



**NOTIFICATION TO ATTEND MEETING OF THE TRANSPORTATION SPC
TO BE HELD IN THE COUNCIL CHAMBER, CITY HALL, DAME STREET, DUBLIN 2.
ON WEDNESDAY 3 MAY 2017 AT 3.00 PM**

AGENDA

WEDNESDAY 3 MAY 2017

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Chairperson's business: new sectoral Member, Dublin Cycling Campaign

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13	Motion in the name of Councillor Jane Horgan Jones: "This SPC agrees to amend the parking control bye-laws to allow electric cars to park or free when charging their vehicle"	

- 14 Letter dated 16th March, 2017, from South Central Area regarding Emergency Motion agreed at the South Central Area Committee meeting of 15th March, 2017
- 15 Motion in the name of Councillor Ciarán Cuffe: "That the Manager provide a contra-flow cycle lane across the railway and Royal Canal at the proposed Broombridge Luas terminus."
- 16 Motion in the name of Councillor Paul Hand: "That Dublin City Council immediately install "armadillo" cycling dividers on DCC cycle lanes as soon as possible to promote cyclists safety and to assist segregating cycling lanes from vehicular traffic."



**MINUTES OF MEETING OF THE TRANSPORTATION STRATEGIC POLICY
COMMITTEE HELD ON 23rd February, 2017,
IN COUNCIL CHAMBER, CITY HALL, DUBLIN 2**

ATTENDANCE:

SPC Members:

Cllr Ciarán Cuffe, Chairperson; Cllr Kieran Binchy, Cllr Mannix Flynn, Cllr Paddy McCartan, Cllr Jane Horgan-Jones, Cllr Frank Kennedy, Cllr Teresa Keegan, Cllr Ciarán O'Moore, Cllr Paddy Smyth, Cllr Paul Hand.

Mr Frank Mulligan, Irish Road Haulage Association; Mr Keith Gavin, Irish Parking Association; Mr Richard Guiney, Dublin City Business Improvement District t/a Dublin Town; Mr Martin Hoey, Public Participation Network.

Apologies: Cllr Ray McHugh, Cllr. Larry O'Toole, Ms Fiona Kelty, National Council for the Blind of Ireland.

Non-Members: Cllr Dermot Lacey, Cllr Janice Boylan, Cllr Michael Mullooly

Dublin City Council Staff:

Mr Dick Brady, Assistant Chief Executive; Mr Vincent Norton, Executive Manager; Mr Brendan O'Brien, Acting Executive Manager (Traffic); Mr Frank Lambe Mr Christopher K. Manzira, a/Senior Engineer, Roads and Traffic Planning; Ms Mary Hussey, Senior Engineer, Roads and Traffic Planning; Mr Derek Dixon, Project Engineer, Luas Cross City Liaison Office, Ms Sarah Scannell, Cycling and Walking Promotion Officer, Mr Kevin Meade, Senior Executive Officer; Mr Chris Carroll, Administrative Officer, Parking Enforcement and Control; Ms Esther Hickey, Administrative Officer; Mr Stephen Hickey, Senior Staff Officer; Mr Fergal McKay, Assistant Staff Officer; Mr Patrick Davis, Clerical Officer.

The Chairperson welcomed Mr Martin Hoey, new representative for the Public Participation Network, to the Committee.

The Chairperson noted that no further hard copies of the Agenda will be issued to the sectoral Members of the SPC. The Agenda will be circulated to sectoral Members by email and the Modern.gov App.

1. Minutes of meeting held on 23rd November, 2016

Minutes agreed. In relation to Item 5, it was agreed to request an update from the NTA on the Sandymount/Merrion to Blackrock Corridor Study.

2. Letters dated 18th October, 2016, from Minister for Transport, Tourism and Sport, and 7th November, 2016, from the Chief Executive, NTA, regarding public transport fares

Letters noted.

3. Letter dated 7th November, 2016, from the Minister for Transport, Tourism and Sport regarding fitting of self-driving software to all new Luas rolling stock.

Letter noted

4. Canal Cordon counts 2016

Mr B O'Brien, acting Executive Manager (Traffic), gave a presentation on the canal cordon counts. In reply to Mr Richard Guiney, he said that the City Council would be happy to work with Dublin Town on a survey on origin/destinations of cars at different times of the day. Report noted.

5. 10 years of the Heavy Goods Vehicle Management Strategy

Mr B O'Brien, acting Executive Manager (Traffic), gave a presentation on the operation of the 5+axle cordon and replied to Members' questions. The City Council is looking at a number of ways to manage the rebate system to hauliers. In relation to increased HGV activity on Strand Road, the Council is in discussion with the Gardaí about additional enforcement. The Gardai can now see the time of issue of a permit. There is maximum vehicle height legislation in place and over-height vehicles should be reported. As part of the City Centre Study, the Council proposes to move towards a managed delivery system.

Report noted.

6. Velo-City 2019

Ms Sarah Scannell, Cycling and Walking Officer, gave the background to the selection of Dublin city to host Velo-City in 2019. Dublin's theme will be Cycling for the Ages. Various committees are being set up to prepare for the event. Councillor Dermot Lacey congratulated the officials, the Lord Mayor, Councillor Andrew Montague and the Chairperson for their input.

Report noted.

7. Traffic Management changes, North and South Quays – presentation

Mr B O'Brien, acting Executive Manager (Traffic), gave a detailed presentation on the proposals for additional bus lanes on the North and South Quays. The approach is based very much on what is contained in the City Council's Development Plan, National Transport Authority strategy and the Government's Smarter Travel policy, to prioritise pedestrians, cyclists and public transport. The proposals will allow Luas Cross City to be operated in an efficient manner. It is proposed to hold a six week non-statutory public consultation commencing on 27th February, 2017, and report back to the SPC on the consultation. It is hoped to have the measures in place in August 2017 to allow Luas Cross City testing. Mr O'Brien replied to issues raised by Members.

Report noted.

8. College Green update/Car Park Signage update

Mr Frank Lambe, Senior Executive Officer, gave an update on College Green. Arup Consultants have been engaged to carry out an Environmental Impact Assessment, and are leading a team which will prepare an Environmental Impact Statement based on the Assessment. A design team has been appointed, which will work with the Consultants with the intention of having all the required documentation lodged to An Bord Planála in April 2017. It is intended to make a presentation to the City Council in the first instance. As part of the public consultation process, a public discussion workshop was held in the Mansion House with over 200 people in attendance and the report is available on the website. On-street interviews were carried out with over 400 people in January on College Green, and the City Council hosted an on-line public consultation with over 1,000 contributions from the public. Subject to planning approval by An Bord Planála, it is hoped to commence works on the new civic space by January next year.

Mr B O'Brien, acting Executive Manager (Traffic), said that a team is mapping all the signage in the city centre, including car park signage, and are starting to devise an area wide signage scheme.

Reports noted.

9. Liffey Cycle Route update

Mr Christopher K. Manzira, a/Senior Engineer, gave an update on the Liffey Cycle Route. A Consultant was engaged to carry out a screening for an Environmental Impact Assessment. The report will be circulated shortly. Councillor Janice Boylan detailed the concerns of schools on North Brunswick Street, and of local residents and businesses regarding the proposed diversion of traffic from the Quays into the Stoneybatter area under Option 7. She said the plan is not the best and needs to be revised with full community consultation, including the businesses and schools. The Chairperson said that all reasonable alternatives will have to be considered and noted that extensive public consultation will be carried out. Mr Manzira said that when the diverted traffic volumes have been quantified, it will help to identify the appropriate interventions in the area including on North Brunswick Street. He may be in a position to report in more detail to the next SPC meeting.

Report noted.

10. Minutes of Cycling and Walking Sub-Committee meeting held on 6th October, 2016

Minutes noted. Councillor Mannix Flynn said that a protocol is needed on walking tours regarding the size of the groups and guidelines on the use of footpaths. The Chairperson asked that the Manager come back to the Committee on the issues involved.

11. 4th Generation Bike Share – stationless

Mr D Brady, Assistant Chief Executive, said that it is proposed to bring a report to the next SPC meeting on non-stand App-led bike sharing.

Report noted

12. Pay and Display Parking Meter Rental project

Mr Kevin Meade, Senior Executive Officer, explained the rationale for changing from purchasing to renting parking meters, and the savings involved for the City Council. Mr Meade replied to issues raised by Members. It was agreed to submit a report to the SPC on the aspect of advertising on the new parking meter screens.

Report noted.

13. Luas Cross City works **(verbal update – Mr Derek Dixon, Project Engineer, Dublin City Council Luas Cross City Liaison Office)**

Mr Derek Dixon said that the rail is complete and the overhead contact system works are underway. It is expected that the line will be operative by the end of December, 2017. In response to issues raised by Members in relation to lack of consultation with car park operators on diversionary signage, and the lighting and maintenance of sites, Mr Dixon said that issues as raised are reported to Transport Infrastructure Ireland, which is responsible for the project, and to the contractor. Mr Dick Brady, Assistant Chief Executive, also confirmed that concerns are brought to the attention of TII and the National Transport Authority. It was suggested that Irish Parking Association should contact TII directly with issues.

Report noted.

14. (i) Motion in the name of Councillor Paddy Smyth:

“Given the significant danger posed to cyclists by the flagrant disregard of parking prohibitions in cycle lanes by motorists (both private and commercial), this committee calls on the council's parking enforcement unit to develop a program whereby any offending vehicle will be immediately towed and pounded and that the tow-truck personnel proceed to the location as soon as possible following notification of offending vehicles by the public via a dedicated phone number (voice or text) or via Twitter using the hashtag #FreeTheCycleLanes.”

Following discussion, a majority of Members voted in favour of the Motion. Motion agreed.

(ii) Motion in the name of Councillor Ray McHugh:

“This SPC agree to write to the Minister for Transport Mr Shane Ross concerning the delay in the introduction of legislation of Rickshaws, and ask the Minister to use his position to introduce Regulations as a matter of Urgency.”

The Motion was proposed by Councillor Ciarán O'Moore on behalf of Councillor Ray McHugh. Motion agreed.

- (iii) Motion in the name of Councillor Michael Mullooly agreed to be referred to the Transportation SPC by the South Central Area Committee at their meeting of September, 2016:

“This Area Committee calls on Dublin City Council to review its policy on parking permits to allow for the allocation of parking permits to medical and healthcare services who need local parking for emergency calls but the cost of parking on a daily basis without a permit is prohibitive and a threat to services.”

Councillor Paul Hand clarified that the Motion referred to a specific General Practice where GPs and patients were not allowed to park in front of their premises. It was agreed to contact Councillor Michael Mullooly for details and to look at the situation. Motion noted.

**Chairperson,
23rd February, 2016**



An Roinn Iompair
Turasóireachta agus Spóirt

Department of Transport,
Tourism and Sport



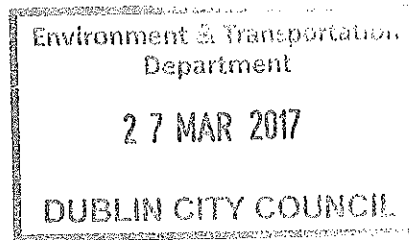
Item No. 2

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24 March 2017

Our Ref: SR/17/16193

Mr Stephen Hickey
Dublin City Council
Environment and Transportation Department
Civic Offices
Wood Quay
Dublin 8

Dear Mr Hickey

I am writing in response to your request for an update on the proposed regulation of rickshaws. Dáil Éireann voted to provide for the regulation of rickshaws, by way of an amendment to the then Road Traffic Bill 2016, which subsequently became Section 31 of the Road Traffic Act 2016.

As the Minister has indicated in the Seanad and in reply to Parliamentary Questions, he needs to take legal advice on the implications of Section 31 - especially given that it was not drafted by the Office of the Parliamentary Counsel or approved by the Office of the Attorney General - and this Department has sought legal advice on the matter.

In addition, the National Transport Authority (NTA) has submitted to the Department, proposals for a potential framework for the future regulation of rickshaws. Officials received the NTA's proposals last month and they will be considered in tandem with the legal advice when received. The Minister shares the Transportation Strategic Policy Committee's concerns about the need for regulation of rickshaws, but it would not be appropriate to commence Section 31 of the Road Traffic Act 2016 before (1) the legal position is clarified and (2) officials have considered the NTA's proposals on an appropriate and robust regulatory framework for rickshaws.

Yours sincerely,



Chris Smith
Private Secretary to Minister Ross

The Minister is a Designated Public Official under the Regulation of Lobbying Act, 2015 (details available on www.lobbying.ie)

Environment & Transportation
Department

29 MAR 2017

DUBLIN CITY COUNCIL

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Stephen Hickey, Senior Staff Officer,
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Dublin 8.

27th March 2017

Re: Sandymount / Merrion to Blackrock Corridor Study

Dear Mr. Hickey,

I refer to your letter of 7th March 2017 seeking an update in relation to the Sandymount / Merrion to Blackrock Corridor Study on behalf of the Transportation Strategic Policy Committee.

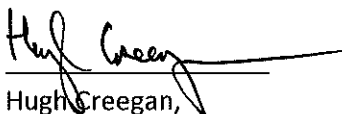
The public consultation process in relation to the proposals emerging under this study ended on 31st January. A total of 679 submissions were received - this figure may change slightly as a number of submissions appear to have been submitted in duplicate.

These submissions are currently being assessed and a report on the consultation process is under preparation. Given the volume of submissions it will take a further six to eight weeks to conclude this work.

Following the completion of the report on the consultation process, a determination will be made on the next steps to be taken in relation to the project. Prior to making that determination, it is intended to request a meeting with the special committee that has been jointly set up by Dublin City Council and Dun Laoghaire Rathdown County Council in relation to this project, to obtain their input and opinions.

I trust that the above information clarifies the position.

Yours sincerely,



Hugh Creegan,
Director of Transport Investment and Taxi Regulation.

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

North and South Quays Traffic Management Measures

Report on Non Statutory Consultation

May 2017

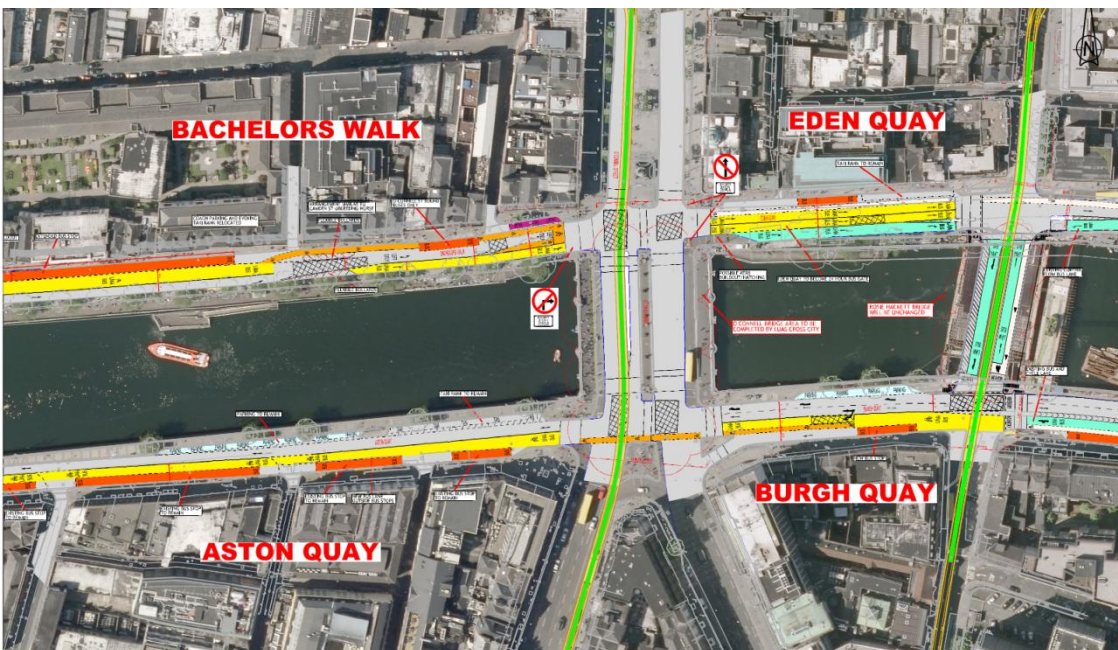
**Brendan O'Brien
Head of Technical Services
Environment and Transportation Department**

May 2017

North and South Quays Traffic Management measures

Report on Public Consultation

Non Statutory Consultation Document May 2017



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

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1 Introduction

The draft Dublin City Centre Transport Study was jointly published in June 2015 by the NTA and DCC the public consultation process in 2015 attracted almost 8,000 responses and a final version of the study was published in May 2016 and a briefing session was held for the elected members in early July 2016.

This study looked at the transportation needs of the City centre until 2023 and outlines a number of site specific interventions which Dublin City Council and the National Transport Authority have identified as being required in order to improve mobility in the City, while ensuring that public transport could operate efficiently, and also forming the basis for transforming the public realm, ambience and attractiveness of the city centre.

While the study contains a list of proposals the elected members have requested that each proposal should be taken separately through its own statutory consultation process so that each proposal could be reviewed and determined separately.

The proposed interventions on the North Quays is one of these measures, in the 2015 draft study the proposal had been to make Bachelors Walk public transport only, however following the public consultation and engagement with stakeholders, in the final 2016 study Bachelor's Walk would be open to left turning general traffic and instead Eden Quay would become Public Transport only.

The proposal for the North and South Quays was presented to the Transportation SPC in February 2017 and a period of non statutory public consultation ran from the 28th of February until the 10th April 2017.

In order to inform the non statutory public consultation a number of information sessions and briefings took place; presentations were made to the SPC members (23rd Feb 2017), Dublin Chamber of Commerce (6th March 2017), IBEC/Retail Ireland (14 March 2017) and Dublin Town (22 March 2017). A number of attendees raised their concerns to the proposals at these sessions, and they were invited to make a formal submission to the public consultation. In addition a public display of the proposals and details was made available in the Civic offices and we also provided relevant documentation on the DCC website.

Category	Number
Online survey responses	208
Email Submissions	26
Public display comment box	8
Total	242

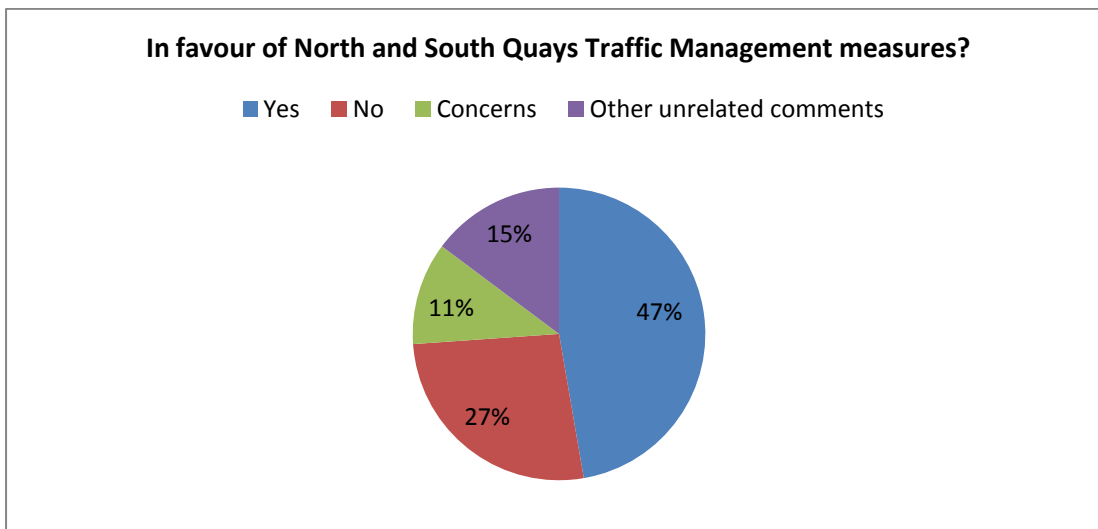
In total, 242 submissions were received.

2 Summary of Feedback

2.1 Submissions from the general public:

In total 205 submissions were received from members of the public (192 by online survey response, 8 by the public display comment box and 5 by email).

The response to the proposed North and South Quays traffic management measures from the general public was as follows:



Those stated as with “Concerns “were generally in favour of some aspects of the proposals but raised concerns about particular aspects. The “other unrelated comments” were mainly support for a Liffey Cycle route which is not part of the proposed North and South Quays traffic management measures.

2.2 Submissions by stakeholders:

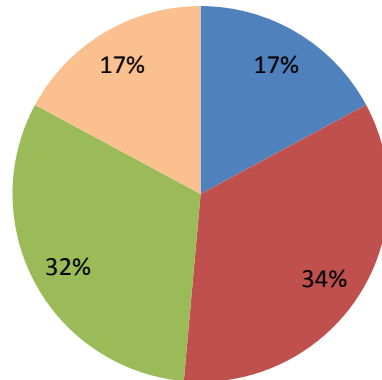
37 submissions from stakeholders were received. These stakeholders were:

Area Office	Carparks
South Central Area Office	Apoca
Business/Retail	Brown Thomas carpark
DCCTA	Convention Centre Car Park
Diageo	Fleetstreet carpark
Dublin Central	IFSC carpark
Dublin Chamber	IPA
Dublin for All	Park Rite
Dublin Town	Qpark
Ibec	Thomas Street carpark
Live Nation Ireland (3 Arena and Bord Gais Energy Theatre)	Tourism
Odeon Point Square	Christchurch
Retail Ireland	Dublinia
SIMI	Failte Ireland
Stanberry Investments	Cycling
Tesco	Dublin Cycling campaign
The Ilac Centre	Elected Representatives
The Keoghan Partnership	ClIr Naoise O'Muirí
Transport Operators	ClIr Nial Ring
Dublin Bus	ClIr Ciaran Cuffe
NTA	Hotels
TII	IHF
Residents Association	
Blend Residents Association	

The response to the proposed North and South Quays traffic management measures from these stakeholders was as follows:

In favour of North and South Quays Traffic Management measures?

■ Yes ■ No ■ Concerns ■ EIS Concern



3 Issues

Submissions from both the general public and from stakeholders did acknowledge that some changes are necessary due to the introduction of the Luas Cross City and its interaction with the north and south quays.

However while there was some limited support for all the proposed measures, there were concerns and issues were raised from the responses and submissions received as part of this consultation. The issues / comments mainly related to:

- Additional bus lanes on the quays
- Eden Quay
- EIS Screening Report and the proposed implementation procedure
- Prematurity of Plans
- Cycle infrastructure
- Economic impact
- Other issues

3.1 Additional bus lanes on the Quays

The additional bus lanes on the quays are generally welcomed from the public submissions with a view that the proposed measures will improve public transport services and reliability. There were only a few objections to the proposed measures which related to the loss of a traffic lane for private cars and because of the lack of a cycle lane on the south quays. There were concerns raised regarding the lack of separate cycle lanes to make it safer for cyclists and so buses aren't delayed by cyclists. Many also felt that bus lane enforcement would be needed.

The submissions from the stakeholders generally focused on the Eden Quay public transport only measures although most submissions did support improvements for public transport in the area.

Response

The additional bus lanes on the North and South Quays aim to address the current difficulties which Public Transport suffers in this area, the areas have some of the worse delays to public transport across the entire city and these measures aim to alleviate these difficulties. The scheme does allow for better cycling provision but it is acknowledged that the overall solution to the cycling issues on the Quays remains the Liffey Cycle route.

3.2 Eden Quay

From the general public there is some support for making Eden Quay public transport only with many in favour of the proposal. However there is also some concern as to the impact it would have.

From the stakeholder submissions, Dublin Bus, TII, NTA and the Dublin Cycling campaign support the proposed measure. However other stakeholders have concerns or are strongly opposed to the Eden Quay proposal.

The concerns from both stakeholders and the general public are mainly related to two issues:

- Access
- Traffic on alternative routes

3.2.1 Access

Access for private cars to areas of the City (particularly the IFSC, Dublin Port, north county Dublin and venues such as the Convention centre and 3 Arena) was a frequent theme from both the public and stakeholders. Many of the public submissions described how they use Eden Quay for business purposes (deliveries, servicing premises) or to access car parks or venues and not for commuting and yet they would be strongly impacted by the proposals. Dublin Town echo this and believe that commuter and consumer traffic require separate consideration.

A number of car park operators submitted detailed submissions on the difficulties of access to their car parks if Eden Quay was not available to private cars and the circuitous routes customers would need to take to access them, which they are concerned may discourage users from coming into the city centre for shopping and entertainment. They emphasised that many car park users avail of car parks outside of peak commuter times but would be equally affected by the measures. Car parks in the IFSC and Docklands also raised concerns about the access for people coming from outside of Dublin who use the car parks in the area for business purposes.

The Irish Parking Association have also stated “that this measure is not an effort to address traffic problems in the city but is instead motivated by ideological objectives of the Council executive. The primary purpose of these proposed changes is to discourage motorists from accessing the city centre via their cars”.

Submissions were received from venues in the area (Live Nation Ireland - Bord Gais Energy Theatre and 3 Arena, and the Odeon Point Square) who had concerns about access from customers who travel by private car. The Bord Gais Energy Theatre and 3 Arena in particular have a large proportion of their customers coming from outside of Dublin (53% and 48% respectively) and these would be affected by the proposals. The Convention Centre car park is totally opposed to the Eden Quay closure, they state the proposed alternative routes will add at least 30 minutes to journey times if the changes are made, and that the planned changes are totally biased towards the promotion of public transport modes to the complete exclusion of motorists.

Live Nation Ireland (Bord Gais Energy Theatre and 3 Arena) also stated that drop off and collection for younger people, particularly female, and older members of the community from whom mobility is an issue would be denied direct access from the west of the city under these proposals. The Convention Centre car park also believe the measures will have a detrimental effect on the needs of the elderly and people with reduced mobility who are dependent on using private vehicles to access the Convention centre.

The IFSC car park “is under significant threat from the traffic management changes proposed by Dublin City Council on the North and South quays” and they state that “existing and proposed restrictions have and will greatly reduce the support service for the major wealth creating facility in the country, employing some 14,000 people by depriving the International Financial Services Centre and the remainder of the area served by the car park of access to an essential operational and economic asset. The car park is an essential element in the ongoing maintenance of employment at the IFSC. If this support were to be reduced by restrictions on access to the IFSC Car Park, it is likely that a number of businesses currently operating from the IFSC would relocate outside the City Centre”.

Cllr Naoise O’Muirí supports many aspects of the proposed Scheme but not permanent closure of Eden Quay to private vehicles and believes it is a step too far and will cause major issues such as effectively eliminating east-west traffic movement and cut off the IFSC from the north city centre, cutting off the North Eastern residential part of the city from the city centre which is a major access route for residents from this area and it will drive significant volumes of private traffic onto residential roads in the Central area.

Cllr. Nial Ring is concerned that the proposals will cut off the IFSC and the north inner city and that “closing off Eden Quay to private cars can only have been included as some sort of anti motorist plan”.

Response

The City Council believe that the proposal for making Eden Quay public transport only is a proposal which will safeguard public transport access into the area and will have a positive impact on the city centre. DCC also acknowledges the specific fears that have been raised by car parks, entertainment outlets, hotels etc. regarding this measure and has endeavoured to review the measures to see how these concerns can be addressed and if possible alleviated. The measures are not ideological driven by the Council executive but are in accordance with the elected members aims as set out in the DCC development plan 2016 -2022 which contains the following objectives

- ***In accordance with the National Transport Authority strategy, a hierarchy of transport users is supported, with pedestrians, cyclists and public transport users at the top of this hierarchy, having their needs considered first in the planning of transport provision***
- ***prioritising transport and movement schemes, particularly those that increase the use of public transport, walking and cycling, that can be implemented in the short term, bearing in***

mind that major schemes take longer to deliver and will not by themselves provide the capacity to achieve transport targets

- ***restricting through traffic and calming traffic generally within the city centre, and to give increased levels of priority for pedestrians, cyclists and public transport, along with associated improvements to public realm.***

3.2.2 Traffic on alternative routes

The displacement of traffic from the North Quays as a result of the proposed measures was a major concern from both the public and stakeholders. There was particular concern over increased traffic on O'Connell Street as well as areas such as Stoneybatter, Dorset Street and Church Street. Many stakeholders also raised concerns about the alternative routes for traffic and queried whether this had been modelled and whether the alternative routes were capable of catering for increased traffic volumes.

Diageo submitted a very detailed submission on the proposed measures. Diageo currently use the quays as the route between their brewery at St James gate and Dublin Port, making 34,514 one way trips annually. Their fleet also accounts for 12.5% of all HGV permits issued by DCC each day. In their submission they drove alternative routes in the city centre that they would need to use if Eden Quay was public transport only. They highlighted risks travelling through some residential and narrow streets, potential risks with cyclists and pedestrians particularly in some of the turning movements, and the swept path of their vehicles extending into the opposing traffic lane at some corners.

Response

This proposal showed numerous routes which could be used to circumvent the proposed restrictions and DCC is committed to improving the flow on orbital junctions as well as put in place a comprehensive signage strategy for the city. However it should also be noted that by freeing up public transport along the North and South Quays and with the introduction of Luas LCC, public transport as a mode will offer at least to some motorists a better alternative.

3.2.3 Retaining traffic on Eden Quay

A number of submissions from both the general public and stakeholders state that at least some access for private vehicles on Eden Quay should be maintained. Live Nation (3 Arena and Bord Gais) state that the “proposed traffic layout on Eden Quay should be amended to provide one straight ahead bus lane and one straight ahead traffic lane in lieu of two straight ahead bus lanes”

Dublin Chamber consider that “an alternate option for Eden Quay should be explored, which would see Eden Quay closed off to private vehicles, only for certain parts of the day – i.e. morning rush hour. This may be possible given that Luas trams will only be running at 3-minute intervals for a small amount of time each day”. Qpark also propose that one lane of traffic for private vehicles should be maintained rather than fully removing all access. Diageo was in agreement that one lane on Eden Quay should be retained for general traffic.

Response

DCC acknowledges the concerns raised and have proposed some mitigation measures.

3.3 EIS Screening report

There were a number of submissions from stakeholders querying the EIS screening report that has been carried out by CAAS Ltd. In particular the main issues raised relating to the EIS screening were:

- an EIA is required because the cumulative effect of these proposed traffic management changes, combined with other planned traffic management measures included in the overall Transport Plan are considered and it is therefore neither satisfactory nor reasonable to treat each of them in isolation.
- That the full extent of the traffic management measures for the North and South Quays have not been subject to EIA Screening, and that the terms of reference for the CAAS study was limited to Eden Quay
- This constitutes project splitting and exposes the wider proposals of the Dublin City Centre Transport Study to legal challenge.
- None of the three SEA’s quoted in the CASS Screening Report of February 2017 sought to properly assess the economic impact of the Transport Study as a whole and yet CASS Ltd relied on these SEA’s to “cover” the obligation to consider cumulative effects.
- There were also queries as to why the original EIS for Luas LCC had not proposed these measures.

3.4 Proposed implementation procedure

There is strong objection to the process being used to implement these measures (Section 37/38 of the Road Traffic Act). Submissions made include that “these changes are being introduced in an improper, undemocratic, and flawed manner. The Council is effectively ramming these changes through at short notice, without consultation with the relevant stakeholders (i.e. residents, retailers, business, the elderly, mobility impaired groups etc.)” and that it “is also totally inappropriate that such dramatic changes to the functioning of the city centre would be unilaterally imposed by the Council executive, bypassing the elected representatives, and using provisions of the Road Traffic Act to secure the achievement of their own agenda which in our opinion are not designed to effect such monumental traffic management changes”.

Dublin Chamber (and its members) acknowledge that change is required to the way in which traffic moves around the North and South Quays in order to facilitate Luas Cross City but are concerned over the “apparent piecemeal approach to traffic planning in the city, with a number of individual plans in train which will change irrevocably how people travel around Dublin.”

Response

This issue was addressed in the consultation process where DCC had clearly set out the statutory routes which are available to them and why DCC believe that section 37/38 is the only option available to them under national legislation.

DCC have embarked on a process of public consultation, have widely engaged with stakeholders and have made information on the proposal public on our website in order to ensure that as full a range of views on the proposal could be sought.

3.5 Prematurity of plans

Live Nation (3 Arena and Bord Gais) believe that the closure to private vehicles should not occur until other measures identified in the Dublin City Transport Study such as strengthening of the orbital routes north and south of the city, provision for an appropriate level access for vehicular traffic including private cars to the City Centre for retail and commercial purposes and the establishment of a City Centre Zone to manage deliveries are in place.

Dublin Town also believe that the necessary upgrades to Orbital Routes will most likely occur after additional traffic has been diverted on them which would give rise to further congestion and delays. Fleet Street car park and the IFSC car park also state that the measures are premature as no

alternative routes have been established and the routes selected for further consideration do not appear suitable for the traffic displaced from Eden Quay.

Response

The timing of this proposal is to allow for the changes to the North and South Quays to be in place prior to the operation of Luas LCC and measures to enhance the orbital junctions will be taking place during this summer. Proposals for these measures have been in the public domain since the initial consultation in 2015.

3.6 Cycle infrastructure

There were many submissions from the general public relating to cycle infrastructure. Most see the proposals on the north quays as an improvement but would like to the proposals to go further and provide segregated cycle lanes and minimise the interaction between buses and cyclists. There is some concern over the proposals on the south quays where no cycle lane is to be provided and there will be a shared bus/cycle lane. There is also strong support for a segregated cycle lane along the Liffey (which is not part of these traffic management proposals).

There are a number of comments regarding the proposed cycle layout at Nicholas street.

Response

The Liffey cycle route remains the solution to providing better cycling infrastructure along the quays but DCC believe that these measures will in the short term enhance cycling provision. The issues raised regarding Nicholas Street will be reviewed to determine if any changes are required.

3.7 Economic impact

There were some concerns raised from some businesses and car parks over the potential economic impacts of the proposed measures. There are requests to carry out a comprehensive economic impact analysis of these proposals. Dublin Chamber are concerned that companies may be “put off from investing in Dublin city centre due to poor manoeuvrability and logistical options and long and/or inconsistent commute times” and an “acceleration of the trend which is seeing companies move their businesses beyond the M50 due to poor commuting options for staff”.

Dublin For All, an umbrella organisation was formed in response to the planned traffic management changes contained within the City Centre Transport Plan, believe that the proposed measures will

have a negative impact on the economic viability of the city centre and will severely restrict access to many areas.

Cllr. Nial Ring stated in his submission that “The proposals are, to my mind, ill-thought out and potentially extremely damaging to the economy of the entire City Centre of Dublin. The economic impact of the proposed changes to traffic management/movement has largely been ignored, notwithstanding that a significant proportion of the rates base of DCC is being put at risk.”

Dublin Town emphasise the importance of car borne shoppers to the city economy. They state that when the College Green bus gate was introduced there were long term impacts on Grafton Street which have led to a sustained decline in footfall on the street.

Ibec consider that DCC should commission a comprehensive economic analysis of the proposals which should assess the likely cost of disruption during the construction phase as well as the longer term potential adverse impacts on tourism and trade due to interruption and rerouting, and the measures to mitigate them.

The IHF (Irish Hotels Federation) state that “It is clear that the proposed traffic management changes will have potential to have a very significant negative impact on a large number of visitors, including tourists, trying to access the city by car”. The Ilac centre believe that the proposals have not been adequately assessed and the changes will have a greater negative impact on the North City retail core.

The Irish Parking Association express their “strong opposition to the proposed traffic management changes relating to the North and South Quays and feel that the consequences of these changes will be extremely damaging for the social fabric and economic well-being of Dublin city centre.” Qpark who believe that Eden Quay forms part of the route from Heuston Station to the Docks is a very important artery into the city centre and the impact to retail and businesses in the area will be severely restricted.

Diaego describe how using alternative routes to travel between their brewery and the Port would result in increased operating costs and increased CO₂ emissions. Retails Ireland describe how their members have “grave concerns about the vagueness of the proposals concerning the alternative access and car park routes. Retailers believe that delivery times will be severally affected by such measures and that delivery costs will be increased if deliveries to certain areas of the city take longer using the proposed alternative routes”.

Response

As part of the city centre study a comprehensive economic impact analysis was conducted and this report was made available as part of the consultation on this proposal. However DCC would welcome any additional economic data which organisations may wish to share with us which would assist in ensuring that the city continues to grow economically.

3.8 Other issues

Some of the other issues raised include:

- Impact for deliveries
- Signage would be required out as far as the M50 to inform people of how to get to different areas and there should be a big information campaign prior to any changes
- Queries as to whether motorcyclists would be permitted to use Eden Quay
- The planned changes stem not from any measured effort to address traffic problems in the city centre but rather are motivated by ideological objectives of the Council executive

Response

DCC would look to address any specific local delivery issues and have separately invited stakeholders to be part of a new logistic committee to better manage deliveries in the city centre. In addition a sustainable delivery pilot project will commence in June 2017 which will it is hoped will highlight alternative means of deliveries in the city centre. The city centre signage is being developed and stakeholder engagement will be commencing shortly on this strategy.

4 DCC proposed changes to scheme.

It is clear from the consultation process that there is strong support for the overall scheme from the public transport operators and cycling organisations and that while the public have concerns there is still a considerable amount of support amongst the public for the overall scheme.

However it is also clear that the business community, car parks and hospitality sectors amongst others are either completely opposed to the proposals for Eden Quay or have very grave reservations regarding its potential impact.

In addition the briefings and discussions held with elected members have shown that there is wide divergence of opinion regarding the change of Eden Quay to public transport only and whether it's impact will be negative.

However it should also be said that almost all submissions received acknowledge that the introduction of LUAS LCC services into the city from December 2017 means that leaving the current traffic management arrangements in the city centre unchanged is not a feasible option.

In response to the concerns raised DCC have investigated whether there are any mitigation measures that can be put in place and in particular if it is possible to alter the scheme to provide for general traffic access on Eden Quay while still meeting the objectives set out for the scheme.

4.1 Scheme Objectives

This scheme had set out a number of objectives:-

- To reduce the current delays experienced by public transport users
- To ensure that LUAS LCC can be introduced with minimal delays to its services.
- To ensure all Public Transport users will benefit from Luas LCC
- To ensure that far more people can move easily and efficiently through this area than at present.

A major objective is to tackle the issues on Bachelors Walk where the Dublin bus fleet experiences its worst delays across its entire network, these bus delays have knock on consequences for passenger numbers as slow speed of public transport, congestion and unreliability are frequently cited as factors deterring people from using the bus network.

Therefore DCC believes that the additional bus lane provision on the North Quays up to Bachelors Walk will help to address these delay issues, in particular the delays experienced at present where there is no space for a bus to move past a stationary bus at a stop when passengers are alighting/loading, and so should be implemented as proposed.

On the South Quays again there are considerable delays and in particular locations where there is no bus lane provision at all, therefore DCC believes that the additional bus lane provision on the South Quays should be implemented as proposed.

4.2 Eden Quay issues

The proposal to make Eden Quay public transport only is the issue which has raised the most concerns, including the fears of breaking a key link for general traffic and the likely impacts of the displacement of that traffic. The rationale for this measure was to reduce through traffic in this area in order that the delays currently experienced by the bus fleet could be alleviated, that the introduction of the Luas LCC could be managed in such a manner as to ensure that it could operate efficiently in the city centre.

An analysis of the issues at Bachelors Walk on the approach to Eden Quay has identified the following problems:-

1. Long delays experienced by buses caused by having to move from the bus stops on the left hand of the Quays to the right hand lane to turn onto O'Connell Bridge due to having to cross two lanes of general traffic to make this turn.
2. Congestion in the general traffic lanes due in particular to general traffic turning right onto O'Connell Bridge and delays experienced as a result.
3. Lack of any dedicated bus lanes or bus priority measures to assist these manoeuvres.
4. Queuing back through Eden Quay to O'Connell Bridge, particularly in the P.M peak resulting in delays to buses trying to move through this area.
5. Implementation of Luas LCC and the length of time required for the 55 metre trams to cross O'Connell Bridge and Rosie Hackett Bridge could seriously exacerbate the issues already being experienced and be to the detriment of all modes.
6. Conflicts between buses, trucks, general traffic and pedestrians, Bachelors Walk is one of the busiest crossings in the City.

4.3 Change the hours of operation.

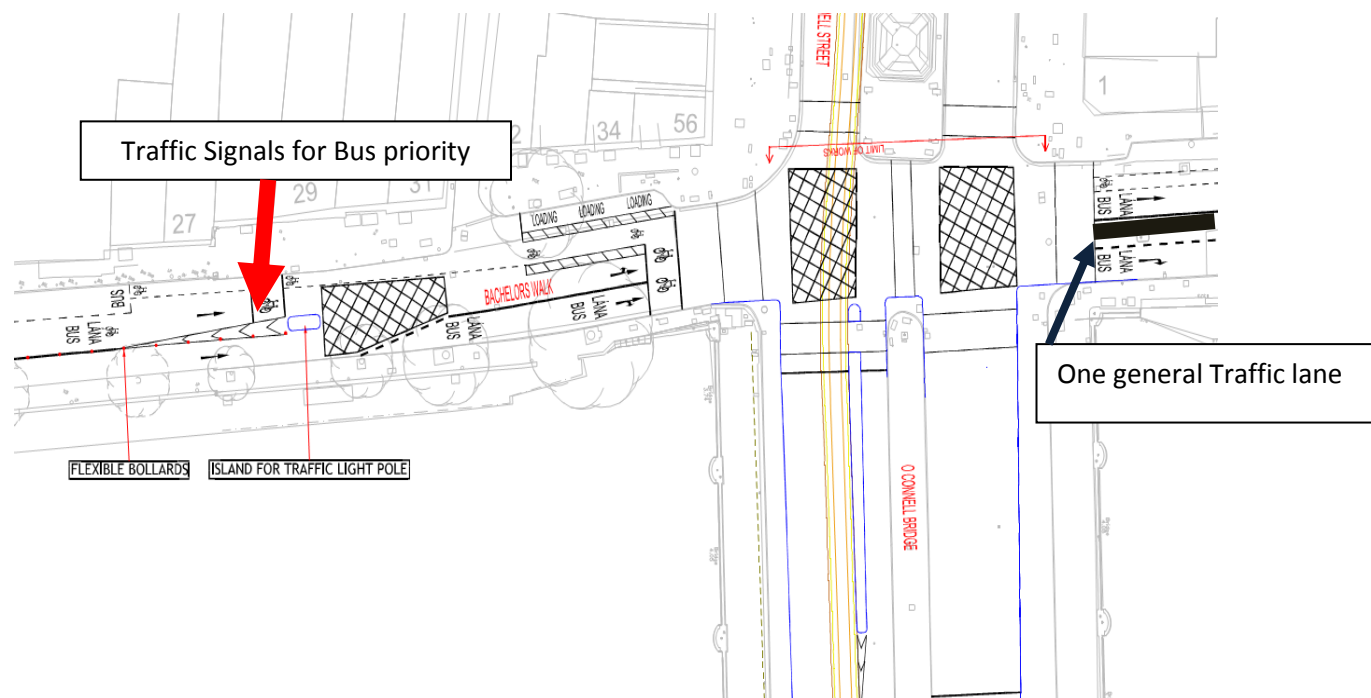
A suggestion that has come up on a number of occasions was to change the hours of operation from a 24 *7 day to 07:00- 19:00 Monday to Friday. We examined this proposal but it has a number of issues:-

1. Concerns regarding compliance
2. Potential confusion as to when general traffic could or could not use it.
3. Did not address adequately the protection of the bus fleet from the potential impacts of Luas operation.

4.4 Single lane provision on Eden Quay

A number of suggestions were made that a single lane of general traffic could be accommodated on Eden Quay provided adequate protection for the bus movements was implemented on Bachelors Walk. We therefore considered if we could alter the design from a single left turning lane of general traffic on Bachelors Walk to a left and straight ahead lane to allow access to Eden Quay for general traffic.

It was clear that the protection of the bus fleet operation was the difficulty with this proposal and would require substantial additional bus priority measures using traffic signal control with advanced bus priority interventions.



The above layout shows the option considered, on Bachelors Walk the interaction between the bus lane and the general traffic lane will be controlled by traffic signals with the aim to ensure that at all times the bus fleet can efficiently and safely move from the bus lane on the left to the right hand bus lane. The signals will operate in a manner to allow general traffic to proceed only when it is clear to do so and they will be able to proceed left to O'Connell Street or straight ahead to Eden Quay.

It is not proposed to alter the arrangement whereby the right turn to the bridge is for Public Transport only as this measure, will as well as helping public transport ensure that the lane on Bachelors Walk for general traffic will be able to operate efficiently.

DCC are of the view that this proposed alteration to the scheme helps to address a lot of the concerns that have been raised about the original Eden Quay proposal, as it allows a single lane on Eden Quay, it still retains the direct link to the IFSC and the car parks and entertainment centres there, it will reduce both the volume of traffic in this area and the amount of traffic diverted on to other routes.

We believe this proposal will help to address most of the issues surrounding public transport delays in the area and will also help to mitigate against any issues that the introduction of the Luas LCC raises. It does mean that general traffic will be queued particularly at peak times at the new traffic signals while public transport vehicles clear the space before them. However it does try to differentiate between commuter and consumer traffic as when traffic is light the delays to general traffic would be minimised.

It is however a compromise on the original scheme and there are concerns that this measure, which will rely on traffic signals and segregation of the bus lanes, may be difficult to operate and could potentially have knock on impacts for transport in general along the North Quays. The fact that the North Quays link is still open may encourage all vehicles to still use it rather than explore other options or modes.

It may therefore be necessary that in the future that Eden Quay may have to become public transport only, however DCC are prepared to introduce this alternative proposal and monitor its effectiveness prior to any further changes being proposed.

5 Next Steps and conclusion

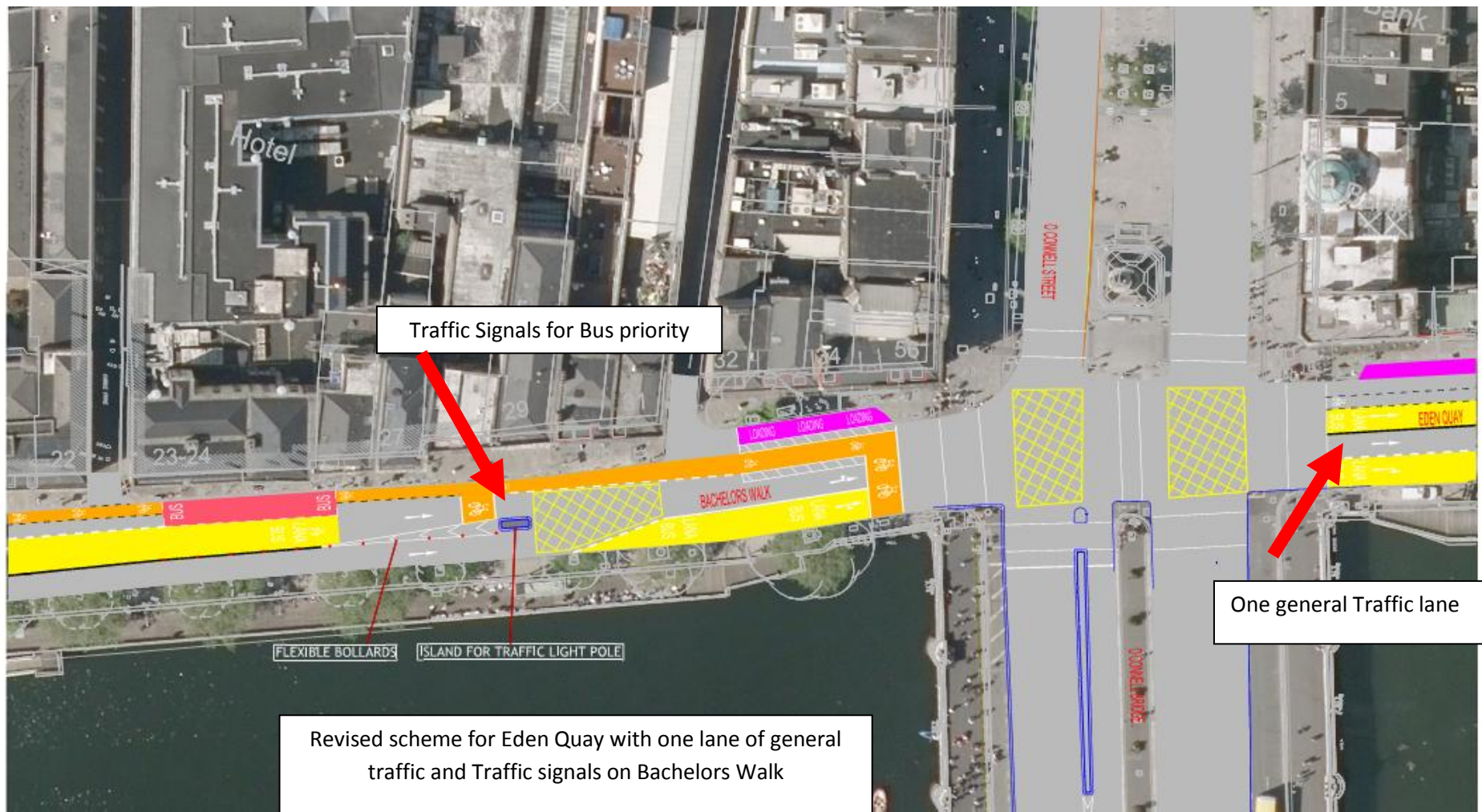
DCC would like to thank the elected members, members of the public and stakeholders who took the time and effort to make submissions and especially a number of very detailed and comprehensive ones that we received. We have analysed all the submissions and believe that they have helped in the preparation of the final proposal and to inform how this scheme could impact on the city.

On balance DCC believes that the revised proposal to allow a single lane of general traffic on Eden Quay and to allow Bachelors Walk to have a bus lane and a left turning and straight ahead general traffic lane, is an appropriate response to the concerns raised, shows the value of the consultation process and we hope will substantially meet the objectives of the original proposal.

We would therefore propose to amend the scheme for Bachelors Walk and Eden Quay to allow one lane of general traffic on Eden Quay and one lane of Left and Straight ahead general traffic on Bachelors Walk, as well as the additional traffic signals and detection equipment. The rest of the scheme will stay as originally proposed and it is intended to implement these measures in August 2017.

The operation and effectiveness of these proposals will be carefully monitored using data from Dublin Bus, Luas and our traffic control system both during the LUAS LCC testing phase and also when passenger operations commence in December 2017.

We furthermore would undertake to bring back to the transportation SPC in early 2017 a report on its operation and performance and if any changes were to be proposed in its operation this would come back to the SPC for consideration.



Appendix A

Submissions received from:

A Younge	Christchurch
Aidan Clarke	Christopher Mulhall
Aidan Curtis	Ciaran Blackall
Aidan Ring	Ciaran Holahan
Aiden Creavin	Ciaran O'Connor
Aine Tubridy	Claire Bradley
AJ Newham	Clare Sullivan
Alan Martin	Clare Sullivan
Alan Wolfe	Cllr Naoise O'Muire
Alan Wolfe	Cllr Nial Ring
Alex Gibson	Colm O Muirgheasa
ALISTAIR MENARY	Colm Ó Riain
Andrew Murphy	Conor Collins
Andy Skinner	Conor Hughes
Anna Heussaff	Conor Kearney
Anne Bedos	Convention Centre Car Park
Anne Bedos	cormac mac gearailt
Anon 1	Damian Browne
Anon 2	Damien Kaye
Anon 2	Daniele Ponzio
Anon 3	Dave Wilson
Anthony keane	David Fennell
Anthony Moran	David fitzpatrick
Apoca	David Healy
Astrid Fitzpatrick	David knox
Austin Tuohy	David Ó Laigheanáin
Barry Smyth	David Stafford
Ben Butler	David West
Ben Prevo	DCCTA
Blend Residents Assoiacation	Dee OConnor
Bob	Deirdre Doyle
Bob Laird FCILT	Deirdre Murphy
Brendan Kenny	Dermot Dempsey
Brian Canning	Dermot Marron
Brian Kelly	Dermot Ryan
Brian McArdle	Diageo
Brown Thomas carpark	Domhnall Egan
Cathal Mac Coille	Don Reilly

Donna Cooney	Ibec
Donna Curry	IFSC carpark
Douglas Black	IHF
Dublin Bus	Ilac centre
Dublin Central	Imelda Maher
Dublin Chamber	IPA
Dublin Cycling campaign	Jack Hyland
Dublin for All	Jacky
Dublin Town	James
Dublinia	James keane
Eamon Timmins	James Lynch
Éamonn Ó Ceallaigh	Jan Bosch
Eddie tarpey	Jef Bucas
Edward kelly	Jef Bucas
Elaine Kelly	Jessice byrne
Elaine King	Joe McGlynn
Elaine Snowden	John
Enid Bebbington	John Donegan
Eoghan O Brien	John Dorman
Eric Conroy	John McHale
Failte Ireland	John O' Flaherty
Falk Osthus	John O'Flaherty, Gavin Ward, Stephen King
Fiona McDermott	John O'Sullivan
Fleetstreet carpark	John Power
Gael Gaudin	Jonathan Bevan
Gael Gaudin	Joseph Lovett
Gary O'Sullivan	Karen O'Connor
Gary Thompson	Karen Ward
Gavan Flinter	Karl Duff
Gavin stokes	Katie O'Neill
Gerard Crotty	Keith Byrne
gerry canavan	Kenny Porter
Glen Straiton	kevin
Green Party	Kevin Baneham
Hazel O'Connor	Kevin Morrissey
Hugh McCann	Kevin O'Farrell
Hugh Raferty	Kieran Ryan
Ian McGarry	Kieran Ryan

Kieron Lawlor	Park Rite
Laura Mullin	Pat McGinley
Liagh Miller	Pat Murphy
Liam Fox	Patrick (unknown surname) 1
Liam Kennedy	Patrick (unknown surname) 2
Lily Conway	Patrick Stanley
Lisa O'Brien	Patrick Tuite
Live Nation Ireland (3 Arena and Bord Gais Energy Theatre)	Paul Loughran
Logan Sisley	Philip Milofsky
Lorcan Lyons	Philip Murray
Lorraine Mullen	Qpark
Louis Twomey	Rachel Devine
Lucille Redmond	Retail Ireland
M.Bruton	Richard Leahy
Magdalena Baran	Richard Sheehan
Mairead Forsythe	Robert Lawson
Marc Evers	Robert O Shea
Maria	Roghan Colbert
Mark Cumming	Ronan Johns
Martin	Ronan McGoldrick
Martina Mullin	Ronan Mulcahy
Mary Mac Namara	Rupert Fuller
Matteo Spreafico	Sam Boles
Matthew Sherian	Sarah Gallagher
Michael O'Meara	SCA office
Mike Higgins	Shane Finan
Muireann O'Dea	Shane Hogan
N. McHugh	Shea Carroll
Naoise Ó Foighil Roantree	Shona Gorman
Neil cameron	SIMI
Neil Peirce	Simon Bailey
neil rossiter	Simon Cahill
Neill Roche	Siobhan Carr
Niamh	Stanberry Investments
Nollaig O'Maoilriain	Stephen Hanley
NTA	Stephen marry
Odeon Point Square	Stephen Mc Guinness
Padraig McEvoy	Stephen O'Callaghan

Sylvia O'Sullivan
Tara Russell
Tesco
The Keoghan Partnership
Thomas Street carpark
TII
Tom (unknown surname)
Tom (unknown surname)
tom wade
Tomas Breen
Tony Marnell
Tony Murray
Vincent Potter
Wendy Cox

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

Liffey Cycle Route: Option Update

Alternative Proposal

**Brendan O'Brien
Head of Technical Services
Environment and Transportation Department**

May 2017

Liffey Cycle Route: Option Update Alternative Proposal

Background

At the SPC in February 2017, DCC presented Option 7 for the Liffey Cycle Route (LCR) which proposed a solution to the pinch point along Ellis Quay and at Mellows bridge, by converting the general traffic lane to a two way segregated cycle track, as there is not enough space to accommodate a bus lane general traffic lane and a two way cycling lane.

This would have involved rerouting of general traffic to the north and south of the quays in order to allow for the LCR to remain on the quays.

Option 7 offers the best solution for the LCR, meets the original objectives of the project, namely the provision of a segregated cycle route connecting Heuston Station to the Tom Clarke Bridge and prioritises Pedestrians, Cyclists and Public Transport.

However DCC is also aware that there is considerable opposition from councillors, residents, schools and businesses to the possible impacts on the local residents of the proposed rerouting and a strong view that DCC should re-evaluate the pinch point at Mellows bridge to determine if there was any other feasible solutions before proceeding any further with Option 7.

While the noise and environmental modelling work undertaken to date have not shown any significant issues with Option 7, DCC felt it was prudent in light of the local concerns to review options on the Quays prior to finalising the design.

Therefore it was decided to undertake a detailed review of the pinch point and to determine if there were any possible alternatives to moving general traffic away from the North Quays.

Options Review

The most challenging aspect of the Liffey Cycle Route has been trying to identify a way of bringing a two-way segregated cycle route through the pinch-point both upstream and downstream of Mellowes Bridge. The existing space between building line and quay wall is only wide enough to allow for the provision of a bus lane, a general traffic lane and two narrow footpaths, one on the building side and the other along the quay wall.

This has led us to consider rerouting buses then cyclists and most recently motorists in this area as we considered the space couldn't accommodate all three modes simultaneously.

The latest review has focused on investigating possible solutions that maintain all three modes on the quays.

Initially we looked again at the option of making any alterations to Mellowes Bridge to allow for a cycle track, however the heritage and architectural report on the bridge gave us no scope to make any change to the structure.

We then considered the option of pedestrians and cyclists sharing the footpath along the quay wall either side of Mellowes Bridge. While it is narrow at present there is some scope to widen it by reducing the general carriageway and bus lane to the bare minimums. However there is also a requirement to provide safety buffer zones between live traffic and the quay walls.

The result was a very compromised space of approximately 1.5 m, which we considered completely inadequate to cater for pedestrians and a two-way cycle track, would not meet any standards and certainly would not deliver any quality infrastructure for either pedestrians or cyclists.

We also considered the idea of removing all pedestrians from the riverside footpaths upstream and downstream of Mellowes Bridge so that the available space could be used exclusively by cyclists.

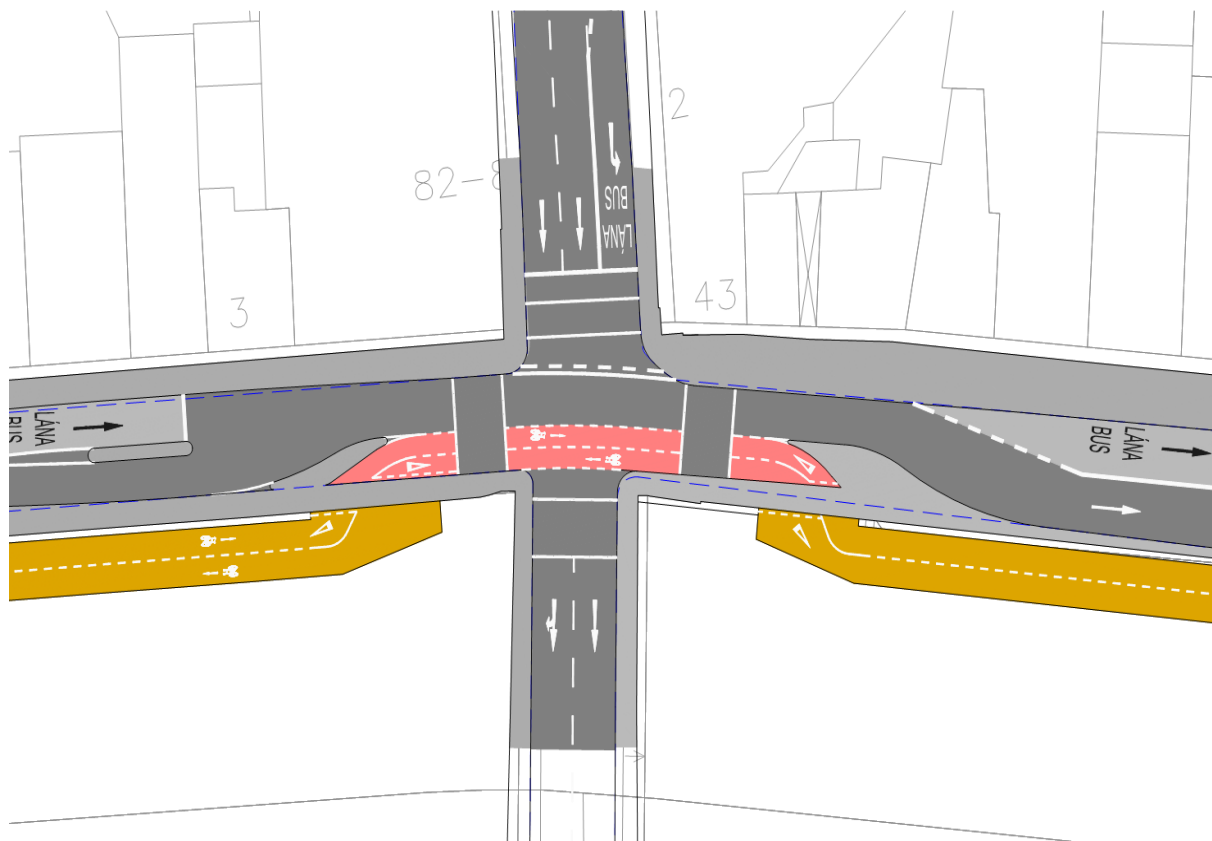
However, even with pedestrians excluded, the space available to cyclists in the vicinity of Mellowes Bridge would have been highly compromised. Furthermore this proposal would have resulted in pedestrians being excluded from using the riverside footpath along the entire length of the quays between Church Street and James Joyce Bridge. This raised numerous issues about access to the riverside and also how pedestrians could in fact be prevented from using the cycle track.

Alternative proposal

Taking into account we cannot alter Mellowes bridge we then prepared a design which took elements of Option 7, namely the reduction of the quays to one lane, but now only at Mellowes Bridge on the upstream and downstream immediate approaches and combined it with a boardwalk for cyclists on Ellis Quay and Arran Quay. This would provide a 4 metre two way cycle track cantilevered from the Quay walls but crucially coming back on road at Mellowes Bridge so that the bridge structure could remain untouched.

Therefore there would be a bus lane and a general traffic lane on the approach to Mellowes bridge, approximately 30 metres before the bridge the two lanes would merge to one for a distance of approximately 65 metres before reverting to a bus lane and a general traffic lane.

The approach to the one lane section would be controlled by traffic signals with priority being given to public transport while still allowing general traffic to move through this one lane section provided there was space ahead to move into.



A boardwalk has previously been considered in this area. The original proposal had called for the boardwalk to be tied into either side of Mellowes Bridge with the parapet of the bridge being modified to allow for the cycle route to pass through this area. However that proposal was rejected following a Heritage Impact Assessment that concluded that “Mellowes Bridge as an architectural entity is simply too important to carry out any significant alteration to its existing historic fabric”.

This proposal differs in a number of ways.

- The boardwalk would be used by cyclists with pedestrians continuing to use the existing riverside footpaths.
- The boardwalk wouldn't be tied into Mellowes Bridge but would be brought through the quay wall immediately upstream and downstream of the bridge.
- The two-way cycle route would continue through the pinch point at Mellowes Bridge using the lane currently being used by general traffic. Access to the remaining lane would be controlled by new traffic signals upstream of Mellowes Bridge which would alternatively allow either buses or general traffic through the shuttle. This would allow for priority to be given to buses during peak times while still allowing general traffic to use this route.



Compromise for all modes

The proposal would entail compromises for all modes. At certain time motorists and to a lesser extent buses/taxis will have to queue at the shuttle. Signals will be required to control the interaction between cyclists and pedestrians at entrances and exits to the boardwalks. In addition a shared space between pedestrians and cyclists is proposed upstream of James Joyce Bridge (as pedestrian volumes are low and a boardwalk is not considered warranted).

There are a number of risks associated with this proposal, the main one being the overall state of the quay wall in this location. Considerable site investigation works would be required before the viability of a boardwalk could be confirmed. That said, the proposal has been circulated internally within DCC and while a number of challenges have been identified, there is nothing at this stage to suggest that proposal could not be realized. From a planning perspective, the inclusion of a boardwalk in this option means the proposal is likely to require an EIA.

The proposal would be considerably more expensive than Option 7. However the National Transport Authority are aware of this proposal and they have indicated that they would be willing to fund it if it proves to be a viable option.

Despite the inherent compromises, risks and additional costs associated with this proposal it does have the principle benefit of allowing the Liffey Cycle Route to remain on the quays and also still allows general traffic to remain on the quays.

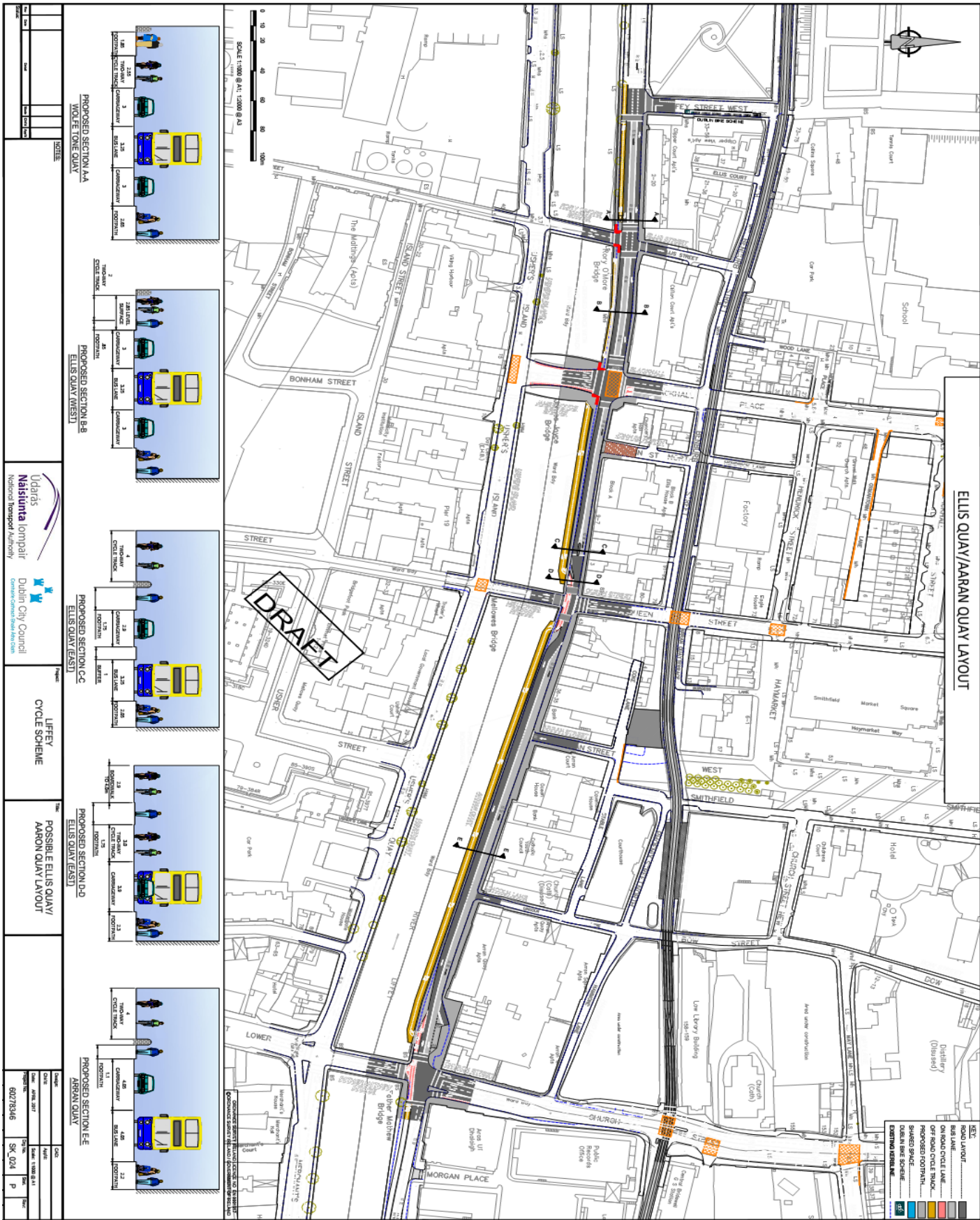
Conclusion

As stated initially, DCC remains of the view that Option 7 offers the best solution towards meeting the objectives of the Liffey Cycle Route, however as previously stated we are aware of the concerns raised regarding this option. Accordingly we have looked further at a number of options and have designed a compromise solution which would allow general traffic to stay on Ellis Quay and Arran Quay, while providing a two way cycle track on the Liffey side.

This design does have some compromises including the single lane at Mellows Bridge and sharing of space at a number of areas between cyclists and pedestrians. In addition it requires costly and complex works to provide the boardwalks along the two quay walls. Notwithstanding these concerns we would recommend to the SPC that we proceed with this option and look to finalise the scheme.

Please note that it is our opinion that due to extensive nature of the works required for the Boardwalks that an EIA will be needed for the scheme, with submission of an EIS to An Bord Pleanála in due course.

Brendan O'Brien
Head of Technical Services (Traffic)
Environment and Transportation Department



Section	Scale	Notes
PROPOSED SECTION A-A WOLFE TONE QUAY	1:1000 @ A1, 1:2000 @ A2	
PROPOSED SECTION B-B ELLIS QUAY (WEST)	1:1000 @ A1, 1:2000 @ A2	
PROPOSED SECTION C-C ELLIS QUAY (EAST)	1:1000 @ A1, 1:2000 @ A2	
PROPOSED SECTION D-D ELLIS QUAY (EAST)	1:1000 @ A1, 1:2000 @ A2	
PROPOSED SECTION E-E AARON QUAY	1:1000 @ A1, 1:2000 @ A2	

Client	Udarás
Client Ref	Nastúnta Iompair
Client Ref	National Transport Authority
Client Ref	Dublin City Council
Client Ref	Central Dublin Regeneration
Project	LIFEVY CYCLE SCHEME
Project	POSSIBLE ELLIS QUAY/AARON QUAY LAYOUT
Scale	602/78346
Scale	SK_024
Scale	P

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

STATIONLESS BIKE SHARE SCHEMES

Introduction

Dublin City Council has been approached by several potential operators of stationless bike share schemes with a view to rolling out such schemes in Dublin. Stationless Bike share schemes are wide spread in China and are expanding globally. Dublin City is perceived as having good market potential and is likely to continue to attract potential operators. Having regard to the extent of interest expressed by operators, the impacts both positive and negative of the schemes and the investment the city has made to date in the Dublinbikes scheme, it is considered that the city must be proactive in developing a policy and framework for dealing with Stationless bike share schemes. This report has been prepared by a cross departmental working group within Dublin City Council. It questions whether there is a role for stationless bike share schemes in Dublin City. It examines the benefits and challenges of the schemes and makes recommendations regarding a way forward.

What are Stationless Bike Share Schemes?

Bike Sharing is a form of bike rental whereby members of the scheme pick up a bike at one location and drop it back at the same or another location when the journey is complete. Dublin's current scheme is a station based scheme where the bikes are docked at physical docking stations. The stationless system does not depend on infrastructure such as docking stations or even standard cycle parking facilities. The general idea behind the system is that the bikes are self locking. There is a physical lock on the bike that prevents it from being used which means that the bike does not need to be locked to something. Users download a mobile app on their smartphone which unlocks the bike when they want to use it, charging a fee. Other models of stationless schemes do include a locking system which requires the bicycle to be affixed to something but again do not require a station and operate via a mobile app. The operators who have approached Dublin City Council favour the Chinese model whereby the bikes are not locked to a fixed structure but are left in an identified geo-fenced area or a type of 'virtual station'.

Stationless bike share schemes are the next generation of bike share schemes. They have emerged out of the challenges presented by current bike sharing models. They overcome the geographical range imposed by bike share docking stations and provide users with the flexibility to leave bikes where they end their journey, which may not be at a station. Key to these schemes is the use of technology embedded within the bikes, namely GPS. In terms of accessibility, due to systems being app based, users have real-time information to access bikes that are located close to them. Furthermore, users are able to unlock and lock bikes with their smart phones.

The appendix to the report demonstrates the growing global interest in stationless bike share schemes. As Dublin is a hub of information technology companies with a highly successful bike share scheme that needs to be expanded; Dublin is viewed by innovative bike share companies as a hot spot for their product. Therefore, it is important that Dublin City Council explores the potential of stationless bike share schemes but also seeks to understand the requirements and impacts of these schemes.

What are the Benefits and Challenges of Stationless Bike Schemes?

There are a number of benefits and challenges to stationless bike share schemes that require consideration. These are presented in the table below:

Benefits	Challenges
<ul style="list-style-type: none"> • Can contribute to growing the uptake of cycling as a mode of transport. • Opportunity to expand bike sharing services outside the city centre. • Opportunity to harness private investment. • Capital and operating costs for the City Council will either be zero or significantly lower compared with the costs of the expanding the DublinBikes Scheme. • Does not require intensive docking infrastructure (or no infrastructure in case of self-locking bikes). • Lower cost of implementation. • Ease of use. • IOT (Internet of Things) enabled possibilities of city harnessing cycling data. • Potential start-up opportunities for entrepreneurs. 	<ul style="list-style-type: none"> • Co-existence with DublinBikes - Are these schemes a threat to Dublinbikes or can they complement DublinBikes? • Negative impacts on public realm. • Bikes can be ‘abandoned’ anywhere i.e. on footpaths or other unsuitable (and illegal) locations. • Bikes can be ‘taken’ i.e. users could keep bikes in gated communities. • The quality of the bikes is questionable. • Maintenance of the bikes; issues around servicing, and relocation of bikes when required need to be determined. • Availability of space for parking -cycle parking is currently over capacity in the city centre with growing demand. There are few opportunities to expand cycle parking in the public realm. • Long-term financial feasibility. • Capacity of the city to absorb schemes by several operators.

The main benefit of these schemes is that bike sharing can be expanded at little or no cost to the city outside of the areas currently served by Dublinbikes. The main challenges include managing the potential impacts of the scheme on the public realm, ensuring that the bikes

are properly maintained, ensuring there is adequate cycle parking capacity in city centre locations and ensuring bikes are not abandoned at unsuitable locations.

The attached appendix provides some information on stationless schemes in cities outside of China. It appears that while the potential benefits of the scheme are welcomed by cities, there are serious issues arising due to clutter in the public realm and the impact of the schemes on existing city backed systems.

Is there a role for Stationless Bike Share in Dublin City?

Stationless schemes could play a role in continuing to grow cycling and active mobility in the city and could potentially complement the Dublinbikes scheme. Mobility as a service is growing and there is a role for expanded bike sharing within this approach where people rent rather than purchase a bike.

The current Dublinbikes system is a station based bike share system where bikes must be picked up and dropped off or docked at another station. While the current scheme is considered one of the most successful in the world, expansion of the system would be costly and would require substantial up front public capital investment and maintenance costs over time. There is growing demand for bike share outside the current range of the Dublinbikes system. There is a potential role for the stationless system to meet this demand. The City Council, having regard to the cost of expanding Dublinbikes should explore all available options for expanding bike sharing in Dublin. Currently, there are two options:

1. Expand the existing scheme in its current form with docking stations to areas as identified in the existing expansion plan.
2. Explore the possibility of stationless bikes as a compliment to the existing system.

Notwithstanding the success of the current DublinBikes Scheme and the demand that exists for its expansion into other areas of the city, there are very real constraints on its further expansion. Significant capital costs are required to fund the expansion and operating costs would increase as a result of greater tidal journeys associated with stations located further out from the city centre and a greater need to relocated bikes. The current funding model relies on on-street advertising to fund operating costs. There are challenges associated with this model, not least the difficulty in securing approval for on-street advertising structures. It is also very difficult to assess what 'value for money' the city would get, if any, from expenditure on any expansion of the scheme. Furthermore, since the scheme was launched there has been no technical innovation which would, for example, allow a bike or a cycle parking space to be booked through an app or online. The stationless bike share schemes build on the latest innovations in technology.

When examining the potential for stationless bike share in Dublin City, an important issue to consider is the limited space available within the public realm to absorb these schemes. The public realm in the city core is congested and there is a significant shortfall in the number of on street cycle parking spaces required to accommodate existing demand. It may be

necessary to allocate space for parking at specific locations. In order to minimise impacts on the public realm, it may also be necessary to require bikes to be locked to stands.

Should Stationless Bike Schemes be Regulated?

The question arises as to whether it is considered desirable and appropriate to regulate this new form of bike share scheme. On the basis that the schemes provide a public service, operate within the city's streets and make use of the city's public realm, it is considered that some form of regulation of the schemes is necessary. Bye-laws are considered the most appropriate legal regulation mechanism. In 2013, bye-laws for the regulation of car clubs were adopted. Car clubs provide a car share scheme for members. Cars are parked in designated public parking areas in agreement with Dublin City Council. The operators are licensed by Dublin Council subject to meeting criteria set out in the Bye-Laws. Operators pay a small fee for the licence. It is recommended that similar bye-laws be prepared for the regulation of the bike share schemes. These would seek to facilitate the operation of the schemes in specified areas, set out standards for quality and maintenance and address management of the impacts of the schemes.

Technical Dialogue & Pilot Scheme

It is acknowledged that bye-laws may take some time to prepare. It is considered that in parallel to the preparation of bye-laws a pilot scheme could be run in co-operation with potential operators. This would allow the benefits and challenges of the schemes to be explored and the impacts of the scheme to be assessed. A competitive dialogue process could be undertaken to procure a stationless bike share pilot with the City Council. Some financial support could be made available by the City Council in this regard.

Through a pilot scheme DCC will have the opportunity to identify solutions to challenges presented above and to verify the benefits of such schemes. From the perspective of DCC piloting will enable the city to be proactive and use the opportunity to inform the content of bye-laws for free floating bike share services within the city. A pilot would also enable DCC to trial bike share services in areas of the city that are currently not served by DublinBikes. A pilot will also provide the opportunity to examine the potential for a hybrid scheme, one which could complement the existing Dublinbikes scheme.

The objectives of the pilot scheme would be as follows:

1. Determine how bike share services can be expanded within the city.
2. Identify how the system can co-exist with DublinBikes:
 - a. New partnership model?
 - b. Adaptation of current system to accommodate both bike types
3. Develop solutions for potential challenges:
 - a. Maintenance
 - b. Impacts on public realm
 - c. Financing

4. Identify new challenges and test solutions.
5. Develop Bye Laws based on experience with pilot.
6. Explore opportunities for greater public benefit:
 - a. New partnership models for financing
 - b. New marketing mechanism for increasing uptake of cycling.

Conclusions & Recommendations

Stationless bike share schemes are on their way to Dublin. The City Council needs to be proactive in engaging with potential operators in order to ensure that the city can benefit from these schemes and manage the potential impacts. The schemes build on the latest technology, require little infrastructure and can be implemented at little or no cost to the City Council. They can expand bike sharing to areas currently not served by Dublinbikes. This type of scheme should be considered as an alternative to the expansion of the Dublinbikes scheme which would require considerable public capital expenditure.

While the potential benefits of stationless bike schemes are acknowledged, it is considered that some regulation of these schemes is warranted as they are essentially a public service operating in the public domain. Bye-Laws are considered the appropriate legal mechanism to regulate the schemes and as such it is recommended that the process to prepare bye-laws be initiated. It is also recommended that a parallel pilot scheme be run with potential operators to gain a deeper understanding of the operational requirements and impacts of the schemes. The pilot should also explore the potential for these schemes to complement the DublinBikes scheme and to serve areas outside of the city centre. It is recommended that a competitive technical dialogue be initiated to procure a pilot for the city.

Edel Kelly
Senior Executive Planner
Environment and Transportation Department

26th April, 2017

APPENDIX: INTERNATIONAL CASE STUDIES

Portland BIKETOWN – “Hybrid”

- Launched in July 2016, there are 1,000 bikes in Portland
- Bikes are equipped with GPS, U-locks, responsive lights, and baskets
- LCD display screen allow for users to quickly access bikes, put bikes on hold while running errands, and to report repairs.
- Chainless shaft drive
- Bikes can be locked into stations or to public bike racks for an additional fee of 2USD within the service area or 20USD outside.
- Membership schemes include group memberships and low-income groups
- Station design uses minimal infrastructure due to bikes being enabled with technology. Also critically less space is required.
- Marketing unique strategy with Nike producing limited edition bikes; also highly active social media engagement on Twitter, Instagram and Facebook (ie. 1500 tweets since Jan 2016, Dublin Bikes only has 2500 tweets since 2010)

Bluegogo, San Francisco

- Motivate already operate 700 bikes in San Francisco, contract with city means they can be the only operator of A-B operations
- Bluegogo’s initial ambitious plans of 20,000 bikes scaled back due to the city’s response and their operation stipulates that users must return their bikes back to base (A-A model) in accordance with Motivate contract. The city is not requesting they apply for permits to operate from car parks.
- Soft launch of bikes located in parking lots – not visible from public realm
- Similar negotiation process to Uber
- Current bikes only lock the back wheel rather than to cycle parking – theft issue
- Bikes are equipped with GPS
- Bluegogo’s entrance to San Francisco was heavily lobbied against by a rival bikeshare company, Motivate, who are backed by the Ford Motor Company.
- The service is currently on hold (30/03/2017) in the City as the company respond to the recent permit requests introduced by of the city

Nextbike, Cologne

- Nextbike operate a stationless system in Cologne
- Their lock technology is on the bike
- Bikes cannot be taken out of the city limit by a city wide geo fence
- Despite the lack of docks bikes are still kept in predictable main stations at key locations and there is a proactive redistribution system to ensure bikes are sufficient but not too many bikes where they are needed.

MoBike: Singapore, London, Manchester and Birmingham

- MoBike is a Shanghai based start-up, that produces its own bikes
- Bikes are GPS tracked

- Users access bikes through an app downloaded to their phones
- Bikes can be parked anywhere, but there are preferred locations marked by paint.
- Singapore – pricing is still being worked out

Ofo: Cambridge, UK

- Ofo is a Beijing based start-up that is currently operating in 33 cities in four countries: China, Singapore, USA and UK. Company attempted to launch bikes at SXSW in Austin Texas as SPIN
- Bikes are GPS tracked,
- Users access bikes through an app downloaded to their phones
- Bikes can be parked anywhere, but there are preferred locations marked by paint.
- Project is on hold due to concerns over bike clutter
- Challenge bikes being 'owned' / 'monopolised'

Item No.8

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

Operation of Horse Drawn Carriages

Dublin City Council is responsible for the control of horse drawn carriages within its administrative area. Responsibility transferred from An Garda Síochána in February 2011 when *The Dublin City Council Control of Horse Drawn Carriages Bye-Laws 2011* came into effect. The activity is controlled by way of a licensing system for both operators and drivers. To qualify applicants must comply with a number of conditions including Garda vetting, and tax compliance. Drivers are required to have written confirmation from a recognised equine centre/stables confirming their competency in horse and carriage driving. Operators **are also required to** have public liability insurance indemnifying the City Council. The carriages are inspected annually for road worthiness and carriage operators must hold valid horse licences issued under the Control of Horses Act 1996.

Recently the number of Carriage Operator Licences has been capped at sixteen – the number currently issued. This is provided for within the Bye-Laws and the measure was considered necessary in view of the limited number of spaces available at the two designated pick-up locations and to avoid an overspill of carriages into areas reserved for other road users. There are no suitable parking areas currently available at St Stephen's Green North due to the extent of the works associated with the LUAS Cross City Project. The Council has examined a number of alternative locations nearby but each presents its own difficulties. There are 3-4 carriage parking bays at the Guinness Storehouse. This is insufficient to meet demand, especially at weekends and during the high tourist season. Previously, carriage drivers parked nearby on Grand Canal Place awaiting their turn to enter the designated location but this area is now reserved exclusively for coaches. Furthermore, existing coach parking on Crane Street will be withdrawn when the proposed Environmental Enhancement Project commences placing additional pressure on available parking facilities. The College Green Civic Plaza Project and live running of the LUAS Cross City Line later this year will necessitate the rerouting of traffic to other thoroughfares, which may not be suitable or even safe for horse carriages.

A list of alternative locations was presented at a recent meeting held with Councillors and representatives of the carriage operators. These will be examined to assess their suitability. However, the designation of new locations will require an amendment to the Bye-Laws. This is a statutory process involving public consultation. Other aspects of the Bye-Laws could be considered as part of this process.

The City Council has written to the Department of Transport, Tourism and Sport seeking information on when and if Section 31 of the Road Traffic Act 2016 will be put into effect by way of a Commencement Order. This legislation would transfer responsibility for licensing of non-motorised public service vehicles, including horse carriages, to the National Transportation Authority.

John Fennessy
Administrative Officer
Environment and Transportation Department

21st April, 2017



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**

April 2017

The following Minute relates to the item discussed at the Transportation Strategic Policy Committee meeting in February, 2015, on the use of street nameplates in Dublin city:

'The Members expressed concerns about the design of the street nameplates, the font size, the level of prominence of Irish and possible inclusion of district names. The Manager was asked to come back to the Committee with proposals to differentiate Irish and English names such as the use of different colours or typefaces. The chairman suggested that an Irish font may be more appropriate for the Irish Language. It was agreed to submit a further report to a future meeting of the SPC on the issues involved.'

Reply

Font

Street Nameplates are commonly viewed from an angle and therefore it is very important that the lettering is well spaced and that the correct font is used.

The form of alphabet and lettering size currently in use on street nameplates in Dublin City Council administrative area is an upper case '**Transport Medium**' font condensed to 62% giving a letter height of 63.5mm. Condensing allows street nameplate to be of a practicable size while accommodating both Irish and English text. The use of this font and letter size is based on Irish and UK Traffic Signs Manuals.

The following is an extract from the Traffic Signs Manual Chapter 7 'The Design of Traffic Signs', 2013 Department of Transport UK:

*'ALPHABETS - The alphanumeric characters used on traffic signs are from a specially designed alphabet known as the Transport alphabet. There are two versions: **Transport Medium** for white characters on a green, blue, brown, red or black background); **Transport Heavy** for black characters on a white or yellow background.Light-coloured surfaces, especially when illuminated, irradiate into adjacent darker ones. Thus white characters on a dark background appear thicker than their actual size, whereas black characters on a light background appear thinner'.*

Chapter 2 and 4 of the Traffic Signs Manual (Department of Transport/ An Roinn Iompair publication) refer to the use of an English Upper and Lower Case **Transport Heavy** Alphabet (TP Heavy Font). Condensing may be used to reduce the length of the Irish or English place-name by reducing the widths of the appropriate tiles in steps of 5% to a limit of 80% of their normal size. Table 4.1.2 of Chapter 4 recommends a height of text of 80mm for areas with speed limits up to 80km/hr.

Additional text on signs

The nameplates currently used are rectangular in shape, 227mm high and the length is determined by the street's name in English or Irish. E.g. **LARCH GROVE** and **GARRÁN NA LEARÓIGE** whichever is the longer.

The inclusion of district names on signs would require the use of larger signs. The use of larger signs would result in difficulties in obtaining permission from property owners to attach such signs to their property. In addition larger signs would be considered by some to be visually unattractive and would be more costly to procure. Finally while the district name to be included on a particular sign would be straightforward for the majority of locations it is likely that for some roads on the boundary of districts there maybe disagreement as to the appropriate district name to be included on a particular sign.

Colour

The colours currently in use on the street nameplates in Dublin City Council administrative area are as follows:

The letters of the Irish and English version of the 'street' name, and all borders are done in 'Brilliant White. The background to the name is done in 'Himmelblau' blue RAL 5015.

These choices of colours provide a very good contrast and the use of the colour blue is synonymous with Dublin including its flag.

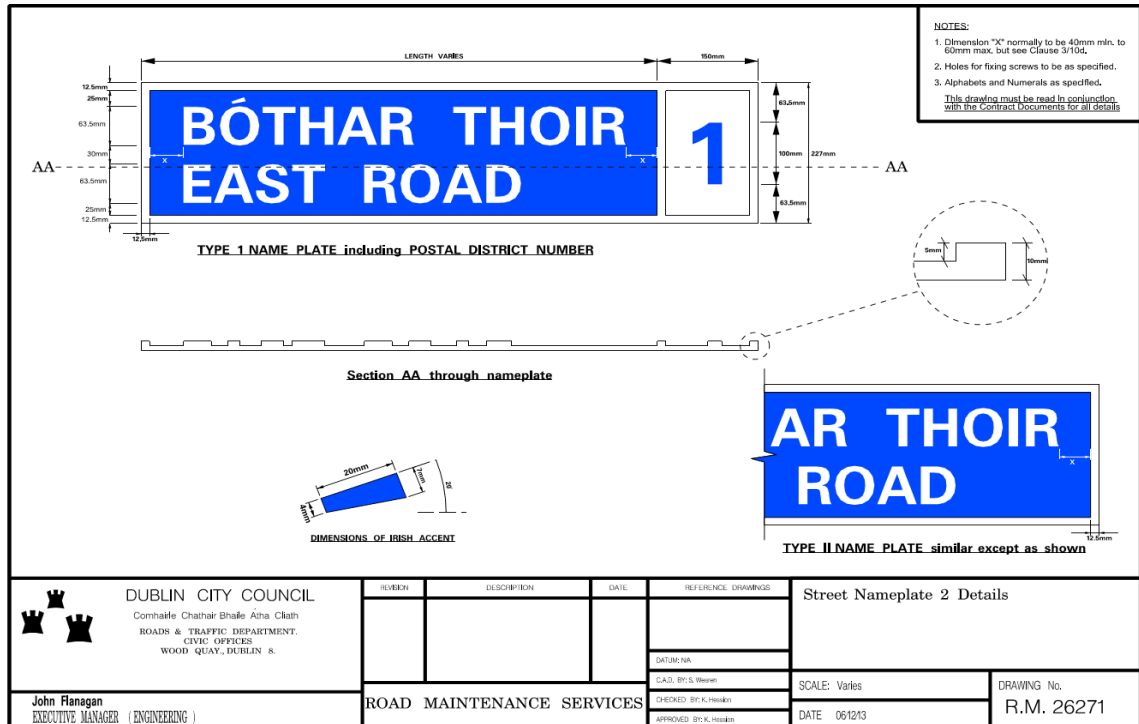
In 'Recommendations for the Design of Street Nameplates' (Department of Transport UK Circular 3/93) recommends that nameplates 'should have black lettering on a white background .. a contrast ratio of least 7:1 The use of colour combinations with low contrast, for example bronze or brown lettering on green backgrounds, will result in poor legibility, especially under.... street lighting'

Language

Under the Official Languages Act (S.I. No. 391 of 2008) nameplates are signs under the Regulations and they must be in Irish or bilingual in accordance with the provisions of the Regulations. Each sign shall provide the same information in both the Irish language and the English language and therefore lettering style, colour and text should be the same for both the Irish and the English text.

Recommendation

It is recommended as policy as per the report presented to the SPC in February 2015 to use street nameplate Type 1 in Dublin City Council Administrative Area. These are cast iron street name plates with raised white lettering on a blue background with postal district in raised blue number on a white background (as shown below).



Type 1

Item No. 11

Minutes of Cycling & Walking Sub-Committee Meeting held on 7th December 2016, Richard O'Carrol Room, City Hall, Dublin 2, at 2.30pm

Attendance

Members

Colm Ryder, Dublin Cycling Campaign (Stand-in Chairperson)
Orlaith Maguire, Road Safety Authority
Fiona Kelty, National Council for the Blind of Ireland
Barbara Connolly, Cycling Ireland

Non Members

Conor O'Leary, Executive Engineer Dublin City Council
Edel Kelly, Executive Planner, Dublin City Council

Apologies

Cllr Ciaran Cuffe, Chairperson
Alley Menary, An Taisce
Sarah Scannell, Cycling & Walking Promotions Officer, DCC
Cormac Ross, National Transport Authority
Alita Rivero, Dublin City Cycling Campaign

Admin

Marian Cheevers, Dublin City Council
Jenny Sweeney, Dublin City Council

Chair Cllr Cuffe sent apologies. Colm Ryder agreed to chair in his absence.

1. Minutes of Cycling & Walking Sub- Committee held on 6th October 2016

Colm Ryder meeting amendment requests inputted to minutes.

2. College Green Update

Conor O'Leary gave verbal update alongside hard copy of report circulated to members.

3. DCC Funding for Primary Schools Cycle Training

Verbal update by Edel Kelly. The Department of Transport, Tourism and Sport have approved the Cycle Right programme and intend to write out to the schools to inform them of the programme and encourage schools to partake. Barbara Connolly made it clear how urgent it was that Dublin City Council respond to the funding request clarification in relation to the Cycle Right program for 2016, otherwise training will not take place next year.

4. Cycle Projects

Conor O'Leary gave a verbal update on cycle projects. A hardcopy was circulated to the members at the meeting and emailed with the Agenda.

The Canal Way Ph 2 should have said Q2 instead of Q1.

Colm Ryder noted that the Dublin Cycling Campaign had a meeting with Tony McGee, regarding the Clontarf to City Centre Cycle Route and is happy to have the project delayed if changes are to be made.

Colm Ryder also noted that Dublin Cycling Campaign is a stakeholder, but they did not get consulted.

Colm Ryder noted that with regard to the S2S project, Michael Collins is making a public presentation on Monday night in the Central hotel regarding the S2S.

Colm Ryder asked for clarity regarding the St. Stephens Green Area concerning the contra flow cycle lanes.

Colm Ryder also requested a list of where the new cycle parking is going to be in the city.

Colm Ryder asked for more clarity and detail on project updates.

5. Cycle Promotion Update.

Edel Kelly gave a verbal update on DCC cycle promotion. The European Cycling Federation visit to Dublin was held last week on foot of Dublin being shortlisted for Velo City 2019. Dublin and Helsinki were shortlisted for the bid. DCC hosted the visiting group of judges and there is a meeting the 7th December 2016 regarding picking the winner. The visit was a great success.

An Anti Bike Theft Campaign launched on Friday 25th November by An Garda Síochána and the DCC's South East Area committee . A photo shoot took place in Rathmines and received coverage online and on social media sites. Sarah Scannell Cycling & Walking promotion officer also attended the event.

The Customer Services Department in DCC was asked to trail monitoring the twitter hashtag #freethecyclelanes. #freethecyclelanes is a twitter campaign whereby users post photographs of vehicles parked illegally in cycle lanes around the city. Customer Services have begun to monitor the site and feedback findings to DCC's Parking Enforcement unit.

Walking: There is a Public Realm Strategy for the City Centre since 2012 and a corporate implementation group meets monthly. This group advocates for pedestrians and walking. The Heart of Dublin City - Public Realm Masterplan for the city core was launched September 2016 in the Gresham Hotel. This proposes a pedestrian friendly city core with more space for pedestrians. A Spatial Calculator for pedestrian space was developed specifically for Dublin as part of the masterplan process.

Fiona Kelty indicated that Temple Bar should be more accessible, and suggested getting rid of the cobblestones as they are a hindrance to pedestrians, and pointed out that Trinity College's works on the cobbles was very successful. Edel Kelly indicated that there are three phases of projects coming from the Masterplan and that Temple Bar in Phase one will be subject to a Part 8 process. There will be a public consultation in 2017.

It was also commented that 50% of cycling is done on the footpath at Grand Canal because of the cobblestones.

Fiona Kelty noted that walking is not addressed enough at the meetings of the subcommittee.

Orlaith Maguire requested more information with regard to the Public Realm Masterplan and the conference that was held in September. Edel Kelly agreed to circulate the links to both. It is noted that the committee has requested an update on the Masterplan and walking and cycling issues.

Edel Kelly indicated that it is normal procedure to improve the environment for pedestrians and cyclists where possible e.g. through new developments, by setting increasing footpaths and improving junctions and crossings etc. The example of St. James's Hospital was discussed where it is proposed to improve the entrance from St. James Street as part of the new Children's Hospital development. DCC communicated to the Hospital that it would be part of the project.

The Polis Conference was held in Rotterdam last week and Dublin City Council was represented by Sarah Scannell, Edel Kelly and Mary Hussey. A discussion ensued regarding the huge plazas, they cause terrible problems for visually impaired people, and it seems that the group representing visually impaired people didn't make contact during the public consultation (for Rotterdam Plaza). Fiona Kelty commented that visually impaired people and their guide dogs find these huge spaces/open plazas very disorienting and as a result avoid them altogether. It would help if during design the pavement/flag stones had raised kerbs for example, for dogs/visually impaired people to guide them through the plazas.

6. ByPad Audit

The first ByPad Audit meeting is to be held on Thursday 8th December.

7. Hike It! Bike It! Like It! Dublin

Edel Kelly reported on the progress of a promotional campaign for sustainable travel that began in Drimnagh and is now to be expanded citywide. The Hike It. Bike It. Like It. Dublin logo and brand is being developed by graphic designers. The original logo was the result of a competition for primary school children in Drimnagh. The original project has been a finalist in two national awards and won an Energy Globe Award this year. It is proposed the new logo and brand will be launched officially next year, alongside a communication and engagement strategy. There are plans to incorporate a new web site also.

250 Green Schools take Walkability Audits every year, they identify issues in their area and this will feed information into the area engineers remit.

8. End of Year Report

Sarah is currently compiling the report.

9. Contra Flow Cycle Lanes

Conor O'Leary needs clarification from the Department, a letter to acknowledge receipt was received however no response at present.

Fiona Kelty suggested that contra flow lanes should be site-specific, and there should be a caveat to try it out, to see if they work in spaces with their own specific difficulties/needs.

10. A.O.B.

Colm Ryder stated that the committee wants written reports attached with the agenda, so that the committee can read it first and then comment at meeting, this should save time at the meetings.

Colm Ryder mentioned 'Quick Wins' in particular Christ Church and Civil Works Projects.

Fiona Kelty asked was there any update on the issue Cllr Mannix Flynn raised regarding the Walking Tours and wants it raised as an issue for next meeting.

Dublin Cycling Campaign are meeting the Department regarding Road Safety on the 19th December, there was a change in legislation regarding the mandatory use of cycle lanes.

Barbara wants it noted that the committee are deemed to be concerned about the changes, and asks did a letter go out to the Department from Cllr Cuffe. She wants it put on the Agenda and it needs clarification.

Colm Ryder to comment back after the meeting on the 19th December.

Colm Ryder noted that he is disappointed that there was no elected members present at the Sub Committee meeting today.

Requested Links:

Public Realm Masterplan for the City Core:

['The Heart of Dublin; City Centre Public Realm Masterplan](#)

Symposium on Public Realm September 2016

All the presentations were video on the day and are now available for sharing in either pdf or video format by scrolling down on this link

<http://www.dublincity.ie/main-menu-services-planning-public-realm/heart-dublin-city-centre-public-realm-masterplan-2016>



16th March, 2017.

Cllr. Ciarán Cuffe,
Chairperson,
Transportation SPC,
Members Room,
City Hall,
Dublin 2.

Re: Motion Emergency Motion 3 from Cllr. Críona Ní Dhálaigh from the Dublin City Council South Central Area Committee Meeting.

Dear Councillor Cuffe,

The following Motion was agreed at the March 15th 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 for listing at the next meeting of the Transportation SPC.

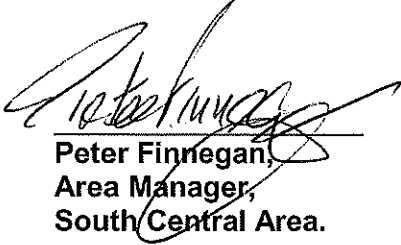
Emergency Motion 3 from Cllr. Críona Ní Dhálaigh

1. That this Area Committee is concerned at the negative impact of proposed traffic changes in the city on the Liberties area. These changes coupled with the already increase in traffic in the area due to new residential developments, tourist destinations and general development in the area will increase traffic particularly on the roads and streets around the Cork Street and Bridgefoot street area.
2. That we believe that increased traffic for instance on Cork Street could have a negative effect on the already significant pedestrian use, especially on those walking to schools and numerous child care facilities nearby, with increased pollution and difficulties trying to cross this street daily. Much of the traffic is through traffic and is not local.
3. That this Area Committee believes that there is a need for a traffic study (including an audit of the existing traffic, the pedestrian and cyclist volumes in the area) to be carried out and steps taken to lessen the negative impact of the increased traffic before the life is choked out of local community. That that study would also look at projections for increases in traffic specifically around increased development on local sites, displaced parking from nearby areas, traffic avoiding the Quays and other traffic changes proposed or connected to ongoing LUAS works. That such a study would also examine issues such as the increase in air pollution; or pedestrian safety especially for vulnerable people such as children and older population?
4. That the study including the analysis of the negative effects of increased traffic on areas being split by increased through flows and that it lays out recommendations regarding mitigation measures to address the future traffic problems and impacts such as: traffic calming; speed cameras; new pedestrian crossings such as at Brickfield Lane where a major new development is to begin; tree planting and general greening of the streets and an overall environmental scheme.

Order: Agreed to refer to Transportation SPC

I would request that the Transportation SPC adopt this motion and request Roads & Traffic to commission this study.

Yours sincerely,



**Peter Finnegan,
Area Manager,
South Central Area.**

c.c. Mr. Dick Brady, Assistant Chief Executive, Environment & Transportation