



## Miontuairiscí/Meeting Minutes

### Transportation Strategic Policy Committee 24th September 2020, Training Room , Room 128, Buvinda House, Navan at 3.30 pm

**Attendees – (Councillors):** Cllrs T Golden, P Meade, G O’Connor, N French, P McCabe, S Tolan, A Smith

**Attendees – (Sectoral Representatives):** G Clarke, A Watson  
Apologies: J Curran, A Brunton.

**(Officials):** D Foley, N Whyatt, J McGrath, D McGowan, M Farrell, A Bagnall

Item	Discussion / Action
1.0	<p><b><u>Minutes of Previous Meeting</u></b></p> <p>The minutes of the previous meeting held on 30th July 2020 were approved. Proposed by Cllr P McCabe and seconded by A Watson</p>
2.0	<p><b><u>Matters Arising from Minutes</u></b></p> <p>No matters arising</p>
4.0	<p><b><u>Road Safety Strategy</u></b></p> <p>It was agreed to deal with this item before No. 3 – Winter Services Plan 2020/2021</p> <p>Nicholas Whyatt made a presentation on the Draft Road Safety Plan 2021 – 2030, to coincide with the RSA’s new Road Safety Strategy, which is due to be replaced in 2021. Engagement with stakeholders is a key part of the process and it is proposed that a non-statutory Public Consultation would be undertaken to illicit views on issues affecting road safety.</p> <p>Following the presentation the following points were raised:</p> <ul style="list-style-type: none"> <li>• The idea of holding a public consultation is welcomed</li> <li>• Accuracy of data being used for analysis is key to understand the issues and ensuring that proper measures can be implemented.</li> <li>• Locations of accidents linked to all the statistics and details of likely the causation is key to identifying where the Council can intervene and improve safety.</li> <li>• Collection of data on near misses/minor collisions needs to be considered</li> <li>• Tackling Driver behavior and ensuring there is adequate enforcement is key to getting the numbers down</li> <li>• It was noted that not all measures are suitable in all locations and it is very difficult to achieve the RSA’s objective of 100% compliance with speed limits</li> <li>• Repetition of speed signs along regional roads and warning signs re bad bends etc. would be beneficial</li> <li>• Audits for sight lines for drivers as well as cyclists would be beneficial using technology available.</li> <li>• There is a need for consistency on the speed limits on roads in the county.</li> </ul>



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	<ul style="list-style-type: none"> <li>• Traffic management is a major challenge – some areas should not have HGVs going through them</li> <li>• Department of Education should take responsibility for ensuring that routes to new schools are safe</li> <li>• Due to the relatively high number of motorcycle accidents, further analysis of the locations/the place of origin of the motorcyclist etc. would be beneficial</li> </ul> <p>The following responses were made:</p> <ul style="list-style-type: none"> <li>• Analysis of the data from road fatalities is a sensitive issue</li> <li>• Speeding in built up areas is prevalent, the RSA acknowledge that achieving 100% compliance on this is an ambitious target. The speed limit review tried to identify the areas in housing estates where non-compliance was highest with a view to putting in traffic calming measures to support the 30kph speed limits.</li> <li>• The RSA are looking at vehicle technology in relation to Intelligent Speed Assistance.</li> <li>• A non-statutory public consultation will be organized in the coming months</li> <li>• It was agreed that this item would be included on the Agenda for a future SPC meeting.</li> <li>• The Committee agreed to proceed with the public consultation regarding the new MCC Road Safety Strategy.</li> </ul>
<p><b>3.0</b></p>	<p><b>Winter Services Plan 2020/2021</b></p> <p>Des Foley introduced the item and outlined that there was a recommendation at the end of the presentation to come that meant that MCC would not be able to move to covering 100% of Regional Roads for the forthcoming season. This is due to the difficult financial situation that the Council finds itself in, and the projections for Budget 2021. He confirmed that the Council could only commit to maintaining the same level of service as the 2019/2020 season.</p> <p>Andrew Bagnall made a presentation on the Winter Services Plan for the 2020/2021 season.</p> <p>Following the presentation the following points were raised:</p> <ul style="list-style-type: none"> <li>• Disappointment that not all Regional Roads are included as part of the routes for the 2020/2021 Winter Gritting Plan; agreement that the goal is to get that additional 100km of RR included as soon as possible</li> <li>• Gritting Routes should be advertised on as many platforms as possible and could be included in the Meath Matters newsletter</li> <li>• Salt bin programme - any related liability on customers</li> <li>• Advert for the Purchase of Salt Bins be forwarded to Councillors for circulation</li> <li>• Contractors that may be required for Emergency Weather events should be contacted to confirm that they are still on our list</li> <li>• Query as to why the number of routes has not increased in recent years</li> <li>• Navan, Kells and Trim have a limited service in the towns, could routes be considered for the other major urban centres</li> </ul>

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	<ul style="list-style-type: none"><li>• Enquiry about the reasoning for the “one out, all out” policy</li><li>• Data from the Road Safety Presentation could be overlaid with the gritting routes, to see if conditions on roads due to bad weather was a contributing factor in accidents</li><li>• Acknowledgement of the good work that the Winter Services team are doing</li><li>• Suggested a reserve be built up for major weather events/particularly bad winters</li><li>• The Committee agreed to proceed with the same gritting routes as the 2019/2020 gritting season.</li></ul> <p>The following response were made:</p> <ul style="list-style-type: none"><li>• Transportation had designed new routes to include all the Regional Roads and sourced a vehicle to procure and are disappointed that this cannot proceed this season. Bulk of funding for winter gritting comes from our own resources, which is the only area we can make savings</li><li>• Salt Bin initiative is aimed at libraries, shopping centres, creches etc. It is a positive initiative and the issue of liability was reviewed following the severe weather in winter 2010/2011. The consensus appeared to be that once a person acted reasonably and with due care it was likely that they could not be found liable.</li><li>• There is a list of contractors in each MD, MCC could look at informing them that they are still on the books</li><li>• Transportation prepared a proposal for the Capital Plan so that each MD could purchase smaller gritting truck/equipment so that they can treat their own large urban centres on a local basis</li><li>• Still 10 routes in operation but the length of network being treated has increased substantially due to the purchase of larger trucks</li><li>• The “one out, all out” policy is to allow for the fact that the Weather apps do not always have directional information on the cold weather fronts and there can be isolated areas on a route that due to topography and prevailing conditions can be more susceptible to ice formation. Acknowledged that it would be more ideal to work on a regional basis rather than a county by county basis.</li><li>• Accident statistics were considered in previous reviews of the Winter Service Plan by the SPC Sub-Group. Often, the more extreme the weather, the more care people will take and reduce speed accordingly. Black ice is always an issue.</li></ul>
<b>5.0</b>	<p><b><u>AOB</u></b></p> <p>The following issue was raised.</p> <ul style="list-style-type: none"><li>• Query about the issues around Councillor’s discretionary money being accepted as part of a community group’s contribution to a CIS or LIS scheme</li></ul> <p>The following response was provided by the officials</p> <ul style="list-style-type: none"><li>• In relation to CIS, Department have clarified that the community must</li></ul>



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	<p>pay an element of this contribution themselves – cannot all be made up from Councillor’s contributions</p> <ul style="list-style-type: none"><li>• In relation to the LIS, the Department of Rural &amp; Community Development have audited our 2017 schemes and stated that we should not have accepted Councillor contributions towards the community portion, as we were not entitled to use Council funds for these works. This has been appealed and we are awaiting a decision on that appeal. The penalties suggested by the DRCD relating to this issue could see MCC having to return a substantial amount of grant funding on schemes carried out.</li></ul> <p>It was agreed that the next meeting would be held on Thursday 3<sup>rd</sup> December at 3.30pm.</p>
	<p><b><u>Recommendations from SPC Committee to Corporate Policy Group and to Full Council.</u></b></p> <ol style="list-style-type: none"><li>1) That the new MCC DRAFT Road Safety Plan should go through a non-statutory Public Consultation</li><li>2) That the Winter Services Plan 2020/2021 presented, which is in line with that from the previous season, is endorsed by this committee but that all efforts are made next year to increase the routes to include the additional 100km of Regional Roads that had been planned for this year before the imposition of budget restrictions</li><li>3) That if the appeal lodged with the Department of Rural &amp; Community Development into the findings of their Audit of LIS scheme 2017 (with respect to the use of the Elected Members Discretionary Fund as part of the local contribution) is not successful, a letter be written on behalf of this committee requesting that this be reconsidered.</li></ol>