DUN LAOGHAIRE RATHDOWN COUNTY COUNCIL

Minutes of the Dún Laoghaire Planning and Transportation held in the County Hall, Marine Road, Dun Laoghaire on Wednesday, 9 June 2010 at 4.00 pm

PRESENT

Councillors: Bailey, John F Bailey, Maria Baker, Marie Boyhan, Victor Boyd Barrett, Richard Bhreathnach, Niamh Dillon Byrne, Jane

Councillors: Devlin, Cormac Fitzpatrick, Stephen Lewis, Hugh Mitchell O'Connor, Mary O'Callaghan, Denis Smyth, Carrie Ward, Barry

Apologies were received from Councillor Marren, Donal

OFFICIALS PRESENT

Tom McHugh (Director of Services), Therese Langan (Senior Executive Officer), Anne Devine (Senior Engineer), John Broderick (Senior Executive Engineer), William Horgan (Senior Engineer), Seamus Storan, Adrian Thompson (Senior Executive Engineer), Conor Geraghty (Assistant Engineer), Carol Kavanagh (Executive Engineer), Bernie Gilligan (Senior Executive Officer), Mary Henchy (Senior Planner), Eugene Condon (Administrative Officer), Malachy Bradley (Senior Executive Planner), Finbarr Murphy (Senior Staff Officer), Damien Barry and Patricia Howe (A/Staff Officer)

Councillor Marie Baker acted as Chairperson in the absence of Chairperson Councillor Donal Marren

DLP/316/10
Confirmation and Adoption of Minutes

It was PROPOSED by Councillor John Bailey and SECONDED by Councillor Stephen Fitzpatrick and AGREED that the minutes of the meeting of Dún Laoghaire Planning, Transportation and Water, Waste Section Area Committee meeting held on 5th May 2010 be CONFIRMED and ADOPTED.

DLP/317/10
Transportation Department Questions

It was PROPOSED by Councillor Marie Bailey and SECONDED by Councillor N. Breathnach and RESOLVED:-

“That pursuant to Standing Order No. 105, Question 2 to 28 be ADOPTED and APPROVED.”
**DLP/318/10**  
**Pedestrian Count outside at Sharavogue School on Upper Glenageary Road**

**Question:** Councillor R. Boyd Barrett  
"To ask the Manager when the Council will carry out the pedestrian count outside the Sharavogue School on the Upper Glenageary Road, with a view to installing a pedestrian crossing in the interests of health and safety for the pupils of the school?"

**Reply:**

This location was inspected by the Traffic Section. There is already a signalised pedestrian crossing on Upper Glenageary Road at the junction with Adelaide Road. It is considered that a second pedestrian crossing on Upper Glenageary Road at Sharavogue is not warranted due to its proximity to the existing one.

**DLP/319/10**  
**Reduction on size of folly in Emmet Square**

**Question:** Councillor R. Boyd Barrett  
"To ask the Manager to reduce the size of the folly in Emmet Square, Blackrock to facilitate local residents and service vehicles?"

**Reply:**

Further to requests from residents, double yellow lines were placed around the perimeter of the “folly” in Emmet Square, Blackrock. These measures have eliminated parking around the folly, which was obstructing the free movement of vehicles around the square. The Transportation Department have no proposals to reduce the size of the folly.

**DLP/320/10**  
**Pedestrian Count for request for pedestrian crossing at St. Kevin’s Villas**

**Question:** Councillor R. Boyd Barrett  
"To ask the Manager was a pedestrian count ever carried out in relation to the request last year for a pedestrian crossing to be installed on the Glenageary Road, at the junction with St Kevin’s Villas to facilitate a pedestrian walking route from Sallynoggin to Dun Laoghaire?"

**Reply:**

A pedestrian count was carried out on Upper Glenageary Road, at St. Kevin’s Villas, on 3rd February 2010. The results of the count indicate that a signalised pedestrian crossing is not warranted here.

**DLP/321/10**
Closure of Vico Road

Question: Councillor R. Boyd Barrett

“To ask the Manager if there is any progress in relation to the closure of Vico Road?”

Reply:

The collapsed wall and embankment at “Wavecrest”, Vico Road, Dalkey which caused a part of the road to be closed is currently being repaired by Contractors on behalf of the Householder. The boundary wall is re-constructed and it is expected that all remaining works will be completed by Friday, 4th June, 2010. At present there is no obvious reason why the road will not be fully open to traffic from that date.

DLP/322/10

Benefits arising from Placing of Bus Shelters

Question: Councillor V. Boyhan

“To ask the Manager, to confirm if the Council are in receipt of any benefits as a result of the placing of bus shelters by Dublin Bus on public pavements within the functional area of this committee. Please advise?”

Reply:

Dún Laoghaire-Rathdown County Council are not in receipt of any benefits from the placing of bus shelters by Dublin Bus. However, passengers using Dublin Bus services benefit from the protection afforded by these shelters during poor weather conditions and the seating provided in these shelters where footpath widths allow.

DLP/323/10

Repair of surface of Saint George's Avenue

Question: Councillor C. Devlin

“To ask the Manager to repair the surface of Saint George's Avenue, Killiney and state when this will be done?”

Reply:

The Area Engineer is aware of the condition of this road and it was considered for inclusion on this year's Road Restoration Programme. However, it was not possible to include it because of other priorities in this area – i.e. Killiney Hill Road and Killiney Avenue. St. Georges Avenue will be considered for inclusion on future Programmes but it will be a costly project as the road requires extensive re-construction including drainage. In the meantime, temporary repairs will be carried on the worst sections to maintain the road in a safe condition.
DLP/324/10
Rationale for Application for Single and Double yellow lines

Question: Councillor C. Devlin

“To ask the Manager to give a detailed explanation of when single and double yellow lines can be applied for by residents to alleviate parking and the rationale used by the Transportation Department or Traffic Advisory Group (TAG) in applying these principles?”

Reply:

The Traffic Section is currently preparing a Traffic Advisory Group (TAG) policy document, which will outline the statutory signing and lining measures, their application and the rationale used when applying them. This policy document is on the Agenda for the next Transportation SPC Meeting on 10th June 2010.

DLP/325/10
Installation of 2 road signs at Domville Grove, Killiney Hill Road

Question: Councillor C. Devlin

“To ask the Manager to make arrangements to install two road signs at the entrance to Domville Grove, Killiney Hill Road please?”

Reply:

Domville Grove is not in charge of the County Council. However, the issue of identification signs for the estate will be examined by the Area Engineer to see if any improvements can be made to existing arrangements.

DLP/326/10
Repair of road surface at Dalkey DART Station

Question: Councillor C. Devlin

“To ask the Manager to immediately repair the dire surface of the public car park at Dalkey DART station? It should be noted that pedestrians must cross this poor surface and it is a danger in its current state?”

Reply:

This car park is located on Railway Road which is included on this years Road Restoration Programme. The car park will be re-surfaced as part of that job.

DLP/327/10
Relocation of "Cul De Sac" sign at entrance to Torca Road
Question: Councillor C. Devlin

“To ask the Manager to relocate the "cul de sac" sign at the entrance to Torca Road, Dalkey to a more prominent location as it is not visible at all by motorists turning left from Knocknacree Road. It is important that adequate notice is given to motorists because the turning area at the end of the road is exceptionally narrow?”

Reply:

The site was inspected and two existing cul de sac signs are already in place. Traffic Section will endeavour to relocate the cul de sac signs if feasible to a more prominent location for motorists turning left from Knocknacree Road. This will depend on the site conditions present and whether sufficient space exists due to the narrowness of the verges.

DLP/328/10
Improvement of Directional Signage for Vico Road

Question: Councillor C. Devlin

“To ask the Manager to improve the directional signage for the Vico Road by installing a new sign at the junction of Sorrento Road with Ardeevin Road and Knocknacree Road in order to prevent tourists from going up Knocknacree Road in error, as is happening at present?”

Reply:

Vico Road is currently closed to traffic and a diversion is in place via Knock-Na-Cree Road. This is a temporary diversion and when the works on Vico Road are completed the diversion will be removed. Knock-Na-Cree currently has a street name plate at its junction with Sorrento Road which is very visible and the Traffic Section do not believe a directional sign is required.

DLP/329/10
Parallel Dipping of pavements, particularly in the Glenageary/Glasthule area

Question: Councillor J. Dillon Byrne

“To ask the Manager to please ensure that the dipping of pavements to facilitate wheelchairs and pushchairs be parallel with the road, at the edge of the footpath, with particular attention to the Glenageary/Glasthule area?”

Reply:

The dish kerbing at pedestrian crossing points is currently installed with a minimum width of 1200mm and a bulldozed upstand (lip) of 6mm (max.) to flush, to allow wheelchair users ease of access to the footpath from the road. This lip of 6mm is specified to avoid “ponding” of water and subsequent ice formation.
The location of the kerb dishing at pedestrian crossing points is determined from site inspections of locations. The main consideration and of prime importance is Driver Visibility of pedestrians and wheelchair users at corners of junctions.

The junction of Adelaide Road/Hudson Road/Eden Road has been upgraded recently and tactile dishings have been installed on all four arms of this junction. Adelaide Road in the vicinity of the Church Hall (St. Pauls) at Villarea Park/Claremont Villas will be examined with a view to upgrading the existing pedestrian crossing locations.

DLP/330/10
**Taxi Ranks in Dún Laoghaire**

**Question:** Councillor S. Fitzpatrick

“To ask that the Manager to evaluate whether any extra space for a taxi rank can be found in Dún Laoghaire centre as some taxis regularly park on the footpaths or at the bus stops when the taxi rank on Marine Road is full, thereby causing disruption to traffic?”

**Reply:**

The Traffic Section have, in consultation with the taxi drivers and the Gardaí, provided additional taxi spaces in Dún Laoghaire Town Centre as part of the Review of the Bye-Laws in 2008. These bye-laws were adopted by the Council in November 2008 and the additional spaces were provided in 2009. There are currently three taxi ranks in Dún Laoghaire, at Marine Road, George’s Street and Convent Lane. If taxis are parking on the footpath or at bus stops, this is an enforcement issue for the Gardaí.

DLP/331/10
**Installation of Speed Bumps at Beechwood Lawn, Sallynoggin**

**Question:** Councillor S. Fitzpatrick

“To ask the Manager to install speed bumps or traffic calming measures at Beechwood Lawn, Sallynoggin, in the interest of pedestrian safety? Could the manager also address the issue of cars users regularly parking on double yellow lines and grass verges along the road?”

**Reply:**

Dún Laoghaire-Rathdown County Council has no proposals for traffic calming on Beechwood Lawn. Further to requests from residents, double yellow lines were recently placed along one side of Beechwood Lawn. Enforcement of these measures is a matter for the Gardaí.

DLP/332/10
**Double yellow lines on St. Catherine's Road**

**Question:** Councillor S. Fitzpatrick
“To ask the Manager to have the double yellow lines on St Catherine’s Road, Sandycove, reinstated as they have become very faded”

Reply:

St Catherine's Road will be inspected and the double yellow lines will be renewed if required following this inspection.

DLP/333/10
Taxi Spaces in Dún Laoghaire

Question: Councillor H. Lewis

“To ask the Manager to expand the number of taxi spaces in Dun Laoghaire to facilitate the huge increase over the past year with spaces possibly being made available on Eblana Avenue?”

Reply:

The Traffic Section have, in consultation with the taxi drivers and the Gardaí, provided additional taxi spaces in Dún Laoghaire Town Centre as part of the Review of the Bye-Laws in 2008. These bye-laws were adopted by the Council in November 2008 and the additional spaces were provided in 2009. There are currently three taxi ranks in Dún Laoghaire, at Marine Road, George’s Street and Convent Lane. If taxis are parking on the footpath or at bus stops, this is an enforcement issue for the Gardaí.

Eblana Avenue was investigated as part of the Review in 2008 and was not deemed suitable for a taxi rank.

DLP/334/10
Car Parking Facilities in Gleanntan

Question: Councillor H. Lewis

“To ask the Manager to report on any plans made to expand car parking facilities in Gleanntan Loughlinstown?”

Reply:

The following is the text of motion reply to Councillor Lewis at the March Dún Laoghaire Area Committee:

Councillor H. Lewis
"That the Manager, in the interests of safety, remove the bollards located in Gleanntan, Loughlinstown beside (details supplied) to allow more space for vehicles and to accommodate emergency access to the said houses."

Reply :-

This location has since been inspected by the Area Engineer. The layout of the area in the vicinity of these houses is such that any alterations would need to be carefully considered. The bollards were erected to prevent unauthorized vehicular trespass on adjoining Open Spaces.
the bollards were to be altered in any way, substantial work would be required to the road and grass verge layout and there is a lack of resources for such work. If it possible to agree a solution which could be achieved without the need for substantial works, this could be examined and considered for inclusion in the Programme of Works.

Contact: Helen Smirnova, Area Engineer.

Following consideration of this Motion and a discussion at the meeting, an inspection of the site was arranged with Road Maintenance and Estate Management Sections. While it was generally agreed that something needed to be done to alleviate some of the difficulties being experienced here, any alterations to the existing layout would require planning, design and funding.

DLP/335/10
Residents permit parking at Georges Place, Blackrock

Question: Councillor H. Lewis

“To ask the Manager to extend residents permit parking to the Council car park at Georges Place Blackrock?”

Reply:

A survey on the usage of this car park was carried out in 2009. It found that it is used primarily by employees of businesses in the area. Residents may use this car park free of charge from 7pm until 8 am Monday to Saturday. There is no parking control on Sundays.

DLP/336/10
Cleaning of ivy on Stonebridge Road

Question: Councillor D. Marren

“To ask the Manager when will the cleaning of ivy etc. at the bridge on Stonebridge Road be carried out as indicated in the reply to my question of May 6th 2009?”

Reply:

The ivy at the bridge on Stonebridge Road will be removed during June and the parapets will be inspected.

DLP/337/10
Restoration of public light at Corke Abbey

Question: Councillor D. Marren

“To ask the manager to arrange to have the public light outside (details supplied) restored to working order?”

Reply:
The Public Lighting Contractor is informed of the outage, carry out repairs and advise when street light operational.

DLP/338/10
Installation of road markings on Quinn's Road

Question: Councillor D. O’Callaghan

“To ask the Manager to install road markings at the bottom of Quinn's Road near the 8 acre field, i.e. centre road white line etc as the area in question has heavy traffic usage?”

Reply:

The location was inspected and it was deemed the provision of a centre white line would not be appropriate due to the narrow width and nature of the road. Alternative measures such as signing will be examined.

DLP/339/10
Repair to footpath/road from Quinns Road to Corbawn Drive

Question: Councillor C. Smyth

“To ask the Manager to examine and repair the footpath/road, which is prone to flooding at the pedestrian entrance from Quinn’s Road onto Corbawn Drive opposite Shankill Tennis Club and Shankill Bowling Club beside (details supplied)?”

Reply:

Following extensive flooding in this area in 2008, extensive works were carried out by the Drainage and Road Maintenance Sections in an effort to prevent further similar incidents in the area. It is not clear if the area referred to was part of the works described above but it will examined by the Area Engineer to establish if further works are required.

DLP/340/10
Installation of Yellow Box on Wyattville Close

Question: Councillor C. Smyth

“To ask the Manager to install a further yellow box at the entrance to Wyattville Estate on Wyattville Close to facilitate vehicles entering Wyattville Estate?”

Reply:

The provision of another yellow box at Wyattville Close has previously been examined at a TAG meeting with the Gardaí and it was decided that it was not warranted.

DLP/341/10
Provision of loading bay at shops in Ballybrack Village
Question: Councillor C. Smyth

“To ask the Manager to report “on the provision of a loading bay in the vicinity of the shops” in Ballybrack Village?”

Reply:

Traffic Section are examining the option of providing a loading bay in the area currently designated as a Taxi Rank in Ballybrack Village. The level of usage of this taxi rank is low during the day and it is proposed to convert the space to a shared use area where it will operate as a loading bay from 08.00 -19.00 and a Taxi Rank from 19.00 -08.00.

It is intended to discuss this proposal with the Gardai at the next TAG meeting.

DLP/342/10
Extension of yellow boxes at Stillorgan Park

Question: Councillor B. Ward

“To ask the Manager if the yellow boxes at the respective entrances, on Stillorgan Park, to Patrician Villas and Stillorgan Park Avenue can be extended and re-painted so that they function in the context of the greatly increased traffic volume that has resulted from the opening of the Monkstown Ring Road?”

Reply:

The yellow boxes at Stillorgan Park Avenue and Patrician Villas will be renewed, but will not be extended. The yellow boxes have been provided here to prevent traffic blocking these junctions, facilitating cars entering and leaving while traffic might be queued at the lights at peak times. Extension of these boxes would further reduce the efficiency of the junction.

DLP/343/10
Parking enforcement in Blackrock

Question: Councillor B. Ward

“To ask the Manager to provide a report to the Dún Laoghaire Area Committee on parking enforcement in Blackrock, specifically newly metered areas such as Seafort Parade?”

Reply:

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<thead>
<tr>
<th>Blackrock Streets</th>
<th>Tickets Issued</th>
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<tbody>
<tr>
<td>Anglesea Avenue</td>
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<td>Blackrock Street</td>
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<td>Avoca Place</td>
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**Code Explanation:**

- **02a**: Parking within 5 meters of a traffic lights
- **03a**: Parking in a bus stop
- **04a**: Parking within 5 meters of a road junction
- **04b**: Parking opposite a continuous white line
- **04c**: Parking in a taxi stand
- **04e**: Obstructing an entrance
- **41**: Single Yellow Lines
- **42**: Double Yellow Lines
- **04g**: Loading bay
- **07a**: Endangering traffic


<table>
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<tr>
<th>08a</th>
<th>Footway</th>
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<tr>
<td>09a</td>
<td>Pay and display in car park</td>
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<tr>
<td>09f</td>
<td>Parking in a disabled bay in a car park</td>
</tr>
<tr>
<td>09G</td>
<td>overstaying 3 hour parking limit in car park</td>
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<tr>
<td>10a</td>
<td>Pay and display on street</td>
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<tr>
<td>10G</td>
<td>overstaying 3 hour parking limit on street</td>
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<tr>
<td>14a</td>
<td>Parking outside the limits of a bay</td>
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<td>17a</td>
<td>Parking at a school entrance</td>
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<tr>
<td>18a</td>
<td>Parking in a disabled bay in a car park</td>
</tr>
<tr>
<td>39a</td>
<td>Parking in a Cycle track</td>
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**Recovery Percentage**

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<th>Tickets Issued</th>
<th>Tickets Paid to date</th>
<th>% Paid</th>
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<tbody>
<tr>
<td>Jan-10</td>
<td>379</td>
<td>271</td>
<td>71.5%</td>
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<tr>
<td>Feb-10</td>
<td>396</td>
<td>250</td>
<td>63.1%</td>
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<tr>
<td>Mar-10</td>
<td>436</td>
<td>319</td>
<td>73.2%</td>
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<tr>
<td>Apr-10</td>
<td>429</td>
<td>314</td>
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<tr>
<td>May-10</td>
<td>456</td>
<td>185</td>
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Out of 35 tickets issued in Seafort Parade 25 have paid to date =71.42%

**DLP/344/10**

Replacement of “cul-de-sac” signs at Glenomena Grove

**Question:** Councillor B. Ward

“To ask the Manager if the cul-de-sac signs at the entrance to Glenomena Grove can be replaced as they no longer fulfil their function due to disrepair and attrition?”

**Reply:**

The cul de sac signs at the entrance to Glenomena Grove will be replaced.

**DLP/345/10**

"Presentation of the Dun Laoghaire Town BRAND Project."

Wessel Badenhorst, Administrative Officer, County Development Board, DLR. introduced Ms. Elaine Carroll, Project Officer to the Meeting. Ms. Carroll presented her report on Dún Laoghaire Town Brand Project. Following the presentation the Councillors discussed various aspects with regard to funding, people profile of the survey undertaken etc. While the report was welcomed by all it was felt that this area had been visited many times.

It was **AGREED** to support the Project.
INTRODUCTION AND BACKGROUND

Further to a review of the pedestrian movements and the accident statistics on Upper Georges Street, Traffic Section are proposing a scheme to create a more pedestrian friendly environment on this street. This will comprise a raised signalised pedestrian crossing at Corrig Avenue junction, and raised junction tables at Clarinda Park West and Northumberland Avenue junctions.

The proposed scheme will furthermore achieve improved speed management by speed reduction and promote the route as being more attractive to cyclists.

COLLISION STATISTICS

Of the 50 no. collisions recorded from 1990 to 2007 on Upper Georges Street, 37 no. (74%) involved pedestrians. Three of these collisions resulted in fatalities. These three fatal collisions also involved buses.

In the more recent ten year period from 1997 to 2007, there were 29 no. collisions recorded on Upper Georges Street, 22 no. (76%), involving pedestrians, and 1 no. collision resulting in a fatality.

On examining the accident data, it can be seen that the cluster of collisions in the more recent period on Upper Georges Street, between the Peoples Park and Clarinda Avenue has reduced in number. This can most likely be attributed to better driver behaviour, and improvements carried out to public lighting.

The cluster of collisions to the east and west of Corrig Avenue are still significantly higher in this latter period. This is probably due to the speed of vehicles and a lack of pedestrian facilities.

The cluster of collisions at the Marine Road end of Upper Georges St. has reduced significantly. The introduction of a raised table on Upper Georges Street, commencing at Mulgrave Street, and the new signalised pedestrian crossings at Marine Road junction has helped to create a safe environment for all road users, resulting in a lower amount of collisions.

PEDESTRIAN COUNT

Surveys taken in September and October 2008 show that there were a total of 5,361 pedestrians crossing the road at the Upper Georges Street / Northumberland junction between the hours of 8.00 a.m. and 7.45 p.m.

There were a total of 1,112 pedestrians crossing the road at the Upper Georges Street / Adelaide Street junction between the hours of 8.00 a.m. and 7.45 p.m.

There were a total of 1,403 pedestrians crossing the road at the Upper Georges Street / Clarinda Park West junction between the hours of 8.00 a.m. and 7.00 p.m.

NOTE
The number of pedestrians counted crossing the roadway at the Northumberland Avenue junction is significantly high. There has, however, only been one recorded collision at this location, resulting in a minor injury in the recent 10 year period.
The improved safety environment can be attributed to the introduction of a raised platform area at the adjacent Mulgrave Street.

PROPOSAL

It is proposed to place bus friendly raised platforms at the junctions of Clarinda Park West, Corrig Avenue, and Northumberland Avenue, which are evenly spaced between the signal controlled junctions at the Peoples Park and Marine Road. See accompanying drawing no. TT-008-03-09. This will highlight the locations of the junctions and slow traffic.

It is proposed to place a raised signal controlled pedestrian crossing approx. half way along Upper Georges St. at the Corrig Avenue junction. This will allow vulnerable road users to cross from one side of the road to the other in a safe and controlled manner. It will also facilitate a route to the sea via either Haigh Terrace or along Adelaide St. directly to the East Pier.

The materials proposed for these bus friendly tables will be in keeping with those proposed for use on similar raised platforms on the upgrading of lanes taking place immediately south of Upper Georges St., and will be predominately black asphalt in composition.

RECOMMENDATION

Traffic Section proposes to place the Upper George’s St. – Pedestrian Improvement Facilities Scheme out to Public Display. Subject to a favourable response from the consultation process, Traffic Section intends to commence works on site by late summer and ensure that all works are completed by the end of the year. Traffic Management will be coordinated with ongoing works at Marine road / Crofton road. Funding for the works will be directly from the Traffic revenue budget.

DLP/347/10
"Report on Proposed Road Safety Measures for Killiney Hill Road at junction of Military Road and on approach roads".

BACKGROUND

In 2008 a report of traffic calming was commissioned by DLRCC. The Prioritisation of Traffic Calming Schemes in the Dun Laoghaire Rathdown County Council Area Report assessed various roads throughout the county, and a priority ranking was developed to identify the schemes most in need of traffic calming where funding could be identified. Despite Killiney Hill Road being ranked number 3 on the Priority Traffic Schemes list, DLRCC decided to include it as an AIP scheme following a review of the data, due to the number of accidents on this road.

Killiney Hill Road is a narrow, winding road with significant gradients. Sight lines are often restricted, and a large number of domestic dwellings have their entrances directly off the road. There are a number of unprotected poles (Eircom and ESB) at the edge of the carriageway carrying overhead cables and public lighting heads. As a result the lighting heads are spaced large distances apart, the light spill is also impacted upon by the number of mature trees along the road. Footpaths are on one side of the road only along this section, and are narrow.

A number of measures have already been carried out by DLRCC to improve road safety along Killiney Hill Road, such as traffic calming measures between Killiney Road and Victoria Road, anti skid material was laid on approaches to junctions, installation of road studs near junction
with Military Road, improvements to road markings and installation of a speed alert sign. Initial data indicates that these measures have been successful in achieving a reduction in 85th percentile speeds from 56.3km/h to 49km/h.

Due to lack of funding for significant road safety improvement measures along the full length of Killiney Hill Road, DLRCC has had to investigate where and how low cost measures are best placed to achieve road safety improvements. Investigation into Reported Accident Data indicated that there have been a number of accidents in the vicinity of the junction with Military Road, it was decided to concentrate available funding on measures which would reduce speeds in this area. A scheme design was developed and displayed for comments.
PROPOSED SCHEME
A report was prepared for the March Area Committee Meeting outlining how the proposed scheme would achieve improvements in safety for various modes of travel in the area – vehicles, pedestrians, cyclists.

The proposed scheme is approximately 260m in length between the existing speed alert sign at Villa Marie (North of the junction with Military Road), down to, and including the junction with Military Road, and approach roads.

The scheme contains the following proposed elements (see Appendix A):

- 4-way Stop at junction of Killiney Hill Road with Military Road
- Right turn ban from East side of Military Road, northbound onto Killiney Hill Road
- Ramps on the Northern side of the junction between existing Speed alert sign at Villa Marie and Military Road
- Upgrading of public lighting heads between Villa Marie and Military Road junction
- Maintenance of existing surface water drainage
- Tree pruning to maintain adequate light spill from public lighting
- Extension of the centreline road studs between Church Avenue and Villa Marie
- Edge of carriageway markings between Villa Marie and Military Road
- Painting/highlighting low kerbs between Church Avenue and Military Road

NON-STATUTORY PUBLIC CONSULTATION
The scheme “Proposed Road Safety measures on Killiney Hill Road at Military Road Junction and on approach roads” was designed, a report prepared and was noted by Councillors at the Dun Laoghaire Area Committee at the meeting on 1st March 2010.

The scheme was advertised in local papers (Southside People, Gazette and on DLR website) and was put on public display as part of a non-statutory public consultation process in both Dun Laoghaire Town Hall and Dalkey Library for a period of four weeks from Thursday 8th April 2010 to Monday 10th May 2010, inclusive.

Some submissions were received after the closing date of 10th May 2010, due to the fact that this was a non-statutory public consultation these late submissions have been considered. DLR has made every attempt to take account of all submissions received.
SUMMARY OF PUBLIC CONSULTATION ISSUES

A total of 26 submissions were received. The issues raised are summarised and listed in Appendix B.

62% of all submissions received indicated support for the proposals, stating speed reduction measures are needed along Killiney Hill Road, and 54% of all submissions indicated they would like to see the scheme extended.

The main issues are summarised as follows:
1. Request that ramps be extended (mainly South of the junction towards the junction with the Shanganagh Road) 54%
2. Removal of the proposed right turn ban from the scheme 38%
3. Expressed concern about operation of the 4-way Stop 19%
4. Requested Traffic lights 15%
5. Objects to making Military Road one-way (this was not proposed) 8%

Extension of the Road Safety Improvement Scheme

It was requested the ramps be extended either along the full length of the road, or between Military Road and the roundabout at the Shanganagh Road, with some requests to include ramps on Seafield Road and Shanganagh Terrace.

Response

Previously funding has been applied for from the Department, but no funds have been allocated. Despite this, DLRCC are committed to providing some form of low cost road safety improvements along Killiney Hill Road. Reported accident data was used to identify areas in need of particular attention, hence works were concentrated near Military road.

DLR will seek to provide additional ramps along Killiney Hill Road between Military Road and Seafield Road where funds allow, if construction cost savings can be achieved. Limited funding is the reason the scheme cannot currently be extended. These proposals do not preclude the future provision of further road safety measures.

Traffic count data indicates a very low volume of traffic turning right from Military Road, Northbound onto Killiney Hill Road. The right turn ban will result in this small volume of traffic being diverted onto Seafield Road. This volume of traffic is not significant, and will not require additional measures on Seafield Road.

Removal of the proposed right turn ban from the scheme

Ten submissions objecting to the right turn ban were received. Objections were made on the grounds that it would be an inconvenience, that it would bring additional traffic along Seafield Road, and into Ballybrack, and also that sight lines are poor at Seafield Road and Strathmore Road junctions with Killiney Hill Road.

Response

The right turn restriction was proposed as the sight lines for this manoeuvre are restricted, with vehicles having to pull forward into the oncoming traffic lane to get a clear view of approaching vehicles. This traffic will be diverted onto Seafield Road which is wider, straighter and has better sight lines.

There is not a significant amount of traffic making this turning manoeuvre. The right turn manoeuvre can then be completed at the junction of Seafield Road with Killiney Hill Road, a junction with slightly improved sight lines compared with that at the junction of Military Rd.

This will also slightly reduce the Northbound traffic from East side of Military Road at the 4way Stop, which will improve driver decision times along the major approaches (along Killiney Hill Road axis). The proposed right turn ban will remain a part of the scheme.
Comments on the operation of the 4way Stop.
Comments were received indicating the 4way Stop would not have any great benefits, other than to slow traffic through a hazardous junction. Others indicated it may cause confusion.

Response
DLR propose to introduce this 4way Stop as a Pilot scheme for this County, to improve road safety through this junction by significantly reducing vehicle speed, and improving the requirement for sight distances through the use of Stop lines. It has been confirmed that there are a number of 4way Stops in operation across the Country, which appear to work quite well, while achieving a reduction in the number of accidents. DLRCC have consulted with the Gardai, who have no objections to the scheme.

Drivers are being instructed to come to a Stop, they should only proceed through the junction when it is safe to do so. How they decide to proceed again is a function of good driving and consideration. Forcing vehicles to Stop will give drivers time to assess opposing traffic, pedestrians and cyclists. Pedestrians will also be able to make the decision to cross the junction from the path - where they can clearly see all the Stop lines.

Ramps are being provided in advance of the junction to ensure vehicles speeds are reduced especially on the steep downhill approach to Military road junction, to facilitate adequate breaking distance before the Stop.

The proposed 4way Stop should work efficiently during off-peak times. However, there may be issues about the efficiency of the junction initially during the two hour morning and evening peaks. DLRCC will monitor the junction with CCTV survey as soon as it is installed to ensure the junction is operating safely, and will report back to the Gardai. In the event that driver behaviour becomes a concern, the current junction operation can easily be reinstated (retaining priority along Killiney Hill Road) by the removal of two of the Stop signs and Stop lines. The ramps would still remain to control speeds on the downhill approach.

Existing sight lines at junction need to be improved
Submissions were received requesting that walls be knocked at this junction to widen the junction and improve sight lines for drivers, and pedestrians, it was commented that land has been offered to DLRCC as part of proposed development.

Response
The 4way Stop is proposed as a low cost measure to improve safety at the junction. There are proposals to widen part of the junction of Killiney Hill/Military Road as part of planning conditioning, providing additional footpath. However, this is dependant on when or if this planned development goes ahead. The lands at the corners of the junction are privately owned, acquiring these lands is outside the scope of this proposal. The 4way Stop is proposed as a low cost measure to improve safety at the junction, it will allow drivers at a Stop line to have a clear view of traffic at the other Stop lines, before making the decision to move forward into the junction. Pedestrians will also have a clear view of the Stop lines from the footpath before deciding to cross the road.

Suggest traffic lights
A standard traffic light arrangement cannot be accommodated within the current junction layout due to the available space. There is not enough available space to provide additional footpaths on each corner of the junction to facilitate standard signalised pedestrian crossings. The lands at the corners of the junction are privately owned, acquiring these lands is outside the scope of this proposal. There are proposals to widen part of the junction of Killiney Hill/Military Road as part of planning conditioning, however, this is dependant on when or if this planned development goes ahead. In the interim, dishing of the footpaths will be carried out to assist mobility impaired.

Objections to the implementation of a one-way system on Military Road
There are no proposals to make Military road one-way as part of this scheme.
Consider a mini-roundabout layout at this junction
A mini roundabout cannot be provided at this junction, due to the physical space restrictions which limit turning movements, and sight line issues as longer sight distances are required for Yield type controls, than for Stop controls.

Excessive speeding on Killiney Hill Road
Initial data from the Speed Alert sign at Villa Marie indicates that a reduction in vehicle speeds has been achieved along Killiney Hill Road from 56.3km/h to 49km/h. However, DLRCC is still committed to providing measures to achieve further reductions in speed, hence this scheme is being proposed.

No effective Garda Control of Speeding
The Enforcement of speeding violations is a matter for the Gardai, comments will be forwarded to them.

Change speed limit to 30km/h between Shanganagh Road to Dalkey
30km/h speed limits are used only by DLRCC in areas where the needs of vulnerable road users takes precedence over the needs of vehicular traffic, i.e. where there are very high numbers of pedestrians, such as Georges St Dun Laoghaire, Broadford Road Ballinteer where there are six schools. A speed limit is a bye-law (reserved function) which takes lengthy consultation and approval of the full council to change. A county-wide speed limit review has recently been adopted, so any further change to the existing speed limit is outside the scope of this scheme.

Proposals encourage vehicles to speed up between Military Road & Bayview
The proposals seek to achieve a reduction in vehicle speeds via road safety improvement measures, at the junction where drivers must come to a full Stop. A 50km/h speed limit is in place along the full length of the road. DLR will seek to provide additional ramps along Killiney Hill Road between Military Road and Seafield Road where funds allow.

Against measures which impede the flow of traffic due to concerns for cyclists
The purpose of the 4way Stop is to slow vehicle speeds through the junction. Where reductions in vehicle speed can be achieved, a corresponding reduction in accident severity can be achieved. Currently sight lines at the junction are poor and drivers often pull forward into the oncoming traffic lanes to get a clear view of approaching traffic. The 4way Stop will allow drivers at a Stop line to have a clear view of traffic (incl cyclists) at the other Stop lines, before making the decision to move forward into the junction.

Objection to ramp directly outside house, request it is relocated elsewhere
Ramps are proposed to slow traffic before the junction with Military Road on the downhill approach. This location has also been chosen to avoid entrances to domestic dwellings and to keep the ramp near a public lighting column for visibility. The location of the ramp here also keeps the ramps evenly spaced. The ramps proposed are bus-friendly flat top ramps with a shallow 1:15 entry slope, so it is not anticipated that there will be a significant amount of noise generated by vehicles braking sharply. Asphalt ramps are proposed which have better noise reduction properties than brick ramps.

Consider junction with Strathmore Road, shrubs restrict sight lines
Limited funding is the reason the scheme cannot currently be extended. The planting issue is not a public consultation issue relating to the above scheme, but this will be progressed in conjunction with the Roads Maintenance section.

Improve safety by making Killiney Hill Road one-way heading Northbound
A number of submissions were received requesting that a one-way system should be introduced on Killiney Hill Road to prevent speeding and improve safety, but this is not being considered at this time.
**Repair the badly damaged road surface**
This is not a public consultation issue relating to the above scheme but is an issue for the Roads Maintenance Section. There are plans to resurface part of Killiney Hill Road between Victoria Road and Strathmore Road later this year.

**Information was sought on proposals near Holy Trinity Church, Carry Hall**
Response was sent stating this area was outside the scope of the proposed scheme.

**Maintain plant growth at the junction with Strathmore Road**
The planting issue is not a public consultation issue relating to the above scheme, but this will be progressed in conjunction with the Roads Maintenance section.

**Include ramps on Shanganagh Terrace**
DLR previously commissioned the Prioritisation of Traffic Calming Report to identify and prioritise roads most in need of traffic calming where funding can be identified. Shanganagh Terrace was not considered, as it is a cul-de-sac which does not have significant traffic or pedestrian flows. There are no plans to provide traffic calming here in the foreseeable future. Current funding restrictions have already limited the road safety measures which can be provided along full length of Killiney Hill Road.

**There is no anti skid on Northbound approach to Seafield junction**
Anti skid was used on the approaches to Military Road junction as reported accident data indicated a number of accidents occurred at this location.

**CONCLUSION**
This report is being presented for the information of the Area Committee Members.

DLR will implement the road safety measures as advertised. DLR will seek to provide additional ramps along Killiney Hill Road between Military Road and Seafield Road, if funding becomes available.

DLRCC propose to implement the scheme within the next few months, and will monitor driver behaviour to ensure the 4way Stop is operating safely.

Appendix A – Drawing of proposed scheme (file attached)

Appendix B – Submission list

<table>
<thead>
<tr>
<th>SUB NO</th>
<th>ADDRESS</th>
<th>SUMMARY OF ISSUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>82</td>
<td>(details withheld)</td>
<td>Land has been offered to DLR as part of Kilmarnock Development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Suggests traffic lights</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No great benefit to four way Stop</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Objects to No right turn</td>
</tr>
<tr>
<td>81</td>
<td>(details withheld)</td>
<td>Objects to making Military road a one-way system</td>
</tr>
<tr>
<td>SUB NO</td>
<td>ADDRESS</td>
<td>SUMMARY OF ISSUE</td>
</tr>
<tr>
<td>--------</td>
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</tr>
<tr>
<td>80</td>
<td>3</td>
<td>Repair the badly damaged road surface – potholes, etc.</td>
</tr>
<tr>
<td>79</td>
<td>4</td>
<td>Consider a mini-roundabout layout at the junction No right turn would be an inconvenience</td>
</tr>
<tr>
<td>78</td>
<td>5</td>
<td>Proposed changes do not go far enough, they will only slow traffic through a hazardous jnct Speeding on KH Rd is an issue No effective Garda Control of Speeding Pedestrians have no sight lines of traffic coming down hill The proposals further encourage speeding up towards the high density area of Bayview. Provide ramps on South side of Military Road and extend to Bayview Estate.</td>
</tr>
<tr>
<td>77</td>
<td>6</td>
<td>Against any measure that would impede the flow of traffic i.e traffic lights, as it could be dangerous for cyclists Does not think Right turn ban will mean an improvement, it might mean more traffic into Ballybrack.</td>
</tr>
<tr>
<td>76</td>
<td>7</td>
<td>Wall at new houses should be knocked to improve sight lines Cannot see proposed changes improving this sight line issue</td>
</tr>
<tr>
<td>75</td>
<td>8</td>
<td>Please extend ramps on Southern side of junction</td>
</tr>
<tr>
<td>74</td>
<td>9</td>
<td>The 4-way stop may be confusing for drivers to understand. Traffic coming downhill may have difficulty stopping Right turn ban will push traffic onto Seafield Road making this road more dangerous Traffic signals are the only solution Worried that road south of Military Road junction is being ignored</td>
</tr>
<tr>
<td>SUB NO</td>
<td>ADDRESS</td>
<td>SUMMARY OF ISSUE</td>
</tr>
<tr>
<td>--------</td>
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</tr>
<tr>
<td>73 10</td>
<td>(details withheld)</td>
<td>Requested additional information relating to the area at Holy Trinity Church, and Carry Hall.</td>
</tr>
<tr>
<td>72 11</td>
<td>(details withheld)</td>
<td>Change speed limit to 30km/h between Shanganagh Road to Dalkey. The full road would benefit from ramps. The full road would benefit from Garda Speed monitoring.</td>
</tr>
<tr>
<td>71 12</td>
<td>(details withheld)</td>
<td>Consider junction with Strathmore Road. Shrubs and high wall restrict sight lines. Use tarmac ramps similar to Granitefield road.</td>
</tr>
<tr>
<td>70 13</td>
<td>(details withheld)</td>
<td>Maintain plant growth at junction of Strathmore Road.</td>
</tr>
<tr>
<td>69 14</td>
<td>(details withheld)</td>
<td>Include 2-3 small traffic calming ramps on Shanganagh Terrace to deal with speeding.</td>
</tr>
<tr>
<td>68 15</td>
<td>(details withheld)</td>
<td>Disagrees with the Right turn ban based on traffic count and length of detour.</td>
</tr>
<tr>
<td>67 16</td>
<td>(details withheld)</td>
<td>4-way Stop could cause confusion over right of way.</td>
</tr>
<tr>
<td>111 17</td>
<td>(details withheld)</td>
<td>Provide overdue measures to reduce excessive speed b/w Military Rd and roundabout at end of Killiney Hill Rd, concentrate efforts b/w Military rd and Shanganagh rd. Road is extremely dangerous.</td>
</tr>
<tr>
<td>112 18</td>
<td>(details withheld)</td>
<td>Supports 4was stop, ramps, markings, etc. Object to right turn ban based on restricted sight lines at Seafield rd jnct. The main problem is large nr of cars on Killiney Hill Road speeding and using it as a rat run.</td>
</tr>
<tr>
<td>SUB NO</td>
<td>ADDRESS</td>
<td>SUMMARY OF ISSUE</td>
</tr>
<tr>
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</tr>
</tbody>
</table>
| 109    | (details withheld) | Extend traffic calming to South section to Seafield Road  
Traffic lights preferred instead of 4-way Stop.  
Sight lines are an issue.                                                                 |
| 104    | (details withheld) | Agrees with measures  
Consider additional measures to reduce volumes and speeds on rest of road (ramps or one way system) as it is difficult to exit from Shanganagh Tce |
| 105    | (details withheld) | Does not feel that 4-way stop and turning restrictions will be effective  
Investigate one-way system with current plans  
Consider South of junction with Military Road |
| 106    | (details withheld) | Objects to right turn ban  
No measures to calm traffic are shown for Seafield Rd or Killiney Hill Rd to cope with extra traffic  
No calming is shown South of juct with Military Road  
There is no anti skid on Northbound approach to Seafield junction  
Kilmarnock development is to give contribution to the Council and land, why is this not included in proposals  
Has concerns about pedestrians, blind, disabled at 4way stop  
Council missed the opportunity to put in place any road safety measures at Ballybrack House  
Killiney Hill Rd is a rat-run and needs to be looked at in its entirety, and combined with current plans |
| 107    | (details withheld) | Why no ramps shown South of Military Road to the roundabout where speeds build up. |
| 108    | (details withheld) | Welcome the works  
Objects to right turn ban  
Request ramps on Seafield Road as part of these measures |
| 110    | (details withheld) | Concerned Military Road may be changed to one way system  
Opposed to right turn ban |
A hand written report signed by Councillors Carrie Smyth, Maria Bailey, Jane Dillon Byrne and Denis O'Callaghan with the following was presented to the Chairperson for inclusion:-

Support the report on Proposed Road Safety Measures for Killiney Hill Road at Junction of Military Road and on approach roads subject to the following amendments:-

- Remove right turn ban from Military Road and Killiney hill Road from Scheme subject to review after 3 months
- Install one extra ramp between Military Road /Killiney Hill Road Junction and Domville Grove/Killiney Hill Road junction into scheme

DLP/348/10
"The Metals Walkway Post Public Consultation Report"

Background

To support the Governments Sustainable Travel Policy "SmarterTravel" the Smarter Travel Project Fund was set up by the Department of Transport. This is a fund of approximately €15 million that will run over 5 years, resulting in an annual total of around €3 million being available to support projects. The fund is aimed at supporting small sustainable transport projects that can deliver real and measurable changes at a local level, or for example, overcome specific local barriers to more sustainable choices. The deadline for applications was September 9th 2009.

Dún Laoghaire-Rathdown was successful in a number of applications to this fund, and in particular was successful in securing funding of €202,000 from the Department of Transport to upgrade The Metals between Dún Laoghaire and Dalkey. This funding is only available in 2010 and it will be lost if the project is not completed within the year.

The Smarter Travel Project Fund for 2010 is approximately €3 million for all of the projects Countrywide. The Department of Transport recognised that this project will have a positive benefit to the area and have invested a large proportion of the fund to it. This project is also in line with objectives 1,2, 4,5 and 6 of the National Cycle Policy Framework (These objectives are included in Appendix A)

What is “The Metals”?

The Metals was originally laid out in 1817 as a truck railroad, paved with cast iron rails, designed to bring horse-drawn trucks laden with granite from the quarry for the construction of the Harbour at Dún Laoghaire. Initially it was intended that a single pier be constructed, but this was soon amended to provide two piers enclosing an area of about 100 hectares of water. The main period of construction of the piers lasted almost twenty years until the completion of their full length in 1836. Stone was still required for more than twenty years after this, however, with
the addition of further piers and wharfs and the construction of other facilities, not to mention the final completion of the ends of the two piers in the 1840s.

The Metals walkway as it stands today provides a link between Dún Laoghaire and Dalkey with 10 junctions at various locations along its length (approximately 3.5km). This walkway provides an attractive route for pedestrians and cyclists to a number of facilities that include:

- 3 Dart Stations
- Schools
- Recreational facilities such as Dún Laoghaire Harbour, Peoples Park, Killiney Hill Park and Dalkey Hill
- Shopping in Dún Laoghaire

At present this walkway is quite well used and it is hoped that any improvements will encourage increased use by pedestrians and cyclists.
Public Consultation and recommendations

A report on the proposals for the Metals was brought to the April meeting (2010) of the Dún Laoghaire Area Committee. Following this a non statutory public consultation was undertaken. This consultation ran from Monday 19th April – Friday 14th May. An advertisement was placed in the Southsider and the Dún Laoghaire Gazette. A display was set up in the concourse of the County Hall in Dún Laoghaire and copies of the proposals were made available in Dún Laoghaire and Dalkey libraries. Information was placed on the Councils website and an email address was provided for submissions. A leaflet was developed and distributed to over 5,000 houses (within a 750m radius of the Metals) inviting submission on the scheme.

In total 115 submissions were received (a summary of these is included in Appendix B).

There was overwhelming support for the scheme.

Below is a summary of the issues raised during the public consultation. Recommendations for action/addition to the scheme are provided.

Dog Dirt

The single biggest issue identified during the consultation is the volume of dog fouling that occurs on the Metals. Although the route is swept this is not an efficient way of removing dog dirt. There is a lack of rubbish bins along the route, which may encourage dog owners to allow their dogs to foul the walkway.

Currently there is only one rubbish bin along the Metals. Although dog owners are responsible for their dogs regardless of the number of bins, the provision of additional bins may encourage owners to keep the route clean.

The Transportation Department has been in consultation with the Environment Department who intend to provide a number of new bins along the route as part of this scheme. Bins will be provide at the following locations along the Metals:

- Moran Park
- Peoples Park
- Summerhill Road
- Magenta Place
- Adelaide Road
- Albert Road
- Barnhill Road

It is also intended to replace the existing dog fouling signs with new signs to inform people of their responsibility in relation to dog fouling.
Anti Social Behaviour (Drinking along the Metals, Lack of Safety, CCTV, Escape Route for thieves)

The Traffic Section consulted with the Gardaí in Dún Laoghaire. It is not practical to provide CCTV along the length of the route but when construction work is being carried if possible ducting will be provided to allow for any future provision of cameras.

The Gardaí currently patrol the Metals on bikes. Any complaints relating to anti social behavior are responded to in a swift manor.

Expenditure justified?

A number of submissions were received that suggested Dún Laoghaire-Rathdown intends to spend €15m on the Metals upgrade. This is not the case. The governments Smarter Travel Project fund for the entire country is €15m. Dlr applied under the Smarter Travel competition and was awarded €202,000 for this scheme.

This funding is scheme specific and must be spent in the current year on this project. Some comments were received that suggested the money could be better spend on relining and localised road maintenance in other areas. It is not possible to spend the funding in this way and these comments have been forwarded to the relevant section for inclusion in their maintenance programmes.

Signage

A variety of signs will be provided as part of this upgrade:

- New name plates will be provided at the junctions along the Metals to inform users what road they are on and inform road users that the road is a junction of the Metals
- Directional signs will be placed along roads with links into the Metals e.g. Silchester Road to inform users of these locations
- New directional signs will be placed along the Metals, which will show how long it takes to cycle and walk to locations e.g. Dún Laoghaire and Dalkey. It is hope that these signs will encourage more users onto the Metals when they realise that you can safely walk and cycle quicker than it takes to use the main routes.
- Cycle etiquette signs will be placed to remind cyclists of their responsibility to yield to pedestrians

Examples of these signs can be seen in Appendix D

The “Flags”

Comments were received requesting that work be carried out near the Flags. The Flags is the section of the Metals that runs from Dalkey Avenue to Dalkey Quarry. It is an area of historical interest and it is not planned to carry out any works in this area during this project. The historical route will be included in our map boards and signage will be provided to make users aware of the route but no infrastructure changes will take place.

Segregation

It was suggested in a number of submission that the Metals should be segregated i.e. dedicated cycle lanes be marked along the route.

In certain areas segregation is very effective but it is not appropriate for this route for a number of reasons.
• The Metals is on average 3m wide along the route. If the walkway was segregated this would leave 1.5m for cyclists and 1.5m for pedestrians. This is not sufficient space for two-way traffic for either user.
• If dedicated cycle lanes were provided it would encourage cyclists to travel at a higher speed as they would not be expecting to encounter pedestrians in a cycle track
• Segregation can lead to conflicts between users where pedestrians / cyclist are in the wrong lane.

Maintaining the route as a shared space allows all users to mingle and is more in keeping with this type of facility. This gives cyclists more scope to weave and manoeuvre though pedestrian traffic. This will keep the speed of cyclists low. Cyclists will be required to give pedestrians priority.

Cycling Etiquette

As this is a shared area it is intended to provide signage that will encourage good cycling etiquette e.g. cyclists yield to pedestrians. These signs will further enforce that pedestrians have priority over cyclists on this route.

Examples of these signs are included in Appendix D

Space for Local Painters

The Transportation Department has contacted the Arts Office to investigate if it will be possible to allow space for local painters to sell their works along the Metals. The area adjacent to the Peoples Park has been suggested as an appropriate location as it would tie in well with the Farmers Market. At the time of this meeting no confirmation had been received regarding this provision but this option will continue to be pursued.

It has been suggested that an area along the Metals be provided for an art competition. The winning entry would be painted along a section of the Metals. This option is also being pursued.

Overgrown Hedges

All householders with vegetation encroaching onto the public road have been served with hedge cutting notices.

Un maintained land along the DART

The Transportation Department will contact Irish Rail requesting that the area between the DART line and the Metals is maintained.

Regular Cleaning (debris and glass)

The Environment Department currently sweep the Metals from Glasthule to Dún Laoghaire every week. The entire route is swept once a month. It should be noted that mechanical sweeping does not remove dog dirt effectively. It is not proposed to increase the frequency that the route is swept.

The Metals is also sprayed for weeds when required.

Pedestrian Push button units turned off at night

There are two sounds emitted from a pedestrian push button unit.

A locator tone is used to assist visually impaired users to locate the crossing and the push button unit. This is the constant beeping sound emitted from the unit. It is possible to switch off
the locator tone at night, which removes the constant sound emitted from the lights. The tone can also be reduced to a lower setting during the day.

A crossing tone signals that it is safe to cross and guides visually impaired users to the other side. It is not possible to switch off the crossing tone, as this is a legal requirement for the crossing. It can however be reduced to a lower tone. This tone will only activate when the button is pressed and someone is crossing.

When installing new traffic signals every effort will be made to reduce the impact these signals will have on the nearby homes.

Queens Road Pavilion Car Park Junction

This junction will be upgraded as part of the covering over of the Metals project being carried out by the Architects Department.

Cars driving down the Metals

Bollards and signage will be erected to prevent cars from driving down sections of the Metals (particularly at Atmospheric Road)

Vandalism of information boards

It has been suggested that providing information boards along the Metals would be a waste, as they would be vandalised. The Traffic Section believes that this is not a sufficient reason to omit the boards from the Scheme. The Traffic Section will install the boards in more visible locations to help reduce the chance of vandalism.

Ponding at Castlepark Rd

The Traffic Section has been in consultation with the Road Maintenance Section. Localised resurfacing will be carried out to remove any ponding issues along the route.

Ardbrough – Dalkey Avenue

A number of submissions requested that the project be extended as far as Ardborough Rd to tie into the Flags section of the historical Metals route. This scheme runs along the Metals as far as Dalkey Avenue. The Dalkey Avenue AIP Scheme will also tie in to these proposals. The map boards and signage will direct users along the historical route up to Ardbrough Road but no infrastructure works will be carried out in this area. If this project is a success there may be scope to carry out works in this area as part of a phase 2, subject to funding.

Mirrors for pedestrian visibility

The Traffic Section does not install mirrors as they can lead to distance distortion and may not accurately show traffic. They are also subject to vandalism.

See through sides of bridges

The option of improving visibility on bridges along the route is not within the scope of this scheme.

Additional planting at the triangle at Silchester Road

The Traffic Section will consult with the Parks department with a view to upgrading this area.
Fun things for kids along the route

A submission was received suggesting that fun things for children to do be provided along the route e.g. sums and hop scotch. There is very limited space along the Metals but there may be scope to include something at the triangle close to the Silchester Road section of the Metals.

No Road closure during infrastructure works

The Traffic Section will facilitate the movement of pedestrians and cyclists during the upgrade works. The works will be carried out with as little restrictions as possible

Even smooth surface over the route

Localised resurfacing will be carried out to improve poor sections of the walkway

Granite bollards that were removed reinstated

Comments relating to the removal of granite bollards in the past will be forwarded to the relevant department. This project will not be removing any existing granite structures

Rented bikes

The provision of rented bikes within Dún Laoghaire is outside the scope of this project.

Distance markers

Kilometre markers will be provided along the route as part of the Slí na Slainte scheme.

Reduce stopping at junctions for cyclists

Sensors will be provided in advance of a number of the junctions that will give cyclists a “green bike phase” before they reach the junction to reduce stopping at the junctions.

Zebra crossings vs Toucan crossings

Zebra crossings rely on drivers to yield to pedestrians. The visibility on a number of the junctions along the Metals is poor and providing toucan crossings (“two can cross” is a signalised crossing for pedestrians and cyclists) would ensure that cars stop to allow pedestrians to cross.

Pedestrian crossing on Dalkey Avenue

Pedestrian facilities on Dalkey Avenue will be improved as part of the Accident Investigation and Prevention scheme that is proceeding on site this year. Ramps will also be installed on Dalkey Avenue in the future, which will reduce the speed of cars and improving road safety.

Suggests continuing the route to Dalkey Village, Killiney Hill car park and link into Sutton to Sandycove

This project deals with the area from the Peoples Park to Dalkey Avenue. Future phases of the project may be able to continue the route. Facilities on Dalkey Avenue will be improved as part of the Dalkey Avenue Accident Investigation and Improvement Scheme.

Speed Ramp on Dalkey Avenue
Ramps will be provided on Dalkey Avenue as part of the accident investigation and prevention scheme. Other improvements on Dalkey Avenue including junction tightening, tactile paving and a mini roundabout will be installed this year.

Removal of overhead ESB cables

The removal of overhead cables is outside the scope of this project.

Designated areas for dogs to use

It has been suggested that designated areas for dogs to relieve themselves be provided to reduce the amount of fouling on the Metals. While this may improve the situation there is not sufficient space on the Metals to provide these areas (on average the walkway is 3m wide)
Shelters for walkers

There is not sufficient space to provide shelters for walkers along the route. Providing shelters may encourage people to congregate increasing the chance of anti social behaviour.

Drainage

The Environment Department has given a commitment to have all of the gullies along the Metals cleaned.

Stability of garden walls

The stability of walls along the Metals has been forwarded to the relevant department.

**Open the section between Barnhill Road and the Metals as a nature trail**

Opening this location as a nature walk is outside of the scope of this project.

The removal of trees

No trees will be removed as part of this project. Some trees may be trimmed if they are reducing the effectiveness of public lighting or causing an obstruction to users.

Keep signage small and to a minimum

Excessive signage will detract from the route and it will be kept to a minimum.

Reduce the height of the wall to improve the view

The height of the wall adjacent to the DART was chosen at the time of construction due to its proximity to the DART line. It would not be appropriate to reduce the height of this wall.

**Metal Tracks For Bikes on Steps**

The provision of metal tracks for bikes on steps can be an advantage in some areas where steps pose a barrier to permeability. These railings would not be suitable along the Metals as the alternative route is short. The visibility of the steps as you exit onto the Metals is also quite poor and facilitating bikes on the steps may increase the chance of conflict.
Appendix A
Nation Cycle Policy Framework Objectives

Objective 1: Support the planning, development and design of towns and cities in a cycling and pedestrian friendly way.

Objective 2: Ensure that the urban road infrastructure (with the exception of motorways) is designed / retrofitted so as to be cyclist – friendly and that traffic management measures are also cycle friendly.

Objective 4: Provide cycling-friendly routes to all schools, adequate parking facilities within schools, and cycling training to all school pupils.

Objective 5: Ensure that all of the surfaces used by cyclists are maintained to a high standard and are well lit

Objective 6: Ensure that all cycling networks – both urban and rural – are signposted to an agreed standard.

Appendix B
Summary of Submissions

<table>
<thead>
<tr>
<th>No</th>
<th>Name / Date Received</th>
<th>Submission</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>(details withheld)</td>
<td>Main deterrents to the Metals are – lack of safety and dog dirt. Supportive of the project.</td>
</tr>
<tr>
<td>2</td>
<td>(details withheld)</td>
<td>The amount of dog dirt deters him from using the Metals.</td>
</tr>
<tr>
<td>3</td>
<td>(details withheld)</td>
<td>Main issues are dog dirt and broken glass. Large sections of unmaintained land between the Metals and Dart Line. Is the expenditure justified?</td>
</tr>
<tr>
<td>4</td>
<td>(details withheld)</td>
<td>Supportive of scheme. Dog dirt and Broken Glass an issue. Would like CCTV cameras, Would like to see it segregated. Tidy along the Dart Line.</td>
</tr>
<tr>
<td>5</td>
<td>(details withheld)</td>
<td>Supportive of scheme. Concern regarding cycling etiquette and possible conflict with pedestrians.</td>
</tr>
<tr>
<td>6</td>
<td>(details withheld)</td>
<td>Dog Dirt.</td>
</tr>
<tr>
<td>7</td>
<td>(details withheld)</td>
<td>Provide outdoor space for local painters to display and sell their works.</td>
</tr>
<tr>
<td>8</td>
<td>(details withheld)</td>
<td>Supportive of the scheme. Would like to see the hedges cut back, CCTV, signage, regular cleaning and bins for dog dirt.</td>
</tr>
<tr>
<td>9</td>
<td>(details withheld)</td>
<td>Dog dirt. Supportive of the project.</td>
</tr>
<tr>
<td>10</td>
<td>(details withheld)</td>
<td>Feels funds could be better spent elsewhere. Wants the illegal drinking and drug taking removed.</td>
</tr>
<tr>
<td>11</td>
<td>(details withheld)</td>
<td>Dog dirt.</td>
</tr>
<tr>
<td>12</td>
<td>(details withheld)</td>
<td>Supportive of scheme. CCTV, Dog Dirt and concerned about sound of push button units at night.</td>
</tr>
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</tr>
<tr>
<td>13</td>
<td>(details withheld)</td>
<td>Would like to see the junction of Queens Road and Pavillion car park upgraded</td>
</tr>
<tr>
<td>14</td>
<td>(details withheld)</td>
<td>Dog dirt</td>
</tr>
<tr>
<td>15</td>
<td>(details withheld)</td>
<td>Measures needed to stop cars travelling down the Metals at Atmospheric Road. Noise of push button units. Information boards will be subject to vandalism. Against CCTV. Pond at Castlepark Road needs to be cleaned. Graffiti a problem.</td>
</tr>
<tr>
<td>16</td>
<td>(details withheld)</td>
<td>Supportive of the scheme</td>
</tr>
<tr>
<td>17</td>
<td>(details withheld)</td>
<td>Strongly supportive of scheme. Would like the blockage at Clay Hill to be removed, traffic lights to be installed, improved lighting and regular sweeping</td>
</tr>
<tr>
<td>18</td>
<td>(details withheld)</td>
<td>Supportive of the scheme. Graffiti</td>
</tr>
<tr>
<td>19</td>
<td>(details withheld)</td>
<td>Litter and would like to see the provision of bins</td>
</tr>
<tr>
<td>20</td>
<td>(details withheld)</td>
<td>Dog dirt</td>
</tr>
<tr>
<td>21</td>
<td>(details withheld)</td>
<td>Broken glass and lack of bins</td>
</tr>
<tr>
<td>22</td>
<td>(details withheld)</td>
<td>Bins and Dog Dirt</td>
</tr>
<tr>
<td>23</td>
<td>(details withheld)</td>
<td>Additional Signs, better lighting, resurfacing and better cleaning</td>
</tr>
<tr>
<td>24</td>
<td>(details withheld)</td>
<td>Supportive of scheme. Dog dirt and signage for cyclists to keep left</td>
</tr>
<tr>
<td>25</td>
<td>(details withheld)</td>
<td>Concerned about the safety of the Metals</td>
</tr>
<tr>
<td>26</td>
<td>(details withheld)</td>
<td>Would like to see the section from Dalkey Avenue to Ardbrough Road included in the scheme</td>
</tr>
<tr>
<td>27</td>
<td>(details withheld)</td>
<td>Supportive of scheme. Dog dirt, CCTV, sweeping, blocked gullies and drinkers.</td>
</tr>
<tr>
<td>27</td>
<td>(details withheld)</td>
<td>Noise of new lights and dog dirt</td>
</tr>
<tr>
<td>28</td>
<td>(details withheld)</td>
<td>Dog dirt</td>
</tr>
<tr>
<td>29</td>
<td>(details withheld)</td>
<td>Would not like to see the road closed during works, bins and dog dirt</td>
</tr>
<tr>
<td>30</td>
<td>(details withheld)</td>
<td>Weeds and overhanging hedges, poor lighting and dumping into the river</td>
</tr>
<tr>
<td>31</td>
<td>(details withheld)</td>
<td>Would like to see an even smooth surface over the route</td>
</tr>
<tr>
<td>32</td>
<td>(details withheld)</td>
<td>Dog dirt</td>
</tr>
<tr>
<td>33</td>
<td>(details withheld)</td>
<td>Against the scheme</td>
</tr>
<tr>
<td>34</td>
<td>(details withheld)</td>
<td>Beeping of the push button units and the build up of traffic outside the house</td>
</tr>
<tr>
<td>35</td>
<td>(details withheld)</td>
<td>Supportive of scheme. Lighting between Albert and Eden Road, clearing of hedges and safety</td>
</tr>
<tr>
<td>36</td>
<td>(details withheld)</td>
<td>Information boards should be provided and signs on cyclist etiquette</td>
</tr>
<tr>
<td>37</td>
<td>(details withheld)</td>
<td>Supportive of scheme. Segregating the route, repair of walls, remove graffiti and provide additional planting.</td>
</tr>
<tr>
<td>38</td>
<td>(details withheld)</td>
<td>Lowering of walls, creation of see through sides on bridges and regular maintenance</td>
</tr>
<tr>
<td>39</td>
<td>(details withheld)</td>
<td>Supportive of scheme. Litter, graffiti and regular maintenance. Would like to see the flags included in the scheme</td>
</tr>
<tr>
<td>40</td>
<td>(details withheld)</td>
<td>Funding should be spent elsewhere.</td>
</tr>
<tr>
<td>41</td>
<td>(details withheld)</td>
<td>Supportive of scheme. Regular cleaning, removal of graffiti and cycling etiquette signs</td>
</tr>
<tr>
<td>42</td>
<td>(details withheld)</td>
<td>Lack of bins</td>
</tr>
<tr>
<td>43</td>
<td>(details withheld)</td>
<td>Segregation of cyclists and pedestrians, regular cleaning, cutting of overhanging hedges, removal of bridge walls and mirror on roads as you approach junctions.</td>
</tr>
<tr>
<td>44</td>
<td>(details withheld)</td>
<td>Dog fouling signs or CCTV</td>
</tr>
<tr>
<td>Page</td>
<td>Details withheld</td>
<td>Comments</td>
</tr>
<tr>
<td>------</td>
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</tr>
<tr>
<td>45</td>
<td>(details withheld)</td>
<td>Lighting better definition of route around the flags</td>
</tr>
<tr>
<td>46</td>
<td>(details withheld)</td>
<td>Cycling etiquette signs and CCTV</td>
</tr>
<tr>
<td>47</td>
<td>(details withheld)</td>
<td>Consider improving the surface for roller bladders</td>
</tr>
<tr>
<td>48</td>
<td>(details withheld)</td>
<td>Against cyclists being aloud on the Metals. The funding should be spent elsewhere</td>
</tr>
<tr>
<td>49</td>
<td>(details withheld)</td>
<td>Removal of weeds, dog dirt, graffiti and repair of walls</td>
</tr>
<tr>
<td>50</td>
<td>(details withheld)</td>
<td>Resurfacing, lighting, dropped kerbs at junctions. Against pedestrian crossings. Cyclist etiquette.</td>
</tr>
<tr>
<td>51</td>
<td>(details withheld)</td>
<td>Resurfacing, maintenance of traffic lights, tactile and dropped kerbs.</td>
</tr>
<tr>
<td>52</td>
<td>(details withheld)</td>
<td>CCTV</td>
</tr>
<tr>
<td>53</td>
<td>(details withheld)</td>
<td>Objects to the proposals. Money could be better spent elsewhere</td>
</tr>
<tr>
<td>54</td>
<td>(details withheld)</td>
<td>Supportive of the scheme. Loitering and drinking could be banned. Would like to see the footbridge near the Peoples Park be made see through</td>
</tr>
<tr>
<td>55</td>
<td>(details withheld)</td>
<td>Question regarding the 15m funding. Dog dirt, planting and removal of graffiti</td>
</tr>
<tr>
<td>56</td>
<td>(details withheld)</td>
<td>Supportive of scheme. Resurfacing, dog dirt and graffiti</td>
</tr>
<tr>
<td>57</td>
<td>(details withheld)</td>
<td>Dog dirt</td>
</tr>
<tr>
<td>58</td>
<td>(details withheld)</td>
<td>Supportive of scheme. Removal of overhanging hedges</td>
</tr>
<tr>
<td>59</td>
<td>(details withheld)</td>
<td>Dog dirt, graffiti and traffic lights at Castlepark Road</td>
</tr>
<tr>
<td>60</td>
<td>(details withheld)</td>
<td>Would like to see: Upgrading of signals, dropped kerbs, lowering of bridge walls, removal of hedges, granite bollards that were removed are reinstated, remove parking at Magenta Place, signage kept to a minimum, against the provision of information signs and cleaning</td>
</tr>
<tr>
<td>61</td>
<td>(details withheld)</td>
<td>Dog dirt, safety, drinkers, thieves have and easy escape route along the Metals and maintenance</td>
</tr>
<tr>
<td>62</td>
<td>(details withheld)</td>
<td>Surface quality, clear drains, dog dirt and overhanging trees</td>
</tr>
<tr>
<td>63</td>
<td>(details withheld)</td>
<td>Fun things for kids to do along route. Murals and paintings on the walls.</td>
</tr>
<tr>
<td>64</td>
<td>(details withheld)</td>
<td>Photos included in the information boards. Security monitoring.</td>
</tr>
<tr>
<td>65</td>
<td>(details withheld)</td>
<td>Concerned over the method of graffiti removal. Feels the money could be better spend elsewhere</td>
</tr>
<tr>
<td>66</td>
<td>(details withheld)</td>
<td>Anti social behaviour, graffiti, CCTV, rented bikes,</td>
</tr>
<tr>
<td>67</td>
<td>(details withheld)</td>
<td>Against the spending of money on the Metals, litter and dog dirt.</td>
</tr>
<tr>
<td>68</td>
<td>(details withheld)</td>
<td>Litter bins, lighting and CCTV</td>
</tr>
<tr>
<td>69</td>
<td>(details withheld)</td>
<td>Dog Dirt</td>
</tr>
<tr>
<td>70</td>
<td>(details withheld)</td>
<td>Dog Dirt</td>
</tr>
<tr>
<td>71</td>
<td>(details withheld)</td>
<td>Would like segregation between cyclists and pedestrians, lighting, signage, anti social behaviour, graffiti,</td>
</tr>
<tr>
<td>72</td>
<td>(details withheld)</td>
<td>Suggestions on the route and items of historical value</td>
</tr>
<tr>
<td>73</td>
<td>(details withheld)</td>
<td>Removal of plinth to reduce chance of collision, area at Pavilion car park reviewed, against new pedestrian crossings, cleaning routine required and resurfacing</td>
</tr>
<tr>
<td>74</td>
<td>(details withheld)</td>
<td>Bins</td>
</tr>
<tr>
<td>75</td>
<td>(details withheld)</td>
<td>Resurfacing and bins</td>
</tr>
<tr>
<td>76</td>
<td>(details withheld)</td>
<td>Feels the money could be better spent elsewhere</td>
</tr>
<tr>
<td>77</td>
<td>(details withheld)</td>
<td>Segregation, dog dirt and resurfacing</td>
</tr>
<tr>
<td>78</td>
<td>(details withheld)</td>
<td>Cutting back of vegetation</td>
</tr>
<tr>
<td>79</td>
<td>(details withheld)</td>
<td>Lighting, concerned for pedestrians, dog dirt, resurfacing</td>
</tr>
<tr>
<td>Comments</td>
<td></td>
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</tr>
<tr>
<td>80</td>
<td>(details withheld) Would like to see the Metals dog free zone</td>
<td></td>
</tr>
<tr>
<td>81</td>
<td>(details withheld) Broken glass, anti social behaviour, stopping at junctions, prefers zebra to toucan crossings</td>
<td></td>
</tr>
<tr>
<td>82</td>
<td>(details withheld) Would like a pedestrian crossing on Dalkey Avenue, removal of overhead power lines, illegal dumping</td>
<td></td>
</tr>
<tr>
<td>83</td>
<td>(details withheld) Route needs to be kept clean. Bins and cyclist etiquette</td>
<td></td>
</tr>
<tr>
<td>84</td>
<td>(details withheld) Supportive of the scheme. Concerned over possible damage to the Flags. Needs; signage, bins, lighting and well maintained. Would like segregation to be considered</td>
<td></td>
</tr>
<tr>
<td>85</td>
<td>(details withheld) Supportive of the scheme. Lighting would make the metals more secure. Other security improvements welcome.</td>
<td></td>
</tr>
<tr>
<td>86</td>
<td>(details withheld) Supportive of the scheme. Dog dirt. Please consider designated areas for dogs to use.</td>
<td></td>
</tr>
<tr>
<td>87</td>
<td>(details withheld) Bins</td>
<td></td>
</tr>
<tr>
<td>88</td>
<td>(details withheld) Dog dirt and broken glass</td>
<td></td>
</tr>
<tr>
<td>89</td>
<td>(details withheld) Segregation. Shelters for walkers. Improved drainage</td>
<td></td>
</tr>
<tr>
<td>90</td>
<td>(details withheld) Raised surface at pedestrian lights. Dirt, graffiti, anti social behaviour. Areas for quality graffiti displays</td>
<td></td>
</tr>
<tr>
<td>91</td>
<td>(details withheld) Supportive of scheme. Dog dirt, hedge cutting, bins, drainage, stability of garden walls. Open the section between Barnhill Road and the Metals as a nature trail</td>
<td></td>
</tr>
<tr>
<td>92</td>
<td>(details withheld) Dog dirt</td>
<td></td>
</tr>
<tr>
<td>93</td>
<td>(details withheld) Dog dirt, litter, vandalism, public drinking, darkness</td>
<td></td>
</tr>
<tr>
<td>94</td>
<td>(details withheld) Supportive of the scheme. Concern over the Flags. Extend the Flags</td>
<td></td>
</tr>
<tr>
<td>95</td>
<td>(details withheld) CCTV, cleaning and bins</td>
<td></td>
</tr>
<tr>
<td>96</td>
<td>(details withheld) Concerns over the Flags</td>
<td></td>
</tr>
<tr>
<td>97</td>
<td>(details withheld) Dog dirt, bins and lights</td>
<td></td>
</tr>
<tr>
<td>98</td>
<td>(details withheld) Supportive of the scheme. Suggestions relating the Flags. Suggests continuing the route to Dalkey Village, Killiney Hill car park and link into Sutton to Sandycove</td>
<td></td>
</tr>
<tr>
<td>99</td>
<td>(details withheld) Bins</td>
<td></td>
</tr>
<tr>
<td>100</td>
<td>(details withheld) Lighting, more patrolling Gardaí, no parking at entrance to Pavilion car park. Warning signs for pedestrians, cleaning, bins and maintenance</td>
<td></td>
</tr>
<tr>
<td>101</td>
<td>(details withheld) Opposed to the removal of trees</td>
<td></td>
</tr>
<tr>
<td>103</td>
<td>(details withheld) Cleaning of dog dirt, bins, lighting, hedge cutting</td>
<td></td>
</tr>
<tr>
<td>104</td>
<td>(details withheld) Cyclists travelling too fast. Would like to see Gardaí patrol the area. People drinking on the Metals</td>
<td></td>
</tr>
<tr>
<td>105</td>
<td>(details withheld) Would like to see a speed ramp on Dalkey Avenue</td>
<td></td>
</tr>
<tr>
<td>106</td>
<td>(details withheld) Against scheme feels the crossings are a waste</td>
<td></td>
</tr>
<tr>
<td>107</td>
<td>(details withheld) Would like: historical information signs on the Metals; upgrade of the route up to the Quarry; mirrors; better provision for cyclists at Pavilion Car Park entrance</td>
<td></td>
</tr>
<tr>
<td>108</td>
<td>(details withheld) Supportive of the scheme</td>
<td></td>
</tr>
<tr>
<td>109</td>
<td>(details withheld) Supportive of scheme. Lighting and would like to see a colourful surface on the Metals</td>
<td></td>
</tr>
<tr>
<td>110</td>
<td>(details withheld) Rubbish, dog dirt</td>
<td></td>
</tr>
<tr>
<td>111</td>
<td>(details withheld) Reduce the height of the wall to improve the view. Remove the metal footbridge</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(details withheld)</td>
<td>Bins</td>
</tr>
<tr>
<td>---</td>
<td>-------------------</td>
<td>------</td>
</tr>
<tr>
<td>113</td>
<td>(details withheld)</td>
<td>Improved Signage, lighting, mirrors, metal track for bikes on steps, vandalism, hedge cutting and dog dirt</td>
</tr>
<tr>
<td>114</td>
<td>(details withheld)</td>
<td>Supportive of the scheme, lighting and cctv</td>
</tr>
<tr>
<td>115</td>
<td>(details withheld)</td>
<td>Supportive of the scheme, Bins and lighting</td>
</tr>
</tbody>
</table>
Appendix C

Standard detail for a toucan crossing
Appendix D
Examples of proposed Signage

Directional signs to the metals

Name Plate signs

Directional signs

The report was NOTED

DLP/349/10
Consultation with Garda Commissioner

[NEW SIGNING & LINING – APRIL 2010] TRAFFIC SECTION - DLRCC

<table>
<thead>
<tr>
<th>TAG No.</th>
<th>Street, Area [Map Ref.]</th>
<th>Type / Description</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>804</td>
<td>Granitefield Rochestown Avenue [60 D3 ]</td>
<td>• Renew the stop line and Provide DYLs from the start of the stop line at the junction with Rochestown Avenue for 28m to outside house No.35 on the west side of Granitefield Road</td>
<td>28m</td>
</tr>
<tr>
<td>Location</td>
<td>Description</td>
<td>Distance</td>
<td></td>
</tr>
<tr>
<td>----------</td>
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<td>----------</td>
<td></td>
</tr>
<tr>
<td>Glenageary Park</td>
<td>805 Glenageary Park [60 D2 ] • Provide DYLS for 7.5m at the turning area of the cul de sac where Glenageary Park road ends • Provide DYLS on the opposite side of the road to House No.36 in a southeast direction for 11m.</td>
<td>7.5m</td>
<td></td>
</tr>
<tr>
<td>Quinns Road, Shankill</td>
<td>814 Quinns Road, Shankill [64 E3 ] • Provide DYLS for 12m Southwestwards from the pillar of No 83 Quinns Road around the corner into Foxes Grove • Provide DYLS from the pillar of the entrance to No 83 Quinns Road in a northeasterwards direction for 11m • Provide DYLS opposite No 83 Quinns Road in a northeasterwards direction from the entrance to the Fas learning centre car park for 32m to the junction with Shanganagh Grove.</td>
<td>12m</td>
<td></td>
</tr>
<tr>
<td>Nerano Road, Dalkey</td>
<td>831 Nerano Road, Dalkey [60 G2 ] • Provide 1 No disabled bay 6m long by 2.1m wide outside Triton Lodge, Nerano Road, Dalkey.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Convent Lane Dun Laoghaire</td>
<td>782, 798, 713 Convent Lane Dun Laoghaire [50 D4 ] • Provide 1 No. disabled bay in the existing loading bay outside Dunphys pub. Bay to be 6m long and 2.1m wide parallel to the kerb.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Glengara Close Glenageary [ 60 D1 ]</td>
<td>7.5m Provide DYLs on the southside of Glengara Close road for 27.5m from a point starting with the junction of Glenageary Road Lower. Provide DYLs on the northside of Glengara Close road from a point opposite the end of the existing solid centre line to the junction with Glenageary Road Lower for 20m. Provide DYLs for 23m on Glengara Close road from the entrance gate of the Nursing home to the pillar at the entrance to house Number 1.</td>
<td></td>
</tr>
<tr>
<td>---</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Station Road Killiney [60 E4 ]</td>
<td>8m Provide DYLs from the entrance to the Dart Station car park in front of the bottle bank for 8m southwards.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rosemount Court/ Rosemount Terrace /McCabes Villas Booterstown [48 E3 ]</td>
<td>15m Renew existing DYL’s from Rosemount Court to No 70 Mc Cabes Villas. Provide DYLs from end of School Keep Clear markings along Rosemount Terrace to North side of cul de sac in McCabes Villas for 45m. Provide DYLs from South side of cul de sac on Rosemount Terrace into McCabes Villas for 22m.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Booterstown Avenue Booterstown [ 48 F3]</td>
<td>10m Provide DYL’s on the North side of Booterstown Avenue from the end point of the existing “School Keep Clear” markings as far as the Pay and Display parking bay near House No 57.</td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>Details</td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beech Park Road, Foxrock</td>
<td>Provide DYL’s for 15m between the entrances to Houses No 74 and No 76 Beech Park Road opposite it’s junction with Grange Park</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Shrewsbury Lawn, Cabinteely            | • Provide DYLs on South Eastern corner of Shrewsbury Lawn at Kilbogget Park from No. 106 (SW side of bend) for 13m, and DYLs (SE side of bend) for 26m with matching continuous centreline for 11m  
  • Provide DYLs on North Eastern corner of Shrewsbury Lawn at Kilbogget Park from No.118 (NW side of bend) for 19m and DYLs (NE side of bend) for 31m with matching continuous centreline for 20m |
| Haddington Terrace                    | Provide DYL’s on North side of Haddington Tce from ex. DYLs to gate of Adelaide House for 19m |
| Fairy Hill, Newtownpark Avenue, Blackrock | Provide DYL’s for 20m on both sides of Fairy Hill at it’s junction with Newtownpark Avenue     |

The item was **NOTED**

**DLP/350/10**

**Ministerial / Departmental Correspondence**

It was **NOTED** that there was no business to discuss under this heading.

**DLP/351/10**

**Other Correspondence**

It was **NOTED** that there was no business to discuss under this heading.

**DLP/352/10**
Road Drainage on Old Connaught Avenue

It was AGREED that Item No 36 on the Agenda be re-entered for the next meeting of the Dún Laoghaire Area Committee (P&):

Motion: Councillor C. Smyth

“That the Manager addresses the drainage problems by installing additional storm drains on Old Connaught Avenue specifically west of the bridge over the M11 where there is a dip on the road.”

Report:

The Road Maintenance Section carried out improvement works to the road drainage in this area. However, in order to prevent flooding of the road in future, it is imperative that the gullies are kept clear and free from leaves and any other materials which may cause blockages. The Gully Cleaning Section in the Environment Department have been requested to give priority to this area, particularly in the Autumn period.

If major road flooding continues to be a problem at this location, it will be necessary to carry out a major Drainage Improvement scheme. It is anticipated that it would take many years to plan and execute such a Scheme.

DLP/353/10
Stop and Go System on Mounttown Road Lower

It was AGREED that Item No 37 on the Agenda be re-entered for the next meeting of the Dún Laoghaire Area Committee (P&):

Motion: Councillor C. Devlin

“That the Manager investigates installing a stop and go system on the Mounttown Road Lower during the ongoing road works.”

Report:

The possibility of installing a “stop and go” system on Mounttown Road Lower was considered as part of discussions about the proposed works to be undertaken to facilitate upgrading of services for the development of the Golf Club Lands. As part of the process, a Traffic Management Plan was submitted by the Developer and agreed following consultation with the Council’s Transportation Department and Garda Traffic Section. The one-way southbound traffic flow was considered to be the only satisfactory option from a Traffic and road safety point of view. This is also a condition of Licence to carry out the works on the road.

DLP/354/10
Local Road Improvement Scheme for part of Grove Avenue

It was AGREED that Item No 38 on the Agenda be re-entered for the next meeting of the Dún Laoghaire Area Committee (P&):

Motion: Councillor V. Boyhan
“That this Committee request the Manager to prepare a local road improvement scheme for part of Grove Avenue, (section leading from the junction of Glenart Ave - Avoca Road) to address safety concerns of both pedestrians and motorists. Any new scheme should seek to retain the greatest number of trees possible, along the boundary of Talbot Lodge.”

Report:

Grove Avenue was included in the County Development Plan 2004–2010 under the “Six Year Roads Objectives” – Table 11.3 as follows:- “Grove Avenue – (subject to design, land acquisition and funding”. This Objective has been removed from the County Development Plan 2010–2016 following a Council Resolution – DEV /733/09. The removal of this objective will preclude the carrying out of any major improvement works such as widening or re-alignment of the road.

The road is included in the Road Maintenance Programme 2010 for funding from the Road Restoration Improvement Grant. This funding relates to road reconstruction or re-surfacing of the existing road and does not usually include any element of widening or re-alignment. The Area Engineer will be made aware of the contents of this motion in relation to the works that will be carried out there under the Road Maintenance Programme.

DLP/355/10
Blackrock Car Park

The following motion was MOVED by Councillor Marie Baker and seconded by Councillor M. Baker WITHOUT DISCUSSION

Motion: Councillor M. Baker

“This committee request that the Manager alters the hours of operation of the Blackrock Park car park from 3 hours max to all day so as to facilitate greater use of this car park, to take immediate effect”

Report:

The car park at Phoenix Terrace is provided for the users of Blackrock Park and it is envisaged that it will be greater utilised in the future as the amenities in the Park develop. It would not be considered appropriate to change the hours of operation therefore. The need for additional car parking for business located at Seafort will be considered in the context of the ‘circus field’ decision by An Bord Pleanála.

DLP/356/10
Road Traffic Signage on Booterstown Avenue

The following motion was MOVED by Councillor Marie Baker and seconded by Councillor B. Ward WITHOUT DISCUSSION

Motion: Councillor B. Ward

“That the Manager install a radar speed device and speed limit sign on Booterstown Avenue near the junction with Rosemount Terrace, to notify traffic heading down the Avenue (towards the Rock Road) the speed at which it is travelling.”
Report:

Measures were put in place in 2009 on Booterstown Avenue between Cross Avenue and the N11 Stillorgan Road to improve safety along Booterstown Avenue.

These measures included upgrading the signals at Cross Avenue, anti-skid surfacing, lining and signing, and improvements to pedestrian crossings.

The 85\textsuperscript{th} Percentile speed at this location has been measured at 48 km/hr.

A speed display sign is not considered to be appropriate for this location.

DLP/357/10
Road Safety Issues at Sydney Avenue

The following motion was \textbf{MOVED} by Councillor Marie Baker and seconded by Councillor N. Breathnach \textbf{WITHOUT DISCUSSION}

\textbf{Motion:} Councillor N. Bhreathnach

"That this Committee request that the Manger review a road safety concern for traffic exiting from Sydney Avenue onto the Avenue, as the proximity of the bus stop and associated road markings is confusing to motorists as to which is the designated general traffic lane."

Report:

Traffic Section have reviewed the junction of Sydney Avenue and Mount Merrion Avenue in relation to the proximity of the bus stop to the exit from Sydney Avenue.

To assist motorists exiting onto Mount Merrion Avenue, it is proposed to shorten the length of the bus stop markings by 6m, from 18m to 12m and burn off the associated markings in this area. This will allow left turning vehicles an additional 6m to get into the correct lane. It is also proposed to provide an advance sign on Sydney Avenue, outlining the lane layout ahead on Mount Merrion Avenue. i.e. two general traffic lanes and a bus lane. Consideration will also be given to changing the solid white centreline here to broken white centreline.

DLP/358/10
Removal of Concrete at Meadow Vale and Victoria Road

The following motion was \textbf{MOVED} by Councillor Marie Baker and seconded by Councillor S. Fitzpatrick \textbf{WITHOUT DISCUSSION}

\textbf{Motion:} Councillor S. Fitzpatrick

"That the Manager arranges to have work carried out to remove concrete from the storm drain outside (details supplied), and also to remove concrete from the storm drain at the bottom of Victoria Road, Dalkey"

Report:

The first part of the question regarding 74/75 Meadow Vale seems to refer to the water stopcocks. These will be checked to ensure they are in proper working order.
The Area Engineer, Road Maintenance will arrange the removal of concrete from the storm drain on Victoria Road in the next 4 to 6 weeks.

**DLP/359/10**  
**Walk/Cycleway into Grange Crescent**

The following motion was **MOVED** by Councillor Marie Baker and seconded by Councillor H. Lewis **WITHOUT DISCUSSION**

**Motion:** Councillor H. Lewis

“That this Council will abandon plans for a walk/cycle way into Grange Crescent at the request of local residents who fear that their currently quiet cul-de-sac will be adversely affected by such a development in terms of home security and anti-social behaviour.”

**Report:**

This is the subject of Deansgrange Local Area Plan, and submissions on the LAP are currently being responded to by the relevant departments and this issue will be dealt with in the Report on these submissions.

**DLP/360/10**  
**Road Improvement Works for Pottery Road**

The following motion was **MOVED** by Councillor Marie Baker and seconded by Councillor R. Boyd Barrett **WITHOUT DISCUSSION**

**Motion:** Councillor R. Boyd Barrett

“That this Council will commence the planned road and paths improvement works for Pottery Road.”

**Report:**

The Council has progressed the planned road and path improvement works for Pottery Road to the Part 8 stage of approval and the preliminary designs have been completed. The next stage involves commencement of Compulsory Purchase Orders process and instructing the Consultants on detailed designs. Unfortunately due to the funding cuts being implemented by central government it is not possible to put the necessary funding in place and therefore the council is not in a position to issue instructions.

The Council acknowledges that the Pottery Road Improvement Scheme is a priority. The Consultants who did the preliminary designs have been retained and they have been advised that it is the intention of the council to proceed with the scheme when the funds become available.

**DLP/361/10**  
**Traffic Calming Scheme at Ashlawn Park and part of Coolevin**
The following motion was **MOVED** by Councillor Marie Baker and seconded by Councillor D. O’Callaghan and **NOTED**

**Motion:** Councillor D. O’Callaghan

“That a traffic calming scheme be introduced on Ashlawn Park and part of Coolevin estates in conjunction with the redevelopment works on the clubhouse in Kilbogett Park to deal with traffic traversing these roads going to the new car park which is part of the overall redevelopment scheme”

**Report:**

Ashlawn Park is a cul de sac development and there are no proposals for a traffic calming scheme in Ashlawn Park.

Coolevin Estate was examined as part of the Prioritisation of Traffic Calming Schemes Report recently completed, and was ranked No. 23 in the priority list. Any available grant funds are being directed towards locations identified for road safety improvement measures under the AIP Schemes.

The traffic survey data compiled at the time of the preparation of the Prioritisation Report noted that speeding and through traffic were not highlighted as causes for concern.

However, as part of Traffic Section’s examination of any proposed re-development works on the clubhouse in Kilbogett Park, cognisance of the school and entrance to the park will be assessed to ascertain if any additional traffic management measures i.e. signage (warning) and road markings are warranted.

DLP/362/10

**Openings on Public Footpaths**

The following motion was **MOVED** by Councillor Marie Baker and seconded by Councillor V. Boyhan **WITHOUT DISCUSSION**

**Motion:** Councillor V. Boyhan

“That the Manager make good within 1 month all public footpath openings etc, relating to the provision of water connections or water meters, in the interest of orderly works and the safety of pedestrians”

**Report:**

The Water & Drainage Section of the Environment Department excavate footpaths for the repair of services and installation of meters. When their repair or installation is completed, they carry out a temporary reinstatement. After a period is allowed for settlement, the Transportation Department arranges to carry out a permanent reinstatement of the openings as soon as possible thereafter.

While every effort is made to do these reinstatements as quickly as possible, it would not be possible to guarantee that they could be done within 1 month from the date of the temporary reinstatement having regard to the resources currently available for such works.

It should be noted that there is a considerable increase in such cases as a result of the severe winter weather conditions which gave rise to leaks in the system. It will take some time to get around to doing all the permanent reinstatement of these openings. We would ask for some patience and tolerance from residents and businesses who find such temporary repairs near their properties until the permanent repairs are carried out.
DLP/363/10
Council's Signage Policy

The following motion was MOVED by Councillor Marie Baker and seconded by Councillor Carrie Smyth WITHOUT DISCUSSION

Motion: Councillor N. Bhreathnach

“That this Committee invite the Manger to circulate the Council’s signage policy which came into effect on 1st June, 2009 for discussion at the Area Committee”

Report:

Background
In early 2009, Traffic Section drafted a policy on Local Information Road Signage. Due to the growing problem of proliferation of illegal signage within the County, it was necessary to create a policy to regulate the provision of such signage. Illegal signage may constitute a traffic hazard, can lead to a proliferation of such signage, and ultimately be unsightly and ineffective.

The draft policy was presented to the members of the Transportation SPC in March 2009. This policy came into effect on 1st June 2009. The Policy Document was made available for viewing on the Council's website on 1st June 2009.

A copy of the policy document as requested is included.

Contact Persons: Conor Geraghty, Assistant Engineer, Traffic Section.
Anne Devine, Senior Engineer, Traffic Section.

LOCAL INFORMATION ROAD SIGNAGE

POLICY DOCUMENT 2009

An Rannán Tráchta,
An Rannóg Iompair.
Traffic Section,

Transportation Department.

Effective from 1st of June 2009.
1.0 Introduction

Directional signage is signage that guides road users to areas of interest e.g. Dublin or Dún Laoghaire. Local information signage is provided to aid road users to locate points of interest within these towns and cities e.g. museums and parks.

As with all signage, local information signs are an aid to safe and efficient navigation intended to complement, but not replace, pre-planning of the journey and the use of verbal instructions, maps and road atlases.

The Council receives numerous applications from private commercial companies/premises requesting local informational signage be installed on public roads and these applications have been by and large turned down on the basis that they are not warranted, may constitute a traffic hazard, would lead to a proliferation of such signage and ultimately be unsightly and ineffective.

Throughout Dún Laoghaire-Rathdown there is a large amount of signage that has been erected without permission. The majority of these signs do not comply with the current guidelines in size colour and layout. Local information signage has been erected in areas that detract from directional and regulatory signage. These unauthorised signs are quite often erected in areas that constitute a hazard to pedestrians and those with visual impairments.

It is the policy of Dún Laoghaire-Rathdown to clamp down on the erection of unauthorised signage and to remove any signage that has erected without the consent of the Council. This policy document will regularise the provision of new local information signage.
2.0 Legal Framework

Signage is authorised under Section 254(d) of the Planning and Development Act 2000, and the Planning and Development Regulations 2001 by way of a license.

If a sign has not been authorised by the Local Authority it is an unauthorised structure. Therefore, all applications for signage should be made in accordance with the above legislation.

A Local Authority has power to remove any signage from the public road under Section 71 of the Roads Act, 1993.

Signage of a temporary nature e.g. signs advertising a particular event require the approval of the Council’s Transportation Department otherwise they can be prosecuted under the Litter Pollution Act, 1997 by the Council’s Environment and Culture Department.
3.0 Policy Objective

It is the policy of Dún Laoghaire Rathdown County Council:

- To facilitate the ease of navigation of road users by providing a high standard of directional signage and by supplementing this with local information signage where necessary;

- To promote a safer environment for pedestrian usage with particular reference to the mobility and visually impaired users by ensuring all signage complies with the guidelines set out in the Traffic Signs Manual;

- To have regard to National Roads Authority policy on the provision of tourist and leisure signage on national roads;

- To adopt consistent technical standards, which facilitate road user recognition and comprehension;

- To comply with the Official Languages Act 2003 to ensure that all new signage is bi-lingual;

- To comply with Dún Laoghaire-Rathdown’s Identity Guidelines to support our communications strategy and design management;

- To ensure that signage complements, rather than dominates or intrudes upon, the character and visual amenity of an area;

- To encourage the rationalisation of signage;

- To utilise existing structures for the erection of signage where possible;

- To remove unauthorised signage;

- To provide clarity for businesses/groups/individuals seeking to erect signage; and

- To process applications in accordance with the criteria set out in this policy.
4.0 Description of Local Informational Signage

4.1 Tourist Attractions/Facilities
White symbols/letters on brown background

The primary purpose of tourist signage is to guide visitors to their intended tourist destination along the most appropriate route at the latter stages of their journey, particularly where destinations may be difficult to find. As with all signage, tourist signs are an aid to safe and efficient navigation intended to complement, but not replace, pre-planning of the journey and the use of verbal instructions, maps road atlases and in particular the Dublin Street Guide for the Dún Laoghaire-Rathdown area.

A tourist destination is normally defined as a permanently established destination that attracts or is used by visitors.

Signage may be permitted for significant tourist attractions and facilities for the following:

- Visitor and interpretative centres
- Historic buildings
- Museums
- Parks and Gardens
- Heritage sites
- Scenic routes
- Public Golf courses
- Principal GAA, Soccer and Rugby grounds
- Theatres
- Racecourses
- Hotels and Conference Centres
- Leisure Centres
- Holiday Parks
- Caravan and Camping Parks
- Youth Hostels
- Picnic Sites
- Tourist Information Centres

The above list is not exhaustive but gives a broad indication of the attractions and facilities coming within the tourist destination categories.

4.2 Local Information/Advisory directions
Black symbols/letters on white background

A local information/advisory direction is normally defined as a permanently established destination that attracts or is used by the public and of interest to the local community particularly where destinations may be difficult to find.

This signage may be permitted for significant local attractions and facilities for the following:

- Community Centres
- Parish/Pastoral Centres
- Churches
- Burial Grounds
- Cemeteries
- Hospitals
- Blood donation clinics
- Citizen advice centres
- Commercial centres
The above list is not exhaustive but gives a broad indication of the local attractions and facilities coming within this category.

### 4.3 Temporary event signage

This signage may be permitted to advertise an upcoming event-taking place in the community e.g. Fund raising events, drama group performances, Sale of Work events etc. For non-profit making organisations requesting permission to erect event signage, there is no fee. Where a profit making organisation requests permission to erect event signage, a fee will apply. In the case of public meetings, 20 signs may be erected so long as the name and address of the person/organisation organising the event is shown on the posters.

### 4.4 Children At Play – Advance Warning sign

Diamond shaped with black symbols/letters on yellow background

It is acknowledged that it is good practice to provide “Children at Play” signs as an advance warning to motorists. The Road Safety Officer will examine requests for an advance warning “Children at Play” sign to alert motorists as to the likely presence of children on public roads. Locations for consideration will include areas such as Playgrounds, Parks, Schools, Montessori schools, residential areas, etc. Cul-de-Sac roads including traffic-calmed roads are not generally considered appropriate for such signs. The Traffic Section at present bear all costs associated with this signage. Only the “Children at Play” sign as outlined in the Traffic Signs Manual – figure 6.52 “Children Crossing” (in residential areas) will be installed.
3. Applications for signage will be refused where they give rise to a potential traffic hazard. In general, signage will not be permitted at roundabouts, at traffic signalised junctions, at locations where they obstruct sight lines, compete with other traffic signs, give rise to confusion for road users or endanger traffic safety.

4. Applications for signage along national routes and along approach roads to towns and villages will generally not be permitted except for tourist attractions of national or regional importance. Signage along national routes also requires the written approval of the NRA.

5. The number of signs for any one premise shall be kept to a minimum and will generally be restricted to a maximum of two in the local area. In exceptional cases this maximum may be exceeded at the discretion of Dún Laoghaire- Rathdown County Council.

6. The number of signs that will be permitted on any one pole will be strictly limited by Dún Laoghaire-Rathdown County Council. In the event of multiple applications for advertisement structures at any particular location, priority will be given to approved applicants on a first come first served basis.

7. Applications for signage shall comply with the requirements of the ”Traffic Signs Manual” published by Department of the Environment and the ”Policy on the Provision of Tourist & Leisure Signage on National Roads” published by the National Roads Authority. All lettering, logos and symbols are subject to the approval of Dún Laoghaire-Rathdown County Council.
License conditions

Local Information Signage

No sign is to be erected at any location prior to the granting of the appropriate license and payment of the fees in full.

- Applications must be accompanied by the appropriate details and fees as outlined in the application form.

- The fee is for design, supply and erection of each new sign including administration and site inspections costs. A license fee per sign per annum will be applicable thereafter. Fees must be paid in full prior to the issuing of a license.

- The applicant will be responsible for the cost of the provision and replacement of any signage approved under this application.

- Any application in respect of proposed signage on a National Primary Route will require the prior approval of the National Roads Authority.

- No claim for damages or loss of income under any heading shall be taken against the Council for suspending, canceling or varying the terms of the License. Signs shall be removed immediately if requested by the Council. The Council reserves the right to cancel, suspend or vary the terms of the license at any time.

- The Applicant when requested by officials from the Council must produce a copy of the license.

- The granting of a License does not automatically guarantee renewal.

- The Area Traffic Engineer will consider all license applications and approve the final locations of all signage having due regard for road safety.

- Whoever holds the license for the sign must indemnify Dún Laoghaire-Rathdown County Council against all actions, suits, claims or demands by anyone who is injured or suffers damage to themselves or their property due to the sign. This includes demands by anyone arising from injury or damage to themselves or their property due to the sign being placed on the footpath.

- Whoever holds the license for the sign must have public liability insurance cover to a minimum value of €6,500,000 indemnifying the Council against third-party claims. The name of the insurance company providing this cover, together with the policy number and date of expiry must be on the license. You must submit this insurance policy to us for inspection before we issue the license.
5.1 Temporary Event Signage

- You must not erect signs more than seven days before the event.
- You must remove signs within two days of the event ending.
- Our Litter Wardens will remove any signs erected at places other than those specified and they will issue appropriate fines.
- You may put only one sign on each pole.
- You may erect a maximum of 10 directional signs in the County for any one event.
- You must not put signs for events on motorways or national routes (for example N11, N31).
- You must not put signs on bridge parapets, traffic islands or roundabouts.
- Signs must not be within 30 metres of a junction (approach and exit).
- Signs must not be bigger than 500mm x 500mm.
- You must not erect sign poles or use 'sandwich board' signs.
- Signs must not obstruct (or distract from) existing road signs.
- Signs must be between 2.1 and 3 metres above the footpath or other surface.
- Signs must be set back at least 0.3 metres from the kerb.
- Signs must be attached securely so that they are always safe for pedestrians and vehicles. The Council accepts no responsibility for any damages that may arise from the improper use or installation of event signage. The licensee is solely responsible for their event signage.
- Signs must be erected in line with any extra conditions set out by the Traffic Section if approval is given. These conditions may relate to location, size and other requirements.
7.0 Unauthorised Signage

Unauthorised signage can give rise to a potential traffic hazard and can hinder the reasonable use of the public road. In addition, such signage can intrude upon the character and visual amenity of an area and can create a nuisance.

All signage on the public road must be authorised by Dún Laoghaire-Rathdown County Council by way of a license. If an advertisement structure has not been authorised by the Council it is an unauthorised structure.

Under section 254(9) of Planning and Development Act, 2000 any person who erects a sign on the public road without having a license, otherwise than in accordance with a license or in contravention of any condition of a license shall be guilty of an offence.

Under Section 71 of the Roads Act, 1993 it is also an offence to erect a sign or other structure on a public road without the consent of Dún Laoghaire-Rathdown County Council. The Council has the power to remove, store and dispose of an unauthorised structure from the public road. Owners of such structures are liable for any costs incurred.

An Rannóg Iompa

DLP/364/10

Cul-De-Sac at Dornden Park/Bellevue Court

The following motion was MOVED by Councillor Marie Baker and seconded by Councillor B. Ward WITHOUT DISCUSSION

Motion: Councillor B. Ward

“That Dún Laoghaire Rathdown County Council re-instate the cul-de-sac at the junction of Dornden Park and Bellevue Court in Booterstown, so that Dornden Park ceases to be a rat run for commuters.”

Report:

Traffic Section have been in consultation with the Dornden Residents Representatives in relation to this issue over recent months.

Dornden residents representatives have undertaken to hold discussions with the representatives from Bellevue Court Apartments to establish agreement between them as to their requirements for a closure as Traffic Section were receiving conflicting requests from the different residents representatives.

Further to recent communication with the Dornden residents, a meeting has been held with both groups to discuss the issues and agree on a solution. Traffic Section have recently completed traffic counts in the area between 7.45 and 9.15 am to establish the extent of the through traffic here.

Further to this meeting with representatives of both Dornden and Bellevue Court, it has been decided to provide bollards at the boundary of Dornden Park and Bellevue Court, which will cul-de-sac both estates. Traffic Section have also contacted the Gardaí about this measure and they have no issue with the proposal.
Traffic survey of Sandycove Avenue West

The following motion was MOVED by Councillor Marie Baker and seconded by Councillor Cormac Devlin WITHOUT DISCUSSION

Traffic survey of Sandycove Avenue West

Motion: Councillor C. Devlin

“That the Manager immediately proceeds with a traffic survey of Sandycove Avenue West investigating a one-way system and additional car parking spaces along the road. In addition, the Manager installs diversionary signage at the Link Road and confirms that no further removal of car parking bays along Sandycove Avenue West will take place”

Report:

“That the Manager immediately proceeds with a traffic survey of Sandycove Avenue West investigating a one-way system and additional car parking spaces along the road. In addition, the Manager installs diversionary signage at the Link Road and confirms that no further removal of car parking bays along Sandycove Avenue West will take place”

Sandycove Avenue West is a 6m wide road with existing double yellow lines on the East side, allowing on-street parking along the West side of the road. There are traffic signals at the junction with Sandycove Road, and currently there is two-way traffic flow as far as Otranto Place, where Sandycove Avenue West becomes one-way in a Northbound direction, the one-way system continues Eastbound along Sandycove Ave. North and Southbound along Sandycove Ave. East. A traffic count and survey of current parking arrangements has been undertaken. This shows a daily flows on Sandycove Ave. West of approx 4000 veh/day and parking for up to 15 vehicles on the West side of the road

The following options will be examined:

Maintain two-way flow: The existing two-way flow of traffic is being restricted by parking along the West side of the road. Some vehicles have been observed mounting the footpath on the East side of the road to allow oncoming traffic to pass. The addition of double yellow lines on the West side would remove this parking currently impeding the traffic flow, eliminate the incidence of vehicles mounting the footpath and improve pedestrian safety. This would also improve the efficiency of the traffic signals at Sandycove Road as traffic entering Sandycove Ave. West would not be impeded. However, it would result in the loss of the current parking along the West side of the road which has parking for up to 15 cars (excluding one disabled parking bay).

Extend the current one-way system: Implementing a one-way system on Sandycove Ave West allowing traffic to enter from Sandycove Road and travel Northbound towards Otranto Place, would facilitate the retention of current parking arrangements, while improving safety for pedestrians. Directional signage could be provided along Newtownsmith to divert traffic up the Link Road onto the Glasthule Road. The Link Road would provide a direct route for traffic towards a signalised junction at Glasthule Road. Traffic proceeding via the current one-way system would exit at Sandycove Ave. East at an unsignalised junction as it does at present.

Reverse the current one-way system, and extend to Sandycove Ave West: Local traffic would enter at Sandycove Ave. East travelling Northbound, continuing to Otranto Place. Sandycove Ave.West would be changed to a one-way system in the Southbound direction with the benefit of having traffic exiting at signalised junction at Sandycove Road. This would retain the current parking arrangement on Sandycove Ave West. Northbound traffic could be diverted to the Link Road.
DLP/366/10
Resurfacing of Road at entrance to St Begnet's Villas

The following motion was MOVED by Councillor Marie Baker and seconded by Councillor R. Boyd Barrett WITHOUT DISCUSSION

Motion: Councillor R. Boyd Barrett

“That this committee will properly resurface the road at the entrance to St Begnet’s Villas, Dalkey, (details supplied) to prevent rain water gathering in the dip that exists there and repair the adjoining path”

Report:

A Contractor has recently completed footpath repairs for the Road Maintenance Section in St. Begnet’s Villas. In relation to the damaged section of road, it will not be possible to repair and/or re-surface it as part of the current works. An estimate of the cost of works required to bring about effective repairs to this road is being prepared at present. It is hoped that, depending on the availability of resources, this work will be carried out at the earliest possible opportunity.

DLP/367/10
Re-opening of Vico Road

The following motion was MOVED by Councillor Marie Baker and seconded by Councillor Carrie Smyth WITHOUT DISCUSSION

Motion: Councillor C. Smyth

“That the Manager report on the re-opening of Vico Road due to the collapsed “bank” especially with the arrival of summer”

Report:

The collapsed wall and embankment at “Wavecrest”, Vico Road, Dalkey which caused a part of the road to be closed is currently being repaired by Contractors on behalf of the Householder. The boundary wall is re-constructed and it is expected that all remaining works will be completed by Friday, 4th June, 2010.
At present there is no obvious reason why the road will not be fully open to traffic from that date.

PLANNING BUSINESS

Questions

It was PROPOSED by Councillor Mary M. O’ Connor and SECONDED by Councillor Jane Dillon Byrne and RESOLVED:-

“That pursuant to Standing Order No. 105, Question 52 to 59 be ADOPTED and
DLP/368/10
Circus Field - Williamstown, Blackrock

Question: Councillor V. Boyhan

“To ask the Manager to bring a report to the Area Committee addressing all the issues raised by An Bord Pleanala Inspector, (details supplied) in relation to Council development works that contravened the County Development Plan, ABP case ref RL2615?”

Reply: A report will be presented to the County Council meeting in June 2010.

DLP/369/10
Planning status confirmation

Question: Councillor V. Boyhan

“To ask the Manager, to confirm the planning status of telecom and related apparatus's that were installed in the tower of the Church of Ireland church in Monkstown village?”

Reply: Following the service of an Enforcement Notice on 15th May 2008, the unauthorised antenna were removed, as confirmed by inspection carried out in August 2008, and the Enforcement file was closed. No subsequent complaints have been received alleging unauthorised development at this location and the Planning Inspector found no new antenna erected on a recent site visit.

DLP/370/10
Banner advertisements

Question: Councillor S. Fitzpatrick

“To ask the Manager whether the 2 banner advertisements on Blackrock Shopping Centre and a banner on the first floor exterior of the SuperValu, Deansgrange, require planning permission to remain in place?”

Reply: No complaints have been received to date in relation to this matter.

A site inspection will be requested in order to ascertain if unauthorised development has taken place and enforcement action taken as necessary. The Councillor will be advised of the position following the site inspection.

DLP/371/10
Planning enforcement files

Question: Councillor S. Fitzpatrick
“To ask the Manager to state how many planning enforcement files are currently open in the Dún Laoghaire Committee Area, to state the dates of when each of these files was opened and to state which of these files are currently subject to legal proceedings?”

Reply:

There are currently 308 live planning enforcement files in the Dun Laoghaire Rathdown County Council administrative area. We do not break them down by area.

There are currently 31 of these cases listed in the District Court for legal proceedings. The remainder are at Warning Letter or Enforcement Notice stage.

The list of files and the date when each was opened is extensive, and as such the list can be obtained on request from the Planning Enforcement section.

DLP/372/10
**CONVENT BUILDING ON GLENAGEARY AVENUE**

Question: Councillor S. Fitzpatrick

“To ask the Manager to request that the owner of the former convent building, located on Glenageary Avenue, reinstates the boundary to an acceptable level as it has become very unsightly and that any rubbish or debris be removed from the site?”

Reply

The site in question has been inspected and there is no unauthorised development at this location. The issue of rubbish or debris on site has been referred to Environmental Services Department for investigation.

DLP/373/10
**Land bounded by Cois Cairn**

Question: Councillor C. Smyth

“To ask the Manager to report on the plans for the area of land bounded by Cois Cairn and the slip road for the Motorway?”

Reply:

The site is zoned E “To provide for economic development and employment” in the current Development Plan. It is also affected by a 6 year road widening line. The Planning Department are not aware of any current proposals for the site.

DLP/374/10
**Removal of litter/rubbish from land bounded by Cois Cairn**

Question: Councillor C. Smyth

“To ask the Manager to remove the litter/rubbish from the area of land bounded by Cois Cairn and the slip road for the Motorway?”
Reply:

This area will be attended to in the coming weeks.

DLP/375/10
Car Parking at Dwarf Oaks, Church Road, Ballybrack

Question: Councillor C. Smyth

“To ask the Manager when granting permission for the developments at Dwarf Oaks, Church Road, Ballybrack Village were the car parks permitted for the sole use of the development or for Ballybrack Village as a whole?”

Reply:

There have been several planning permissions granted at Dwarf Oaks, Church Road, Ballybrack. In all these permissions the applicant has provided the required car parking in accordance with County Development Plan standards, within the site boundary on his property, to serve the level of existing and proposed development. This car parking is dedicated to serve the development on the site as assessed, and not the greater Ballybrack Village.

DLP/376/10
Taking in Charge

Dun Laoghaire County Council is now in a position to take the following estates in charge.

1. Stradbroke
2. Pavillion Gate

The statutory procedures relating to the taking in charge of these estates will commence shortly and a notice will be given in the Irish Times of the Council’s intention to take these estates in charge, thereby also taking in charge the Water/Drainage Network and Open Spaces. A report will be brought to a future meeting of the Council recommending the taking in charge of these estates following the expiration of the statutory period for receipt of comments/observations from the public.

It was AGREED that this item would be RE-ENTERED and a map of the areas in question be circulated.

DLP/377/10
"LD 2182 - Proposed Disposal of Leasehold interest in area of land at Stonebridge Road, Shankill, Co. Dublin, to the Electricity Supply Board"

The following notice, copy of which had been circulated to the Members was CONSIDERED;

Proposed disposal of Leasehold Interest in area of land at Stonebridge Road, Shankill, Co. Dublin to the Electricity Supply Board.
An application was received from the Electricity Supply Board to acquire an area of land measuring circa. 17 sq. metres at Stonebridge Road, Shankill, Co. Dublin as outlined in Drawing No. PL-08-674. The land is registered to the Council in Land Registry under Freehold Folio No. 184617F.

The area of land required for the substation is an integral part of the Stonebridge Road Development and is essential for the running of the area. There is no charge to the Electricity Supply Board for the disposal of the area of land.

It is proposed to dispose of the area of land by way of a 500-year lease for a nominal rent of €5 per annum, if demanded. The Indenture of Leasehold Interest is to contain a Covenant that the land will revert to the County Council if the area of land is no longer used as a substation.

If the Committee has no objection in principle to this proposed disposal, a report will be submitted to a future meeting of the County Council in accordance with Section 211 of the Planning and Development Act 2000 and subject to the provisions of Section 183 of the Local Government Act 2001 on the terms and conditions as aforementioned.

It was AGREED that a report would be brought on this item at the September meeting.

DLP/378/10
"LD 2161 - Proposed granting of a Licence Agreement with Vodafone Ireland Ltd for the installation of a monopole and cabinet at the Cabinteely By-Pass, Cabinteely, Co. Dublin"

Proposed granting of a Licence Agreement with Vodafone Ireland Ltd. for the installation of a monopole and cabinet at the Cabinteely Bypass, Cabinteely, Co. Dublin

Vodafone Ireland Ltd. has applied to the County Council to locate a 14 metre high monopole and cabinet installation at the Cabinteely Bypass, Cabinteely, Co. Dublin in an area of land measuring circa 24 sq. metres as shown outlined in red on Drawing No. PL-10-322. This land is owned by the Council Freehold and is registered in Land Registry under Folio No. 56480F.

The proposed disposal is by way of a licence agreement for a period of 4 years and 11 months at a cost of €20,000.00 per annum.

The following terms and conditions to apply in any agreement reached:

1. The Licence will be for a period of four years and 11 months subject to a yearly payment of €20,000.00.
2. The licence refers to the property as shown outlined in red on Drawing No. PL-10-322 and shall consist of a 14 metre high monopole and cabinet. All structures to be constructed by Vodafone Ireland Ltd. on entering into the licence agreement with Dun Laoghaire Rathdown County Council.
3. Vodafone Ireland Ltd. will indemnify Dun Loaghaire Rathdown County Council in respect of claims received from any party arising from the proposed installation. This indemnity is to be in respect of Employer Liability, Public Liability and any other potential liability that may arise to the amounts approved by the Council’s Finance Department.
4. Vodafone Ireland Ltd. shall be responsible for obtaining all necessary Planning Approvals required for the proposed installation.
5. Vodafone Ireland Ltd. shall pay directly for all electricity or other fuel or services used at the location.
6. Vodafone Ireland Ltd. shall not assign or sub-let any portion of the property covered by the licence agreement.

7. Vodafone Ireland Ltd. shall pay to the Council a sum of €3,000.00 per annum for disturbance and inconvenience caused to the Council for each additional installation made on the site. This sum to be paid in addition to the annual sum of €20,000.00 for the Licence Agreement.

8. The Council’s Law Agent shall include any other usual conditions in the licence agreement which will be applicable to the grant of the licence.

9. Vodafone Ireland Ltd. shall liaise and agree with the relevant Service Departments of the Council the details regarding initial set up and location of the equipment, subsequent maintenance, routine visits on site, and any other technical issues and shall meet the relevant Service Departments’ special requirements in relation to fencing and landscaping.

10. Vodafone shall operate the installations only on a basis that the transmission frequencies will not interfere with commercial radio, television or emergency communications.

11. This agreement shall be made subject to Section 211 of the Planning and Development Act 2000.

If the Committee has no objection in principle to this proposed disposal, a report will then be submitted to a future meeting of the County Council subject to the provision of Section 211 of the Planning and Development Act 2000 and in accordance with the requirements of Section 183 of The Local Government Act 2001.

It was AGREED that the above Item would be DEFERRED to a future Dundrum Area Committee Meeting.

DLP/379/10
Major Planning Applications

MAJOR PLANNING APPLICATIONS

Plan Reg.: D10A/0248 Apn Rec’d Date: 12-May-10 App Type: Permission

Location: Somerset House, Stradbrook Road, Blackrock, Co. Dublin.

Proposal: Permission for development on a site of c.0.226 hectares comprising Somerset House, Stradbrook Road. The site is bounded by Stradbroke House to the south, Blackrock Rugby Club to the east, 'Wynberg House', to the north and Stradbrook Road to the west. Somerset House is a 2-storey building of c.1,107 sq. m gross floor area (gfa). The development will consist of an extension of c.36.5 sq. m to the front of the building with internal modifications and change of use to comprise the following:

Convenience retail store (c. 175 sq. m net) with storage area (c.48 sq. m), cafe (c. 40 sq. m), and pharmacy (c.185 sq. m) at ground floor. Medical centre (c.481 sq. m gfa), comprising 2 practices and a total of 5 no. consultation rooms at first floor. All ancillary areas including circulation, storage and WCs. Redesign of landscaped areas; site boundary to Stradbrook Road, and parking areas including provision of 2 no. additional car spaces. A total of 41 no. car spaces now provided overall with 10 no. retained for Stradbrook House. Provision of 14 no. covered bicycle parking spaces and bin storage area. Provision of signage (c. 10.2 sq. m in total) to the front of the retail units and advertising totem pole (c.4.75 m total height with c.6 sq. m total advertising area). The total gfa of development is c.1,143.5 sq. m. This application includes for all ancillary site development, landscaping and boundary treatment works.

Applicant: Po Properties Ltd
The Item was NOTED

Plan Reg.: D10A/0254 Apn Rec’d Date: 13-May-10 App Type: Permission

**Location:** Woodlawn & Smallacre, Church Road and No.43 Watson Road, Killiney, Co. Dublin

**Proposal:** Planning permission for development at Smallacre (occupied), Woodlawn (unoccupied), at Church Road, Killiney, & No.43 Watson Road (occupied), Killiney, Co. Dublin. The development consist of: 20 dwelling units, of which there are 4 detached & 16 semi-detached. Each unit also having 2 No. parking spaces. Part demolition and new extension (comprising one bedroom to rear) to existing single storey 3 bedroom house at No.43 Watson Road, all associated site development works and site works comprising demolition of 2 No. single storey houses known as 'Smallacre' and 'Woodlawn'; new pedestrian and vehicular access from Church Road, a 6.0m wide drainage way leave through to Watson Road, new access road, footpaths, 5 No. public parking spaces, street lighting, works to all site boundaries including partial demolition of existing Church Road boundary wall; all services connections, landscaping including retention of trees / hedgerows, removal of trees and tree / shrub planting, on a site of 0.816ha.

**Applicant:** Highland Estates (Prospects) Ltd

The Item was NOTED

Plan Reg: D10A/0265 Apn Rec’d Date: 19-May-2010 App Type: Permission

**Location:** 1, Castle Close, Sandycove, Co. Dublin

**Proposal:** Planning permission for development which will consist of 5 no. apartments with no occupancy limitations in lieu of the previously approved and constructed 5 no. senior citizen residential units (Reg. Refs. D08A/0480 & PL 06D.230903 AND D09A/0775 & PL 06D.235920). 

**Applicant:** Otranto Properties Ltd.

The Item was NOTED

Plan Reg: D10A/0238 Apn Rec’d Date: 05-May-2010 App Type: Permission

**Location:** Linden Lodge, Castlepark Road, Sandycove, Co. Dublin

**Proposal:** Planning permission on a site of 0.2468ha at Linden Lodge. The development will consist of (1) the demolition of the front porch, the extensions to the southern elevation and part of the rear extensions at ground and first floor of Linden Lodge. (2) The replacement of the existing south facing side door of Linden Lodge with a window, and the revision of the front door to Linden Lodge. (3) Construction of new 2-storey extension along the southern elevation and rear of Linden Lodge 62sq.m. (4) Renovation of the existing Lodge to convert it and the new extensions into office space, 209sq.m, (5) Construction of 5 No. 4 bed 2-storey terraced dwelling houses, 211sq.m each, (6) Construction of a 2-storey apartment block to the north of Linden Lodge to consist of a 3-bed apartment on the ground floor (100sq.m) and a 2-bed apartment on the first floor (110sqm), (7) The closure of the existing vehicular entrance along Castlepark Road, maintenance of existing pedestrian entrance and the re-opening and widening of the original secondary vehicular entrance further south along Castlepark Road. The development will include all associated site works including hard and soft landscaping and associated parking provision, surface water connection and water mains connection.
Applicant: Martin Whelan & Richard Murphy
The Item was NOTED

Plan Reg:D10A/0234 Apn Rec’d Date: 04-May-2010 App Type: Permission

Location: Newpark School, Newtownpark Avenue, Blackrock, Co. Dublin

Proposal: Planning permission for a development on a site at Newpark School, part of which is a protected structure (curtilage yet to be established). The development will consist of the following: 1) Demolitions of existing 1970’s single storey school building (3,400sq.m) and ancillary extensions to Belfort House (2,255sq.m); 2) A new part single-storey, part 3-storey school building (6,580sq.m); 3) The refurbishment and a new 3-storey extension (100sq.m) to the west side, of Belfort House (total 733sq.m); 4) Construction of a temporary, single storey prefabricated school building (2,140sq.m) to the east boundary, for the duration of the new construction works of the new school; 5) new 21sq.m substation located in the north east corner; 6) The refurbishment of the 2 gate lodges at the entrance and exit gates onto Newtownpark Avenue; 7) An increase in the number of car parking spaces from 196 to 226 spaces; 8) Reconfiguration of traffic access and exit; 9) Modifications to the existing boundary walls and ancillary site works including new landscaping and playground areas.

Applicant: Department of Education and Science
The Item was NOTED

DLP/380/10
Ministerial / Departmental Correspondence

It was NOTED that there was no business under this heading

DLP/381/10
Other Correspondence

Proposed Festival of World Cultures, to be held in Dún Laoghaire and surrounding areas between Saturday the 24th and Sunday the 25th July, 2010.

This report to be RE-ENTERED as Members felt there was no information given to support the correspondence

DLP/382/10
Request for Enforcement Action at former Mackey's site, Castlepark Road, Dalkey, Co. Dublin

The following Motion was PROPOSED by Councillor H. Lewis and SECONDED by Councillor J. Bailey

Motion: Councillor H. Lewis

"That this Council will issue an enforcement notice pursuant to Section 155 of the Planning & Development Act 2000 in relation to the non-compliance of the developers at the former
Mackey’s site on Castlepark Road and that the Council will take a special interest in monitoring this development and ensure that there is no deviation from the planning permission for this development, and will investigate fully the concerns raised by local residents in relation to planning, health and safety and environmental aspects of this development.”

**Report:** The following is the current situation in relation to this development:

A Warning Letter under section 152(1) of the Planning and Development Act 2000 (as amended) issued on 8th April 2010, following receipt of a complaint, for **alleged** unauthorised development consisting of "non-compliance with condition no 1 of Planning Permission Register reference D06A/1808, granted by An Bord Pleanála Reference PL06D.224130 on the 12th February 2008, in that amendments are being carried out to "Apartment Block B" contrary to the approved plans and without the grant of a valid planning permission approving these amendments".

A site inspection carried out on 16th April 2010 found that narrow window openings had been incorporated into the end elevations. The variation was considered minor in nature at that point of the construction phase. It was considered premature to initiate further enforcement action until such time as a final decision was made on planning application register reference D09A/0919, which included this amendment.

Planning application register reference D09A/0919 for "Permission for development which will consist of modifications to previously approved plans (Reg.Ref:D06A/1808 and PL06D.224130), being the reduction in the number of apartments from 51 no. as approved to 48 no. by the omission of 2 no. 1 bed apartments at first floor level in Blocks A and B (the adjacent 2 bed apartment increase in size), and the omission of 1 no. 2 bed apartment at third floor level Block B (the adjacent 3 bed apartments increase in size). Also proposed is the redistributions of floor area in Blocks A and B such that 6 no. small 2 bed apartments become 6 no. large 1 bed apartments (52sq.m each) and the surplus floor area will be allocated to adjacent 2 bed apartments, to provide a proposed revised apartment mix in total of 8 no. 3 bed apartments, 28 no. 2 bed apartments and 12 no 1 bed apartments. Also proposed are modifications to elevations of both Blocks A and B by the repositioning of windows to reflect new internal layout changes and the extending of balconies to increase private open space allocation within the development with revisions to landscape design including the children’s play area, basement car park ventilation and a new location for the ESB substation" was granted by the planning authority on 7th May 2010.

An appeal against the decision was lodged with An Bord Pleanála on 27th May 2010.

The Council has been very active in observing this development since its commencement. Numerous site visits have taken place and the planning authority is satisfied that the site is being very closely monitored.

A discussion ensued on the above and it is decided that the site is to be monitored closely and kept under constant review and report to be brought back to the September Meeting.

The Item Was **AGREED** and to be **RE-ENTERED**

**DLP/383/10**

**Issues raised by Planning Application**

The following Motion was **PROPOSED** by Councillor J. Bailey and **SECONDED** by Councillor.....

**Motion:** Councillor J. Bailey Councillor M. Bailey

“That the Manager bring to this committee a full report on how he proposes to deal with the issues raised in planning application D08A/1388 by An Bord Pleanala”
Report: Details of Planning Application D08A/1388 as set out hereunder:

Plan Ref. D08A/1388  Apn Rec’d Date: 19th Dec 2008 App Type: Permission

Location: Spring Grove Services, Site at Spring Grove Services, Pottery Road Industrial Estate, Dun Laoghaire, Co. Dublin

Proposal:
A) The construction of a c.104sq.m gross floor area (GFA) single storey extension (c. 5.48 metres in height over existing ground level) to the north-western elevation of the existing industrial facility to accommodate plant. The proposed extension will increase the total GFA of the building from c. 4,152sq.m to c. 4,256sq.m; B) The provision of a roof canopy (c. 5.40 metres in height over existing ground level) of c. 270sq.m to cover a portion of the existing yard area between the 2 no. existing buildings on site; and C) the extension of the permitted operational hours of the industrial facility (per Reg. Ref. D01A/0920: 8am-11pm Monday to Friday and 9am-1pm (occasionally) on Saturdays) to facilitate a 24 hour, 7 days a week operation; D) Permission is also sought for all associated site development, boundary treatment and landscape works. The permitted activity on this site is the subject of a waste water licence (Reference No. WPS/DR/129).

Applicant: Spring Grove Services Limited

An Board Pleanala granted planning permission on 16th April, 2009 as follows:-

GRANT permission for the said extension, roof canopy and all associated site development, boundary treatment and landscape works,

REFUSE permission for the said extended operating hours.

No commencement Notice has been received to date.

As with all planning decisions, the applicant is required to comply fully with the decision of An Board Pleanala. If the Planning Authority is advised of any breaches, it will investigate the complaint and take appropriate action under the Planning & Development Acts and regulations made hereunder.

Following a complaint from Councillor J. Bailey with regard to the reply given above that it did not answer his question it was AGREED to have this item RE-ENTERED.

DLP/384/10
Re-Entered Items

It was AGREED to RE-ENTER Items No.60, 65, 66, 67 to the next meeting of the Dún Laoghaire Area Committee of (P&T)

It was AGREED that Item No. 62 (LD 2161 – Proposed granting of a Licence Agreement with Vodafone Ireland Ltd. for the installation of a monopole and cabinet at the Cabinteely By-Pass, Cabinteely, Co. Dublin would be DEFERRED to a future Dundrum Area Committee Meeting

DLP/385/10
Conclusion of Meeting
The meeting ended at 18.00