

**COMHAIRLE CONTAE FHINE GALL**

**FINGAL COUNTY COUNCIL**

**Fingal Development Plan 2017-2023**

**Tuesday, 27 September 2016**

**Motion from Councillor David Healy: remedial measures on existing cyclist-unfriendly urban roads. AI028975**

Insert Objective after MT09:

“Carry out remedial measures on existing cyclist-unfriendly urban roads with a special focus on roundabouts, multi-lane oneway 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.”

**REPORT:**

This motion seeks to insert a new Objective after MT09. Objective MT09 of the Draft Plan 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.*

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.*

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 to access public transport and associated cycling facilities. The Development Management Process and Capital Works Programme will also facilitate the development of pedestrian and cycling infrastructure. Objective DMS116 of the Draft Plan states:

*'Require new developments to be designed in accordance with DMURS. In particular they shall have layouts and designs which reflect the primacy of walking and cycling by providing safe, convenient and direct access to local services, employment and public transport. The promotion of cycling as a sustainable mode of transport depends on providing sufficient parking at places of employment and education. Bicycle parking standards, which are norms, are set out in Table 12.9.'*

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.

The Council will continue to promote walking and cycling through the provision, upgrading and maintenance of cycleways and footpaths as resources allow; and ensure that connectivity is provided in new developments with the provision of good pedestrian and cycle network and facilities.

It is considered that the process of identifying and seeking resource allocation for the upgrade and provision of footpaths and cycleway maintenance is more appropriately addressed through the established Area Committee procedure rather than in a strategic Development Plan document. Improvements to footpath and cycleway infrastructure and ongoing maintenance of same, is also most appropriately dealt with through the Council's Capital Works Programme and through the Operations Department.

It is therefore not considered appropriate to insert a new Objective within the written statement of the Development Plan relating to remedial measures on existing cyclist unfriendly urban roads, as these issues are not within the remit of the Development Plan process.

It should also be noted that the response to Motion No. AI028699 (also Councillor Healy) recommended that the Council insert a new Objective after MT09, which promotes the design of roads / cycle infrastructure in line with sustainable safety and DMURS. This proposed new Objective reads as follows:

*'Objective MTXX*

*Promote the design of 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.'*

**RECOMMENDATION:**

It is recommended that no change is made.