

CHAIRPERSONS REPORT

Transportation and County Wide Movement Strategic Policy Committee held in the Council Chamber, County Hall, Dún Laoghaire, Co. Dublin on Tuesday, 14 March 2017 at 5.00 pm

Councillor Shay Brennan presided as Chairperson. In attendance were Cllr John F. Bailey, Cllr Liam Dockery, Cllr. Deirdre Donnelly, Cllr. Pat Hand, Cllr. Deirdre Hand, Cllr. Hugh Lewis, Cllr. Lettie Mc Carthy, Cllr. Shane O'Brien, Cllr. Seamus O'Neill, Cllr. Ossian Smyth, Cllr. Donal Smyth, Keith Byrne, Jim Colgan, Pat Neill, John Nolan and Clare Sullivan

Officials present were Richard Shakespeare (Director of Municipal Services), Martin Allidine (Senior Executive Officer, Municipal Services), Padraig Watters (Senior Executive Engineer, Municipal Services), Gerard Flaherty (Senior Executive Engineer, Municipal Services), Jonathan Hennessy (Executive Engineer), Dave Irvine (Senior Planner, Planning and Organisational Innovation), Patricia Howe (Assistant Staff Officer, Municipal Services) and Felicity Gill (Assistant Staff Officer, Municipal Services)

Minutes of Transportation and Countywide Movement SPC Meeting held on 13th December 2016 were PROPOSED by Jim Colgan and SECONDED by Councillor Pat Hand.

Information Items Submitted by Members for Written Reply

Criteria for placing Double and Single yellow lines in residential areas

Information Item Submitted by Members for Written Reply

Councillor D. Donnelly

That the Chief Executive draws up a list of criteria when making a decision to place double or single yellow lines in a residential area. A number of residents across the county have been requesting these in their own areas for some time and the decision making process is unclear.

A presentation was made to this SPC in relation to the implementation of Statutory signing and lining measures on the 10th June 2010. This Policy document set out the legal framework for the provision of statutory signing and lining measures which are an Executive function. It set out the objectives in relation to the provision of the various measures and also the guidelines for their application. The item was NOTED.

The criteria used for the provision of single and double yellow lines outlined in the Policy document are outlined here.

Single Yellow Lines :

Objective:

To ensure the smooth flow of traffic on main arteries, heavily trafficked roads and commercial areas during specified hours.

Guidelines for Application:

- Assess parking during problem times. Is it causing a hazard or restricting the smooth flow of traffic?
- Not recommended to control commuter parking
- Allows for Loading/Unloading (max 30mins)

Single yellow lines can be installed on routes where parking would cause congestion during business hours but outside of these hours parking can be made available. The Traffic Section will not install single yellow lines as a means to control commuter parking within estates. The Council's policy on controlling commuter parking is to install a Pay and Display Parking scheme in conjunction with double yellow lines. Only in exceptional circumstances will single yellow lines be considered.

Double Yellow Lines

Objective:

To remove parking that is causing a traffic hazard or preventing free flow of traffic at junctions, bends etc

Guidelines for Application:

- Assess parking during problem times. Is it causing a hazard or restricting the smooth flow of traffic?
- Not recommended to control commuter parking
- Allows for Loading/Unloading (max 30mins)

Double yellow lines are used to prohibit parking where it may be causing a traffic hazard. The Traffic Section will not install double yellow lines to control commuter parking but may install them as part of a Pay and Display scheme.

Process for Double and Single Lines in residential areas

Councillor Deirdre Donnelly

That the Chief Executive outlines clearly the process by which a residential area can have double and single yellow lines installed. This includes contact with public representative, use of CRM system, inclusion on Local Area Committee meeting agenda and discussion at deputations. Could the Chief Executive also explain the process of consultation with residents in the areas where double as well as single yellow lines have been requested and the process applied once the request goes to the Traffic Advisory Group Committee.

Reply:

The Traffic Section of Dún Laoghaire-Rathdown County Council receives over 300 requests annually for statutory signing and lining measures. The Traffic Advisory Group (TAG) deals with all of these requests. This group was formally established in 2006 and comprises representatives from An Garda Síochána and Engineers of the Traffic Section.

As well as discussing requests received from the public, the Elected Members, Dublin Bus etc., the group also examines issues identified directly by the Traffic Section and the Gardaí.

The TAG convenes every 4 to 6 weeks for discussion on an agenda of items, a Copy of which is circulated to the Elected Members for their information. The recommendations of each meeting of the TAG are brought to the Dun Laoghaire and Dundrum Area Committees for Noting under Council Business under the item "Consultation with Garda Commissioner."

The provision of statutory single and double yellow lines is an Executive function carried out by Traffic and Road Safety Section in consultation with An Garda Síochána and there is no requirement for consultation.

The criteria used by Dún Laoghaire-Rathdown Traffic Section for the provision of single and double yellow lines as presented and Noted at an SPC meeting in 2010 are as follows:

Single Yellow Lines:

Objective:

To ensure the smooth flow of traffic on main arteries, heavily trafficked roads and commercial areas during specified hours.

Guidelines for Application:

- Assess parking during problem times. Is it causing a hazard or restricting the smooth flow of traffic?
- Not recommended to control commuter parking
- Allows for Loading/Unloading (max 30mins)

Single yellow lines can be installed on routes where parking would cause congestion during business hours but outside of these hours parking can be made available. The Traffic Section will not install single yellow lines as a means to control commuter parking within estates. The Council's policy on controlling commuter parking is to install a Pay and Display Parking scheme in conjunction with double yellow lines. Only in exceptional circumstances will single yellow lines be considered.

Double Yellow Lines

Objective:

To remove parking that is causing a traffic hazard or preventing free flow of traffic at junction bends etc.

Guidelines for Application:

- Assess parking during problem times. Is it causing a hazard or restricting the smooth flow of traffic?
- Not recommended to control commuter parking
- Allows for Loading/Unloading (max 30mins)

Double yellow lines are used to prohibit parking where it may be causing a traffic hazard. The Traffic Section will not install double yellow lines to control commuter parking but may install them as part of a Pay and Display scheme.

Air quality counters

Keith Byrne

Do we have Air Quality counters information available within the county and what is the latest data showing the trend over the last 2+ years?

Reply:

The Environmental Protection Agency manages the national ambient air quality network. Information on the data is available on the below website. In general air quality for Dun Laoghaire has been found to be of good quality.

<http://www.epa.ie/air/quality/data/dl/>

Business submitted by Director of Services
Final International Bike Share Scheme Mar 2017

Ms Elaine Brick, Associate Director for AECOM Ltd. presented the above report to the Members, and following questions and answers from the Members, it was agreed that the report would be presented to both the Area Committee Members for NOTING.

Cycle Parking Standards Final Report

Mr. Gerry Flaherty, Senior Executive Engineer, presented the report to the Members and following a brief discussion, the members approved the report.

Cycle Parking Standards - Report further to Public Consultation

Mr. Gerry Flaherty, Senior Executive Engineer presented the report to the Members and following a brief discussion, the members NOTED the report.

Cycling Statistics Update

Mr. Gerry Flaherty, Senior Executive Engineer presented the report to the Members and following a brief discussion, the members NOTED the report.

Business Referred from the Council

No Business

Business Referred from Corporate Policy Group

No Business

Correspondence

An invitation will be sent to Transdev to attend the June SPC to address the members on the items listed below.

Dear Martin,

Thank you for your invite to address the Dun Laoghaire Rathdown Transportation and County Wide Movement Strategic Policy Committee on 14th March next.

As discussed by phone this morning, Transdev's MD, Mr Gerry Madden is not available to attend on this date. Therefore, we would ask that you please consider inviting Transdev to your next scheduled meeting so that we may update the committee on matters relating to the LUAS.

In addressing the committee we would like to cover the following areas:

- LUAS Cross City arrival
- Platform improvements on Green Line
- New longer trams for the Green Line
- Service improvements/limitations for Green Line
- Developments along Green Line (Cherrywood, Sandyford, Ballyogan)
- Ant-Social Behaviour affecting Green line capacity/services

If you need anything in the meantime please do not hesitate to contact me directly.

Regards,

Neil Menzies
Environment and Sustainability Manager
Mob: +353 87 918 7730
Neil.Menzies@transdev.ie

TRANSDEV
LUAS DEPOT, REDCOW, CLONDALKIN, DUBLIN.22
Tel: +353 1 461 4910 - www.transdevireland.ie

(email received 9th March, 2017)

Future Work Programme Current Work Programme

Item for Consideration for Future Work Programme

Keith Byrne

Insights on Transport Movements within DLRCC

Any other Business

- Request for up-date of Sub- Committee Group on Pay & Display –economic analysis
- Condition and maintenance of Rochestown Road, Monkstown Farm, and Wynvern
- Support of staff in Iarnród Eireann DART stations, - changeover from staff to machines – negative effect of equal access for travel for all
- Disabled parking bays and badges

Conclusion of Meeting

The Meeting ended at 19.00