

## OPR-AILG Planning Training Webinar for Elected Members November 2021 ‘Sustainable Travel and Transport Planning and Local Authority Development Plans’ Q&A Responses

### Introduction:

A number of questions that elected members raised during the course of the November 2021 training webinar could not be answered during the ‘live’ Q&A session due to time constraints. However, responses to all questions have been collated and responses are set out hereunder. We would stress that the Minister and his Department are responsible for planning policy and responses should be considered in the context of the explanations of same.

### Active Travel - Bicycles, Cycle lanes and Pathways:

Question from Elected Member	Answer
<p>First of all, I am very much in favour of cycling. I cycled regularly for many years. However, I have a couple of observations and questions I would like raised. First of all, the DMURS standards for road/cycle lane/path design.</p> <ul style="list-style-type: none"> <li>- Cycle lanes are in the process of being “upgraded” on Shackleton Road in Celbridge. To bring this in line with DMURS standards, I am told, they have removed the verge between the cycle-path and the road. However, it is mostly children who use the cycle-paths and the changes have done two things:</li> </ul> <ol style="list-style-type: none"> <li>1) Made it less safe for young children to cycle to school on them as it’s now easier for them to veer out onto the road, and</li> <li>2) Made it easier for parents to drive up and park on the cycle-path outside the school on that road.</li> </ol> <p>It was so bad that eventually the council agreed to put bollards along the path. To what extent do the DMURS standards take children (and women, who are less likely to cycle) into account?</p>	<p>The Design Manual for Urban Roads and Streets (DMURS) was first published in 2015 and was updated and augmented in 2019.</p> <p>The Manual does not purport to account for every scenario that a designer will encounter, particularly when retrofitting existing streets nor does the Manual cover every technical detail. Many matters require professional expertise and the judgement of users, while others are covered elsewhere in relevant Irish, British or European standards, in codes of practice and guidelines, many of which are cross-referenced throughout the Manual.</p> <p>The question highlights the benefit of public participation and engagement at design stages and through the planning process, for example the Part 8 process.</p> <p>It is also worth noting the role of the National Cycle Manual in informing the design of cycle facilities.</p>
<p>In some areas around here (Celbridge), footpaths aren’t accessible – too narrow, you couldn’t get down them with a buggy or a wheelchair. Where there’s no room to extend the path, what is the advice to help make active travel more accessible for all?</p>	<p>As discussed in the webinar, where there are physical constraints to footpath widening to accommodate vulnerable pedestrians difficult decisions may need to be made for other users for example loss of on-street car parking or narrowing of vehicular routes. There are numerous examples of how the needs of</p>

	<p>vulnerable users have been balanced with other traffic management issues.</p> <p>In order to offer more space to pedestrians or cyclists, it is often necessary to reallocate existing road space from vehicles, be that car parking or traffic lanes. Once this is done, it is possible to widen footpaths to make footpaths safer and more accessible, including for people with disabilities. This is the approach that Dún Laoghaire-Rathdown County Council (DLRCC) took in introducing a one-way system for vehicles in Blackrock and Dundrum in 2020.</p>
<p>I'm concerned that the NTA seems not to recognise the impact of e-bikes on the propensity to cycle. The evidence is that they more than double bicycle use and in particular facilitate longer distances.  <a href="https://www.sciencedirect.com/science/article/pii/S136192092030609X">https://www.sciencedirect.com/science/article/pii/S136192092030609X</a></p>	<p>The propensity issue is not around the impact of e-bikes or those who buy them (they do cycle more, and further – but they are already prepared to cycle) rather the NTA is more concerned with what network is required against likely cycle trip demand patterns across all bikes, including a proportion of e-bikes.</p>
<p>E-Cargo bikes - Could you highlight how this could be implemented (very interesting and innovative idea). We could use this strategy - maybe just replicate across other county councils.</p>	<p>Details of the scheme operated by Dún Laoghaire-Rathdown County Council are set out in the 'E-Cargo Bike Pilot Scheme' document attached herewith. A version of this scheme has also been set up in Dublin City Council.</p>
<p>In regards to walking and cycling plans, local permeability projects, upgrading unused roads to encourage walking and cycling, giving easier access to bus stops etc., the canal loops plans for example there is a requirement to have CCTV part of these plans, (feedback from public consultation) and some projects locally are not including CCTV in smaller local projects, while installing the infrastructure is the easy part, monitoring is a challenge, For example if a Luas line was to go through an area it would come with CCTV as standard, if a cycle pedestrian upgrade of an old unused route is planned along the same area it does not get the support of CCTV? NTA won't include it/approve it, local authority won't include it, yet locals won't agree to new plans without it. How do you plan to address this?</p>	<p>Assuming this question relates to monitoring of possible crime or anti-social issues, DLRCC confirmed that they have come across these requests previously, but they have found that they are often based on a fear that there will be anti-social issues by increasing permeability, which isn't what generally happens, in their experience. Opening up routes and making them more active at different times of the day can, in DLRCC's experience, actually make them more attractive for users and introduces the concept of 'passive surveillance'. The more fundamental concern impacting permeability projects, are objections from residents who do not want people passing through what they perceive to be 'their area'. DLRCC indicated that they do not see the need for CCTV surveillance but other local authorities may have a different view. As to funding of CCTV, the NTA confirmed that funding has been approved for permeability schemes with CCTV, lighting etc.</p>

<p>The proposed revised cycle network plan omits links from the last plan which Fingal Council is progressing. It also hasn't included links for which the NTA has funded a successful feasibility study since the last plan. Why is this? Is there a document which sets out the reasons for all of the changes proposed?</p>	<p>The NTA confirmed that the draft network covers existing and proposed primary, secondary and utilitarian green routes, as agreed with the local authorities. The NTA stated that any errors or omissions can be corrected.</p>
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**Active Transport - Cars and School Zones:**

Question from Elected Member	Answer
<p>Great that two thirds of parents support not having cars directly outside school gates but do cars just gather down the road when school streets are implemented?</p>	<p>Many (most) car-based trips to school are in fact local in nature. While some re-location of car parking is expected, it is also expected (through working with Green Schools, the parents, and the local authority) that many trips will convert from local car to walking / cycling.</p>
<p>Many towns with secondary/&amp; national schools have major traffic problems at school times. Parents making short journeys with school kids across town. How about shuttle buses to transport children across town and create drop off or pick-up points avoiding cross town journeys. Variation of park and ride?</p>	<p>The NTA approach is to facilitate and promote active travel (walking and cycling) in the first instance for school trips, both within a school travel programme, as well as through investment in planned walking and cycling networks. Within the bigger cities, public transport already carries students over greater distances. Certain schools have already commissioned their own bus contract to transport their own pupils.</p>

**National Transport Authority:**

Question from Elected Member	Answer
<p>What did Fingal apply for last year please? (in regards to Sustainable Transport Measures Grant)</p>	<p>Details are available via the following link: <a href="https://www.nationaltransport.ie/wp-content/uploads/2021/02/2021-Issued-Allocations-Final.pdf">https://www.nationaltransport.ie/wp-content/uploads/2021/02/2021-Issued-Allocations-Final.pdf</a></p>
<p>Are there strategies to make Dublin airport more accessible? Many places within Dublin aren't connected to the airport directly and it is a huge challenge in this day and age. Where other countries are far ahead.</p>	<p>Further information is available via the following link: <a href="https://www.nationaltransport.ie/gda/">https://www.nationaltransport.ie/gda/</a></p>
<p>Have you all made presentations to the business representative organisations chambers of commerce to present the hard evidence data showing active travel is a win-win for all?</p>	<p>The NTA has presented to the IDA / business groups in Galway (regarding the City generally, and Parkmore in particular) and Cork (city, and Little Island), under the programme to support mode shift in both Parkmore and Little Island.</p>