

COMHAIRLE CONTAE FHINE GALL

FINGAL COUNTY COUNCIL

Fingal Development Plan 2017-2023

Tuesday, 27 September 2016

**Motion from Councillor David Healy: Heavy Goods Vehicle (HGV)
Management Strategies. AI028974**

Insert Objective after MT09 "Develop Heavy Goods Vehicle (HGV) Management Strategies for every urban area, including considering a ban on the movement of HGVs on routes to schools / other specific routes with mixed traffic between 07:45-09.30 and 15.00-17.00."

REPORT:

The Elected Members of the Planning Authority may only make amendments to the Draft Development Plan 2017 – 2023 under Section 12(6) or 12(10) of the 2000 Act, as amended, in connection with matters contained in the Chief Executive's Report.

The motion outlined above is not considered to be connected with matters contained in submissions received or the Chief Executive's Report on the outcome of the consultation process on the draft Fingal Development Plan 2017 – 2023. Accordingly, the motion may not amend the draft Plan.

Should the Elected Members decide to consider the Motion, the planning report is as follows;

The Draft Plan supports and facilitates traffic calming for new and existing residential developments. New residential developments shall be designed to create low-speed environments by the use of engineering design and urban design in accordance with DMURS. Objective MT24 specifically seeks to implement traffic calming on particular roads and in appropriate areas of the County, especially residential areas, to reduce vehicle speeds in the interests of road safety and residential amenity.

This objective seeks to ensure that Fingal develop a HGV Management Strategy for urban areas including a ban on movement of HGVs on school routes at particular times.

The implementation of speed limits and restricting of HGV movements is a separate legislative procedure. The setting of speed limits and controls is outside the remit of the Development Plan and is therefore outside the scope of this Draft Plan. This requires a separate statutory process including public consultation. HGV bans are implemented on a case by case basis. Such bans can result in a platooning of HGVs at other locations and are therefore not generally recommended.

Traffic calming is a matter best dealt by an appropriate housing layout and traffic calming measures can play a significant role in reducing speed limits in certain areas, such as routes to schools and other specific routes with mixed traffic. The provision of traffic calming measures in new developments is conditioned where required, through the Development Management process.

The Draft Plan notes the following in relation to Traffic Calming:

Traffic Calming

New residential developments should be designed to create low-speed environments by the use of engineering design and urban design in accordance with DMURS. In existing residential developments, motorised traffic often travels at inappropriately high speeds, causing an increased risk of collisions and intimidating pedestrians and residents.

Objective MT19

Implement traffic calming on particular roads and in appropriate areas of the County, especially residential areas, to reduce vehicle speeds in the interests of road safety and residential amenity.'

Objective MT24

Implement traffic calming on particular roads and in appropriate areas of the County, especially residential areas, to reduce vehicle speeds in the interests of road safety and residential amenity.

Ensure that where appropriate, traffic calming is included as a pre-condition as part of the development of all new estates or extensions to existing estates.

The 'Design Manual for Urban Roads and Streets, 2013' (DMURS) provides comprehensive guidance in relation to enhancing the public realm. The DMURS aligns spatial planning and transport policy, focusing on streets as attractive

places to create secure connected places that work for all members of the community. It offers guidance to ensure compact, connected neighbourhoods based on street patterns and forms of development that make walking and cycling more attractive. Equally, the NTA's *Permeability Best Practice Guide* (2015), which deals with permeability, connectivity and legibility, has a pivotal guidance role in the provision of good urban design. The *DMURS* sets out design standards for urban roads and streets which balance the "place function" (i.e. the needs of residents and visitors) with the "transport function" (i.e. the needs of pedestrians, cyclists, public transport, cars and goods vehicles).

The use of the Manual is mandatory for all Local Authorities.

Objective DMS116 also states:

'Require new developments to be designed in accordance with DMURS. In particular they shall have layouts and designs which reflect the primacy of walking and cycling by providing safe, convenient and direct access to local services, employment and public transport. The promotion of cycling as a sustainable mode of transport depends on providing sufficient parking at places of employment and education. Bicycle parking standards, which are norms, are set out in Table 12.9.'

Chapter 3 of the Draft Plan examines Placemaking and Public Realm and contains a number of relevant policies and Objectives in this regard.

The Draft Plan also supports and facilitates traffic calming for new and existing residential developments. New residential developments shall be designed to create low-speed environments by the use of engineering design and urban design in accordance with *DMURS*. Objective MT24 specifically seeks to implement traffic calming on particular roads and in appropriate areas of the County, especially residential areas, to reduce vehicle speeds in the interests of road safety and residential amenity.

It is not considered appropriate to insert a new Objective restricting the movement of HGVs in certain areas at specific times, as it is considered that this is outside the scope of this Draft Plan.

RECOMMENDATION:

It is recommended that no change is made.