

Motions on Special Amenity Area Order and Dublin Bay Biosphere Reserve

Reproduce the Howth Special Amenity Area Order and its Maps as an Appendix to the Plan and amend the text on p.318 to refer readers to the relevant Appendix.

Restore the objective from the 2011 Plan:

“Consider Baldoyle jointly with Portmarnock for a Special Amenity Order.”

Insert a map showing the Dublin Bay Biosphere Reserve designation (such as the map on p.191 of the North Bull Island UNESCO Biosphere Reserve Periodic Review, September 2014)

Motions on cycle pedestrian routes to be added to the maps

Add indicative cycle/pedestrian route as shown on the attached map – Portmarnock to Teagasc Kinsealy

Add indicative cycle/pedestrian route as shown on the attached map – Balgriffin to Teagasc Kinsealy (along field boundaries east and north of Balgriffin cemetery)

Add cycle route as shown on the attached map – Balgriffin to Kinsealy (via Malahide Road)

Add indicative cycle/pedestrian route as shown on the attached map – Abbeyville to Kettle's Lane

Add indicative cycle/pedestrian route as shown on the attached map – Racecourse to Railway Arch/Clongriffin

Motions on public transport reservation from Clongriffin/Portmarnock – Balgriffin – Belcamp – Clonshaugh to metro reservations south of Dublin Airport

Add public transport reservation – Metro West alignment aka Light Rail Corridor to Balgriffin- as shown on the attached map

Add public transport reservation – Balgriffin to Clongriffin - as shown on the attached map

Add public transport reservation – Balgriffin to Portmarnock - as shown on attached map

Motions in relation to the Moyne Road bypass proposal based on discussions at the previous stage of the Development Plan and in response to submissions by the developer of the adjoining residentially zoned land and Portmarnock Community Association. These motions are alternatives to each other.

Remove Moyne Road Realignment from Table 7.1 and the corresponding road alignment from Map 9.

Move Moyne Road improvement objective on Map 9 from current location to run

along the existing Moyne Road.

Add objective to map 9 at Moyne Road:

“This road improvement route is not fixed or indicative. It could be along existing Moyne Road alignment or another alignment.”

Add objective to Map 9 at Moyne Road:

“This road improvement proposal is to be fully reviewed. Consideration of route and design, will seek to protect residential amenity, the quality of the green belt including its visual integrity and the natural environment as well as supporting objectives for Smarter Travel.”

Motions on the zoning of the industrial estates beside Howth Junction railway station based on issues I raised at the previous stage of the Plan and a submission from a local business.

Introduce a Zoning Objective “REN” Rail Economic Node with the following Objective and Vision:

“Objective: Facilitate opportunities for high density mixed use employment generating activity and commercial development, and support the provision of an appropriate quantum of residential development at a location served by high quality rail transport, in a manner which protects and improves the amenity of adjoining residential areas.

“Vision: Provide for an area of compact, high intensity/density, employment generating activity with associated commercial and residential development which focuses on the railway station within a setting of exemplary urban design, public realm streets and places, which are permeable, secure and within a high quality green landscape. Landmark buildings will provide strong quality architectural features, which respect and enhance the character of the area into which they sit. The designated areas will form sustainable districts which possess a high degree of connectivity and accessibility and will be developed in a phased manner subject to the necessary provision of social and physical infrastructure.”
and with the same Use Classes as the Metro Economic Corridor.”

That the land at Baldoyle Industrial Estate, Kilbarrack Industrial Estate and that part of Howth Junction railway station that lies within Fingal currently zoned GE be zoned Rail Economic Node as on the linked map.

Amend

“Objective BALDOYLE 2

Prepare an Urban Framework Plan for Baldoyle Industrial Estate and Kilbarrack Industrial Estate to guide and inform future development including improvements to signage and physical appearance, provision for intensification of employment, and facilitate improvements to pedestrian access to and from Howth Junction Station and associated bus stops which can be implemented over the lifetime of the Plan.”
to

“Objective BALDOYLE 2

Prepare an Urban Framework Pan for Howth Junction, Baldoyle Industrial Estate and Kilbarrack Industrial Estate to implement the objectives of the Rail Economic

Node zoning and as an immediate priority facilitate improvements to pedestrian access to and from Howth Junction Station and associated bus stops and interchange between rail and bus."

Amend

"Objective BALDOYLE 2

Prepare an Urban Framework Plan for Baldoyle Industrial Estate and Kilbarrack Industrial Estate to guide and inform future development including improvements to signage and physical appearance, provision for intensification of employment, and facilitate improvements to pedestrian access to and from Howth Junction Station and associated bus stops which can be implemented over the lifetime of the Plan."

to
"Objective BALDOYLE 2

Prepare an Masterplan for Howth Junction, Baldoyle Industrial Estate and Kilbarrack Industrial Estate to implement the objectives of the Rail Economic Node zoning and as an immediate priority facilitate improvements to pedestrian access to and from Howth Junction Station and associated bus stops and interchange between rail and bus."

Motions on the process for sub-county level plans based on the experience of Fingal councillors and citizens as well as submissions from public authorities including the National Transport Authority

Amend

"Masterplans will be subject to a public consultation process and presentation to the Elected Members of the Planning Authority."

to

"Masterplans will be developed under the legal provisions applicable to Local Area Plans including consultation with the public and other public authorities and approval by Councillors as a reserved function."

(p.62)

Amend

"Urban Framework Plans will be developed in consultation with local communities, landowners and other relevant stakeholders, before being presented to the Elected Members of the Planning Authority for agreement. "

to

"Urban Framework Plans will be developed under the legal provisions applicable to Local Area Plans including consultation with the public and other public authorities and approval by Councillors as a reserved function."

(p.63)

Motions based on Fáilte Ireland's submission:

Insert into section 6.9:

"Fáilte Ireland's Guidance on Sustainable Tourism

"Fáilte Ireland have developed five key principles that ensure developments achieve a balance between appropriate tourism development and economic, environmental and social sustainability. Developments will be assessed having regard to

compliance with these, and the associated policies:

“Principle 1: Tourism, when it is well managed and properly located, should be recognised as a positive activity which has potential to benefit the host community, the place itself and the visitor alike. Sustainable tourism planning requires a balance to be struck between the needs of the visitor, the place and the host community.

“Principle 2: Our landscapes, our cultural heritage, our environment and our linguistic heritage all have an intrinsic value which outweighs their value simply as a tourism asset. However, sustainable tourism planning makes sure that they can continue to be enjoyed and cherished by future generations and not prejudiced simply by short term considerations.

“Principle 3: Built development and other activities associated with tourism should in all respects be appropriate to the character of the place in which they are situated. This applies to the scale, design and nature of the place as well as to the particular land use, economic and social requirements of the place and its surroundings.

“Principle 4: Strategic tourism assets – including special landscapes, important views, the setting of historic buildings and monuments, areas of cultural significance and access points to the open countryside, should be safeguarded from encroachment by inappropriate development.

“Principle 5: Visitor accommodation, interpretation centres, and commercial / retail facilities serving the tourism sector should generally be located within established settlements thereby fostering strong links to a whole range of other economic and commercial sectors and sustaining the host communities. Sustainable tourism facilities, when properly located and managed can, especially if accessible by a range of transport modes, encourage longer visitor stays, help to extend the tourism season, and add to the vitality of settlements throughout the year.

“Underlying these principles for Sustainable Tourism, the definitions of economic, environmental and social sustainability, against which any tourism project should be assessed, are defined as follows:

“Economic sustainability must be considered to ensure that the tourism sector is managed. The key strengths of the County include landscape, heritage, natural environment, lifestyle and amenity pursuits. The sector is highly affected by seasonality and there are extremes in visitor numbers at key attractions contrasted with smaller attractions which struggle to maintain visitor numbers. These ‘peaks and troughs’ should be carefully managed to ensure the protection of natural resources. Tourism innovation should also be encouraged – particularly where it brings about environmental benefits. Finally, for projects to be economically sustainable they should meet the needs of the permanent and also visitor population alike, so the preparation of robust business plans for all such developments will ensure proposals are viable and sustainable.

“Environmental sustainability will be central to the development and protection of a viable tourism sector and this is a key consideration in a County where tourism attractions are located in environmentally sensitive areas and close to historic areas where the quality of the built heritage and environment must be protected from inappropriate development – whether tourism related or not. The ‘mainstreaming’ of

policy guidance tools such as the Strategic Environmental Assessment (SEA) will undoubtedly address any deficits in relation to many of these key policy areas.

“Social Sustainability is arguably more difficult to assess. Many of the potentially negative impacts of tourism development can however be addressed through careful consideration of the social and cultural nature of the receiving environment. The impacts that large-scale developments can have on existing local communities policies can be assessed having regard to the impact of visitor numbers on local quality of life, culture and heritage – with a particular emphasis placed on unique areas such as culturally sensitive areas where small impacts over time may have a significant cumulative effect.”

Insert new Objective after MT03:

“Integrate the County’s transport and tourism strategies to promote increasingly sustainable travel patterns and improved linkages between the City Centre, Villages and the Coast among visitors to the County.”

Amend NH64 from

“Protect beaches, access to beaches and designated bathing areas as valuable local amenities and as a tourism resource.”

to

“Protect beaches and bathing areas as valuable local amenities and as a tourism resource and maintain, protect and improve access to them.”

”

Include an additional paragraph under 9.5 The Coast

“The natural assets of the coastline including beaches are important economic assets particularly for tourism. They are also valuable amenity resources with significant recreational importance and public health benefits.”

Motions in relation to the circular economy and sustainable resource use

Retain the following text under 5.3:

“In light of the seriously detrimental impacts of extractive industries, permission will only be granted where the Council is satisfied that,

- It is necessary in the light of the availability of recycled construction and demolition waste, or other more sustainable sources of material;
- Environmental quality and amenity will be fully protected, and;
- Appropriate provision for the restoration of the landscape is being made. “

Retain objective RF84 (extractive)

In Section 3.2, insert after

“Careful consideration should also be given to the adaptability of buildings over time, to enable the building stock to be retrofitted or refurbished to meet higher energy efficiency standards into the future.”

the following:

“Given that the most sustainable building is often the one already built, as well as the impacts on residential amenity of demolition and reconstruction projects, the Council will require proposals for the demolition of usable buildings and habitable

dwellings to be justified on sustainability grounds."

Insert Objective after PM07:

Require that proposals to demolish existing habitable dwellings are justified by reference to sustainability criteria.

Motions in response to the submission by Keep Ireland Open, Fáilte Ireland and others concerned with access to the countryside

Add to Objective NH61

"In furtherance of this objective a study group will be set-up within one year of the adoption of Plan."

(This relates to the Fingal Coastal way)

Amend the start of NH62 from

"Ensure that there is appropriate public access to the coast including the provision of coastal walkways and cycleways...

to

"Ensure that there is appropriate public access to the coast including the protection, maintenance and provision of coastal accesses, walkways and cycleways..."

"Delete the following from NH62

"and examine the designation of traditional walking routes thereto as public rights of way."

and insert a new Objective after NH62:

"NHxx Actively promote and protect public access to the coast, documenting existing public rights of way and designating other traditional walking routes as public rights of way as appropriate."

Add objective:

"Undertake a feasibility study to report on other areas considered worthy of designation as Special Amenity Areas within three years of adoption of the Plan."

Insert Objective after NH04:

"Identify, protect, and enhance public access to our natural heritage including places of natural beauty commonage and other hill land, forests, rivers, valleys, nature reserves, other natural amenities and to the countryside generally for recreational purposes by creating a meaningful network of access routes as the opportunity or need arises, in co-operation with state agencies, other interested bodies and local community groups."

Amend Objective NH61 from

"Plan and develop the Fingal Coastal Way from north of Balbriggan to Howth taking full account of the need to protect the natural and cultural heritage of the coast and the need to avoid significant adverse impacts on European Sites, other protected areas and species protected by law. "

to

"Plan and develop the Fingal Coastal Way from north of Balbriggan to Kilbarrack taking full account of the need to protect the natural and cultural heritage of the

coast and the need to avoid significant adverse impacts on European Sites, other protected areas and species protected by law.”

Insert Objective after CH17:

“Protect existing public rights of way to archaeological sites and graveyards and designate traditional walking routes as public rights of way in consultation with the NMS. In other cases, routes will be acquired by agreement with landowners or by way of compulsory powers.”

Insert under “Recreational pursuits requiring natural and built landscape features”
“Fencing Of Hitherto Open Land.

“The following criteria will be used when considering planning applications for new fencing of hitherto open land: Fencing in upland or amenity areas will not normally be permitted unless such fencing is essential to the viability of the farm and that it conforms to the best agricultural practice. The nature of the material to be used, the height of the fence, and in the case of a wire fence the type of wire to be used will be taken into account. Stiles or gates at appropriate places will be required. Barbed-wire will not be used for the top line of wire.”

Motions based on concerns about Fingal's approach to open space in high density development, an issue raised both by developers and residents:

Amend DMS63 from

“Open space areas designed to a highly ornate and unsustainable standard will not be taken in charge as public open space.”

to

“The design of areas to be taken in charge as public open space should vary according to the density of the development. More ornate and maintenance intensive designs are not appropriate to low density development. However, high density developments will receive greater maintenance from the Council and should be designed accordingly.”

Amend DMS62 from

“Areas of open space of less than 500 square metres will not be taken in charge by Fingal County Council for maintenance purposes.”

to

“In granting planning permission, the Council will require that open space be provided in a form and layout which facilitates maintenance.”

Motions on the transition to a low carbon climate resilient economy, a legal obligation of the Plan under the Climate Action and Low Carbon Development Act and raised in a range of submissions:

Replace the last sentence of the first paragraph in 7.3 with

“International EU, and national policies all work for a rapid transition to a much more energy-efficient society relying on sustainable renewable energy sources. This transition also leads to increased use of indigenous resources and increased security of supply.”

Add after the second paragraph under Energy Strategy for Fingal in 7.3:

“The transition to low-carbon renewable energy systems will involve Fingal County Council in energy matters significantly more than it has been involved to date. One

example is the important role of the Council in overcoming the difficulties of simultaneously developing markets and supplies for new renewable energy services. "

Add Objective EN24:

"Facilitate, encourage or undertake, as appropriate, the growing of bioenergy in Fingal to supply Council-developed or Council-owned premises."

Insert objective before PM26:

"New urban developments in Fingal will be required to be low-carbon developments, in all aspects of layout design and construction."

Insert objective before PM26:

"In general, require the use of low carbon building materials, such as low carbon cement, and where available use Environmental Product Declarations (EPD) for the assessment of the sustainable use of resources and of the impact of construction works on the environment."

Insert objective before PM 26:

"In general applicants for large-scale developments will be required to evaluate their proposals by means of sustainable building rating systems methodologies such as LEED or BREEAM."

Insert after PM24:

"In general, the Council will require new buildings that are not exempted from Building Energy Rating to reach Passive House standard, or equivalent, in terms of insulation, design, ventilation, build quality, air tightness and the, avoidance of cold bridges. (By equivalent we mean approaches supported by robust evidence (such as monitoring studies) to demonstrate their efficacy, with particular regard to indoor air quality, energy performance, comfort, and the prevention of surface/interstitial condensation.)

Insert after PM24:

Ensure that new buildings are designed to avoid overheating.

Insert after PM24:

Ensure that new buildings are designed to achieve good indoor air quality.

Insert Objective EN15

Require large commercial developments with extensive roof space to have green roofs, solar panels or both, as appropriate, in line with conditions to be developed in the Sustainable Energy Action Plan.

insert before the first bullet point under Characteristics of a Successful and Sustainable Community;
encourage and facilitate sustainable lifestyles and livelihoods

Insert objective before PM01

Ensure the development of sustainable low-carbon climate resilient urban and rural communities.

Add to Objective EN23

“The Climate Mitigation and Adaptation Strategy will include targets for emissions reduction from the County along a trajectory over the lifetime of the Plan; provisions for reporting on progress in reducing emissions; and a process of engagement with citizens, businesses and civil society in relation to the changes required.”

Insert Objective after EN23

“Apply for EU Horizon 2020 funding for local bioenergy in March 2017.”

Insert Objective after PM24:

“Ensure that all planning permissions granted which would allow for new buildings to be completed after 31st December 2020 require that those buildings are nearly zero energy buildings, in compliance with the Recast Energy Performance of Buildings Directive.”

Insert after PM24

”In the case of dwellings, Near Zero Energy Building means a building in which the amount of energy needed to meet the energy demand associated with a typical use of the building, which includes energy used for heating, cooling, ventilation, hot water and lighting, equates to a primary energy demand of 45 kWh/m² yr.”

Insert after PM24

“In the case of buildings other than dwellings, Near Zero Energy Building means a building in which the amount of energy needed to meet the energy demand associated with a typical use of the building, which includes energy used for heating, cooling, ventilation, hot water and lighting , equates to a primary energy demand in the following table

Building type
kWh/m ² /yr
Retail Air-conditioned
200-260
Hotel Air-conditioned
243-285
Naturally ventilated office
35-70
Air-conditioned office
100-135
Primary school
40-50

For buildings not in the above table, a similar level of ambition shall be pursued, taking account of the specifics of the building.

Insert after PM24:

Ensure that all planning permissions for new buildings granted to public authorities require that those buildings are nearly zero energy buildings, in compliance with the Recast Energy Performance of Buildings Directive.

Insert after PM24:

"In general, the Council will require new buildings that are not exempted from Building Energy Rating to reach Passive House standard, or equivalent, in order to ensure that achieve a high quality of design and construction in terms of insulation, building form, ventilation, avoidance of overheating build quality, air tightness and the avoidance of cold bridges. (By equivalent we mean approaches supported by robust evidence (such as monitoring studies) to demonstrate their efficacy, with particular regard to indoor air quality, energy performance, comfort, and the prevention of surface/interstitial condensation.)

"In general, the Council will require new buildings that are not exempted from Building Energy Rating to reach Passive House standard, or equivalent, in order to ensure that robust, proven approaches to meeting the NZEB target are taken, achieving a high quality of design and construction in terms of insulation, design, ventilation, avoidance of overheating build quality, air tightness and the avoidance of cold bridges. (By equivalent we mean approaches supported by robust evidence (such as monitoring studies) to demonstrate their efficacy, with particular regard to indoor air quality, energy performance, comfort, and the prevention of surface/interstitial condensation.)

Insert after PM24:

Ensure that new buildings are designed to avoid overheating based on projected climate change within the expected lifespan of the building, including by the use of 2080 climate files in building assessments.

Insert after PM24:

Ensure that new buildings are designed to achieve good indoor air quality.

Amend Objective ED30 from:

"Ensure that the required infrastructure and facilities are provided at Dublin Airport so that the aviation sector can develop further and operate to its maximum sustainable potential, whilst taking into account the impact on local residential areas, and any negative impact such proposed developments may have on the sustainability of similar existing developments in the surrounding area."

to

"Ensure that the required infrastructure and facilities are provided at Dublin Airport so that the aviation sector can develop further and operate to its maximum sustainable potential, taking into account the impact on local residential areas, and any negative impact such proposed developments may have on the sustainability of similar existing developments in the surrounding area, and the impact on the environment, including the climate."

Motions on adaptation to climate change

Insert objective after SW01:

"SWxx Ensure that all surface water calculations take account of the impacts of climate change and adapt to those impacts."

Add to the end of Objective SW04:

“in order to bring existing and predicted flooding risks to acceptable levels.”

Motions on Ecosystem Services Approach

Insert after 1.8 Sustainable Development

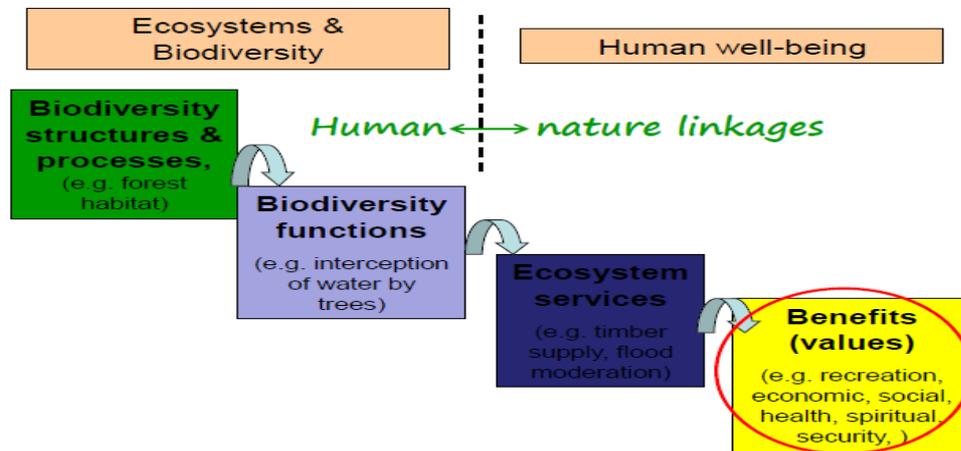
Fingal County Council will adopt the ‘Ecosystem Services Approach’ (ESA) to decision making to all relevant aspects of the plan. In this regard the approach requires that planning is informed by understanding the benefits that natural heritage can provide to people, by identifying the human-nature linkages and by mapping and assessing the extent and value of these linkages through the Ecosystem Services model (as set out in the Millennium Ecosystem Assessment). The ESA is being driven by the EU-MAES project which requires all EU Member States map the national capacity of their ecosystem services. In Ireland the Department of Agriculture is tasked with this responsibility. Ecosystem Services are the ‘flow’ benefits that nature supplies to people: Provisioning (productive capacity), Regulation/Maintenance (quality control) and Cultural (recreation, psychological and physical health benefits). The ESA approach includes for example interpreting nature as key Green Infrastructure (GI) and understanding that nature provides a range of services that support human wellbeing and economic development. It shifts the approach of planning policy away from ‘impact assessment’ to recognising that nature provides important services that need to be maintained into the future. Information on the capacity of ES can inform constraint mapping within Strategic Environmental Assessment and may complement EIA and AA assessment process.

Informed by this the Council will

- Take an ESA to the evaluation of land use change whereby the ability of land uses to deliver ES is assessed alongside negative environmental impacts within SEA and EIA.
- Consider within the lifetime of the plan mapping ES of the county and taking appropriate steps to incorporate ES thinking into all areas of Planning and Development.
- Take a socio-cultural valuation approach to consultation regarding the development of Fingal’s Recreational Trails, the development of Fingal’s Blue Way and Forestry Trails so that the public, as ‘ecosystem service beneficiaries’ (ESB), can inform the trail plans about the location and character of particular places of value and so that this knowledge can guide any design plans.
- Take a socio-cultural valuation approach to the development of Masterplans so that these plans are informed and shaped by the local (ecological) knowledge about particular places of importance and why. This is an approach to public consultation that gathers insights and knowledge from the public about their human-nature interactions and this information can be used to inform the design, future management or enhancement of SAAOs and ecological Masterplans (i.e. Rogerstown, Malahide, Baldoyle Estuary) and other Masterplans (e.g. Barnageera, Holm Patrick) and LAPs.

Insert Graphic after 1.8 Sustainable Development to explain Ecosystem Services approach

Biodiversity & Ecosystems – ‘cascade’ of services, benefits and values
(Cascade model after Haines-Young & Potschin 2010)



Amend Objective NH03 from

“Undertake necessary ecological surveys and complete habitat mapping for the County during the lifetime of the Plan, prioritising sensitive coastal areas. “
to

Undertake necessary ecological surveys and complete habitat mapping and the assessment of ecosystem services capacity for the County during the lifetime of the Plan, prioritising sensitive coastal areas.”

Insert new objective after NH04

“Devise new interpretative, storyboard information and signage to promote awareness about the abundance of natural heritage along the coastline and across the county and locate them at appropriate sites, within the lifetime of the Plan.”

Insert new objective after NH04

“Develop natural heritage signage, branding, and content based on a competition between the county’s secondary schools for the development in order to raise awareness and ownership over natural heritage in Fingal amongst the younger population.”

Insert new objective after NH04

“Consider developing a Natural Heritage Trail or Trails to support raising awareness about these natural assets amongst the public.”

Insert the following under 9.5 The Coast

“The Council will take an ESA approach to considering the systemic impact of environmental change on the coastal ecosystem services as a whole and the impact on the socio-cultural benefits that accrue to Fingal’s population and in particular its coastal communities”.

Insert the following Objective under 9.5 The Coast New Development in Coastal Areas

“Carry out a socio-cultural valuation of the ecosystem services of the coastline in order to establish the values that people have for the coast and to assess their perceptions about coastal change as a baseline, ahead of development”

Insert the following Objective under 9.5 The Coast Coastal Tourism and Recreation:

“Develop a plan to link Fingal coastal village linkages and create a ‘coastal identity’ for the county. Such a plan might include proposals for integrated coastal signage, a Fingal coastal settlement maritime festival, coastal fish markets or maritime based walking/cycling tours”

Amend Objective GI09 from

Develop and implement a Green Infrastructure Strategy for Fingal in partnership with key stakeholders and the public.

to

Develop and implement a Green Infrastructure Strategy for Fingal in partnership with key stakeholders and the public, taking an Ecosystems Services approach to consultation and plan development.

Insert new Objective before GI25

“Undertake a socio-cultural valuation of the ecosystem services of existing parks or plans for new parks, so that plans can benefit from local feedback on the socio-cultural values attached to specific the natural heritage benefits of the parks”.

Motions based on a range of submissions by local road users and public transport users and the NTA

Add Objective to the Development Management Section:

“Ensure through the development management process for retail developments that deliveries are planned and take place at a time and/or location that does not cause danger or disruption to others.”

Insert Objective after MT27:

“Review the road schemes indicated in Table 7.1 to assess their impact on total car kilometres travelled, modal split and emissions.”

Insert in Statement of Policy under 7.1 Transportation:

* Reduce greenhouse gas emissions from transport

Insert in Statement of Policy under 7.1 Transportation

* Provide safe infrastructure and promote active travel to benefit public health

Insert in the bullet points under Policy context under 7.1 Transportation:

*Smarter Travel A Sustainable Transport Future A New Transport Policy for Ireland 2009-2020

Amend Objective MT26 from

“Review the results of the 30km/h Residential Speed Limit Pilot Study, with a view to rolling out a 30km/h speed limit in all residential estates. “

to

“Based on the pilot of 30km/h Residential Speed Limits, rolling out a 30km/h speed limit to all residential estates, centres of towns and villages and the vicinity of schools.”

Set out the criteria in Section 5.8.3 of the NTA Transport Strategy for the GDA in a box adjacent to Objective MT28

“Principles of Road Development

Given that national transport policy seeks a reduction in the growth in car travel and an increase in the use of public transport, cycling and walking, it is important that certain principles are reflected in the development of individual road projects within the Greater Dublin Area. Accordingly, it is intended that road development in the Greater Dublin Area will be undertaken in accordance with the following principles: That there will be no significant increase in road capacity for private vehicles on radial roads inside the M50 motorway;

That each proposed road scheme is consistent with this Strategy and with Government policies related to transport;

That the travel demand or the development needs giving rise to the road proposal are in accordance with regional and national policies related to land use and development planning;

That the development of the road scheme does not diminish in any significant way the expected beneficial outcomes of the Strategy;

That the road scheme, other than a motorway or an express road proposal, will be designed to provide safe and appropriate arrangements to facilitate walking, cycling and public transport provision; and

That alternative solutions, such as public transport provision, traffic management or demand management measures, cannot effectively and satisfactorily address the particular circumstances prompting the road proposal or are not applicable or appropriate.”

Insert Study Area Boundary on Sheet 11 for proposed new Objective after MT02 (refer p24 of report)

Insert Objective before MT01

Implement the policy in Smarter Travel, work to achieve the Key Goals set in the policy and measure progress against the Key Targets set in the policy.

Set out the Key Targets from Smarter Travel in a box adjacent to the new Objective before MT01:

“Our aim is that by 2020:

- To support sustainable travel, future population and employment growth will have to predominantly take place in sustainable compact urban areas or rural areas, which discourage dispersed development and long commuting
- Work-related commuting by car will be reduced from a current modal share of 65% to 45%, which will mean that between 500,000 and 600,000 commuters will be encouraged to take means of transport other than car driver (of these 200,000 would be existing car drivers). Change in personal behaviour will also be necessary for other travel purposes as most travel relates to non-commuting
- Car drivers will be accommodated on other modes such as walking, cycling, public transport and car sharing (to the extent that commuting by these modes will rise to 55% by 2020) or through other measures such as e-working
- The total kilometres travelled by the car fleet in 2020 will not increase significantly from current total car kilometres
- The road freight sector will become more energy efficient, with a subsequent reduction in emissions. Further research will be necessary to establish a target (see Chapter 4)
- Transport will make a meaningful contribution to Ireland’s commitment under the proposed EU effort-sharing arrangement in relation to climate change and real reductions on current levels of emissions will be achieved. The full extent of this target cannot be determined until the broader national targets under a revised National Climate Change Strategy are determined in response to any agreement on Ireland’s target for emissions at EU level. Depending on a number of factors, including any final decisions by Government on fiscal measures, carbon related emissions could fall by between 4Mts to 8Mts of CO₂ equivalents.”

Add to the end of objective MT02:

“subject to ensuring consistency with Smarter Travel and international, EU and national policy to reduce greenhouse gas emissions.”

Insert new objective after MT02:

Carry out a comprehensive feasibility study of the South Fingal area to produce a strategic ‘vision’ and overall strategy for the proper planning and sustainable development of the study area, based on a sustainable transport and smarter travel approach, planning for all transport modes and needs. This will be carried out in consultation with statutory agencies and relevant stakeholders.

Insert objective after MT03:

“At locations where higher density development is being provided, prioritise and encourage the development of car-free neighbourhoods, where non-motorised transport is allowed and motorised vehicles have access only for deliveries but must park outside the neighbourhood, creating a much better quality public realm with

green infrastructure, public health, economic and community benefits.”

Insert Objective after ED52:

“Prohibit any drive-through retail, takeaway or other uses, in the interests of the public realm and the promotion of sustainable transport and smarter travel.”

Insert Objective after ED37:

“Ensure that the design of all retail development gives priority to direct, safe, convenient and comfortable access by pedestrians and those walking from public transport.”

Insert Objective after MT27:

“Review the East-West Distributor Road Proposals in Table 7.1 in an overall transport study for the South Fingal Area to include consideration of all transport modes with a goal of developing the area as a model of sustainable urban transport planning.”

Add public transport reservation – Lissenhall to Donabate as shown on the attached map

Motion incorporating text from the Dublin City Development plan in relation to cycle parking as recommended by the submission from the National Transport Authority

Insert the following on bicycle parking:

“Cycle Parking

“Secure cycle parking facilities shall be provided in new Public Transport Interchanges, Park and Ride facilities, office blocks, apartment blocks, shopping centres, hospitals, etc., in accordance with the standards set out in Table 12.9. Bicycle Parking Stations should be provided in strategic new Public Transport Interchanges. Where a modal share for cycling is outlined within a Mobility Management Plan for a development, cycle parking should be provided at a level sufficient to support this modal share or as outlined in Table 12.9, whichever is greater.

“Secure bicycle racks shall be provided in all cases where bicycle parking is deemed to be necessary by the planning authority. Such racks should be within 25m of a destination for short-term parking (shops) and within 50m for long-term parking (school, college, office). All long-term (more than three hours) cycle racks shall be protected from the weather.

“All on-street stands or racks should be capable of performing the basic functions of supporting the bicycle and protecting it against theft or vandalism. Off-street storage/parking facilities should provide adequate shelter, lighting, safety and security, ease of access and egress, and an appropriate level of supervision. As such, publicly accessible cycle parking should be of Sheffield stand type; toaster racks or similar are not acceptable for publicly accessible cycle parking. Where high-density cycle parking is provided in a secure location, stacked cycle parking is acceptable provided it is easily used.

“Guidance for selecting the most appropriate type of bicycle parking facility depending on location and user needs is outlined in the National Cycle Manual, ‘Bicycle Parking Facilities’. Fingal County Council will have regard to this document when considering applications where bicycle parking is a requirement.

“Multi-Storey Parks and Cycle Facilities

“All cycle facilities in multi-storey car parks will be at ground floor level and completely segregated from vehicular traffic. Cyclists should also have designated entry and exit routes at the car park. Where possible, segregated cycle access should be provided to basement car parks by a segregated cycle ramp or dedicated lift.

“Location of Cycle Stands

“Cycle parking facilities will be conveniently located, secure, easy to use, adequately lit and well signposted. Weather protected facilities should be considered, where appropriate. In addition, parking should be placed within a populated, well-supervised area, and monitored by CCTV where possible. In publicly accessible buildings, a proportion of cycle parking should be publicly accessible to visitors. These spaces should be easily identifiable and accessible and should generally be located at ground floor level close to the main entrance of the building.

“Security

“Cyclists should be able to secure both frame and wheels to the cycle parking stand. Secure cycle compounds should be provided where feasible and, in particular, in large office developments, multi-storey car parks and railway stations.

“Shower and Changing Facilities

“Suitable shower and changing facilities will be made available in large-scale developments incorporating large amounts of cycle parking. Facilities should be secure, lockable and located in well-lit locations. The following standards shall be adhered to:

- 1 shower per office development over 100sq.m (approximately 5 employees)
- A minimum of 2 showers for office developments over 500sq.m (approximately 25 employees)
- 1 shower per 1000sq.m thereafter
- Changing/drying areas, toilets and lockers should be provided in association with shower facilities.

“Lockers

“The number of lockers provided should relate to the number of cycle parking spaces. Lockers should be well ventilated, secure and lockable. Lockers that facilitate multiple short-term users are recommended.”

Motions in relation to cycling in response to a wide range of submissions seeking better and safer cycling infrastructure.

Insert after Objective PM72

“In tandem with identifying and procuring new school sites, plan safe walking and cycling routes to school from the residential areas to be served by the school. Where land must be acquired to provide these routes, acquire or arrange for the necessary land in tandem with the school site itself.

Add new objective after MT09:

“Investigate and avail of the opportunities provided by Metro North and any other

public transport infrastructure to provide new cycle and pedestrian links including crossings of the M50 which currently represents a major barrier to active transport modes.”

Delete the second sentence of MT09 and Insert new Objective after MT09: Implement the Greater Dublin Area Cycle Network Plan subject to detailed engineering design and the mitigation measures presented in the SEA and Natura Impact Statement accompanying the NTA Plan, in cooperation with the NTA and adjoining local authorities. Reserve the corridors of the routes free of development.”

Mark the routes of the Greater Dublin Area Cycle Network Plan within Fingal on the relevant Development Plan maps.

Add new Objective:

Implement the other cycle routes marked on the Development Plan maps, subject to detailed design and where appropriate Natura 2000 assessment, in cooperation with the NTA and adjoining local authorities. Reserve the corridors of the routes free of development.”

Insert Objective after MT09:

Design roads including cycle infrastructure in line with the Principles of Sustainable Safety in a manner consistent with the National Cycle Manual and the Design Manual for Urban Roads and Streets.

Insert Objective after MT09:

Require that planning applications including roads are designed in line with the Principles of Sustainable Safety in a manner consistent with the National Cycle Manual and the Design Manual for Urban Roads and Streets.

Insert Objective after MT09:

Review existing cycle infrastructure which was not designed in line with the Principles of Sustainable Safety in a manner consistent with the National Cycle Manual and the Design Manual for Urban Roads and Streets and undertake appropriate remedial works.

Insert Objective:

Design any underpasses according to the principles set out in the Dutch Design Manual for Bicycle Traffic (<http://www.crow.nl/publicaties/design-manual-for-bicycle-traffic>)

Insert Objective after MT09:

“In making decisions on capital investment, prioritise investment in walking and cycling over other transport investment due to historic underinvestment in Fingal and it's high cost-effectiveness and wide social and public health benefits.

Ensure all references to the Fingal Coastal Way are to a cycleway/walkway and not only a walkway which would be misleading.

Insert Objective:

“Complete the Smarter-Travel funded project, namely the BalbrigganSkerries-Coastal & Rural-Circulation Route, by laying an off-road cycle track between

Barnageeragh and Balbriggan"

Insert Objective:

Provide a cycleway between Skerries and Lady's Stairs to improve accessibility of Ardgillan Demesne.

Insert Objective;

At Lady's Stairs, provide a "Lady's Ramp" to provide universal access to Ardgillan Demesne.

Insert Objective after MT11:

"Provide or require the provision of ramps on stairs at public transport nodes and on public roads for convenient use by prams, buggies and bicycles." (accompanied by photo of this type of ramp.)

Motions based on text in the National Cycling Policy Framework, to which some of the submissions refer.

Insert under Sustainable Transport Walking and Cycling on page 242:

"The current design of many urban roads is still focused on motor powered vehicles, often at the expense of cyclists and pedestrians. Examples include multi-lane one-way streets, large complex junctions - especially roundabouts, left-only slip-lanes and other free-flow arrangements. Many examples of parts of the urban cycle networks that have been provided to date produce a loss of priority to cyclists at junctions compared to what they would have if they remained on the main carriageway. Such designs reflect a bias towards providing for motor powered vehicles.

"A new approach to the design of urban roads in which the car does not dominate is required. There must be a greater focus on the "Hierarchy of Solutions" (as was developed in The Netherlands originally and explained in the 1996 UK Cycling Friendly Infrastructure document). This is summarized as follows here:

(1) "Traffic reduction

Can traffic levels be reduced, particularly heavy goods vehicles (HGVs)? Measures could include restricting the movements of HGVs from local roads, building by-passes to divert through-traffic, and environmental road closures to discourage through-traffic.

(2) Traffic calming

Can speed be reduced and driver behaviour modified? Here the emphasis must also be on enforcement (whether through increased use of speed cameras or other technologies). The concept of "traffic calming" should also be broadened to include physical measures to revise the perceived design speeds of roads, and other measures, such as the removal of one-way street systems. Multi-lane one-way street systems require cyclists to take detours rather than direct routes. They can also be daunting for cyclists since, if one intends to take a right hand turn at a junction, then one is required to weave across several lanes of (often fast-moving) traffic.

(3) Junction treatment and traffic management

This includes:

urban traffic control systems designed to recognise cyclists and give them priority;
contra-flow cycle lanes on one-way streets / making two-way streets for cyclists;
exemptions to cyclists from certain banned turns and access restrictions;
combined bus/cycle priority measures - and building upon the successful examples already developed in Irish cities (and learning from examples of QBC/cycle designs in which the route is not perceived to be cycle-friendly).
on-street parking restrictions;
advanced stop lines for cyclists at traffic signals - as has already been done in some cities around the country;
by-passes for cyclists at traffic signals;
signalising roundabouts, changing priorities at junctions so as to make cycle friendly;
advanced transport telematics: designing new systems to benefit cyclists.

(4) Redistribution of the carriageway

Can the carriageway be redistributed? Such as by marking wide kerb lanes or shared bus/cycle lanes?

(5) Cycle lanes and cycle tracks

In addition, having considered and, where possible, implemented all of the above, what cycle tracks or cycle lanes (if any) are necessary in order to make a route cycling-friendly?

(6) Cycleways (public roads for the exclusive use of cyclists and pedestrians)

What opportunities exist to create traffic-free routes linking, for example, residential areas to important destinations? These might include links between (previously unconnected) residential areas using parks, canal and river-side routes.

“It can be seen from the above that in making provision for cyclists in the urban environment, it is often less about providing dedicated cycling facilities and more about wider traffic interventions that benefits all of the more vulnerable road users, not just cyclists. Cycle networks must adhere to the five main requirements for cycling: safety; coherence; directness; comfort; attractiveness. The design process used to produce schemes will incorporate the use of Road Safety Audits, and other quality control measures to ensure the designs are of the highest quality with construction standards to match. Designs will not require cyclists to yield at secondary roads when they are on primary roads, or require “the pedestrianisation of cyclists” in areas of difficulty.

“It must be understood that providing cycling networks alone - if narrowly defined to only mean cycle-tracks and cycle-lanes - is not the solution to persuading more people to cycle. The urban cycle network must consist of a broad variety of measures including: traffic-reduced areas and public squares, train station areas, school areas; cycle-friendly junctions (with, in some cases, cycle bridges and tunnels and cycle traffic lights), traffic-calmed streets; cycle-lanes with visual segregation (painted tracks); physically separated cycle tracks, cycleways; street lighting, road signs etc. i.e. it requires the full tool-box of engineering solutions. The bicycle network in this case is part-and-parcel of the integrated approach to urban traffic solutions. Urban cyclists need them and latent cyclists are waiting for them before choosing to bike.”

Insert Objective after MT09:

“Ensure that when designing for cyclists (and other vulnerable road users), the

design philosophy followed will be that as encapsulated in the “Hierarchy of Measures” as described above. “

Insert Objective after MT09

“Develop Heavy Goods Vehicle (HGV) Management Strategies for every urban area, including considering a ban on the movement of HGVs on routes to schools / other specific routes with mixed traffic between 08.30-09.30 and 15.00-17.00.”

Insert Objective after MT09:

“Carry out remedial measures on existing cyclist-unfriendly urban roads with a special focus on roundabouts, multi-lane one-way streets and road narrowing schemes. Without addressing the difficulties posed by high capacity, high speed roundabouts in urban locations – and particularly those between residential areas and schools – it will be very difficult to encourage more of the public to cycle.”

Insert Objective after MT09:

“Use demand management measures to make cities and town centres relatively more attractive for cyclists (and public transport users)”

Insert Objective after MT09:

“Develop cycle-networks as part of wider cyclist-friendly local traffic plans / traffic management plans in all urban areas. The use of the concept of “cycle network” will not imply that the routes forming it will only consist of linked cycle-lanes and cycle tracks. Instead the design philosophy will be based on the “hierarchy of measures” as described above with the focus being on the reduction of vehicular speeds, ensuring that all junctions are cycling friendly etc. We will ensure that designs are created with the principal aim of preserving cyclist momentum. We will also ensure that designs will provide for a safe passing distance of 1.5m between motorised vehicles and bicycles. We will also underline the need for designers to cycle all routes for which they are producing designs. “

Insert Objective after MT09

“Carry out “new experiments” in road design, traffic management and use of space in urban areas. For example, we will examine the work of Hans Mondermans in the Netherlands and his experiments of creating shared spaces without the use of traffic signs and lines and traffic lights etc. - now also being carried out in Kensington High Street, London - or the work of David Engwicht from Brisbane and his street party approach to traffic calming. Such experiments would be carried out by multidisciplinary Local Authority teams.

Insert under Sustainable Transport Walking and Cycling on page 242:

“The proportion of trips taken to school by bike has dropped dramatically over recent years. In recreating a cycling culture in Ireland, there must be a special focus on making the trip to school and college safe and attractive for cyclists. This objective will tie in closely with public health objectives relating to reducing the incidence of obesity. The school grounds themselves should be cycling-friendly environments with well located, safe and sheltered bicycle parking facilities at each school.”

Replace Objective MT11 with

“Provide safe cycling routes to all primary and secondary schools and third level

colleges during the lifetime of the Development Plan. An audit will be carried out of every school / routes leading to the school from residential areas. “

Insert Objective after MT11

“Ensure that as soon as possible, but by the end of the lifetime of the Development Plan the environment in the immediate vicinity of schools is a safe and attractive low speed (30kph) environment with speed limits strictly enforced, and drop-off by car within a given distance restricted.”

Insert under Sustainable Transport Walking and Cycling on page 242:

“Cyclists are more susceptible to being destabilised by poor road surfaces than other road users. Cyclists are simultaneously steering, balancing themselves and propelling the bike. The issue of general roads maintenance – from simple and regular sweeping to prompt detection and remediation of potholes – is of primary importance. Indicators must be developed that roads authorities must use to assess the quality of the roads in their areas. Care must be taken to ensure that drainage is adequate and that drainage grates and gulleys are of a placing and type that does not endanger or discommode cyclists. Special attention needs to be paid to the additional maintenance needs of any segregated cycling facilities that may be created given that they are not swept by the movement of other vehicles.”

Insert Objective after MT09:

“Maintain / sweep off-road cycle tracks / cycleways using special equipment where necessary. This could include the purchase of vehicles with in-built GPS systems which note the exact location of potholes etc. and which automatically relay this information back to the roads authority maintenance section (such as the system used in Odense, Denmark).”

Insert Objective after MT09:

“Provide effective channels to enable the (cycling) public to report potholes / inadequate reinstatement of roads, broken glass on the road etc.”

Insert under Sustainable Transport Walking and Cycling on page 242:

“There is inadequate signposting of cycling friendly routes and those routes forming parts of the cycling network (Fáilte Ireland, 2007). This is of particular relevance for those routes used by recreational and visitor cyclists.”

Insert Objective after MT09:

“Ensure that sign-posting is provided to the standards developed as part of the Strategy for the Development of Irish Cycle Tourism. The signs will include directional signs, warning signs as well as interpretation panels for routes.”

Insert Objective after MT09:

“Produce or support the production of cycling maps both for rural and urban contexts. Such maps can also include useful information such as details of local bicycle shops, guarded bicycle parking facilities (as they are provided) etc.”

Insert under Sustainable Transport Walking and Cycling on page 242:

“The provision of well-located, plentiful, sheltered and secure parking facilities is as

important to the cyclist as the provisions for moving cyclists described above. In recreating a cycling culture, it must be easy for cyclists to park their bikes as close as possible to their destination. The provision of cycling parking is also needed to tackle bicycle theft. At best, bicycle theft and vandalism deters users from buying quality bikes resulting in cyclists not benefiting from using faster, lighter, more comfortable and safer bicycles; at worst, they deter the public from buying bikes at all. Therefore it is important to understand how strategies from abroad have succeeded in tackling bicycle theft and how these may be adaptable to an Irish cultural context.”

Insert Objective after MT10:

“Provide or require organisers to provide mobile guarded bicycle parking facilities for special events, e.g. football/cricket matches, open air festivals, village fairs etc.

Insert Objective after MT10:

“Examine schemes whereby customers could pay a modest fee to have their bikes kept safe and dry, and a parking attendant could park and fetch bikes (similar to leaving coats in a cloakroom). Ideally these buildings could evolve into bicycle stations with showers, lockers, changing rooms, and could sell basic equipment like lights, bells, reflective materials, bicycle baskets and pannier bags as well as cycling maps etc.”

Insert under Sustainable Transport Walking and Cycling on page 242:

The reach of public transport is limited when PT users are limited to walking to the PT stop or station. There is considerable scope for increasing the catchment area serviced by a particular PT corridor when bikes are combined with PT. As per objective 7 above, there needs to be high quality cycling parking at all PT stops and stations. It is noted that of all train travellers in the Netherlands, 33% use the bicycle to get between home and the station. There also needs to be improved provision for the carriage of bikes on public transport vehicles. The main market here is not daily commuters who will generally leave their bikes at one (or both) end(s) of the PT trip but those recreational / tourist users who want to bring their own bikes to the scenic destination.

Insert Objective after MT09:

“Provide safe and attractive cycling routes to PT stations / stops in collaboration with the PT operator. This might include, for example, the creation of a new entrance or route across lands owned by the PT agency / provider.”

Insert Objective after MT09:

“Audit rail and bus stations and Dublin Airport to assess existing and potential cycling parking provision and will support the construction of suitable cycling parking facilities at each station. This will include cycle parking stations that may be guarded with staff, CCTV, swipe cards etc. and will be based upon best international practice. Ensure that at the planning design stage of all future public transport projects, there is proper provision made for quality cycle parking facilities. “

