

Walking & Cycling Sub-Committee

27th June 2018

Attendance:

Cllr Ciaran Cuffe, Chair of Walking & Cycling Sub-Committee, DCC

Claire French, Environment & Transportation, DCC

Colm Ryder, Dublin Cycling Campaign

Colm Walsh, Dublin Cycling Campaign

Kevin Meade, Parking Enforcement, DCC

Martin Hoey, PPN

Angela Costello, Clontarf Garda Station

Sergeant Peter Woods, DMR Roads Policing Dublin Castle Garda Síochána

Jane Hackett, Green Schools, An Taisce

Sarah Scannell, Walking & Cycling Promotion Officer, DCC

Christopher K Manzira, Environment & Transportation, DCC

Neil O' Donohoe, Environment & Transportation DCC

Helen Smirnova, Environment & Transportation DCC

Eoin Corrigan, Environment & Transportation DCC

Said Shawqi, Environment & Transportation DCC

Cllr Mannix Flynn, DCC

Cllr Paddy Smith, DCC

Apologies:

Edel Kelly, Environment & Transportation, DCC

Dick Brady, Environment & Transportation, DCC

Barbara Connolly, Cycling Ireland

Fiona Kelty, National Council for the Blind of Ireland

Alita Rivero, Dublin Cycling Campaign

Administration:

Jenny Sweeney, DCC

Marian Cheevers, DCC

1 Minutes of Cycle & Walking Sub – Committee meeting held on 7th March 2018

Cllr Cuffe states an increase in enforcement on parking on the cycle lanes is needed. DCC's enforcement team is productive but more enforcement is needed as safety is an issue. The committee will write to incoming Garda Commissioner regarding this.

Cllr Mannix Flynn added that cycle lanes are dirty and could possibly be painted a different colour, Georges Street is a real issue with taxis parking on cycle lanes.

March 2018 minutes agreed.

2 Projects

The Canal Way - Royal Canal Phase 2, Government announced their Development Plan, part of the programme interfaces with Newcomen Bridge junction. Christopher K Manzira explained that the NTA had to review the proposal and engaged in technical assessments; the NTA has given the go ahead to proceed with construction and also to get licences from Irish Rail. It takes 2 months to get licences; applications went in 2 weeks ago. Cllr Cuffe said that Irish Rail should look at 'draft licence' applications to hasten the process. There was also a 4 month delay due to a rodent issue.

The Canal Way - Royal Canal Phase 3 Cllr Cuffe suggests doing a rodent removal now to prevent a 4 months delay as what happened in phase 2. Colm Ryder asked if there were any changes to the design post Part 8 and CKM said there were no significant changes, possible construction around junctions and minor adjustments.

The Canal Way - Grand Canal – Blackhorse to Portobello It was asked will there be upgrading to all bridges or is it just Harold's Cross Bridge? There is a proposal for 2 pedestrian/cycle bridges. It is currently not out for public consultation.

Liffey Cycle Route – Phoenix Park to the Point – It is hoped that the NTA will have made their recommendation to DCC by the end of July; it has not been clarified whether it will be a draft or a final recommendation.

Heuston to Chapelizod Village (Bus connects route) - this project is likely to remain on hold for another year – CKM. There is no engineer to conduct a report at present, it will be a very time consuming report. *CKM to seek clarity from the NTA on how the Bus Connects project will tie in with the cycle route.

S2S – Wooden Bridge to Causeway Road – DCC is currently finishing work to entrances of properties, there are 3 left out of a total of 19. Colm Ryder says there are 2 areas to clear up, one is in the Safety Audit between Alfie Byrne Road and Vernon Ave, and the second is the upgrading of the old section. CKM says 58 or 59 items were identified, and that we are close to closing out these items. CKM noted that there is a perception that cyclists are going too fast for interaction with pedestrians. DCC did a survey and put in measures to trial slowing down cyclists. If this works it will be extended if not DCC will have to employ harsher measures.

Colm Ryder stated that the speed survey was faulty as some cyclists were measured at travelling over 120kph. CKM says it cannot be substantiated as there is no video footage but with an average speed of 30kph for a leisure cyclist it is quite possible that a professional cyclist could go up to 120kph on some stretches given the right conditions. Cllr Cuffe says we need video evidence, there are some in the city centre and that Clontarf should be included in these measures. CKM stated that the existing cycle track south of the wooden

bridge has a series of improvements designed to remove the cyclist away from the causeway car park.

Clontarf Baths - consultants are to look at proposals to interface with the continuous cycle route here. Cllr Cuffe insists that there is a danger at this point, and that there is confusion with the bollards and weaving cyclists. There is an immediate imperative to carry out remedial works at the entrance to the baths to resolve these issues. CKM will come back to the committee with detailed proposals. Cllr Cuffe suggests that the issue be dealt with separately possibly with Dick Brady and Les Moore.

Jane Hackett expressed her thanks to DCC for the work on the cycle track as she had two colleagues back on bikes after 15 years due to the track upgrade. Cllr Cuffe wants to endorse the great work that Christopher K Manzira and his team has done on the S2S.

Dodder Greenway- Docklands to Milltown – Colm Ryder asks what the reason is for the non-statutory engagement. CKM states that it is to take on board the views of the local community. This stretch is 7,000m long and it would be extremely challenging to contact each and every household on the Dodder stretch. There are a number of local groups e.g. Tidy Towns, Dodder Outreach etc to be consulted, Jane Hackett wants the local schools to be contacted also.

Ballymun to UCD – Royal Bank Canal - this section will be dealt with through the Bus Connects Programme. Cllr Cuffe says this has huge potential for the Royal Canal; this is a backward step as it could provide a route to Grange Gorman through to the City Centre (and Blacquiere Bridge). Pedestrians and cyclists should be provided for before Bus Connect.

Proposal – Cllr Cuffe proposes to the committee that it not be removed from the programme and that the words 'Removal from Programme' be removed.

Clonskeagh to City Centre – We have funding to progress it. An engineer will be available at the end of July.

Blackrock to City centre – NTA made a presentation; there is an intention to proceed East Coast trail element as part of that proposal.

St Stephen's Green Area Traffic Management – South /Leeson Street is closed out. Cllr Cuff noted that if a cyclist wants to go from Dawson Street to Harcourt Street that he cannot, he feels that cyclists should be able to go clockwise or anti clockwise. Colm Ryder stated that Michael Aherne of NTA said that the funding for Quick Wins will not be available. Cllr Cuffe says that there is real confusion over Stephen's Green; CKM stated that there are 3 sites, East, South and North (Luas Cross City). Stephen's Green North has a new project scheme proposed to Dorset Street. The College of Surgeons will be covered in the Clonskeagh project.

Walking - Cllr Cuffe questioned if all of the schemes are working for city centre walking. Jane Hackett asks what the Walking schemes are. – Sarah Scannell informed the committee Public Realm schemes deliver for walking infrastructure under a number of city centre projects. Helen Smirnova stated that we need to have a more comprehensive look at walking in a few different areas of DCC. City Architects- Shared Spaces for e.g., the Dublin City Development Plan footpath widening etc – Cllr Cuffe stated that we need all of these

schemes brought together. Sarah Scannell will bring the report to the committee from Siobhan Maher regarding Public Realm and walking.

South Campshires - Cllr Cuffe said the re-surfacing is painfully slow and asked CKM to write to the OPW regarding the South Campshires, CKM agreed that we are already in communication with them and that he will follow it up.

Newcomen Bridge – is finished and off the list. Cllr Paddy Smith said that there was a loading bay taken out and Sheffield stands put in outside Thunders Bakery but that the stand is not turned perpendicular, Lorries can still use the space and often block the stands. CKM responded that they are angled so as bikes can fit into spaces, he will have a look at the spot.

Cycle Parking – Drury Street Car Park – It was agreed that as bikes rarely use the lower end, that it needs to be advertised more that there are spaces in the car park, signage also needs updating. Cllr Cuffe asked Sarah Scannell to organise half a dozen more finger post signs directing cyclists to bicycle park spaces. SS agreed and said that there is already a leaflet drop planned.

Colm Ryder stated that outside the Organic Supermarket in Rathgar there is a need for a Sheffield stand or a flexi rod to stop people parking in the cycle lane.

College Green – Claire French gave an oral account of College Green status, we are awaiting the decision of An Board Pleanala in the last week of July but that there is no indication that they will keep to that date.

3 November Cordon Counts

Said Shawqi gave a verbal account of the results of the cordon count in November, it was held over 33 locations over 12 hours. It was noted that in comparison to 2016 there was a 2.9% reduction of vehicles, pedestrian numbers increased and that there was a steady growth in cyclists 3.9% at peak time. Drumcondra has the highest count of vehicles. Since 2009-2017 it is the lowest recorded cars but note that Taxis have been taken out. Pedestrians and cyclists continue to grow due to strategies being implemented. The NTA's May 2018 count shows 70% of sustainable modes of mode share which is the highest since the count began.

Said reported that the two counts complement each other, the May count also shows an increase in cycling. Cllr Cuffe would like the NTA Shopper Count repeated, it's a very valuable survey where you can see long term changing trends. Said Shawqi will circulate his results to the committee.

4 ITS Reports/Pedestrian Crossings

'Wraparound crossings' - These are great news stories and should be advertised as such, discussion around whether DCC could possibly create an 'app' to interact with the public and get public feedback – Sarah Scannell will be at a Corporate Strategy meeting in morning and will raise this issue with them.

Clogher Road/ Sallysbridge - needs the last link of the wraparound, SS to inform Karen Hosie ITS

Zebra crossings - Helen Smirnova discussed the zebra crossing issue; DCC will be looking at consultants results to see if they are suitable for some locations. The use of ramps is effective to reduce speeds on 50kph roads but they don't work on 30kph, so zebra crossings are effective at reducing speed and a less expensive measure to be looked at. Cllr Cuffe would love to see them in Dublin; in Spain they use them with only signposts and not flashing lights to warn cars, which is an even cheaper alternative to electrified crossings.

5 Stationless Bikes

Kevin Meade gave an oral report on the Stationless Bikes programme. It was launched formally on May 30th 2018. There were two operators chosen from applications, Bleeper Bikes and Urbo Bikes. There is partnership between the operators and between them there are 350 bikes on the road at the moment. Bleeperbike mapped all Sheffield stands on their site and share data with Urbo. They counted on average 2 uses per bike per day. They also share data with DCC concerning popular routes, popular sites, frequency etc. DCC are very happy with the excellent relationship they have with both operators.

It was noted that you cannot go outside the boundary of the city with Dublin bikes but you can with stationless bikes once you leave them back to a Sheffield stand, it is hoped that the bike scheme will soon be available in the suburbs. It was noted that DCC subsidises the loss of car parking spaces given over to the bikes. It was also noted that only 50% of the Sheffield stands provided by DCC are available for the Stationless bike schemes. The bikes cost 80c per hour and are more expensive than Dublin Bikes but they are considered very reasonable rates due to the flexibility of the scheme.

6 Drury Street Cycle Parking Upgrade

Drury Street cycle parking is up and ready for use. DCC has had a request for a disabled stand – .i.e. a bigger stand for a disabled person who needs more space to disembark etc. This is being looked at by the Engineers and it was decided that signs are needed to highlight the fact that they may be used/needed by persons with disabilities. It was also noted that there is a bicycle maintenance area beside the stands where cyclist can do maintenance on their bikes when needed.

7 Velo City 2018

Sarah Scannell gave a verbal report on DCC accepting the handover in Rio. 5 DCC staff attended and Cllr Cuffe represented the Lord Mayor. Dublin Cycling Campaign also had 12 representatives. The conference gave our representatives a very good indication of what is to be expected of Dublin in 2019, and Sarah noted the different aspects of a city with very different infrastructure and problems to our own. Jane Hackett suggested that the 'Sustainable Development Goals' document would be a very good link for Velo City.

Ireland Aid was mentioned by Cllr Cuffe regarding possible scholarships for the conference.

Cllr Paddy Smith spoke about 'Living Streets' (where the car is the guest and it discourages cars), would be great to showcase for 2019. 'We have the time to change bad sections of rat runs and make the 'Living Streets' real before next year while the appetite is there. Jane Hackett thinks that we should involve local communities and make it their event too.

It is a big issue to have a street closed but if the motion passes next week for Living Streets it may be possible for next year to showcase at Velo city 2019.

Monday 9th July Dublin city Council is hosting a meeting reporting back on Rio, there will be open discussion on ideas. DCC will engage and call for papers and look for showcase idea etc.

Cllr Cuffe stated that 'Green schools' should be reached out to and projects like Clara Clarke and Clonakilty for example to showcase them.

Cllr Cuffe congratulated the team that attended Rio and said 'You did us proud'.

8 Bike Week

Sarah Scannell gave a report on Bike Week 2018 and specifically the Street Velodrome event held in Smithfield Square in June. There was very positive feedback and people who hadn't been on bikes in years had a go. The velodrome gives a message that 'cycling is cool' and there is a fun element to it. Saturday was the opening day and there was footfall of approx 1,500 people over 3 days.

There will be a de-briefing session soon with the event organisers and Cllr Cuffe wants the report brought back to the committee so it can be used to open discussions for future ideas.

Colm Ryder was critical of the money spent on this event and feels there was much more footfall for a free event in Stoneybatter the following weekend.

Jane Hackett would like to see the 'Lunchtime Cycle' back for next year. The visibility was better.

There was also a photo exhibition in DCC Civic Offices by Dublin Cycling Campaign which was cycling related and very enjoyable to look at. Colm Ryder is proposing a PR campaign for Summer Cycling Fridays- there are currently ads on Dublincity FM around Bike week and throughout the summer. He suggests we should do it on a larger scale in the future and will be looking for a budget.

9 Public Realm

A report was given by Edel Kelly and read out by Sarah Scannell on her behalf. The Public Realm committee will be giving a full report to the SPC and Sarah Scannell will report back to the sub-committee. It was noted that Part 8 was not given for Cathedral St/Sackville St due to a local resident with visual impairments. The footpath cannot be kept flush as the resident cannot decipher the path from the road. This conflicts with the needs of other disabilities i.e. wheelchair users and Edel Kelly will be discussing it at the Public Participation Network on how to cater for all needs.

Temple Bar Square will also be made flush with the road/pavement.

SBIR (Small Business Innovative Research) was also discussed, there are 2 new challenges being explored.

Garda Angela Costello asked about an idea from the Hauliers Association asking could they put crushed bikes up on lampposts to deter/warn cyclists of the risks of cycling too close to

heavy vehicles. Cllr Cuffe stated that we need to educate but not to instil fear or give negative perceptions.

Cllr Cuffe announced the promotion of Edel Kelly- Senior Executive Traffic Planner to 'Senior Transportation Officer' via open competition and offered the committees congratulations and looks forward to learning about what the new role will entail.

10 30KPH

The Sub Committee on Road Safety agreed that re- enforcement of the 30KPH limits needs to take place. More signage is needed as people need to know where it starts. Helen Smirnova stated that this has already started. Engineer's recommendation of surveys installs 6 in the Sandymount area and 5 in the South Central area so far. Helen will compile information and give it to the committee. This programme will be ongoing as stands for the meantime.

Engineering, Road Safety Message and Garda Enforcement are the three main items with the 30KPH.

Cllr Cuffe stated that people are still breaking the 30KPH in the city centre and that we need a bit more visibility by the Gardaí and more enforcement.

Cllr Cuffe asks are there any changes since the survey begun? Dermot Stevenson will provide results on that.

11 AOB

Jane Hackett stated that we should reward driver good behaviour through the Smarter Dublin Project (Smart Cities). It appears AXA are already doing it.

Colm Ryder wants it noted that specific items should be continually on the agenda of the sub-committee BYPAD, Velo City 2019, Quick Wins, 30KPH and Beta Projects.

Helen Smirnova noted that the Beta Projects is very much 'cycle and walking' orientated and there are a number of ideas being investigated to enhance the cycling and walking experience in the city.

Cllr Cuffe stated that with the Pope visiting the Phoenix Park this summer, there will be half a million people visiting the park. We need a transport plan and event planning should figure in bikes. Walking and cycling should be looked at in event planning as a possibility for visiting the Pope.

Croke Park – Dublin Cycling Campaign are looking for more bike parking in the stadium and says that the two tiered bicycle parking facility doesn't work as the top tier bike parking isn't operable.