

TRANSPORTATION & COUNTY WIDE MOVEMENT STRATEGIC POLICY COMMITTEE

MINUTES OF MEETING HELD ON

Tuesday, 8th March 2016

COUNTY HALL

The Transportation & County Wide Movement Strategic Policy Committee Meeting was held on 8th March 2016 and was attended by:

Councillors:

Cllr D. Donnelly, Cllr L. Dockery, Cllr. P. Hand, Cllr. G. Horkan, Cllr D. Kingston, Cllr. H. Lewis, Cllr. S. O'Brien Cllr. S. O'Neill, Cllr. O. Smyth, Cllr. B. Saul, Cllr. B. Ward

Sectoral:

Development/Construction Sector

Gregory Alken
Pat Neill

Business/Commercial Sector

Community Voluntary Disadvantaged Forum

Jim Colgan

Environmental/Conservation/Cultural Sector

Keith Byrne
Clare Sullivan

Social Inclusion Sector

John Nolan

Council Officials:

Richard Shakespeare, Director of Services, John Broderick, Senior Engineer, Padraig Watters, Senior Executive Engineer, Gerry Flaherty, Senior Executive Engineer, Martin Allidine, Senior Executive Officer, Richard Sheehy Executive Engineer, Francis Nolan, Senior Staff Officer, Tom Byrne, Staff Officer, Patricia Howe, Assistant Staff Officer

Apologies

Councillor John Bailey
Councillor Lettie McCarthy
Tom Nolan

The Chairman, Councillor Gerry Horkan presided at the meeting. During the course of the meeting he apologised for not introducing Senior Executive Officer, Martin Allidine and welcomed him to the Meeting.

The minutes of the Transportation and Countywide Movement SPC Meeting held on 15th December 2015 were proposed by Councillor D. Donnelly and Seconded by Councillor B. Ward and **AGREED**.

1. Information Item Submitted by Members for Written Reply

1 (A) Keith Byrne

"My question is for an update on the DLR Cycle Network as per 2014 and its implementation. This includes highlighting all completed, current and planned projects in 2015, this year and a future year

I would like the Cycling Forum on the agenda to be proposed for set up. It was item 7d on the June 2015 list of future works.

(d) Cycling Policy Review 2015 (to include establishment of Cycling Forum) and Public Bikes Scheme

This is important to facilitate DLR COCO working with cycling. It should also include walking.

Just as a note, it should not be referred to as a cycling safety forum. It is a wider forum for cycling promotion and issues."

Reply:

DLR Cycle Network

A number of cycle schemes on the Primary Cycle Network are currently being progressed as per the following list. However all the schemes are subject to the availability of funding or subject to the planning process and thus timelines are unknown at this time. Funding for 2016 has not yet been allocated by the National Transport Authority.

- Blackrock to City Centre Cycle Route – Feasibility / Route Options
- Dodder River Greenway – Route Options (Design by Dublin City Council)
- N11 (Brewery to Stillorgan Park Road) - detailed design
- N11 Cycle Improvements (4 locations) - preliminary design
- Sandymount Cycle Route - preliminary design
- Johnstown Road - preliminary design
- Stillorgan Park Road – detailed design
- Wyattville Road - preliminary design
- Blackglan Road/Harold's Grange Road Improvement Scheme – Planning
- Cornelscourt Greenway – Planning

Cycling Forum

In line with Objectives 10 and 17 of the National Cycle Policy Framework and Policy CP10.3 of the Council Cycling Policy, the Council intends setting up a Cycling Forum in the coming months with the first meeting to be held in advance of the next Transportation and County Wide Movement SPC meeting. The forum is being set up to bring together people with an interest in cycling to influence the Council's Cycling policy, to increase participation in cycling and to make cycling across the County a safe, convenient and pleasant mode of transport. Terms of reference for the Cycling Forum will be issued to interested parties in the coming weeks and agreed at the first meeting of the Cycling Forum.

Public Bike Scheme

At the last Transportation and County Wide Movement Strategic Policy Committee, it was agreed that the possibility of a County Wide Public Bike Scheme would be examined. The Traffic Section is currently working with the NTA to examine where a non-city based scheme have been introduced and the key parameters for their success or otherwise.

The reply was **NOTED**

(a) Clare Sullivan

- "How many kilometers of new cycle track were built in 2015 (excluding any cycle tracks resurfaced)?"
- How many kilometers of new cycle track are planned to be built in 2016 (excluding resurfacing)?"

There are many roads in the council area which would require very little work to add in cycle tracks as the roads are already wide enough. Why have cycle tracks not been inserted on these roads?"

Reply:

The following scheme was completed in 2015:

- Frascati Road and Temple Hill Route Improvement Scheme – 3.0km approx on (both sides)
- Pottery Road Improvement Scheme – 3.2km approx (both sides)

Subject to the allocation of funding by the National Transport Authority, it is hoped to start construction on the following schemes in 2016:

- N11 Johnstown Road Junctions Improvement Scheme
- Wyattville Road Crossing – pedestrian /cycle link between Kilbogget Park and Loughlinstown Park
- N11 Cycle Improvement Works along N11 – 1.5m km (both sides)

In the design of any cycle route there are many factors to consider during all stages of a scheme from inception and planning through to route choice and appropriate type of facility. When determining the appropriate cycle facility required, the National Cycle Design Manual recommends that designers consider the following steps in hierarchical order, i.e. that other possibilities are considered before cycle lane or cycle track design.

- Traffic reduction
- Traffic Calming
- Junction treatment and traffic management
- Redistribution of carriageway
- Cycle lanes and cycle tracks
- Cycleway (public roads for the exclusive use of cyclists and pedestrian)

The volume and speed of traffic will be key determinants on the type of cycle route chosen. Raised cycle tracks are the preferred option for the Council Primary Network, where width permits, rather than on-road cycle lanes.

The following are the key stages in the design of any cycle route with full details of all requirements at each stage outlined in Section 4.11 in the Cycle Design Manual; (<https://www.cyclemanual.ie/manual/designing/4-11-design-and-construction-flowchart>)

1. Network Planning
2. Concept / Feasibility / Route Options
3. Preliminary Design
4. Statutory /Legal Process
5. Details Design
6. Procurement (also at other stages)

7. Construction
8. Commissioning and Opening
9. Maintenance and Monitoring

The report was **NOTED**

Item 3
Business submitted by Director of Services

- a) Cycle Counter Statistics
- b) Car Clubs

Presentation was made by Gerry Flaherty, Senior Executive Engineer,

- c) Update on Trimleston/Woodbine Review (report and maps to be circulated)

Trimleston/Woodbine Parking Review – update March 2016

Proposals for the implementation of a Parking Control Scheme for the Woodbine Park Retail Area (outside the Spar, Pharmacy & Winnies Café on Woodbine) were AGREED at the Dun Laoghaire Area Committee meeting on the 22nd February 2016. The proposed Scheme is for 3 hour maximum stay parking and is submitted at the request of the retailers. The retailers requested consideration of a Pay and Display Scheme and the reasons outlined were increased all day extraneous parking from the Elm Park Business Campus and dislocated parking from the Parking Control Scheme introduced in St. Helens during September 2015, impacting negatively on the turnover of parking bays to the front of this retail area.

(Woodbine Map circulated with this report)

Council Officials also met during December 2015, with representatives of local residents groups including the Montara Group, Glenomena and Woodbine Residents Association and a representative of Trimleston Gardens, to discuss parking issues and the most appropriate parking control options for the area as a whole. The options discussed included Pay and Display and/or provision of delineated parking bays (marked bays without Pay and Display), such as those provided under a pilot scheme on Woodbine Road and Woodbine Avenue.

With regard to parking in the greater Trimleston Area, including Woodbine, Glenomena and Seafield, the Council's Traffic Section has provided a first draft of a map of the area indicating proposed parking bays and control lining. The areas/roads included on the first draft of the map are as follows...

Woodbine Avenue (part of), Woodbine Park (part of), Woodbine Road, Trimleston Avenue, Trimleston Drive, Trimleston Gardens, Trimleston Park, Trimleston Road.

The areas/roads that still require a survey to determine location of bays, gateways and control lining include the following...

Glenomena Grove, Glenomena Park, Woodbine Avenue (part of), Woodbine Park (part of) Seafield Crescent, Seafield Close, Seafield Park and Seafield Road.

This survey is dependent on resources. Once the roads in question are surveyed and added to the draft map the Council will distribute a copy of same to the various residents groups and the Ward Councillors for consideration and further consultation.

(Copy of Draft Trimleston Map circulated with this report) Mr. Richard Shakespeare

advised that he would meet with the Members of the SPC in an effort to progress matters.

The report was **NOTED**.

d) Update on Review and Audit of Parking

There is currently a survey underway to monitor the parking scheme with a view to looking at high/low demand areas, Vacancy rates, Income, Business/Residential needs, Parking issues associated with Dun Laoghaire town centre. Mr. Martin Allidine and Mr. Richard Shakespeare advised the members that they were going forward with an open minded view to monitor the demands and effects of parking, and depending on staff and budgets they would progress the works and would advise the members accordingly.

The report was **NOTED**

Item 4

Business referred from the Council
No Business

Item 5

Business referred from the Corporate Policy Group
No Business

Item 6

Correspondence
No correspondence

Future Work Programme –

Items for Consideration for Future Work Programme

Any Other Business

No business

The meeting concluded at 18.20