

TRANSPORTATION & COUNTY WIDE MOVEMENT STRATEGIC POLICY COMMITTEE

CHAIRPERSONS REPORT OF MEETING HELD ON

TUESDAY, 8TH SEPTEMBER 2015 AT 17.00

HELD IN
COUNTY HALL

The Transportation & County Wide Movement Strategic Policy Committee Meeting was held on 8th September 2015 and was attended by:

Councillors:

Cllr. S. Brennan, Cllr D. Donnelly, Cllr. P. Hand, Cllr. G. Horkan, Cllr. D. Kingston, Cllr. L. Mc Carthy, Cllr. S. O'Neill, Cllr. O. Smyth, Cllr. B. Saul, Cllr. J. Bailey, Cllr. S.O'Brien

Sectoral:

Development/Construction Sector

Gregory Alken

Business/Commercial Sector

Tom Nolan

Community Voluntary Disadvantaged Forum

Jim Colgan

Environmental/Conservation/Cultural Sector

Keith Byrne

Social Inclusion Sector

John Nolan

Council Officials:

Frank Austin, Director of Services, Anne Devine, Senior Engineer, Mick Mangan, Senior Engineer, John Broderick, Senior Executive Engineer, Padraig Watters, Senior Executive Engineer, Gerry Flaherty, Senior Executive Engineer, Carol Kavanagh, Executive Engineer, Tom Byrne, Staff Officer, Patricia Howe, Assistant Staff Officer

Apologies

Councillor Liam Dockery.

Absent

Councillor Hugh Lewis

Councillor Barry Ward

The Chairman, Councillor Gerry Horkan presided. He advised the Members that Item 3 (D) would be taken in advance of other business as Mr. M. Mangan had another engagement to attend later. This was agreed by the Members.

Prior to the Chair signing the June Minutes, he advised that he wished to make an amendment to the item below, it was to read: -

"Mr. Frank Austin, Director of Services presented the report. A Meeting is to be organised with the Stillorgan Councillors and Blackrock Councillors if required"

The change was noted and the Minutes of Transportation SPC Meeting held on 9th June 2015 were proposed by Councillor Pat Hand and Seconded by Councillor John Bailey and **AGREED**.

Business Referred from the Council (June Meeting)

Review of measures available for control of overflow parking from UCD
(to be circulated)

Mr. Frank Austin, Director of Services presented the report. A Meeting is to be organised with the Stillorgan and Blackrock Councillors.

Information Item Submitted by Members for Written Reply

(a) Councillor Ossian Smyth

"That this SPC agrees a general procedure for the removal of an area from a residents' paid parking scheme."

Report:

Appendix IV of the current Parking Control Bye Laws includes 'Guidelines for the Implementation of Pay & Display Parking Control Schemes'. Contained therein is the Rational for Pay and Display Parking Controls. The main reasons for implementing Pay and Display Controls are listed as follows:

- To manage car parking within the County more effectively in areas where there is evidence of excess demand for the available spaces,
- To increase turnover of parking spaces both on-street and in off-street car parks in areas that are designated as towns and villages in order to facilitate motorists who park for short durations at the expense of those who park for extended periods,
- To improve the prospects of residents accessing parking at or near their homes,
- To promote the use of alternative modes of travel (e.g. public transport, cycling and walking),
- To discourage extraneous parking in residential areas which has a detrimental impact on the quality of life of residents and
- To generate revenue for the Council which can be used to fund expenditure by the Council in the roads/traffic area.

There has been a recent request for the removal of a Pay and Display Scheme from Glenageary as it is underutilized by motorists who are parking on adjacent roads where Pay and Display is not in operation. Currently there is no policy in place for rescinding of a Pay and Display Parking Control Scheme.

Consideration might be given to including a further Appendix (V) to the Bye Laws, similar to the above 'Guidelines', for 'Rescinding/Removal of a Pay and Display Parking Control Scheme.'

Where it is proposed to rescind a scheme a review could be conducted of the scheme with regard to:

Parking uptake
Income Generated
Hours of Operation
Parking Tariffs and Restrictions
Impact of the existing Scheme on nearby streets
Impact of the removal of the Scheme

It is recommended that schemes implemented by the Council should be in operation for at least 5 years before any consideration can be given to rescind such a scheme. It would also be proposed that schemes that have been rescinded would be non-operational for a period of 5 years before any request to re-active such a scheme would be considered by the Council.

The report was **NOTED**

(b) Keith Byrne

"That the Chief Executive highlights where traffic light controlled junctions could facilitate the following and grouped into Low / Medium / High risk: -

- Left Turn on Red, whereby a cyclist could be permitted to make a left turn on a red traffic light signal by adhering to a yield right of way instead. Similar to slip turns for general traffic at junctions;
- Advance through the top of T junction. This would show where the advancing cyclist could proceed straight on with little or no conflict with any other traffic in moving in the junction;
- Advanced Green signalling that could give cyclists a few seconds head start to help reduce left turn collision and overtaking by following traffic too quickly after set off.

Report:

Traffic signals within DLRCC are designed and operate according to the Traffic Signs Manual and to Road Traffic (Signs) Regulations, 1997 (S.I. No. 181/1997) <http://www.irishstatutebook.ie/eli/1997/si/181/made/en/print> , S.I. No. 182/1997 - Road Traffic (Traffic and Parking) Regulations, 1997 <http://www.irishstatutebook.ie/eli/1997/si/182/made/en/print>, S.I. No. 273/1998 - Road Traffic (Signs) (Amendment) Regulations, 1998 <http://www.irishstatutebook.ie/eli/1998/si/273/made/en/print>, S.I. No. 274/1998 - Road Traffic (Traffic and Parking) (Amendment) Regulations, 1998 <http://www.irishstatutebook.ie/eli/1998/si/274/made/en/print>, which constitutes a direction given by the Minister of Transport.

These Traffic Regulations do not permit a cyclist to proceed through a red light under any circumstances. dlr intend raising the issue with the National Transport Authority. Any such measure would have to consider the safety impact on pedestrians.

This request can be formally sent to the National Transport Authority for consideration and report.

Advance through the top of T junction. This would show where the advancing cyclist could proceed straight on with little or no conflict with any other traffic in moving in the junction;

Response:

Traffic signals within DLRCC are designed and operate according to the Traffic Signs Manual and to Road Traffic (Signs) Regulations, 1997 (S.I. No. 181/1997) <http://www.irishstatutebook.ie/eli/1997/si/181/made/en/print> , S.I. No. 182/1997 - Road Traffic (Traffic and Parking) Regulations, 1997 <http://www.irishstatutebook.ie/eli/1997/si/182/made/en/print>, S.I. No. 273/1998 - Road Traffic (Signs) (Amendment) Regulations, 1998 <http://www.irishstatutebook.ie/eli/1998/si/273/made/en/print>, S.I. No. 274/1998 - Road Traffic (Traffic and Parking) (Amendment) Regulations, 1998 <http://www.irishstatutebook.ie/eli/1998/si/274/made/en/print>, which constitutes a direction given by the Minister of Transport.

These Traffic Regulations do not permit a cyclist to proceed through a red light under any circumstances.

It should be noted that an a potential conflict may exist between right turning vehicles from the side road and a cyclist coming from another direction. There may also be further conflict between two cyclists on opposing approach roads entering the one area. dlr intend raising the issue with the National Transport Authority. Any such measure would have to consider the safety impact on pedestrians and vehicle users.

This request can be formally send to the National Transport Authority for consideration and report.

Advanced Green signalling that could give cyclists a few seconds head start to help reduce left turn collision and overtaking by following traffic too quickly after set off.

Response:

Various factors have to be assessed when considering to allow the provision of advanced green signal time to cyclists including accommodating approaching straight though cyclists as well as those at the stop line. The provision of dedicated signals for cyclists are at an early stage in Dun Laoghaire-Rathdown County Council and this will inform further placement at key locations in the County. Transportation Department is currently advancing placement of cycle signals that will allow cyclists to proceed in an efficient manner as part of the junction works at Temple Hill / Monkstown Road delivered as part of the Frascati Route Improvement Scheme. These are predominantly used to advance cyclist movement through the junction as well as to reduce potential conflict. The factors that will dictate where these signals are installed would be cycle route location, signal visibility and efficient movement of traffic for all road users. dlr intend raising the issue with the National Transport Authority.

This request can be formally send to the National Transport Authority for consideration and report.

Noting that above items would need to be considered in a National context, dlr in support of any further regulations would be in a position to assess the application of such regulations within the County's traffic signal controlled junctions.

The report was **NOTED**

3. Business submitted by Director of Services

(d) Update on parking issues (presentation at meeting)

Councillor Gerry Horkan advised the members that a meeting of the Working Group for Parking took place in the Council Offices at Harbour Square on the 3rd of September 2015 at 2.30pm. He advised the Members that it would not be possible to address all the issues on the agenda during one SPC meeting but that it would be possible to address some of the outstanding issues and bring forward proposals to the SPC Group for ratification. The next meeting for the Working Group would be October 2015 and a report would be brought to the December SPC meeting.

In attendance:

Councillor Gerry Horkan; Councillor Lettie McCarthy; Councillor Shane O'Brien; Councillor Seamas O'Neill; Councillor Barry Ward; Tom Nolan; Jim Colgan

Frank Austin; Mick Mangan; Conor Tiernan; Patricia Howe; Tom Byrne

Items as discussed:

- Review of criteria used in determining parking restrictions (3 hour max/unrestricted /all day parking) in residential areas.

A discussion on this item took place and recommendations may be put regarding the application of a €1 per hour parking tariff for all new Schemes to be reviewed after a period of 12 months.

- Rescinding/Removal of Pay and Display Schemes

A discussion on this item took place and recommendations may be put to add Appendix (V) to the Parking Control Bye Laws to facilitate Rescinding/Removal of Pay and Display Schemes. Schemes implemented by the Council should be in operation for 5 years before any consideration would be given to rescind such a Scheme.

- Parking Surveys – One vote per household

The current procedures under 'Guidelines for the implementation of Pay and Display Parking Control Schemes' require that

'all residents in the area, recommended for a Pay and Display Parking Control Scheme, listed on the current register of electors, will receive a survey paper for the purposes of carrying out a survey to ascertain residents preference in relation to the proposed introduction of Pay and Display parking controls.'

A discussion on this item took place and recommendations may be put amending the current 'Guidelines for the implementation of Pay and Display Parking Control Schemes' such that surveys would be restricted to one vote per household.

- Residents Parking Permits issued to Commercial Vehicles

There is no restriction under the current scheme prohibiting the issuing of residential parking permits to eligible applicants with commercial vehicles, subject to the conditions and criteria of the Scheme.

A discussion on this item took place and it was agreed that this matter required further examination by the Working Group.

The Working Group Meeting ended at 4.20pm.

The following items were agreed by the Members: -

- ***Review of criteria used in determining parking restrictions (3 hour max/unrestricted /all day parking) in residential areas***
- *The Application of a one euro per hour parking tariff for all new schemes to be reviewed after a period of 12 months. **AGREED***
- ***Rescinding/Removal of Pay and Display Schemes***
- Inclusion of Appendix (v) to the Parking Control Bye Laws to facilitate the removal of Pay and Display Schemes. Schemes must be in operation for a period of 5 years before removal of the scheme would be considered. Agreement of the residents would be sought. **AGREED**
- **Parking Surveys – One vote per household**
*The members were in agreement with this item. **AGREED***

Some members expressed concerns with the delay in bringing forward outstanding issues, ie. UCD, single yellow lines, Double Yellow Lines, as parking control solutions. Both Frank Austin and Councillor Horkan advised the group that measures were being taken on a pilot scheme basis to resolve outstanding issues and that residents' concerns and approval would be taken into consideration in progressing schemes. The matters were Noted.

Item 3 (a)

Introduction of 30km/h Special Speed Limit in Residential Estates – Project Update – (Presentation at Meeting) by Carol Kavanagh, Executive Engineer.

The members thanked Carol for her report and information update on special speed limit in residential areas. Questions were raised and answered.

The report was **NOTED**.

Item 3 (b)

- (a) Report further to public consultation on Road Safety Plan 2015-2020
(Presentation at Meeting)

Ms. Anne Devine advised the Group that the Traffic and Road Safety Section had been presented with a Road Safety Award from the Public Sector Magazine as part of the Excellence in Business Awards for 2015

Mr. Gerry Flaherty, Senior Executive Engineer presented an update on the public consultation submissions on the Road Safety Plan 2015-2020.

The report was **NOTED**.

Item 3 (b)

Item referred from previous SPC (M50 Demand Management Report)

The report was presented by Anne Devine, Senior Engineer and **Noted**

Item 4

4. Business Referred from the Council

No Business

Item 5

5. Business Referred from Corporate Policy Group

No Business

Item 6

6. Correspondence

No Business

7. Future Work Programme – Items for Consideration for Future Work Programme

Keith Byrne

- To introduce zebras near schools / shopping areas instead of the creeping usage of small yellow box markings on raised table ramps for crossings. This is confusing to both pedestrians and drivers and doesn't help safe crossing.

Mr. Frank Austin, asked the members to consider the priority on the Future Works Programme listed at the June meeting. It is proposed to bring a report on the Traffic Advisory Group (TAG) to the December meeting.

The report was **Noted**.

The meeting concluded at 18.10.