



**NOTIFICATION TO ATTEND MEETING OF THE TRANSPORTATION SPC
TO BE HELD IN THE COUNCIL CHAMBER, CITY HALL, DAME STREET, DUBLIN 2.
ON WEDNESDAY, 11 FEBRUARY 2015 AT 3.00 PM**

AGENDA

WEDNESDAY, 11 FEBRUARY 2015

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2	Liffey Cycle Route (presentation by Mr Joe Seymour, Director, Transportation, Aecom)	
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9	Luas Cross City works (presentation by Mr Derek Dixon, Dublin City Council Luas Cross City Liaison Office Project Engineer)	
10	Proposed review of the Dublin City Council Appointed Stands (Street Service Vehicles) Bye-Laws 2011 (taxi rank Bye-Laws)	31 - 32
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- 13 Minutes of Cycling and Walking Committee meeting held on 2nd December, 2014 39 - 42
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- 15 The Central Area Committee at their meeting of 13th January, 2015, agreed the following
Motion for referral to the Transportation SPC

“Motion in the name of Councillor Ciaran Cuffe

Given the positive contribution of outdoor seating in facilitating public life on the street, improving the amenity of outdoor areas and attracting tourism, and given that cities such as Copenhagen have decided not to charge for street furniture licenses that the City Council trial a waiver of street furniture licenses for a nine month period in the north inner city area, in the expectation that the loss of revenue will be more than offset by a rise in business custom in the city.”

- 16 A.O.B.



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

MINUTES OF MEETING OF THE TRANSPORTATION STRATEGIC POLICY COMMITTEE HELD ON 22nd October, 2014, IN COUNCIL CHAMBER, CITY HALL, DUBLIN 2

ATTENDANCE:

Members: Cllr C. Cuffe, Chairperson; Cllr P. McCartan, Cllr K. Binchy, Cllr J. Horgan-Jones, Cllr. R. McHugh, Cllr F. Kennedy, Cllr P. Smyth, Cllr T. Keegan, Cllr L. O'Toole, Cllr P. Hand, Mr F. Mulligan, Mr J. Leahy, Mr D. Brennan, Ms F. Kelty, Mr D. Peppard

Apologies:

Non-Members: Cllr M. Flynn.

Dublin City Council Staff: Mr D. Wallace, Executive Manager; Mr B. O'Brien, Head of Technical Services; Mr G. Rowland, Senior Engineer; Mr O. McManus, Senior Engineer; Mr B. White, Senior Executive Officer; Ms E. Gibbons, Parking Enforcement Officer; Mr K. Meade, Administrative Officer; Mr C. Carroll, Senior Staff Officer; Ms E. Hickey, Administrative Officer; Mr S. Hickey, Senior Staff Officer; Ms A. Tynan, Staff Officer; Mr F. McKay, Assistant Staff Officer.

Luas Cross City Ms G. Mackin, Director of Communications.

The Chairperson welcomed Members to the Transportation SPC.

1. Minutes of meeting held on 9th April, 2014 (**copy attached**)

Agreed

2. Letter dated 3rd June, 2014, from Minister for Transport, Tourism and Sport regarding Dublin Metro (copy attached)

Noted

3. Letter dated 30th July, 2014, from the NRA, regarding illegal parking on pavements (copy attached)

Noted.

4. Presentation on functions of the Environment and Transportation Department (**Mr Michael Phillips, Director of Traffic/City Engineer**)

Mr D. Wallace, Executive Manager, gave the presentation on the functions of the Environment and Transportation Department.

Noted. It was agreed to circulate the Departmental staff chart and staff contact details to the Members of the SPC.

5. Presentation on traffic projects (**Mr Brendan O'Brien, Head of Technical Services**)

Mr Brendan O'Brien, Head of Technical Services, gave the presentation on traffic projects and responded in detail to Members' questions.

Noted. It was agreed to submit a report to the SPC on the changes to the Part 8 process in relation to traffic works.

6. Presentation on Roads (**Mr Gordon Rowland, Senior Engineer, Roads Maintenance Services**)

Mr G. Rowland, Senior Engineer, Roads Maintenance, gave the presentation on roads.

Noted.

7. Presentation on Luas Cross City (**Ms Grainne Mackin, Head of Communications, Luas Cross City**)

Ms G. Mackin, Director of Communications, Luas Cross City, gave the presentation on the Luas Cross City project works. Members thanked Ms Mackin for the excellent communication strategy to date and the way inconvenience is being kept to a minimum during Luas Cross City works to date.

Noted.

8. Dublin City Council Parking Control Bye-Laws **((i) report on public consultation and (ii) draft Bye-Laws attached)**

It was agreed to refer the draft Dublin City Council Parking Control Bye-Laws to the City Council for adoption.

9. Regulation of Rickshaws in Dublin City Council Area **(report attached)**

It was agreed to write to the Department of Transport, Tourism and Sport to stress the urgency of the situation and the necessity for powers to regulate the operation of rickshaws. A further report will be brought back to the Committee. It was agreed also to circulate to Members the original report on rickshaws to the SPC.

10. Christmas Parking Promotion 2014 **(report attached)**

Report agreed. It was agreed also to ask the National Transport Authority to sponsor an annual public transport ticket as an optional alternative to the prize of one year's free parking for a motorist using Parking Tag during December.

11. Public Transport Sub-Committee **(report attached)**

Noted. It was agreed to re-instate the Public Transport Sub-Committee.

12. Cycle Forum **((i) copy of Minutes of meeting held on 1st April, 2014, and (ii) report on Cycle Forum attached)**

Minutes noted. It was agreed, as proposed by the Chairperson, to put in place a sub-committee to promote both cycling and pedestrian/walking facilities in the city.

13. Meeting dates for 2015 (report attached)

Following discussion of the Transportation SPC meeting start time, it was agreed to propose to the Protocol Committee, for discussion and decision, that three meetings be held at 3.00 p.m. and two meetings at 8.00 a.m. and that the times be alternated. The next meeting of the SPC in February 2015 will be at 3.00 p.m.

Motions

14. Motion in the name of Councillor Paul Hand:

“The members of this SPC commend the Dublin City Bikes scheme as a huge success in getting citizens to use greener forms of commuting and transport. Additionally this SPC supports the expansion of the City Bikes scheme into Dublin 10, 12 and 20 to further enhance bike use in the City Council Area.”

In response to Cllr Hand, Mr D. Wallace, Executive Manager, said that completion of the overall scheme would take a number of years and a very large amount of investment. The 14 phase expansion list outlining the areas to be covered by dublinbikes, subject to funding, will be circulated to Members.

15. Motion in the name of Councillor Ciarán Cuffe:

“That Dublin City Council prepare a pedestrian strategy for the City for Dublin that will encourage more people to walk more within the city.”

Cllr P. McCartan, acting Chairperson, proposed Councillor Cuffe’s Motion on his behalf. The Motion was agreed. It was agreed to refer the Motion to the Cycle/Pedestrian Forum.

16. A.O.B.

**Councillor Ciarán Cuffe
Chairperson,
22nd October, 2014**

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Ref: 1245005

Item No. 4
Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

South Central Area Office, Eblana House,
Floor 1, Marrowbone Lane, Dublin 8
Oifig Cheantar An Lárdheiscirt, Teach Eblana,
Urlár 1, Lána Mhuire Mhaith, Baile Átha Cliath 8
T 2225246/8 F 4531088 email: southcentral@dublincity.ie

11th December, 2014.

Cllr. Ciaran Cuffe,
Chairperson,
Transportation SPC,
c/o Stephen Hickey,
Environment & Transportation Dept.,
Block 2, Floor 6,
Civic Offices,
Fishamble Street,
Dublin 8.



Re: Motion from the South Central Area Committee

Dear Chairperson,

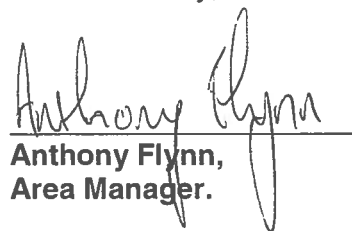
The following Motion was agreed at the December 9th Meeting of the South Central Area Committee of Dublin City Council and the Members requested that a letter be forwarded to you on this matter.

Motion 100 from Councillor Bríd Smith

This Area Committee condemns the recent increases applied by the NTA and Dublin Bus to bus fares. We call for the immediate cancellation of these increases which will have a major impact on our constituents and in particular those who are living on social welfare payments.

I would be obliged for your comments on the issue and look forward to hearing from you.

Yours sincerely,


Anthony Flynn,
Area Manager.

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Óifig an Aire

44 Sráid Chill Dara, Baile Átha Cliath 2, Éire.

Office of the Minister

44 Kildare Street, Dublin 2, Ireland.



Ref: 1261085
**An Roinn Iompair,
Turasóireachta agus Spóirt**

Department of Transport, Tourism and Sport



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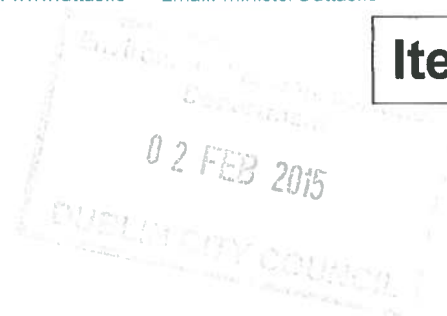
Web: www.dttas.ie

Email: minister@dtas.ie

Item No. 5

30 January 2015

**Mr Stephen Hickey
Senior Staff Officer
Administration/Traffic Advisory Group
Environment and Transportation Department
Dublin City Council
Civic Offices
Wood Quay
Dublin 8.**



Dear Mr Hickey

I refer to your letter of 4th November 2014 in relation to the regulation of rickshaws.

The advice of your Law Department and your request that some provision be made in primary legislation to regulate the provision of rickshaws is noted.

As you are aware it is a requirement that a Regulatory Impact Assessment be prepared to accompany any proposal to Government seeking permission to regulate through primary legislation. As rickshaws are a local matter it is appropriate that Dublin City Council prepare such an assessment. Implicit in this process is a requirement to set out clearly the objective of the proposed legislation and a comparative cost/benefit analysis of the options.

It is expected that such analysis would also include an assessment of the measures that could be adopted within the confines of the existing bye-law making powers of local authorities. It is noted that such powers are already deployed for the purposes of regulating horse drawn carriages and imposing requirements relating to public liability insurance, tax-compliance and Garda clearance. Consideration should, in any event, be given by the Council to adopting measures based on existing regulatory powers. The design and delivery of new primary legislation in any less than a twelve month timeframe is unlikely.

Any proposal relating to primary legislation should also ideally take into account of whether any constraints over the bye-law making powers of local authorities are specific to rickshaws or include also other activities that require regulation. This is clearly critical in determining whether any proposal for primary legislation should be dealt with as a matter of road traffic legislation or the wider local government legislation.

Yours sincerely

A handwritten signature in black ink that reads "Paschal Donohoe". The signature is written in a cursive style with a long horizontal line extending from the end of the name.

Paschal Donohoe, T.D.,
Minister for Transport, Tourism and Sport

cc Mr. Alan Kelly, T.D., Minister for the Environment Community and Local Government

Report to the Chairperson and Members of the Transportation Strategic Policy Committee

Report on Christmas Parking Promotion 2014

The Christmas Parking Promotion 2014 was a competition to win a year's free parking in the city. The prize was in the form of €2000 Parking Tag credit. In addition there were 12 spot prizes of €100 Parking Tag credit drawn at random during the month of December. Entry to the competition was via the Parking Tag website www.parkingtag.ie where entrants had to submit their contact details and answer a simple question. The promotion was advertised on bus shelters and JCDecaux signage as well as the City Council website and associated social media channels. There were 2,343 entries in total. In addition, 10 Parking Tag Accounts with €50 parking credit each were made available to the City Council's LiveDrive radio station for the first week in December. The response to LiveDrive was 323 entrants via SMS.

The aim of the Christmas Promotion is to encourage people, who need or who want to drive, to come into the city to shop, visit and do business. Parking Tag is the City Council's pay by phone option for paying for on-street parking. It is very successful with over 70,000 registered users and registrations steadily increasing in the region of 500 per week. The income generated from Parking Tag is 25% of on-street parking transactions. Parking Tag makes parking in Dublin city easy – once registered, motorists can pay for parking via app, text or phone call. Parking Tag provides a reminder option which will notify the motorist 10 minutes before the parking event expires and the motorist can extend their stay without returning to the car.

While the numbers speak for themselves, the feedback from Parking Tag users is very positive too. The City Council would like to encourage motorists to avail of the Parking Tag option as an alternative to the Pay & Display machine to pay for parking in the city.

**Eithne Gibbons
Parking Enforcement Officer
Environment and Transportation Department**

15th January, 2015

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Item No. 7

Report to the Chairperson and Members of the Transportation Strategic Policy Committee

The use of the Part VIII process for the provision of Cycling and Bus infrastructure.

The National Transport Authority has advised Dublin City Council Environment and Transportation Department that under Section 46(2) of the Public Transport Regulation Act 2009, the following now applies to Local Authority Schemes which provide or enhance Bus and /Or Cycle Facilities:

1. Where no road widening is involved, the procedure set out under Part 8 of the Planning and Development Regulations 2001 is not the appropriate mechanism for local authority development to enhance public bus services or improve facilities for cyclists. The amendment introduced by Section 46(2) of the Public Transport Regulation Act 2009 specifically excludes such development from the Part 8 process, subject to compliance with Section 38 of the Road Traffic Act 1994.
2. Instead, the appropriate procedure for local authority development to enhance public bus services or improve facilities for cyclists, where no road widening is involved, is under Section 38 of the Road Traffic Act 1994. However it should be noted that where development carried out by or on behalf of local authorities, requires an Environmental Impact Statement, the appropriate EIS procedures then apply.
3. Where traffic calming measures are significant it is prudent for the road authority to consult with affected parties.
4. The legal definition of "road" is set out in the [Roads Act, 1993](#), which effectively defines a road as extending to the fence or wall boundaries on either side, and including, inter alia, kerbs, footpaths and medians. So the widening test should be interpreted as any requirement to extend beyond the existing wall or fence boundaries.

In practice this now means that the Environment and Transportation Department will be using Section 38 of the Road Traffic Act 1994 for any schemes which fall into the above categories. A recent example of this would be the work involved in upgrading the Bus facilities on Westland Row, Pearse Street, Lincoln Place: this would have been implemented under Section 38.

However it should be further noted that the Canal Way Cycle Schemes on the Royal Canal from Guild Street out will go through the Part VIII procedure as the locations where the cycle track will be implemented do not form part of an existing road. Below are the relevant Sections and an explanation of each:

[Section 38 of the Road Traffic Act, 1994](#) empowers Road Authorities, in the interests of the safety and convenience of road users and subject to certain requirements, to provide traffic calming measures on public roads.

It defines traffic calming measures as: measures which restrict or control the speed or movement of, or which prevent, restrict or control access to a public road or roads by mechanically propelled vehicles (whether generally or of a particular class) and measures which facilitate the safe use of public roads by different classes of traffic (including pedestrians and cyclists) and includes the provision of traffic signs, road markings, bollards, posts, poles, chicanes, rumble areas, raised, lowered or modified road surfaces, ramps, speed cushions, speed tables or other similar works or devices, islands or central reservations, roundabouts, modified junctions, works to reduce or modify the width of the roadway and landscaping, planting or other similar works.

It should be noted that additional procedures, inclusive of a reserved function decision, must be followed for traffic calming measures which are prescribed by the Minister (see sub-section 3 of Section 38 of the 1994 Road Traffic Act). To date (April 2014), it is understood that no traffic calming measures have been prescribed by the Minister so these specific procedures are not required.

[Section 179 of the Planning and Development Act of 2000](#) outlines the procedures that must be followed for local authority own development which are prescribed by the Minister (see sub-section 2,3 and 4).

[Part 8 of S.I. No. 600/2001 - Planning and Development Regulations, 2001](#) prescribes the type of development to which **Section 179 of the Planning and Development Act of 2000** applies, and the notice requirements.

The following development is prescribed under section (b)

“the construction of a new road or the widening or realignment of an existing road, where the length of the new road or of the widened or realigned portion of the existing road, as the case may be, would be—

- (i) in the case of a road in an urban area, 100 metres or more, or
- (ii) in the case of a road in any other area, 1 kilometre or more”

And under section (k)

“any development where the estimated cost of which exceeds €126,000, not being development consisting of the laying underground of sewers, mains, pipes or other apparatus.”

[Section 46\(2\) of the Public Transport Regulation Act 2009](#) amends **Section 179(6) of the Planning and Development Act of 2000** to include additional works to which the section does not apply. This includes “works, other than works involving road widening, to enhance public bus services or improve facilities for cyclists provided under section 95 (as amended by section 37 of the Road Traffic Act 1994) of the Road Traffic Act 1961 or under section 38 of the Road Traffic Act 1994 ,”.

Note: [Section 95 of the Road Traffic Act 1961](#) and [section 37 of the Road Traffic Act 1994](#) relate to traffic signage.

Brendan O'Brien
Head of Technical Services
Environment and Transportation Department
January, 2015

Item No. 8

Report to the Chairperson and Members of the Transportation Strategic Policy Committee

Report on

Dublin City Development Plan 2011-2017: Written Report on implementation of transportation policies and objectives from current plan, and issues for consideration in new Development Plan.

Response:

Dublin City Council is currently in the process of reviewing the Dublin City Development Plan 2011-2017 and preparing the new Dublin City Development Plan 2016 - 2022. The first stage of public consultation, referred to as the 'pre-draft' phase recently ended on 14th January, 2015. A total of 270 submissions were received during the pre-draft consultation. A report on the submissions is currently being prepared by the Planning Department. It is anticipated that this report will be finalised by the end of February, 2015.

For the purposes of the review and to assist those who may have wanted to make submissions at the pre-draft stage, a series of background/issues papers were prepared by theme. These papers set out progress to date in relation to the implementation of the development plan, future trends and developments and the main issues and challenges to be addressed in the development plan review. A full set of the background papers is available via the link below:

<http://dublincitydevelopmentplan.ie/downloads/DevelopmentPlanBackgroundPaper.pdf>

'Part D: Movement and Transport' is the paper of specific relevance to the Transportation SPC (copy attached). This paper represents the most up to date report on the implementation of transportation policies and objectives within the current development plan, and the issues for consideration in the new development plan.

Also available is a report on the statutory two year review of the current development plan, Report No. 58/2013 presented to the City Council meeting of February 2013. This status report was prepared in accordance with the requirements of the Planning Act as amended.

Michael Phillips
Director of Traffic/City Engineer
January, 2015

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Paper D: MOVEMENT AND TRANSPORT

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3.0 Future Trends and Developments.

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4.3 Regional Dimension

4.4 City Centre

4.5 Mobility Management

4.6 Public Transport

4.7 Cycling

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4.9 Car Parking

4.10 Road / Bridge Infrastructure

4.11 Environment, health and society

5.0 Summary of Main Issues.

Movement and Transport Vision

“To achieve the efficient movement of people and goods in a sustainable manner. To facilitate the provision of an integrated public transport network which will support greater modal choice and encourage a shift to more sustainable modes of transport. To integrate spatial planning and zoning objectives in order to optimise the opportunities in the most accessible locations and close to transport hubs and corridors”.

1.0 Introduction

The transportation vision set out in the current City Development Plan 2011-2017 seeks to promote the integration of land-use and transportation in an effort to accommodate as much movement as possible by high quality public transport, by walking and by cycling. In order to maximize the use of public transport and to minimize unnecessary car journeys, Development Plan policies and objectives have focused on encouraging higher densities and interactive mixed uses within walking distance of public transport corridors and nodes (rail stations and interchanges) and at other key locations, e.g. Key Developing Areas & Key District Centres. The fundamentals of the transportation vision set out in the current development plan remain robust, but with car ownership levels still remaining significant and with increasing concerns in relation to the environmental impacts of the transportation sector, the case for the active enhancement and promotion of sustainable transport remains a priority of Dublin City Council.

The policy approach taken by Dublin City Council in the current Development Plan is consistent with the approach set out in the statutory Development Plan Guidelines. The document ‘Development Plans - Guidelines for Planning Authorities’, published by the DoEH&LG June 2007 (now subject to review), sets out that the strategy, policies and specific objectives of a Development Plan should take an integrated approach to land use and transportation. Transport considerations should inform all aspects of plan making while transport policies and objectives should be informed by national and regional strategies and guidelines.

Zoning should support the achievement of sustainable travel patterns, reduce reliance on private car usage and promote public transport, as well as other sustainable modes such as cycling and walking. Zoning objectives and other measures, such as the application of maximum parking standards, should also support sustainable modes of transport. Advantage should be taken of strategic transport nodes and corridors in the formulation of zoning and density policies, while where appropriate, proposed transportation corridors should be identified and protected.

Over the last number of years, City Council policy, coupled with improvements in the public transport network, has been successful in integrating land use and transportation to achieve more sustainable development. Higher density mixed use development is taking place along transport corridors and the city is consolidating. There has also been a significant increase in cycling as a mode of transportation. There was an 87% increase in cycling within the area enclosed by the two canals in the 7-year period from 2006 to 2013 and a 14% increase from 2012 to 2013.

Number of persons crossing the canal cordon inbound between 7 and 10 a.m. – 2006-2013.

	2006	2013	% change 2006-2013
Persons crossing the canal ring - total	207,379	192,188	- 7.3%
By public transport	102,437	91,981	-10.2%
By car	76,850	68,072	-11.4%
Walking	17,114	17,495	+2.2%
Cycling	4839	9061	+87.2%

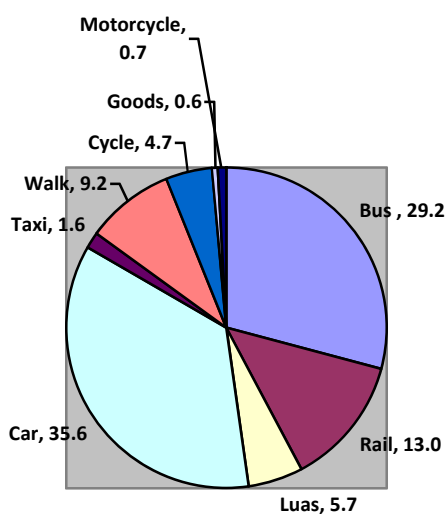
Source ; NTA 2014

As can be seen from the above table, walking and cycling have increased in the period 2006-2013. Whilst public transport use has reduced in absolute terms, a breakdown by bus/rail/Luas shows that a high increase in Luas use was offset by reduced rail and bus use (see table)

Person using public transport 2006-2013 (by mode)

	2006	2013	% change 2006-2013
Bus	59,874	56,177	-6.2
Rail	33,534	24,969	-25.5
Luas	9,029	10,835	+20.0
Total	102,437	91,981	-10.2%

Percentage mode share 2013 ; Canal cordon count (Source; Dublin City Council & NTA)



The current City Development Plan 2011-2017 sought to achieve modal share targets crossing the canals of 55% for public transport, 15% for cycling, 10% for walking and 20% for private car use in the annual cordon count by 2017. Some improvement is therefore required on the 2013 figures above.

The transportation policies and objectives of the new City Development Plan will continue to be guided by the Draft Transport Strategy for the Greater Dublin Area 2011-2030 (NTA strategy document). This NTA Strategy is underpinned by the vision to provide a competitive, sustainable city-region with a good quality of life for all. There are five overarching objectives for the strategy to support the vision, which are as follows:

- Build and Strengthen communities
- Improve Economic Competitiveness
- Improve the Built Environment
- Respect and Sustain the Natural Environment
- Reduce Personal Stress

2.0 Progress to Date

Dublin City Council, in partnership with other transport agencies, has implemented a broad range of transport infrastructure projects and transport management initiatives to respond to the demands posed by the growth of the city. Progress in recent years includes;

Bus & Rail

- The provision/expansion of a network of Quality Bus Corridors and Bus Priority measures. Expansion of real time information for Dublin bus users.
- The provision of additional capacity on the Dart and suburban railway networks.
- The completion of Parkwest and Docklands Rail Stations.

Luas

- Red and Green lines extended to Brides Glen and Saggart respectively, improving access to the city generally.
- Capacity increase on the Luas Red Line.
- Work commenced on Luas Cross City route from St Stephens Green to Cabra/Broombridge.

Cycling

- Provision and expansion of Dublinbikes scheme
- Provision of Grand Canal Cycleway and Tolka Valley Park Cycleway

Roads & bridges

- Bridges ; Opening of the following new bridges over the river Liffey in the city centre ; the Samuel Beckett Bridge (Macken Street Bridge) in Docklands, and more recently the Rosie Hackett public transport bridge at Marlborough Street.
- Completion of the Ratoath Road realignment including Royal Canal/rail line flyover

Traffic management & sustainable private transport

- Introduction of the HGV management strategy.
- Introduction of 30km Speed Limit in City Centre
- Bye Laws to allow for operation and expansion of car clubs
- Provision and expansion of ESB electric car charging points

3.0 Future Trends and Developments.

Transport 21 proposed major infrastructure projects for the Dublin region for the period 2005-2016. Since then, central government released “Smarter Travel – A sustainable transport Future” – a new transport policy for Ireland 2009-2020. Following this, the National Transport Authority produced a ‘Greater Dublin Area Draft Transport Strategy 2011-2030’. This is particularly relevant to the Dublin area, and has been since supplemented by an Integrated implementation Plan for the period 2013-2018.

Smarter Travel - A Sustainable Transport Future

The Government set out its vision for sustainability in transport in 2009, with 5 key goals and defined targets for the period 2009-2020. Goals included the general desire to reduce travel demand, cut emissions and reliance on fossil fuels, and improve accessibility to transport. Targets set out were more specific and included the following;

- Future population and employment to take place in sustainable compact forms.
- Total share of car commuting to drop from 65% to 45%.
- Walking, cycling and public transport modes to rise to 55% of total commuter journeys to work.
- Total kilometres travelled by cars in 2020 not to be above (the then) current levels.

The overall focus was on an integrated delivery of the policy.

Greater Dublin Area Draft Transport Strategy 2011-2030: Key Proposals

The main planned transport proposals for the Greater Dublin Area under the 2030 strategy include the following;

METRO: 2 routes

(a) Metro North

Metro North will connect Swords to Dublin City Centre, serving a number of key destinations including Dublin Airport, hospitals, universities, retail centres as well as residential and employment districts. Metro North is a key element in the creation of a fully integrated rail based public transport network as earlier envisaged in Transport 21. It will interchange with existing Luas services, Dart and suburban rail services at St. Stephen’s Green via the proposed rail interconnector, and also with suburban and mainline rail services at Drumcondra. (For interim proposals for the period to 2018, see reference to bus rapid transit below)

(b) Metro West

This would connect Tallaght via Liffey Valley and Blanchardstown to the proposed Metro North Route. It would provide an orbital service with opportunities for interchange to rail and Dart and Luas services. Because it is not proposed under the integrated implementation plan for the period 2013-18, it is likely to be progressed between 2018 and 2030.

Rail Interconnector Project

The project provides for a Rail Interconnector, largely in a tunnel, to connect the existing Northern rail line to the lines currently connecting with Heuston Station. New stations will be constructed at Docklands, St Stephen's Green and High Street and these will link with Pearse and Heuston Stations. In advance of delivering this interconnector, the phoenix park underground rail tunnel may be reopened as an interim method of improving connectivity (see implementation plan below).

LUAS: 3 routes

(a) Luas Cross City (Luas Line BXD)

The Luas Cross City route was designed by merging Luas Line BX and Luas Line D extensions together to create Line BXD, now known as the Luas Cross City project. The project is under construction and the route will interlink for the first time, the two existing Luas lines in the City Centre. It will connect Cabra (at Broombridge rail station) to St. Stephen's Green, joining the existing Luas line at this location. It will have 13 stops along its route, including serving the new Dublin Institute of Technology campus at Grangegorman, which will have in excess of 20,000 students when completed.

(b) Luas Line from Lucan to City Centre

This will connect Lucan in West Dublin to the southern side of Dublin City Centre providing an important link for communities and institutions on the south side of Dublin. This will be subject to further analysis and it is possible that a BRT (Bus Rapid Transit) route may replace it.

(c) Luas Southwest Line

This would connect the Red Cow area (Clondalkin) to Dundrum via Kimmage, serving an area with currently no rail service. As with the Lucan line, this project will be subject to further analysis and it is possible that a BRT route may replace it.

Road routes

Two main road projects are mentioned in the strategy but may not be delivered by 2030 ;

Project	Proposal
Leinster Orbital M1,M3, M7/9 link	Preserve the route. Possible incremental approach.
Eastern by pass connecting port tunnel to Sandyford area	Preservation of the corridor. Possible incremental implementation.

The NTAs Integrated Implementation Plan 2013-18

This plan focuses on the period to 2018 rather than on the longer-term vision to 2030. The main proposals centre around three BRT routes and the opening of the Phoenix Park rail tunnel to connect the Heuston heavy rail station to other stations and routes.

Bus Rapid Transit

Bus Rapid Transit (BRT) is a high-quality bus based transit system that delivers urban mobility through the provision of segregated right-of-way infrastructure. BRT seeks to give similar service, performance quality, and amenity to that of modern light rail-based transit systems - but at a much lower cost. Under its integrated implementation plan for the period 2013-2018, The National Transport Authority (NTA) has recommended three preferred routes for BRT in Dublin: (1) Blanchardstown to UCD, (2) Swords/Airport to City Centre and (3) Clongriffin to Tallaght. All routes would pass through the city centre. Public consultation in relation to these routes was held in spring 2014. It should be noted that the Swords/Airport to City Centre route is not intended as a substitute for Metro North, but will provide an interim solution pending delivery of Metro.

Phoenix Park Rail Tunnel

Under the current configuration of the Irish Rail network, rail services entering Dublin City on the Kildare line terminate in Heuston Station. These services include a mix of inter-city trains from Cork, Waterford, Limerick and Galway, as well as commuter services from Kildare, Carlow, Newbridge and Portlaoise. Heuston station lies some 3km from the commercial core of the city and in excess of 3km from the area of highest density employment in the south eastern quadrant of the city. Hence, passengers currently using the Kildare line and wishing to access the commercial core of the city by public transport must transfer to bus or to the LUAS Red line at Heuston Station. It is intended to facilitate the use of the existing Phoenix Park Tunnel for the running of through services from the Kildare line to Connolly and through to Grand Canal Dock. This tunnel link can only come into operation however when additional train paths become available. The estimated €12 million cost for the works would provide a shorter term option pending the delivery of Dart Underground in the longer term (estimated cost €4 billion)

Other strategic projects for Dublin City include the further development of the Strategic Cycle Network in accordance with the National cycle Policy Framework. This is a major infrastructural project

4.0 Main Issues & Challenges

In recent years, and since the adoption of the 2011-2017 Development Plan, considerable progress has been made towards achieving sustainable travel patterns and a reduced reliance on private car usage. This said, many of the issues facing the city today remain similar, and it is important to focus on further progressing modal shift to sustainable transport modes in tandem with consolidating the city and improving accessibility to key destinations. Encouraging sustainable transport modes requires improving the attractiveness of the environment for walking and cycling and improving the public transport network towards the NTAs 2030 vision. Initiatives such as the proposed Luas cross-city route, the expansion of Dublin bikes, and the planning and provision of new green pedestrian/cycle routes can all contribute to a more sustainable and cleaner environment. The city is also of course the centre of a city region, and improved public transport connectivity with surrounding counties can add to quality of life and create economic opportunities.

The strategic issues considered of greatest importance and perhaps the biggest challenges facing the city from a mobility point of view are set out below.

4.1 Integration of Land use and Transportation

The integration of land use and transportation has a key role to play in delivering social, economic and environmental sustainability. The current City Development Plan has a policy of encouraging high density development along public transport routes. Restrictive parking policies seek to limit car parking at destinations while the need to travel generally is minimised by designing mixed used layouts where people live close to where they work, shop and socialize. Dublin City Council policies, coupled with improvements in the public transport network, have been successful in integrating land use and transportation to achieve more sustainable development in accordance with Government policy for urban areas.

Notwithstanding the progress made, the current policy of locating high-density development along transport corridors has sometimes been used as a justification for very large-scale development adjacent to any form of public transport irrespective of its capacity. This approach is not sustainable if these large-scale developments are largely car dependent and there is not sufficient capacity or planned capacity on the adjacent public transport network. With this in mind, there is therefore a necessity to refine land use and transportation policy.

In 2013 the National Transport Authority (NTA) published a document on Planning and Development of large-scale, rail focused residential areas in Dublin. The document examines how best to deliver residential densities in areas proximate to public transport corridors. In the Dublin area, a number of large and medium scale residential development areas on rail-based public transport corridors were identified for delivery of sustainable neighbourhoods.

Looking at the city's development in greater detail, there is an important interrelationship between public space/movement and connectivity to green infrastructure. This evolving network transcends many zoning designations and can provide amenities, ecosystem services and sustainable transport routes.

4.2 Sustainable Spatial Strategy

The National Transport Authority's Draft Vision for GDA 2030 through its integrated implementation plans is committed to an infrastructural investment programme for the Greater Dublin Area. The programme is divided into bus, light rail, heavy rail and various integration measures and services. This programme for the period 2013-2018 includes annual spending of between 140 and 150 million euro up to the year 2018 and includes substantial spending on integration measures. From 2013 to 2018 the NTA will invest close to €900 million on transport infrastructure and related cycling/ walking infrastructure. This framework seeks to address the twin challenges of past infrastructural investment backlogs and continuing growth in transport demand.

The Strategy for the GDA is informed by the Regional Planning Guidelines, DoECLG guidelines and a number of other regional land-use and transportation strategies for major urban areas and their hinterlands. The document 'Smarter Travel – A sustainable Transport Future ' (Department of Transport Tourism & Sport) is also influential in encouraging the development and growth of more sustainable modes of transport.

The NTA's 2030 draft strategy, through its implementation plan presents real opportunities to achieve city consolidation and intensification in a sustainable manner. At the heart of the City's new Development Plan should be a spatial strategy that reflects the objectives of Vision 2030. The new development plan should identify areas that are best placed to accommodate intensification where most movement can be accommodated by public transport. The current policies for the integration of

land use and transportation need to be reviewed in the next Development Plan if the city is to maximise the benefits of current and future investments in transport infrastructure as part of the NTAs vision. In this regard spatial planning and zoning objectives need to be integrated to optimise the opportunities close to transport hubs, corridors and other interchanges.

While the new plan needs to clearly identify which are the most accessible areas in the city, it must also recognise the role of public transport and Vision 2030 in delivering intensification at different levels. Different categories of public transport can accommodate different scales of development. For example, the capacity of a Quality Bus Corridor (QBC) is quite different from that of BRT or LUAS. The plan must also recognise that some locations of the city have poor public transport accessibility or lack of capacity and that the 2030 Vision may not improve this situation with strategic solutions during the term of the development plan. It may therefore be appropriate to examine these areas with a view to addressing such shortfalls by way of improving access to existing/planned services.

4.3 Regional Dimension

Dublin as a capital city and a regional employment centre must accommodate the movement requirements not only of the Dublin City area but also those of surrounding counties on a daily basis. The challenge is how to integrate the policy approach that promotes sustainable transport and modal shift with similar policies of surrounding counties, thereby ensuring a consistent approach across the region.

4.4 Future of the City Centre

The Inner City population is expected to grow significantly on foot of local level plans and general redevelopment. Currently over 190,000 commuters travel to the city centre in the morning and this is projected to increase significantly by 2020. This will put the city's limited physical infrastructure under pressure. The major challenge is how best to manage access to and mobility within the city, particularly having regard to the significantly increased numbers of people projected to live and work within the canals. Consideration of the function of streets is important as some are primarily vehicular transit routes for example, whilst others have capacity to have their amenity improved and their use diversified – perhaps some could be pedestrianised, or cater for wider cycle paths and cycle parking. Kerbside space is in increasing demand, particularly in the city centre, and the growth of both electric car usage and also car clubs increases competition for this space further.

Because the City Centre is the most accessible area in terms of public transport, it is therefore the most appropriate area to consolidate as intensification here can be accommodated in a sustainable manner. There are real opportunities presented by an integrated public transport network, especially areas of interchange and transport hubs. Policy and zoning objectives should reflect the opportunities presented at these locations.

The provision of the integrated public transport network envisaged in the NTAs draft strategy for 2030 also presents challenges - not least how can we keep the city moving during construction. Co-ordinated traffic management plans are required which make provision for alternative traffic routes and for enhanced public transport priority measures, while seeking to take account of various interests, including the business community. A major issue we need to address is how the city's limited road space can accommodate the spatial needs of public transport, pedestrians, cyclists and the private car. Volumes of through-traffic remain an issue to be addressed in the context of emerging policy.

4.5 Mobility Management

The city's road network is under constant pressure from vehicular traffic – particularly at peak times. It is necessary to encourage as much travel as possible by sustainable means, that is, by public transport, walking and cycling, and there are many dimensions to this approach. It begins by having a sustainable spatial strategy whereby we locate high density development in the most accessible locations. But it also involves designing new areas in a way which minimises the need to travel, by providing mixed uses, by putting the pedestrian and cyclist at the heart of the design, and by developing layouts which incorporate public transport or improved linkages to public transport.

Mobility Management can generally be described as a transport demand management mechanism that seeks to provide for the transportation needs of people and goods. It can be applied as a strategic demand management tool or as a site-specific (or area-specific) measure. The aim is to reduce demand for, and use of cars by increasing the attractiveness and practicality of other modes of transport. The Mobility Management approach was strengthened in the 2011-2017 Dublin City Development Plan. Since then a further dimension has been added to that approach in the form of proactive engagement and collaboration with communities, schools, workplaces and agencies to bring about modal shift on the ground. Projects such as *Hike It Bike It Like It Drimnagh!* demonstrate that a partnership approach between the City Council and local communities can be successful in changing how people in an area travel from day to day. This proactive engagement and collaboration approach could be formalised in the new Development Plan through the inclusion of new policies and objectives.

Under the 'Green schools' initiative run by An Taisce, classwork promotes environmental sustainability through new initiatives in the day to day running of the school that can reduce waste and energy consumption. Walking /cycling to school is one way of improving sustainability, and a green flag is awarded by An Taisce to schools successfully completing the programme. Such initiatives deserve recognition and promotion.

4.6 Public Transport

Public transport is essential for Dublin City. It reduces transport's impact on the environment by providing an alternative to the car and supports a more consolidated, compact form of development in the Metropolitan Area. It is the only means of transport that can provide the capacity needed to move the large volumes of people who travel to work, education, shops and leisure facilities in the Greater Dublin Area each day.

The Government's investment strategy for public transport in the GDA is integrated in the NTA 2030 Vision. Transport projects such as the proposed Rail interconnector, Bus investment programme and further Luas Line construction and extension will provide an integrated public transport system for the Dublin Area. The provision of such a public transport system enhances competitiveness, safeguards the environment, sustains economic progress, promotes sustainable development and contributes to social cohesion.

It is the policy of Dublin City Council to encourage change from private car use towards increased use of more sustainable forms of transport. Dublin City Council has actively supported all measures being implemented or proposed by the Railway Procurement Agency, Iarnród Éireann, Dublin Bus and other agencies to enhance capacity on existing lines/services and provide new infrastructure including extension of Luas, Interconnector, BRT and additional Bus Routes. The responsibility for public transport, including the setting of priorities, rests with a number of transport agencies including the

City Council through its Development Plan and traffic management systems. Strategic coordination and cooperation between the various agencies is necessary.

4.7 Cycling

Cycling has the potential to transform the city's quality of life in terms of health and environment and is considered an efficient, fast and relatively inexpensive form of transport. It is the policy of Dublin City Council to give priority to improved pedestrian and cycling facilities both within the inner city and the outer city as part of an integrated approach to the management of movement. In order to meet the national target for 10% modal share for cycling, Dublin City Council must achieve 25% modal share for cyclists. This requires a proactive approach to the promotion of cycling and the implementation of the Strategic Cycle Network as envisaged in NTA's comprehensive draft 'Greater Dublin Area Cycle Network Plan'. This plan covers a ten year period and includes many detailed routes, following on from the National Cycle Planning Policy Framework 2009-2020 (NCPF).

The number of cyclists entering Dublin City has increased by a significant 52% over the period 2010 to 2013 (canal ring cordon count). This significant increase reflects a number of measures introduced in the past six years to promote cycling in the city – including the highly successful 'Dublin bikes' bike rental scheme, the provision of cycle lanes including the successful Grand Canal Cycleway, public awareness campaigns to promote cycling, and the expansion of the 30kph city centre speed limit.

The new City Development Plan will build on the success of cycling in the City to date, and will aim to further increase the mode share of cycling and also facilitate a cycling culture in the city. The duration of the next plan will see further progress in the expansion of the cycle network along all major waterbodies including the river Liffey and the canals. The recent expansion of the Dublinbikes scheme will also encourage cycling. The City Council will work with the NTAs draft 'Cycle Network Plan for the Greater Dublin Area' in order to develop a more comprehensive cycle network. The network plan contains proposed cycle routes illustrated in detail.

An emerging issue is that of cycle parking requirements as some cycle parking facilities are increasingly congested. There is a need for strategic high-quality off-street cycle parks, particularly in the city centre and close to key destinations.

4.8 Walking

Almost all travellers are pedestrians at some point of their journey i.e. getting to and from the bus stop, car park, Dart/train station or Luas stop. The quality of the pedestrian experience is therefore important to people's perception and enjoyment of the City Centre, and to the economic and social life of the wider city. The creation of a walkable city is a key aim.

At present, conflict may arise between pedestrians and other road users of the City Centre and other neighbourhoods where both compete for the limited street space available. In recent years the rise in the number of cyclists has increased conflict between pedestrians and cyclists. This is particularly problematic on the main routes between the north and south retail areas such as Dame Street/College Green and Westmoreland Street for example. It is anticipated that there will be additional pressure placed on footpaths and the public realm as more public transport facilities are provided and as additional pedestrian movements are accommodated arising from the realisation of the 2030 Vision.

A coordinated approach to the management of street space and clear demarcation of space for different users along routes will be needed in the future to significantly reduce the conflict between

users and to accommodate increased pedestrian movement. Improvements for pedestrians can be in the form of more direct links and footpaths, improved surfaces and pedestrian amenities, increased circulation space, and reduced waiting times at road crossings. Efficient traffic management on busy streets is also an important factor in maintaining a quality pedestrian environment. Illegal parking for example can degrade the pedestrian environment.

4.9 Car Parking

Car parking is an essential element of overall land-use and transportation policy within the city. The current Development Plan sets out accessibility based parking policy and standards. The standards set out are generally regarded as maximum standards with provision in excess only permitted in exceptional circumstances.

The current car parking standards seek to ensure that an appropriate level of parking is provided to serve new development. For the purpose of parking control the City Council Area is divided into three zones. Zone 1 is generally within the inner city, Zone 2 occurs alongside transport corridors and the remainder of the city falls under Zone 3. Car parking provision in Zones 1 and 2 is restricted on account of the proximity of these locations to good public transport links.

The limitation of parking provision in association with developments is acknowledged as essential in encouraging sustainable travel choices and tackling congestion. There may be scope to further reduce parking provision in new developments where they are well served by public transport, or in/close to a higher-order centre that can be easily accessed by other non-car modes. When considering this approach, care must be taken not to create such a disincentive as to encourage development to locate away from the city or town centres. It needs to be recognised that an element of short term car parking may be essential to maintain the competitiveness of the City Centre versus out of town locations.

In recognition of national, regional and city policy, most new housing units in the city area will be in the form of apartments. These will form part of high density mixed use developments that must be sensitively woven into the existing fabric of the city. While there could be scope to reduce residential car parking in such developments with good accessibility to public transport, the availability and accessibility of some secure car parking will likely be a determining factor in seeking to encourage more families to live in the city.

There have been instances where residents of new developments have opted not to buy parking spaces in favour of parking on the surrounding streets and on footpaths instead. This results in an unsafe and degraded environment for pedestrians, cyclists and motorists. Conditions of planning permission, which are currently used to manage this practice, may therefore need review.

The preservation of some on-street car parking as a resource for the city will be necessary. There is a finite supply of car parking on the city's streets and there is huge demand placed on existing spaces by retail and commercial uses. Also, in some parts of the city residents are reliant on communal on-street car parking spaces in areas where there is increasing competition for limited kerb-side space.

4.10 Road Infrastructure

- The provision of an Eastern By-Pass Route.

The route corridor of this by-pass shall be protected under the NTAs strategy, but the overall by-pass shall not be delivered by 2030. Possible incremental implementation may occur.

- Leinster Orbital Route

The route of this shall also be protected under the NTAs strategy and whilst some work may take place, it is not expected to be fully delivered under the 2030 vision. Whilst not located in the city area, this decision may have implications for city traffic.

4.11 Environment, Health & Society

As set out in the NTA's Draft 2030 Vision, a key objective is to secure a sustainable transport network that balances economic, social and environmental considerations. In particular, the need to reduce the energy intensity of the transport sector and control transport CO2 emissions is recognised. Increasingly there is a greater awareness of the potential negative impact of transport on the environment, in terms of air quality, noise pollution and the effects of CO2, NO2, and particulate emissions. Mode of travel has environmental, health and social impacts. A shift to public transport, cycling and walking not only reduces fossil fuel consumption and a wide range of air emissions, it also makes for a healthier population and generates more active and **vibrant streets** and spaces. In Dublin City, transport accounts for 25% of the primary energy consumption and 26% of CO2 emissions.

In the greater Dublin Area, the car share for commuting to work has increased by 2% in the period 2006-2011 to 57.7% (car drivers). The national level equivalent was a 4% increase. This upward trend adds to road congestion and increased emissions. Dublin City Council seeks to deal with sustainable transport issues in a proactive manner. A further development of Development Plan policy would ensure that sustainable transport issues are incorporated as a key element in the planning process. The challenge is to encourage people out of the car to more sustainable forms of transport through the provision of traffic and demand management measures whilst supporting the delivery of the NTA transport projects. There are opportunities for more sustainable energy use in the transport sector (as well as other sectors).

5.0 Summary of Strategic Issues/Questions.

Integration of Land use and Transportation

- How can the new plan seek to facilitate better coordination between land-use and transportation facilities in order to achieve more sustainable development?
- Should the most accessible areas be defined/mapped?
- How can the scale of development in these areas be matched to transport capacity or can capacity be increased to allow for intensification?
- How can the plan maximise development potential at certain key public transport corridors/interchange points?
- How much development can industrial lands, Key Development Areas, and Key District Centres accommodate in a sustainable manner having regard to existing and future public transport capacity?

Regional Dimension

- How can the regional dimension of transportation and movement (including cycling) be addressed in the next Development Plan?

Future of the City Centre

- What is the role for the car, pedestrian and cyclist within the City Centre area?
- Should the public realm be modified to favour pedestrian traffic - by increasing pedestrian/footpath space ?
- Are the existing residential car parking standards sustainable? Is there demand for private car storage as distinct from car usage ?
- Given the context of improving public transport, are there possibilities for further limiting car-parking provision in future?

Mobility Management & Smarter Travel Promotion

- Do the existing policies in relation to mobility management need to be strengthened and expanded? At what scale of proposed development (ie threshold) should Mobility Management Plans (MMPs) be a requirement?
- How can design influence and promote more sustainable travel patterns?
- Should DCC collaborate more proactively with communities, schools, workplaces and agencies to encourage more public transport walking and cycling? If so, in what ways should DCC work with these groups to encourage sustainable travel?

Public Transport

- How can the Development Plan promote integration/connectivity of public transport services which still have poor onward connections to other public transport modes?
- How can the Development Plan address:
 - (a) Limited multi-modal public transport information.
 - (b) Poor quality passenger interchange facilities.
 - (c) Difficulties in accessing public transport by foot and cycle.
 - (d) Further development of integrated ticketing.
 - (e) Limited Real Time Passenger Information (i.e. it is not available across all transport modes)
 - (f) Congestion and restricted capacity of public transport at peak times
- How can strategic coordination and cooperation between the various agencies providing public transport in the city be improved particularly in the context of the long lead time until delivery of strategic public transport projects.
- What measures would encourage a greater changeover from private car to public transport? e.g. greater frequency and additional priority for buses; provision of Park & Ride facilities, etc.

Cycling

- How can the cycling environment be improved to facilitate cyclists in the city area?
 - (a) Reduced traffic volumes and a reallocation of road space on cycle routes?
 - (b) Improved and additional cycle infrastructure such as kerb separated bike lanes, dedicated Strategic Cycle Streets and good quality surfaces on cycle routes?
 - (c) Provision of sufficient and appropriately designed cycle parking facilities particularly at transport interchanges, along rail lines and key bus corridors?
 - (d) Cycle friendly planning and design of new developments?

- What policies/ initiatives would help to reduce private car journeys to schools?
- How can public transport support cycling? Existing bye-laws do not permit bicycles onto Luas, Dart or Dublin Bus. Are there any innovative measures which can address this issue?
- Are additional cycle parking and storage facilities required in the city?
- What form should cycle parking facilities take? Should they be provided on the street/footpath or off street in car parks such as the Drury Street facility?
- Are additional cycle parking and storage facilities required to be provided at transport interchanges along rail lines and key bus corridors?
- How can a satisfactory cycle network be developed in the existing urban fabric of the city? Should existing road space be reallocated in favour of cyclists? How can this network be extended beyond the M50, to the whole region? Are there opportunities to extend the cycle network to the wider public realm, e.g. parks, canal banks and the coast?
- Should further measures to promote cycling in the city (such as the Dublin Bikes Scheme) be undertaken and if so, what measures should be prioritized?

Walking

- How can increased pedestrian movement be accommodated in the existing limited public space.
- What measures are needed to create a good quality street environment to provide a safer and more attractive setting for people to move around, socialise and to do business?
- Should existing road space be dramatically reallocated to facilitate increased pavement widths, plazas and the creation of shared surfaces?
- Should an extension to the pedestrianised street network in the City Centre be considered?
- Should on-street car parking be removed in certain areas to facilitate the development of an enhanced pedestrian environment?
- Should the idea of 'homezones' - i.e. traffic restricted residential areas where priority is given to pedestrians, cyclists and children at play – be promoted in the city ?

Car Parking

- Should the amount of parking provision for large scale retail/commercial developments continue to be strictly limited?
- How can the plan deliver the national policy of reducing parking in highly accessible locations whilst satisfying the desire to retain the retail vitality of the City Centre?
- Are car parking standards in the current Development Plan appropriate and adequate? If not, how should they be modified?
- Should tighter controls on parking provision or no provision in the vicinity of public transport nodes be encouraged?
- Is the availability of accessible and secure car parking for new housing units in the city area an issue that should be addressed in the context of seeking to attract more families to move into the City Centre?
- Should the potential of car clubs be explored in those areas where parking is restrained?
- Is there a case for providing municipal parking at key locations throughout the city given the increased pressure for on street parking?
- Should car stacking and car lifts be permitted?

Road Infrastructure

- The route of the previously proposed Eastern By-Pass is to be protected but no work shall take place under the 2030 vision (or under the shorter term implementation plan). Does this raise concerns relating to traffic that may need to be addressed by alternative means in the shorter term.
- The Leinster Orbital Route may not be fully delivered under the NTAs 2030 Vision. Does this raise related issues to be addressed by the next Development Plan?

Environmental & Other Considerations

- What policies and objectives can be used to encourage modal change from private car use to more sustainable forms of transport?
- What measures can be taken to facilitate the mainstreaming of sustainability criteria into land use and transportation decision-making?
- How can the Development Plan promote the use of cleaner, more environmentally-friendly vehicles, such as biofuel and hybrid-electric technologies for public transport, the haulage industry and taxi industry?
- How can we promote short-term car rental schemes (bio-cars), car sharing schemes and car storage?
- How can DCC better promote the health, social and economic benefits of sustainable travel?

Item No. 10

To the Chairperson and Members of the Transportation Strategic Policy Committee

Review of the Dublin City Council Appointed Stands (Street Service Vehicles) Bye-Laws 2011

It is proposed to carry out a review of the Dublin City Council Appointed Stands (Street Service Vehicles) Bye-Laws 2011 in 2015. A schedule setting out the time frame for the various stages of the review of the taxi rank Bye-Laws, including the statutory consultation process, is attached.

A report recommending the statutory consultation process, including the draft Bye-Laws, will be submitted to the April meeting of the SPC.

**Kieran McGlynn
a/Senior Engineer
Traffic Management and Control**

30th January, 2015

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Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

**Report to the Chairperson and Members of the
Transportation Strategic Policy Committee**

Street Nameplates in Dublin City Council



**Ksawery Hession
Senior Executive Engineer
Road Maintenance Services
Environment and Transportation Department**

January 2015

1. Introduction

This Report is to present the current status of Street Nameplates in Dublin City Council and to formalise the use of a particular style of street nameplates for use in the Dublin City Council Administrative Area.

Street Nameplates are generally located on the side of buildings or mounted on stands or walls to display the name of a road in both Irish and English.



Dublin City Council can spend between €10,000 to €25,000 on the purchase of street nameplates annually.

2. Specification

The following is a general description of the main characteristics of street nameplate currently in use.

Materials: - Nameplates shall be of Durable, Hardwearing, Vandal proof, and tamper proof material

Shape: - Nameplates shall be rectangular – 227mm high with the length to be determined by the street name and postal code

Coloured Facings: -

- a) The Letters for the Irish and English versions of the “Street” name; all 12.5mm Borders; and the Background to the postal district numeral --“Brilliant White” (non reflective)
- b) The Background to the Irish and English versions of the “Street” name and district Numeral and also the back (reverse side) of the nameplate -- German standard shade (blue) - “Himmelblau” RAL 5015 (non reflective).

Forms of Alphabet and Lettering Sizes:-

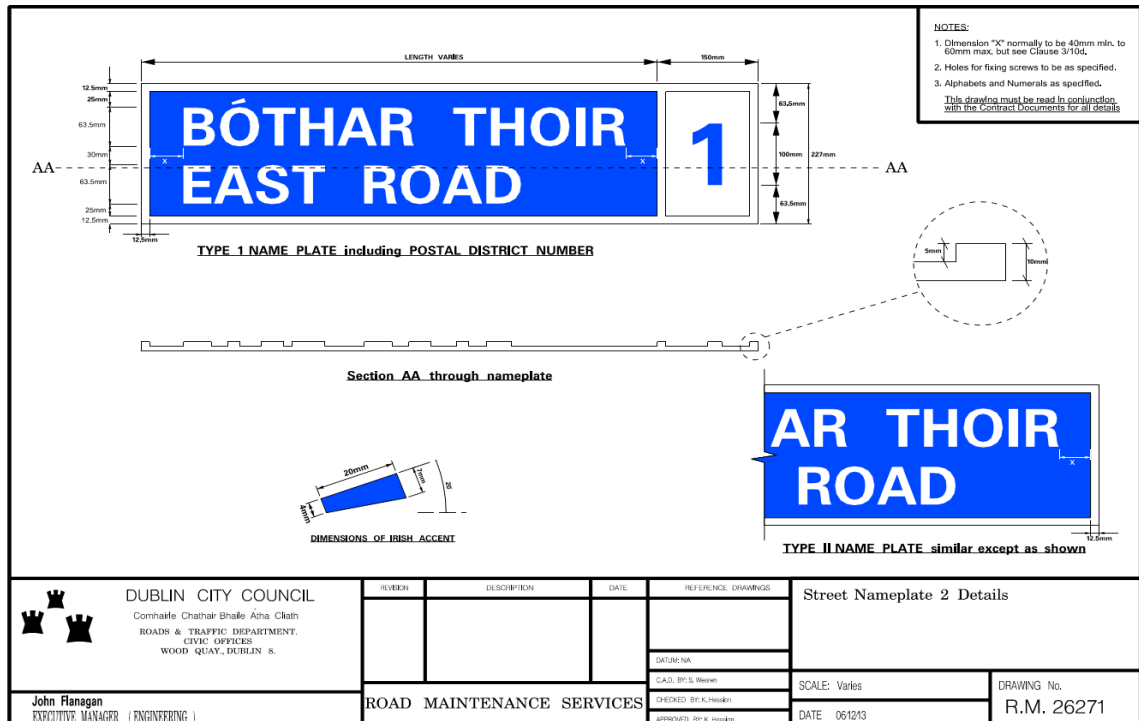
- a) **English & Irish (Upper) Version:-** “Transport Medium Condensed to 62% with a spacing equivalent to a “150 spacing” on a “Graphix 4” machine. Letters 63.5mm high.
- b) **English & Irish (Lower) Version:-** “Transport Medium Capitals (Normal)” with a spacing equivalent to “Zero spacing” on a “Graphix 4” machine. Letters 63.5mm high.
- c) **Postal District Numbers:-** “Transport Medium”. Numerals 100mm high.

3. Types of Street Nameplate Used

There are two main types of street nameplates utilised as shown below:

Type 1 Street Nameplate

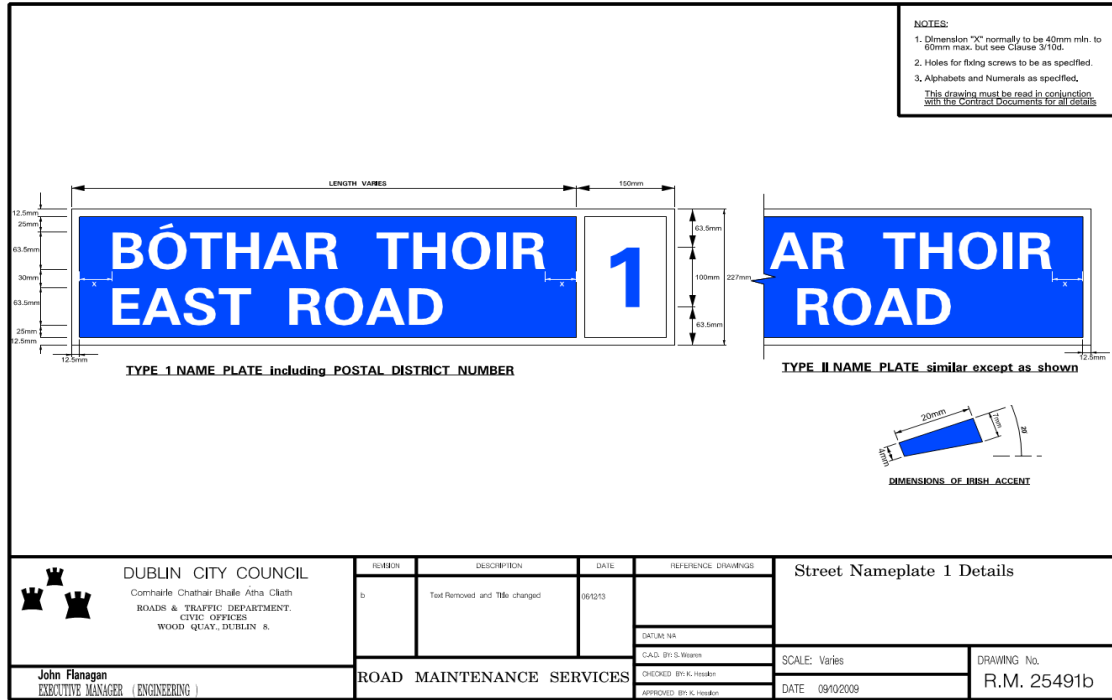
Type 1 is made of a cast iron and has *raised* borders and *raised* lettering. Type 1 is made in a foundry.



Type 1

Type 2 Street Nameplate

Type 2 has no raised lettering or borders and is on typically aluminium/metal backing. Type 2 generally is typically has a road sign finish and is produced using a printing process.



Type 2

4. Costs of Street Nameplates

Overall Length of Nameplate not greater than:- (mm)	TYPE 1	TYPE 2
	Price per Nameplate (Excluding VAT) - Supply & Delivery	Price per Nameplate (Excluding VAT) - Supply & Delivery
800	106	11
1000	111	14
1200	128	17
1500	165	21

The above table shows the difference in prices between Type 1 and Type 2 nameplates.

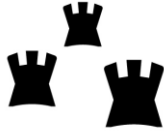
Nameplates Purchased for Collins Ave and Marrowbone Lane Depots from 1st Jan 2013 to 1st Jan 2015		
Road Maintenance Depots, Collins Ave & M/Bone Lane	Quantity	Cost
TS Sales Holding (Type 1 as referenced in report)	212	€33,338
Hisum Technologies (Type 2 as referenced in report)	22*	€1,069
Total	234	€34,407
	* estimate	

5. Conclusion

The Environment and Transportation Department consider that the Type 1 (cast iron and raised lettering) nameplate is visually more pleasing and unique, though more expensive. The Type 1 nameplate is also suitable for repainting. In general it has been noted that the Type 1 (cast iron, raised lettering) nameplates appears to last longer than the Type 2. However it must be pointed out that printing techniques have improved from when the Type 2 was first used.

In conclusion, it is recommended that the City Council as policy use street nameplate Type 1 in the Dublin City Council Administrative Area.

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Dublin City Council

Comhairle Cathrach Bhaile Átha Cliath

**Minutes of Cycling and Walking Committee meeting held on 2nd December, 2014,
Members Room, City Hall, Dublin 2, at 2.30 p.m.**

Members: Cllr. C. Cuffe, Chairperson;
Mr C. Ryder, Ms A. Rivero, Dublin Cycling Campaign
Mr G. Higgins, RPA
Garda A. Costello
Cllr A. Montague
Mr C. K. Manzira, Senior Executive Engineer, Roads and Traffic
Planning
Mr N. Gormley, Senior Executive Engineer, Traffic Management and
Control

Cllr T. Keegan, Transportation SPC
Cllr P. Smyth, Transportation SPC
Mr D. Brennan, Transportation SPC

Apologies: Ms F. Kelty, Mr D. Brennan, Mr J. Leahy, Cllr P. Hand, Transportation
SPC

Non-Members: Superintendent David Taylor, An Garda Síochána
Inspector Liam Geraghty, An Garda Síochána
Ms Suzanne Geraghty, An Garda Síochána Analysis Service

Mr Fionan Ginty, Environment and Transport Department

Administration: Mr S. Hickey

1. Introductions
2. Minutes of Cycle Forum meeting held on 1st April, 2014, **(copy attached)**

Minutes agreed.

3. Presentation on anti bicycle theft campaign **(Mr David Timoney, Dublin Cycling Campaign)**
Presentation on bicycle theft statistics **(Ms Suzanne Lindsay, An Garda Síochána Analysis Service)**

Following separate presentations by Mr D. Timoney and Ms S. Lindsay, and further discussion, it was agreed to set up a Working Group on bicycle theft, to meet initially in January 2015. Participants to include An Garda Síochána, the NTA, Bicycle retailers, Dublin Cycling Campaign, and Dublin City Council, including Planners. The Chairperson proposed a joint launch between the Gardaí and the City Council, with the Lord Mayor, to highlight the issue of bicycle theft, and preventative measures such as strong locks and secure parking.

Reference was made by Members to the need for a national Bike Registration Scheme, the involvement of bicycle shops to record serial numbers at point of sale, and the substantial number of cyclists who stop cycling following the theft of their bicycles.

Mr C. K. Manzira said that the City Council proposes to increase cycle parking provision from the current 4,000 to 18,000 spaces. Discussions are being held also with employers and 3rd level colleges to provide secure parking within their area which the City Council may sponsor.

4. Presentation on cycling/walking issues and plans (verbal report)

Mr C. K. Manzira reported that under the NTA's GDA Cycle Network Plan, the City Council will develop 100 km of cycle routes over the next 3 years. Every cycle scheme being developed will incorporate walking facilities. The Chairperson asked for a comprehensive report to the next meeting on the implementation of the commitments set out in the City Council's Development Plan and how initiatives are being progressed in relation to walking. The City Council needs to illustrate how the city is much easier to both walk and cycle through.

It was agreed to provide a briefing note on the publicising of Section 38 notices; to circulate the strategy on the provision of cycle parking in the city; to examine the provision of cycle parking at The Venue, Wood Quay.

In response to Cllr. P. Smyth, Mr C. K. Manzira said that it is intended to make the design drawings of all projects available on-line during the public consultation process.

The Chairperson said that traffic modelling for schemes should provide for walking. In relation to traffic signals, Mr C. K. Manzira said that a case for the use of advance cycle lights could be made to the Department of Transport following monitoring of their use at the Grand Canal and other locations where cyclist signals have been installed. Giving cyclists an advanced green light at traffic signals would require a change in legislation.

The Chairperson raised the issue of motorists stopping in advance stop lines at traffic lights. Mr C. K. Manzira said that highlighting of the problem could be tied into events such as Bike Week etc.

Mr C. K. Manzira said that a cycle promotion strategy is being developed. It is intended to relaunch the Dublin City Cycling website by April 2015, rebranded as Cycle Dublin. The City Council has made provision for the appointment of a Cycling Officer. Subject to approvals, an appointment may be made in 2015.

A safety review is being carried out on the Grand Canal Cycle route to identify any potential improvements that can be made.

5. Cycling and pedestrian projects – update on progress and expenditure (verbal report)

Mr C.K. Manzira distributed a list of current projects at the meeting and outlined their status and responded in detail to Members questions.

6. Contra-flow cycle routes (including at Camden Street Upper/Richmond Street South) **(verbal report)**

Mr C. K. Manzira said that he is expecting to meet the Department in January, 2015, to discuss a number of issues including two-way cycling on one-way streets, displaced right turns, directional signals for cyclists and early start for cyclists at traffic signals.

7. 30 km/h (H3 Cycle Action Plan) **(verbal report)**

Mr C. Ryder said that a report was due to the Committee on the wider introduction of 30km/h speed limits, which would need physical interventions to be effective. Dublin Cycling Campaign regard 30km/h speed limits as very critical for safety and general public health. However, Dublin City Council at this stage has no evidence that their implementation had resulted in speed reduction.

8. Review of Dublin City Council Cycling Action Plan 2010 – 2015 and linkage to the National Cycle Policy Framework **(verbal report)**

Following discussion, it was agreed to carry out a further ByPad audit to inform the review and also to examine the feasibility of a Walkability audit. Mr C.K. Manzira said he would examine the possibility of funding for the audits. A report will be submitted to the next meeting on the issue.

9. City Centre Cordon Report 2014 **(report attached)**

Report noted.

10. Cycle Promotion **(verbal)**

Postponed to next meeting.

11. Terms of reference of the Cycling and Walking Committee **(copy of Dun Laoghaire-Rathdown County Council Cycle Forum Terms of Reference attached, submitted by Mr C. Ryder)**

Postponed to next meeting.

12. Membership of the Cycling and Walking Committee **(verbal)**

Postponed to next meeting.

13. Proposed work programme **(verbal)**

Postponed to next meeting.

14. Dates and time of next meeting

At 2.30 p.m. on the following dates:

Wednesday 4th April, 2015.

Tuesday 2nd June, 2015.

Tuesday 8th September, 2015.

15. A.O.B.

In relation to Item No. 11 above, Mr C. Ryder proposed that he would modify the Terms of Reference to reflect the wider remit of walking and circulate for comment.

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To the Chairperson and Members of the Transportation Strategic Policy Committee

Transportation Strategic Policy Committee – start time of meetings

The start time of meetings of the Transportation Strategic Policy Committee was discussed by the SPC at its meeting of 22nd October, 2014. Following discussion, it was agreed to refer the matter to the Protocol Committee for discussion and decision with a proposal that three meetings be held at 3.00 p.m. and two meetings at 8.00 a.m. on an alternating basis. As also agreed by the SPC, the start times of all SPC and Area Committee meetings was raised with the Protocol Committee.

The Chief Executive's Department has forwarded the following extract from the Minutes of the meeting of the Protocol Committee held on 27th November, 2014:

- “98. Request from the Transport SPC to alternate their meetings between 8am and 3pm and to examine the scheduling of all SPC and Area Committee Meetings.

Order: The Members had no objection to the request to alternate the timings of the Transport SPC meeting. They were of the view that the timing of meetings was an issue for the Chair and Members of each committee to agree.”

**Declan Wallace
Executive Manager
Environment and Transportation Department**

January, 2015

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