

**Strategic Policy Committee
Planning and International Relations
Minutes of Meeting held on 3rd March 2015 Council Chamber, City Hall**

Attendance

Cllr. Andrew Montague (chair)
Cllr. Áine Clancy
Cllr. Cathleen Carney Boud
Cllr. Daithí De Róiste
Cllr. Dermot Lacey
Cllr. Éilis Ryan
Cllr. Janice Boylan
Cllr. Kieran Binchy
Cllr. Patrick Costello

Ms. Ozgur Yucel-Finn
Mr. Patrick King
Ms. Valerin O 'Shea

Cllr. Ciarán Cuffe

Apologies

Alex Sproule

Officials

Mr. Jim Keogan, Assistant Chief Executive
Mr. Peter Finnegan, Executive Manager, Economy & International Relations
Mr. Paul Clegg, Executive Manager, Planning & Department
Ms. Maire Igoe, Senior Executive Officer
Mr. Mick Ryan, Senior Executive Officer
Mr. Kieran Rose, Senior Planner
Ms. Niamh Lambert, Administrative Officer

1. Filling of Vacancy – Sectoral Member

Cllr Montague, Chair and the elected members had an “in camera” meeting in the Members Room to discuss the nomination of the final sectoral member to the SPC, and John McGrane, British/Irish Chamber was duly nominated.

2. Minutes of Meeting of 24th November 2014

Order: Agreed

3. Matters Arising

Item 4 – Workshops will be organised during the Review of the City Development Plan to inform the SPC (and the wider Council) on specific matters. Adoption of the Development Plan is a reserved function of the City Council.

4. Proposed Work programme

Cllr Montague, Chair said that in addition to the work outlined in this programme, we will also be working in conjunction with the Housing SPC and also the new Economic Development SPC looking at industrial estates and lands on the edge of the city, with a view to future plans and getting better use from those lands.

5. (a) Derelict Sites

Paul Clegg, Executive Manager's report was circulated with the Agenda. A discussion ensued on the compulsory acquisition of derelict sites, a process involving large costs in terms of both time and finance. Questions were raised as to the current situation by Cllr Lacey on Scully's Field, Milltown and by the Chair on Prospect Avenue, ACA area. The Asst Chief Executive will revert to Cllrs. with updates on both these sites.

(b) Vacant Land Levy Draft Legislation

The Asst Chief Executive outlined that this is draft legislation currently before the Oireachtas. It is not known when the Bill will be enacted. There are 8 hectares of vacant State or publically owned land in the city (out of the total 60 hectares of vacant land).

6. Vacant land audit – Case Study: Red LUAS Line

Kieran Rose, Senior Planner, informed the meeting that this study came about as an initiative of the previous Lord Mayor to look at the inner city area. Part of the exercise was to assess the quantity of vacant (not derelict) land. There is no plan to produce a similar study for the rest of the city; however a survey of land is available on the DOE website which is produced from the Local Authorities returns annually.

7. Housing Supply – Report of Dublin Housing Task Force

The Asst Chief Executive included this report on the Agenda to update Members on the Housing Supply Co-ordination Task Force for Dublin. It is the first report of the Task Force (members from the Dublin Local Authorities, DOE, NAMA, Irish Water and the Housing Agency) formed to ensure the supply of housing in the city.

The members discussed the report and questioned why Councillors were not consulted and represented on the Task Force. The Asst Chief Executive advised that the Task Force is not a policy formulating body. It was set up by Central Government under Construction 2020 to look at the blockages in the supply. He will inform the Chairman of the views of this SPC regarding representation.

8. International Relations

Peter Finnegan, Executive Manager, mentioned that regarding Agenda Item 4 - Proposed Work programme, International Relations would contribute something around the International area for the Work Programme. International Relations are currently working on a new policy document and they can bring that to the Committee as part of that process. He briefly summarised his report which had been circulated to members.

In relation to twinning the Executive Manager confirmed that all matters pertaining to twinning was an issue for the Protocol Committee and that this year's delegation travelling to San Jose included the Lord Mayor and two Councillors.

9. Motions:

Motion in the name of Cllr Ciarán Cuffe:

That an Integrated Area Plan be prepared for the city block bounded by Moore Street, Parnell Street, O'Connell Street, and Henry Street. This Plan shall assess each building in the area for inclusion on the Record of Protected Structures and shall include detailed guidance on appropriate uses and building heights in this historic part of Dublin City, along lines similar to the Temple Bar Framework Plan.

The motion was debated and it was agreed that the Asst Chief Executive and Cllr Cuffe should meet separately to discuss the proposal with regard to the preparation of a site development brief.

10. A.O.B.

The Asst Chief Executive said that following a request from the CRA Department, the Event Programme for Dublin City be circulated to all the SPC members by email.

Next meeting: Scheduled for 28th April 2015 @ 3.30 in the Council Chamber, City Hall.

Planning & International Relations SPC

Proposed work programme 2015 – 2019

1. Sustainable Neighbourhoods and Communities - Housing Supply
 - Utilisation of vacant land, vacant upper floor space – South Georgian Study, Land Use Survey
 - Housing Typologies: improved density / Layout, target groups eg.elderly
 - Apartment Standards – costs, relaxation of standards, existing built fabric – managed units – car parking
 - Rebuilding confidence in apartment living – Legislative protection, regulatory inspections, cost of servicing

2. Facilitating Business
 - Rationalisation of regulations, mixed usage (residential/office/commercial/retail)
 - support City Centre retail / office activity

3. Public Realm
 - Pedestrian friendly city, integrating new buildings with the Public realm
 - Role and potential of the Wholesale Market Area

Report to the Planning and International Relations

Strategic Policy Committee

April 2015

Coca-Cola Zero dublinbikes Phase 2 Expansion Completion Briefing

Introduction

Dublin City Council launched the dublinbikes scheme on the 13th of September 2009 in partnership with JCDecaux. The scheme originally consisted of a fleet of 450 bikes and the provision of 40 docking stations strategically located primarily in the south-east and central areas of the city. The immediate popularity of dublinbikes meant the scheme was quickly extended to 550 bicycles at 44 locations.

Development Strategy

The continuing demand and growth of the scheme required the preparation of a longer term strategy for the coordinated future development of the scheme. This strategy, known as the 'dublinbikes Strategic Planning Framework' sets out a 14-phase incremental development programme to bring the scheme to the suburbs, with the eventual planned availability of 5,000 bikes and 300 docking stations in the city.

Phase 2 Expansion - Heuston Station & Docklands

Building on the early success of the scheme, Dublin City Council commenced the first major expansion of the scheme in October 2013. 'Phase 2' provided service east to the Docklands and west towards Heuston Station. The first Phase 2 stations were opened in November 2013 with substantial completion achieved in October 2014. This east-west expansion is now fully operational and has delivered 57 new stations, with expansion to existing stations at Talbot Street and Charlemont Place. The scheme is now comprised of 101 stations and 1,500 bikes and covers an area of roughly ten square kilometres in the heart of the city.

Continuing Growth

The Coca-Cola Zero dublinbikes scheme is one of the most successful bicycle hire schemes in the world. Prior to the Phase 2 expansion some 36,000 people were members of the scheme with just over 6 million journeys undertaken. Earlier this month, Coca-Cola Zero dublinbikes marked a major milestone when the 10 millionth journey was taken on a Coca-Cola Zero dublinbike. Membership of the scheme has increased to circa 55,000 and is continuing to grow due to the Phase 2 expansion. Of over the 10 million journeys undertaken to date, 3 million have occurred in the last nine months.

Post Expansion Operational Review

The Planning Department and operator, JCDecaux are presently working to maximise the capacity of the overall network infrastructure post expansion. This involves ongoing network monitoring and evaluation to respond to any problem or opportunity areas as they are identified. The scheme is primarily designed to be self regulatory however, the network is actively monitored and distribution teams regulate an element of bikes around the city depending on demand and supply to manage critical bottlenecks in the system. The larger '40 stand' docking stations that are a feature of the Phase 2 expansion have considerably helped manage capacity during morning, lunch and evening periods of peak demand. Contractual service levels continue to be maintained post expansion. In this respect the operator has updated work practices and invested in additional staff and IT resources to continue to respond to demand. Demand for the service continues to grow and with that comes increased pressure associated with the management of the scheme.

Phase 2 Expansion Funding

The Phase 2 expansion was facilitated by a combination of funding with capital funding provided by the National Transport Authority (NTA), sponsorship from Coca-Cola Ireland, an increase in subscription tariffs, with the balance of monies provided by Dublin City Council. The system costs €1.9m a year to operate annually.

Future Expansion Strategy & Financing

Network monitoring will inform planning for any future network expansion which may involve a review and update of the 'dublinbikes Strategic Planning Framework' to take account of BRT, Luas Cross City, strategic cycle infrastructure and other pipeline developments. In tandem, the Planning Department is exploring options whereby future development phases of the scheme can be financed. All feasible potential funding sources to facilitate further expansion are being explored including central government funding, alteration of pricing structure, increasing the subscription base and generating additional revenue through advertising.

All further expansion will be subject to securing the necessary levels of substantial funding for both capital and annual operational costs over the life of the scheme. Costing for future expansion phases will be subject to the legislative requirements of the public procurement process and delivering a long term sustainable financing solution that represents best value for money. There are no definite timeframes in place for the delivery of the next expansion phases after Phase 2 at this time.

Paul Clegg
Executive Manager