

MEETING OF DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL

12 SEPTEMBER 2016

TRANSPORTATION & COUNTY WIDE MOVEMENT STRATEGIC POLICY COMMITTEE

CHAIRPERSONS REPORT FOR MEETING HELD ON TUESDAY, 7TH JUNE 2016 COUNTY HALL

The Transportation & County Wide Movement Strategic Policy Committee Meeting was held in County Hall on 7TH JUNE 2016 and was attended by:

Councillors:

Cllr. S. Brennan, Cllr D. Donnelly, Cllr L. Dockery, Cllr. P. Hand, Cllr D. Kingston, Cllr. H. Lewis, Cllr. L. Mc Carthy, Cllr. S. O'Neill, Cllr. O. Smyth, Cllr. B. Ward

Sectoral:

Development/Construction Sector

Gregory Alken
Pat Neill

Business/Commercial Sector

Community Voluntary Disadvantaged Forum

Environmental/Conservation/Cultural Sector

Clare Sullivan

Social Inclusion Sector

John Nolan

Council Officials:

Richard Shakespeare, Director of Services, Gerry Flaherty, Senior Executive Engineer, Martin Allidine, Senior Executive Officer, Carol Kavanagh, Executive Engineer, Conor Geraghty Executive Engineer, Tom Byrne, Staff Officer, Patricia Howe, Assistant Staff Officer

Apologies

Tom Nolan

Also in attendance were Alan Dunne and Robert Fennell APCOA Parking who were giving a report to the Members on Parking Occupancy in the Dún Laoghaire Business District.

Director of Services, Richard Shakespeare, advised the group that they would need to nominate a Chairperson as Councillor Gerry Horkan was no longer a member of the Transportation & County Wide Movement Strategic Policy Committee. Councillor Shay Brennan was proposed by Councillor Seamus O'Neill and Seconded by Councillor Barry Ward. Councillor Shay Brennan Chaired the Meeting.

Item 1

Confirmation of Minutes of meeting held on 8th March 2016

The minutes of the Transportation and Countywide Movement SPC Meeting held on 8th March 2016 were proposed by Councillor S. O'Neill and Seconded by Councillor P. Hand and **AGREED.**

Information Items Submitted by Members for Written Reply

Item 2 (a)

Cllr. Deirdre Donnelly

"To ask the Chief Executive to resolve the confusion arising over right of way when motorists are turning left off a main road and cyclists are continuing straight on the same road. One example is the turnoff from the N11 onto The Rise in Mount Merrion. There are other situations across the county where this problem arises."

Reply:

"Under Irish Law, as outlined in the National Cycle Manual all road users have equal right of way, however, all road users are also expected to proceed with due care and consideration for other road users in all cases, irrespective of who has right of way.

At any junction, cyclists and vehicle drivers are expected to proceed with caution. In the case where cyclists are proceeding straight ahead and drivers are turning left at a junction, the motorists would be expected to yield to the cyclists."

The Report was **NOTED**

Information Items Submitted by Members for Written Reply

Item 2 (b)

Clare Sullivan

"Please could the council provide some clarification regarding the process of public consultation regarding new cycling and walking facilities?"

- (a) When does a project require public consultation?
- (b) How does the council decide to accept or reject suggestions made by the public during a public consultation?
- (c) What is the point of a public consultation if the council can still build the original design without making any changes to meet the needs outlined by the public as part of a public consultation?
- (c) Could the council provide two examples (from within the last 5 years) of where the original design of a cycling facility has been changed in favour of a submission made during the public consultation process?"

Reply:

A formal public consultation process is required for certain Local Authority road development that meets certain requirements under Part 8 of the Planning and Development Regulations. However, SI 615 of 2010 activated section 46 of the Public Transport Regulation Act 2009 amends Section 179(6) of the Planning and Development Act, 2000 such that cycling schemes, other than road widening, could be progressed under Section 38 of the Road Traffic Act. For such schemes, a non-statutory public consultant is generally carried out.

- a. All submissions are considered by the Local Authority and the needs of all users and the wider impacts are taken in account in preparing a response to each issue.
- b. All submissions are considered by the Local Authority and the needs of all users and the wider impacts are taken in account in preparing a response to each issue. Responses are issued to submission on the reason why their submission was or was not included 'Report on Submissions' is brought back to the relevant Area Committee. Changes are frequently made following comments received through public consultation

- c. Public Consultation is carried out on preliminary design drawings. In the majority of schemes, scheme modifications are made at detailed design stages that take into account submissions made at public consultation stage and other engineering issues that may arise. Examples include the recently completed LUAS to DART via UCD pedestrian and cycle route and Frascati Road/Temple pedestrian and cycle scheme."

The Report was **NOTED**

Information Item Submitted by Members for Written Reply

Item 2(c)

Keith Byrne

"Can I ask why can't you involve special interest groups in road redesigns that involve significant changes for cycling and walking? This is especially important to the SPC and to the Cycling and Walking forum."

Reply:

"For schemes that are subject to the Part 8 Process (as per the requirements of the Planning and Development Regulations), the Local Authority is required to consult with prescribed bodies that are listed in the Planning Act. In addition, following the presentation of a scheme to the relevant Area Committee, members of the public and interested groups are invited to make submissions under a formal public consultation process. Submissions are then considered by the Local Authority. Any addition to this list of prescribed bodies would require a change in the Planning and Development Regulations.

For road schemes, including cycling and pedestrian schemes that are carried out under Section 38 of the Road Traffic Act 1994, following the presentation of the scheme to the relevant Council Area Committee, members of the public and interested groups are invited to make submissions under a non-statutory consultation process. Submissions are then considered and a 'Report on Submissions' is brought back to the relevant Area Committee.

It is felt that there is ample opportunity under both of these public consultation processes for any interest group to provide input to schemes."

The Report was **NOTED**

Business submitted by Director of Services

Item 3(a)

1. Progress Update – Implementation of 30km/hr special speed limit in housing estates and local residential roads

Ms. Carol Kavanagh, Executive Engineer, Traffic Section presented the above report to the Members outlining the process in delivering 30km/h to residential schemes and the main object of the report was to lower the incidence and severity of crashes, reduce risk of fatality and to enhance quality of life. Ms. Kavanagh addressed the various questions from the Members.

The Report was **NOTED**

Business submitted by Director of Services

Item 3(b)

Trimleston Update - Special Parking Zone

- Mr. Martin Allidine, Senior Executive Officer presented his verbal report to the Members. He advised that it is proposed to consider a pilot Special Parking Zone within this area. The area is bounded by two major parking generators UCD/Elm Park Business Complex making it unique, hence consideration being given to the pilot Special Parking Zone.
- Introduction of the scheme would be as a 6/12 month pilot.
- Any Pilot will be reviewed after 6 months

Prior to any proposed pilot scheme being introduced, it is intended that a meeting with the Ward Councillors and Residents Representatives would take place setting out the operation of the pilot scheme as proposed

The report was **NOTED**

Item 3 (C)

Parking Occupancy in Dún Laoghaire

Alan Dunne from APCOA Parking presented his report and after a brief discussion with the Members the report was **NOTED**.

Business submitted by Director of Services

Item 3 (d)

Car Share – Gocar pilot locations

Mr. Gerry Flaherty, Senior Executive Engineer presented a brief report on the GoPark Locations for the pilot scheme to introduce car club parking spaces on public roads around the County.

Dundrum

Dún Laoghaire

| | |
|------------------------------------|-----------------------------|
| Bray Road, Cabinteely Village 1 no | Blackrock Dart Station 2no. |
| Sandyford Business District 2no | Crofton Road 3no |
| Dundrum 1no –Town Centre | Queens Road 1no |

This would be for a period of 12 months and would be reviewed. It was proposed that Council staff would avail of the services and be able to report for the review.

The report was **NOTED**

Business submitted by Director of Services

Item 3(e)

2. Cycling Updates

- Cycle Forum Terms of Reference
- Nomination of Cycling Champion
- Cycle Parking – public areas and Cyc-Lok
- Bike Week activities

Mr. Gerry Flaherty, Senior Executive Engineer, presented the above reports. Councillor S. Brennan was proposed by Councillor P. Hand as Cycling Champion, which Councillor S Brennan accepted. The reports were **NOTED**

Business submitted by Director of Services

Item 3(f)

Walking Bus/Travel Plan Guide

Mr. Gerry Flaherty, Senior Executive Engineer, presented the above report which was **NOTED**

Business Referred from the Council

Item 4

Nothing to Report

Business Referred from the Corporate Policy Group

Item 5

Item 6

Correspondence

Nothing to report

Future Work Programme –

Item for Consideration for Future Work Programme

Item 7

CLlr Deirdre Donnelly

“To ask the Chief Executive to resolve the issues regarding parking near retail outlets in residential areas. There are some estates in the county where this has reached crisis level.”

Reply:

“Management of on street parking spaces can be of benefit to both residents and businesses and discourage inappropriate all day parking which currently manifests frequently as a side-effect of transport routes or commercial/retail areas.

The Council seeks the understanding of residents that the issue of parking on roads and in estates is a complex one, especially as more households own more than one car. The Council would seek to work closely with the residents in each community to strike an appropriate balance between providing for parking needs and ensuring smooth traffic flow.

For example, residents and visitors to an estate may be allowed to park along the roads, if they do not pose a safety hazard, obstruct traffic or block access, and if the community at large accepts such an arrangement.

Parking restriction measures such as double yellow lines are provided where parking would cause a hazard e.g. on a bend with limited visibility or where there is not sufficient road width to accommodate parking and maintain traffic flows. Introduction of such measures would be by way of the Traffic Advisory Group.

Parking restrictions are required for a number of reasons:

- to designate parking bays to those most in need (e.g. disabled drivers)
- to ensure unobstructed access is maintained (e.g. for emergency service and refuse vehicles, as well as residents)

Where parking management controls such as Pay and Display are sought to resolve local parking issues, the parking section would require that a petition is submitted by a representative number of local residents seeking the implementation of such a scheme.”

The report was NOTED

Any Other Business

Item 8

Nothing to Report

The Meeting concluded at 6.35pm