug and/or alcohol dependence.				
Safe Road Use	Implement specific educational measures aimed at protecting vulnerable road users. In particular: • driver's obligation to drive in anticipation of vulnerable road users on the road, • awareness of pedestrians including children and impaired pedestrians, • Safe crossing by pedestrians, • safe overtaking of cyclists, • avoidance of 'dooring', including promotion of 'Dutch reach', • use of personal protection equipment for pedestrians, cyclists and motorcyclists, • awareness of blind spots on HGVs and Buses, • road users and workers at road works, • care for young and older people, • use of scooters and e-scooters, • horse riders, and • the rules of the road.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	HSA, CCMA / LA's, AGS, Bus Éireann
Safe Road Use	Promote public education to support the safe use of e-scooters (micro mobility vehicles) on Irish roads, particularly for last-mile journeys.	Department of Transport, Road Safety Authority	DoT Principal, Director - Road Safety, Research & Driver Education	Q1 2022 and Ongoing	NTA
Safe Road Use	Promote an educational campaign on the safe use of junctions by all road users with a focus on driver interaction with cyclists.	National Transport Authority, Road Safety Authority	CEO NTA, Director - Road Safety, Research & Driver Education	Q2 2022	AGS
Safe Road Use	Promote the standardised guide to reducing road safety school gate risk.	Road Safety Authority	Director - Road Safety, Research &	Q3 2021	AGS, CCMA / LA's, DoE, An Taisce, DoT, NTA, National Parents Council

Road Safety Authority Actions as a Lead Department					
Pillar	Local Version	Lead Department or Agency	Responsibility	Due Date	Support Department or Agency
			Driver Education		
Safe Road Use	Promote a campaign targeting drivers to highlight the risks faced by Vulnerable Road Workers (School Wardens, Emergency Service Personnel, Construction workers etc).	Road Safety Authority	Director - Road Safety, Research & Driver Education	Q2 2023	AGS, Fire Service, HSA, CCMA / LA's, TII
Safe Road Use	Roll out a campaign for road users on how to interact with emergency service personnel including guidance on traffic control measures at the scene of a collision.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Q4 2021	Fire Service, AGS, NAS
Safe Road Use	Empower local community groups to strive for safer and more liveable streets in their locality by providing them with the tools, checklists and supports necessary to be proactive participants in road safety.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Q1 2023	AGS, NTA, CCMA / LA's, Community Groups
Safe Road Use	Optimise RSA.ie as an educational hub for road users by leveraging digital customer engagement through effective social media marketing and digital platforms.	Road Safety Authority	Director - Corporate, Policy, Strategy & Technology	Annual	Stakeholders

16. Monitoring and Evaluation

Dublin City Council Environment & Transportation Department is responsible for leading, monitoring, reporting and evaluating the implementation of our Road Safety Plan through the *Road Safety Working Together Group. This will require a collaborative approach across a range of organisations and agencies. The Road Safety Working Together Group meets twice a year to oversee the implementation of the annual plan to ensure we remain on track to meet our actions.

It is vital that the Road Safety Plan's and the Road Safety Plan Appendix 1 progress are revised annually to assess if it is effective in meeting the objectives and carrying out its actions. As part of the Road Safety Plan 2023-2030, to help ensure a reduction in collisions and casualties in the City, a report will be carried out annually to monitor the implementation of the plan, and it will be presented to the elected members at the Transportation Strategic Policy Committee and Council meeting. In addition, quarterly updates will be provided to the CMMA, as and when required, which will support the implementation of The Government Road Safety Strategy (GRSS).

17. Summary

This Dublin City Council Road Safety Strategy will strive to achieve the maximum reduction in casualties over the next four years by attempting to reduce or eliminate the causes of collisions where Dublin City Council is the lead agency under the priority intervention area of Safe roads and roadsides, Safe speeds and Safe road use. Also by working in close cooperation with the other agency that have responsibility with the road safety. Through the new and ongoing actions as listed under the Safe System approach, this strategy will progress the implementation of specific safety measures to make the roads and streets of Dublin City safer for all road users.

This strategy aims to overcome some particular challenges for improving road safety in Dublin City. This includes maintaining the levels of funding allocated to road safety measures and effectively conveying the message of a shared responsibility for road safety to all road users to promote improved road user behaviour and attitudes. As stated in the National Road Safety Strategy 2022 -2030, “There is a cause for every collision, fatality and injury. Collisions are avoidable.” This strategy aims to remove many of the identifiable causes of traffic accidents and by so doing contribute to the prevention of many of the road traffic collisions.

VISION ZERO

NO ROAD DEATHS
OR SERIOUS INJURIES BY 2050

Comhairle Cathrach Bhaile Átha Cliath
Dublin City Council

Report to Traffic and Transport SPC

Project Updates:

Summary:

There are 7 Schemes currently in construction and 1 completed giving an increase of 2 on the last quarter

- **Clontarf to City Centre (3km)**
- **Royal Canal Greenway Phase 3 (2.1km)**
- **Dodder Greenway: Herbert Park to Donnybrook (0.5km)**
- **South Grand Canal Cycle Safety Improvements (2.2km)**
- **Liffey Cycle Route at Eden Quay: O'Connell Bridge to Butt Bridge/Beresford Place junction (0.25km)**
- **East Coast Trail**
- **Suir Road to Thomas St**

- **Fitzwilliam Street Cycle route - To commence in Q3 2023 subject to NTA approval.**
- **Sandyford Clonskeagh to Charlemont Street - SC2C (**installation of Phase 1 is planned to commence in Q4 2023).

31 of our schemes are currently in design stage a sample of which are stated below;

- Bayside to the Northside Shopping Centre via Kilbarrack Road, Tonlegee Road and Oscar Traynor Road.
- Cabra Cross to the city boundary via Ratoath Road & Cappagh Road.
- Howth Road, from Station Road to James Larkin Road.
- North Circular Road and Portland Row.
- Merrion Square West
- Dodder Greenway Interim Scheme
- Finglas Village Improvement Scheme
- Finglas Area Roundabouts
- Sir John Rogerson's Quay
- Santry River Greenway

The following scheme is proposed to go the Public Consultation over Q3 2023:

- Dodder Greenway - Beavers Row

Royal Canal Greenway Phase 3
Royal Canal Phase 3 will provide 2.1 km of cycling facilities and 2.1 km of walking facilities along the Royal Canal, from Newcomen Bridge (North Strand Road) to Cross Guns Bridge (Phibsborough Road).

Temporary road closure along Charleville Mall has been extended by two months to 31st October in order to deal with substandard gully connections and road formations that have been identified.

Works were suspended on the towpath from Clarke's Bridge to Charleville Mall due to fragile nature of the canal wall. The scope of the remediation works to the canal bank wall between Clarke's Bridge and Newcomen Bridge are to be determined and a conservation led approach to remediation is to be carried out in agreement with Waterways Ireland.

Works on the western side of Clarke's Bridge are suspended pending resolution of the design of the retaining wall tie-in to the bridge and the diversion of gas mains.
An initial meeting with Áit Urbanism & Landscape to take place on 4th September, and then the consultation and design work will commence.

The Binns Bridge Amending Part VIII was formally submitted on 10th July. Submissions were open until 23rd July and 12 submissions were received by this date. We are awaiting the Planners determination & recommendations, so that we can proceed to Area Committee and full Council. .

A dedicated webpage for the project was also launched and regular updates on the project will be available at www.dublincity.ie/RCGP3

Liffey Cycle Route
This is an east west City centre cycling route linking Matt Talbot Bridge in the East with Heuston Station and the Phoenix park in the west.

Contractors Cairn Construction are progressing the works along a segment of the route commencing at Eden Quay (0.25km section) from O' Connell Bridge to Butt Bridge/Beresford Place junction. The Beresford place junction should be completed by end of October. Further sections will follow continuously.

Clontarf to City Centre Route
Traffic has been progressed to the outbound carriageway which is a significant milestone in the Scheme. Traffic has moved over with the inbound permanent bus lane now in use.

There is approx. 800m of cycle track open and operational past Fairview Park. Approximately 300m has opened along Amiens St and an additional 400m has opened along Alfie Byrne Rd and Howth Rd, bringing a total of 1500m of inbound cycle track which is currently operational and under use by the general public.

Works that can now progress along the outbound side include watermain, kerbing, paving, cycle track construction, road pavement construction, tree pits and bus stops.

Works commenced in June on the CIE retaining wall at CIE Headquarters with excavation and fixing of the wall footing underway. The base of the wall has also been poured with the walls to be constructed next.

Signals were commissioned on Clontarf Rd / Alfie Byrne Rd junction.

Works have also commenced on the outbound bus stops with Amiens St being completed and fully operational. Five of the six inbound stops are complete and in operation

All structural tree pits are nearing completion inbound and a number are progressed on the outbound.

Approximately 45% of the public lighting has been installed and operational.

All details of the project can be found on our dedicated webpage www.c2cc.ie.

Dodder Greenway Route
This is a route along the Dodder from Docklands to DCC boundary at Orwell Park.

Non statutory Public Consultation concluded on June 30th on two sections of the Rapid Deployment schemes-Fitzwilliam Quay-Londonbridge Road and Beattys Avenue to Herbert Park.

A public Information evening was held on the two schemes Fitzwilliam Quay-Londonbridge Road and Beattys Avenue to Herbert Park on June 15th in Sandymount Community Centre

Part VIII documents for Clonskeagh Bridge to Patrick Doyle Road on DLRCC to be lodged on October 2nd. An Ecological Impact assessment is complete on this section.

Conservation and Heritage Surveys on all 5 sections are due to be complete in late September.

Following a trial at the junction of Merrion Road and Anglesea Road, agreement has been reached with DCC Traffic on the proposal to install a toucan crossing on the Merrion Road Crossing as part of the Beattys Avenue to Herbert Park Rapid Build Scheme.

Agreement reached with SDCC on the tie in at Lower Dodder Road.

Royal Canal Phase 4 Route
The project will deliver 4.3km of cycling facilities and 4.3km of walking facilities along the Royal Canal, from Cross Guns Bridge (Phibsborough Road) to the city boundary at Ashtown. A presentation was given by members of the project team on the proposed amending Part 8 to the Central Area Committee on 9th of May 2023.

As requested at the Central Area Committee meeting on May 9th, Active Travel had a site meeting with Central Area Cllrs on June 6th.
As requested at the Central Area Committee meeting on May 9th, a written reply to questions on the day was issued to all Cllrs by Active Travel.
An initial meeting was held between Active Travel and Cabra For Youth on June 12th

DCC are awaiting feedback on an Otter Derogation licence Application which was submitted to the NPWS in Feb 2023.

Following Consultation with the NPWS Ross Macklin has been engaged to carry out surveys for the coming 4 years covering Otter Survey, Otter DNA Collection, Molluscan Invertebrate Survey and
Macrophyte Surveys. These surveys can be used when considering the impact of all transport projects.

On June 1st a meeting was held with DCC Public Lighting, ROD consultants,Tina Auckney (lighting Specialist) and Neville Brown (lighting supplier) to discuss the upcoming lighting Trial methodology which is due to commence on site on August 7th.

South Grand Canal on Road Safety Improvement Scheme

This scheme involves the cycling improvements along the R111 between Suir Road in the West to Rathmines and further towards Ballsbridge.

The works at the South Grand Canal are currently delayed due to the recent Liquidation of the main contractor - SIAC Construction Ltd. The remaining contract works are to be completed under existing DCC Frameworks. The tender process has commenced, with the closing date of competition the 15th Sept.

East Coast Trail – S2S

Cyclist improvement works along East Wall Road linking Alfie Byrne Road to the Point Junction, including works along Dublin Port boundary.

Works are progressing well on site. The island bus stop on Alfie Byrne Rd has been completed and crews are now working towards the junction with East Point Business Park. Road gullies and footpaths are being constructed along the ESB Carpark Section and works are continuing at East Rd. The newly created webpage has drawings and project information available for download, and can be found at www.dublincity.ie/ectnp1

Suir Road to Thomas Street
An information leaflet regarding the construction works was issued by DCC to local residents and businesses. Work commenced on 8th August 2023 with the upgrade of the controlled crossing and footpath works on Marrowbone Lane. Work has commenced on Forbes Lane and this will be one way.

Full details of the scheme can be found on the Active travel webpage. www.activetravel.ie

Coolock to Clontarf
New Cycling and Walking Infrastructure along Clontarf Rd - North, adjacent to St Anne's Avenue towards Coolock connecting with the proposed Santry Greenway.

The Public Consultation for this scheme went live on 2nd June and a Public Information evening was held on 25th July with over 90 attendees. This public consultation period has concluded and the submissions have been reviewed and will be published in a consultation summary report.

Dodder Greenway – Herbert Park to Donnybrook
This Scheme will deliver the Dodder Greenway on the Northern bank between Donnybrook and Herbert Park. The Flood Defence is complete and it is anticipated that the project will be substantially complete by October 2023.

Sir John Rogerson Quay Project

The multi-disciplinary design team is now established for the Sir John Rogerson Quay project. The scope of the design work includes upgrades to the public realm of 800 metres on Sir John Rodgers Quay, Flood alleviation measures, a two way high quality cycle route from Samuel Beckett Bridge to the proposed Dodder Bridge and changes to the road alignment to integrate the complete design with Bus Connects route 16.

The design is being progressed taking into consideration constraints for the site. The first non-statutory public consultation was completed in November 2022 and an update on the project was presented to the South East Area Committee in December 2022.

Fitzwilliam Street Cycle Route
This scheme will deliver 1 kilometre of cycling facilities. Construction tenders have been published and it is anticipated that the preferred tenderer will commence in Q4 2023.

North Circular Road

The North Circular Road Project aims to provide high-quality segregated cycling facilities along a 5.5km route from Infirmary Road at the junction with Conyngham Road and Parkgate Street to Seville Place at the junction with Guild Street. The project will be delivered in zones. The Active Travel team have prepared the Public Consultation Reports for two segments of this route, Dorset St Lower to Amiens St and the Hanlon's Corner junction upgrade. They are due to be published. The team have also developed service requirements for the appointment of Engineering design teams to develop the detailed designs. On the Seville Place section, Consultants have developed concept designs and photomontages for a scheme along Seville Place and these were sent to NTA

for review. A feasibility and options report with consideration of rapid deployment measures is now to be prepared.

Chesterfield Avenue Project

The Chesterfield Avenue Project involves the upgrade of walking and cycle facilities in the Phoenix Park between Castleknock and Conyngham Road/Parkgate Street in a manner that is in keeping with the vision for the park into the future. The tender documents for the engagement of multi-disciplinary design teams are prepared. They have been undergoing third party review and it is planned to publish the tender in Q3 2023

Finglas Village Improvement Scheme

The Concept Design and Option Selection process for the Finglas Village Improvement Scheme are being advanced. A Rapid Build Options Report is required to be prepared for the scheme in accordance with NTA requirements for this phase. The proposed options will then be considered by Active Travel and the NTA, and the Elected Members will be updated accordingly.

Finglas Area Roundabouts Scheme

On the Finglas Area Roundabouts Scheme, the Preliminary Design for the Jamestown Road Roundabout has been completed, and the next step is to submit the Project Appraisal and Business Case to the NTA for approval to proceed to detailed design, and appointment of an environmental consultant to complete AA and EIA screening reports.

The Active Travel Office is also coordinating with Fingal County Council on the requirement for a Section 85 agreement (one LA performing for another). It is expected that detailed design will be completed in Q3 2023, followed by the preparation of tender documents for the appointment of a contractor. Construction is to commence in 2024 subject to NTA approval and funding availability. The tender documents have been prepared for the McKee Avenue/St Margaret's Road/Lidl junction with approval to proceed awaited.

Ratoath Road & Cappagh Rd

The Active Travel team have prepared the Public Consultation Report and it is due to be published shortly. The team have also developed service requirements for the appointment of an Engineering design team to develop the detailed design. It is anticipated that this tender will be issued to Consultants on the NTA Framework in Q3 2023.

Howth Rd, from Station Rd to James Larkin Rd (Raheny to Kilbarrack)

The Active Travel team have prepared the Public Consultation Report and it is expected to be published shortly. The team have also developed service requirements for the appointment of an Engineering design team to develop the detailed design. It is anticipated that this tender will be issued to Consultants on the NTA Framework in Q3 2023.

Kilbarrack Rd to Oscar Traynor Rd.

The Active Travel team have prepared the Public Consultation Report and it is expected to be published shortly. The team have also developed service requirements for the appointment of an Engineering design team to develop the detailed design. It is anticipated that this tender will be issued to Consultants on the NTA Framework in Q3 2023.

Communications:

AcTPrO aims to provide clear, concise and accurate information to Councillors, businesses and residents, and all users of the project within any particular project corridor and all other relevant stakeholders, on the delivery of the Active Travel Network.

All public consultation material is on the Dublin City Council Consultation Hub, https://consultation.dublincity.ie/

Project information is also available on the Dublin City Council website www.dublincity.ie/activetravel. This is used to update project progress, provide further details on specific designs such as maps, drawings, artist impressions and communicate different elements of the project. A section on how to contact the project team is also available. AcTPrO maintains an active social media presence on the DCC social media channels using the hashtags #activetravelnetwork and #climate action, posting on average six times per week

A regular monthly update on the progress of the programme is contained within the Environment & Transportation section of each Monthly Management report to all of the Elected Members.

In addition, a comprehensive quarterly progress update on the programme is issued to the Full Council meeting and all Elected Members.

Further information on the overall network, including an interactive GIS map of all routes and a complete list of all roads and streets involved, is available at www.dublincity.ie/activetravel

13th Sept 2023 – Chris Manzira, Deputy Director for the Active Travel Programme Office