

**COMHAIRLE CONTAE FHINE GALL**

**FINGAL COUNTY COUNCIL**

**Fingal Development Plan 2017-2023**

**Tuesday, 27 September 2016**

**Motion from Councillor David Healy: safe cycling routes to all primary and secondary schools and third level colleges. AI028981**

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 .”

**REPORT:**

This motion seeks to replace Objective MT11, which currently reads as:

*Objective MT11*

*Improve pedestrian and cycle connectivity to schools and identify and minimise barriers to children walking and cycling to primary and secondary schools throughout the County.*

To replace with:

*Objective MT11*

*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.*

The Draft Plan supports and promotes the provision of safe cycling and the Plan notes the following in this regard:

*‘...To promote the development of cycling in the County, a comprehensive network of cycle routes will be established throughout the County with the emphasis on promoting direct, comfortable, convenient, and safe routes. The NTA has published a Greater Dublin Area Cycle Network Plan which identified:*

- *The Urban Cycle Network (including primary, secondary and feeder routes)*
- *The Inter-urban Cycle Network*

- *The Green Route Network*

*The NTA Network has been prepared at a strategic level. Implementation of the network will require more detailed engineering design on a route by route basis.*

Objective MT09 also states:

*'Objective MT09*

*Promote walking and cycling as efficient, healthy, and environmentally-friendly modes of transport by securing the development of a network of direct, comfortable, convenient and safe cycle routes and footpaths, particularly in urban areas. The Council will work in cooperation with the NTA to 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.'*

A number of local objectives in Chapter 4 and specific objectives within various LAPs provide for the improvement of identified local pedestrian and cycle routes and associated cycling facilities. In addition, there are a number of objectives throughout the Draft Development Plan which seek to promote and facilitate improved pedestrian and cycle networks and the recreational trails network throughout the County.

The promotion of walking and cycling as an efficient, healthy and environmentally friendly sustainable mode of transport is explicit in the Draft Plan. The objectives of the *National Cycle Policy Framework (NCPF) (2009)* and the NTA's *Greater Dublin Area Cycle Network Plan* are incorporated into the Draft Plan and are promoted in a number of policies and objectives. The Council will work in cooperation with the NTA to 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. Indicative cycle and pedestrian routes are shown on the Development Plan maps for the entire County. These routes are indicative and will require more detailed design on a route by route basis and will be subject to a public consultation process.

The intention included in this motion is welcomed and the Council will continue to promote and encourage the provision of safe cycling routes to schools and colleges, as outlined in Objective MT11 and other Objectives included within the Draft Plan. It is recommended that the Council insert the words 'third level colleges' to Objective MT11, to better encompass the intention of this motion, to read as.

*Objective MT11*

*Improve pedestrian and cycle connectivity to schools and third level colleges and identify and minimise barriers to children walking and cycling to primary and secondary schools throughout the County.*

The county Development Plan is not considered the appropriate mechanism to deal with the area of school audits and associated routes leading to the school from adjacent residential areas. Such works are best considered in the context of Council operations having regard to the work already carried out as part of the NTA's *Greater Dublin Area Cycle Network Plan*. The intention of Development Plan objectives is to provide a framework against which to assess future development proposals. Where appropriate, the specific implementation level of Development Plan objectives can vary depending on funding, resources, timing and unforeseen issues. An audit of all schools and their access routes is therefore not considered appropriate or feasible within the remit of the Development Plan.

It is therefore recommended that the wording of Objective MT11 is amended to incorporate the words 'third level colleges'.

**RECOMMENDATION:**

Amend Objective MT11 as follows:

*Objective MT11*

*Improve pedestrian and cycle connectivity to schools and **third level colleges** and identify and minimise barriers to children walking and cycling to primary and secondary schools throughout the County.*