

## **Cycling & Walking Sub-Committee**

**20<sup>th</sup> September 2017**

**Attendance:** Cllr Ciarán Cuff, Chair of Cycling & Walking Sub Committee  
Sarah Scannell, Cycling & Walking Promotion Officer  
Cllr Paddy Smyth  
Kieran Ryan, Dublin Cycling Campaign  
Jane Hackett, An Taisce  
Garda William Geraghty, An Garda Síochána  
David Timoney, Dublin Cycling Campaign  
Orlaith Maguire, RSA

**Apologies:** Barbara Connolly, Cycling Ireland  
Colm Ryder, Dublin Cycling Campaign  
Ally Menary, An Taisce.

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### **1. Minutes of Cycle & Walking Sub – Committee meeting held on 1<sup>st</sup> March 2017**

May 2017 - Minutes agreed.

Request for items dropped from the agenda to be re added - Cycle Parking Updates.

Santry River Greenway Report to be circulated to members.

### **2. Presentation from David Timoney, Dublin Cycling Campaign**

The reported number of thefts from An Garda Síochána figures versus CSO figures indicate that bicycle theft is three times higher than reported. In 2015 Dublin had 4,600 reported thefts; the figure is more likely 13,800. Based on these figures and with a 1 in 6 statistic of people ceasing to cycle after theft this results in 2,300 people discontinuing cycling on a yearly basis.

Pearse St Garda station are not seeing an organised pattern in bike theft arrests. Tracking devices are restricted under the Surveillance Act. AGS do not record data on the types of bikes stolen, makes etc. only the estimated value. AGS have engaged with online traders 'Done Deal' etc regarding suspicious sellers, and they have a good line of communication with these traders.

To report a theft under €500.00 there is a link online  
<http://garda.ie/Controller.aspx?Page=4002>

Issue of over 2000 cyclists being lost a year due to theft needs to be looked at in more detail in terms of the impacts on the environment and pollution. It's estimated that €6 million is lost to the economy via bike theft each year.

### **3. Projects List**

Frustration on how pace projects are moving, whether due consultation delay, or resources and funding issues.

Calls for discussion and informal consultation around 'Planning for Real'. Often suspicions around DCC objectives, it needs to be clearly communicated that it fits into wider strategies and plans for the city in a way that is understood by everyone. Cllr Cuffe to discuss at Corporate Policy Group level.

Harold's Cross pedestrian loop – Jane Hackett An Taisce have concerns that this was not complete in terms of the painting, and the islands that were removed. The committee requests for this to be finished ASAP.

Work on North Quays commended – great improvement on bus times and inadvertently on cycling space. Request for a report for the month of September, to include snapshots of visuals, data, time saved, car waiting times etc.

Request for new projects to be added to the list, in particular updates to the Portobello to Inchicore section of the canal, Fitzwilliam Place Cycle Way (Parking protected cycle lane) and Merrion Street. Cllr Paddy Smyth noted a report was made to the South East Area meeting.

### **4. Station-less Bike Scheme**

Noted

### **5. Hike it, Bike it, Like it, Dublin!**

Noted

### **6. Public Realm**

Request for updates to be given in the same format as the cycle projects update.

**7. Bike Week 2017 review**

Request for streets to be closed off during bike week. In the UK there is a statutory application that communities can make to have their streets closed off to traffic for community events. We do not have a similar system here and it is difficult and costly for people to apply to have streets closed off. Community in Phibsboro recently helped *PhisFest* which was extremely successful. DCC need to look at making it easier for communities to hold events in their areas.

**8. Pedestrian Crossing/ITS**

Noted

**9. Quick Wins (Christopher Manzira verbal update)**

Sarah to follow up with an update from Cycling Projects. Chair would like to see further roll out of cycle logos in shared bus lanes. Chair also suggested that advanced stop lanes be standard for cyclists. In many other countries cyclists get a lead start by the cycle lights going green for cyclists 5 seconds or so before cars get the green light. This gives a safe take off for cyclists. Could DCC trial similar here?

**10. May Counts**

May counts for 2016 and 2017 to be shared. Sarah to follow up with Cycling Projects. Chair suggested info graphics be created by the data and it shared to show impact. It would be interesting to do a comparison on car numbers along the canal since the cycle way introduction to indicate if there has or hasn't been a reduction.

**11. Velo City 2019**

Report to be circulated to the committee once approved by the ECF. Request for mandatory cycle lanes to be made throughout the city for Velo-City 2019 and to get rid of transient lanes. Better enforcement of illegally parked vehicles needed. We need to encourage first time cyclists and we need mandatory cycle lanes for this. We need more focal points for main routes of cycling into the city. Request to start with one North/South axis and one East/West axis to begin with.

## **12. Cycle Right**

An Taisce requests to extend the training further to 3<sup>rd</sup> and 4<sup>th</sup> class children. Evidence to show that the earlier children pick up the necessary skills and training the more benefits that are received from the training.

## **13. The Dutch Reach Method**

Committee agreed the *Dutch Reach* method is an extremely useful method to promote and should be further incorporated to driving training for all types of vehicles. This should be incorporated at a statutory level. There are also secondary benefits in that it builds an awareness of what cyclists need to be aware of when cycling. It gives an understanding as to why cyclists position themselves out when cycling by cars and parked cars. Sarah to share with Orlaith in RSA.

## **14. AOB**

30kph progress report – Andy Walsh is to give an update to the Transportation SPC. Chair mentioned that surveys are currently ongoing regarding impact of the scheme and solutions will be recommended based on its findings.

Port Tunnel – Request for data on the average speed of vehicles in the Port Tunnel now that speeds are being monitored. What are the effects/benefits of monitoring?

Luas cross city – Serious concerns about issues of safety in areas where cyclists are expected to share with Luas and Bus. Conflicts need to be addressed; there has been a cyclist tram line fatality in Edinburgh. The committee requests that someone from Luas Cross City to give a full update at the next meeting.

The committee requests a report from Christopher Manzira on Quiet ways.

Request for various representations of Environment and Engineering to be present at all meetings. Chair states if necessary people are not present he will have to move to amalgamate the Cycling and Walking subcommittee with the Transportation SPC.