



**NOTIFICATION TO ATTEND MEETING OF THE TRAFFIC AND TRANSPORT SPC
BY REMOTE VIDEO CONFERENCE
ON WEDNESDAY 2 SEPTEMBER 2020 AT 3.00 PM**

WEBCASTING NOTICE

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If you have any queries regarding this, please contact the Chief Executives Department on Extn. 2101 or DD (01) 222 2100.

AGENDA

WEDNESDAY 2 SEPTEMBER 2020

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1	Minutes of the Meeting of the Traffic and Transport SPC, 3rd June 2020	3 - 4
2	Luas Finglas - Presentation on the Extension of the Luas Green Line - Transport Infrastructure Ireland	
3	Update on COVID Mobility Measures - Brendan O'Brien, Acting Executive Manager (Traffic)	
4	Dublin City Council Special Speed Limit Bye-Laws 2020 (COVID 19) - Report on Public Consultation and Draft Bye-Laws	5 - 26
5	Mobility Education Presentation - Helen Smirnova, Senior Executive Engineer	
6	Traffic and Transport SPC Sub-Committees - Next steps	
	<ul style="list-style-type: none">• Walking and Cycling Sub-Committee• Public Transport Sub-Committee	
7	Motion in the name of Councillor Jane Horgan-Jones	

The Traffic and Transport SPC request an assessment of the advantages and the disadvantages of running bus routes against the flow of traffic on the

quays in the City Centre to be undertaken by Dublin City Council, with a view to the findings being presented to Dublin Bus and the NTA.

For example, buses heading to Heuston station would no longer run on the south side of the river, they would run on the north side on the river side of the road, adjacent to the boardwalk. The potential advantages of this are as follows:

- Make better use of footpaths on the riverside
- Increased use of riverside footpaths can reduce antisocial behaviour on the boardwalks
- Reduce conflict between bus passengers and cyclists at bus stops on the business/shop side of the road and so allow the bike lane to revert to the left side of the road, from the current riverside bike lane. This is a more suitable side of the road for cyclists.
- Reduce bus passengers clogging up footpaths on the building-side of the quays.
- Makes it easier for restaurants and cafés to open out on to the footpaths, as there would no longer be bus stops. This would be more beneficial to the sunnier north-side of the quays
- If cyclists could use the contraflow bus routes, it would allow cyclists cycle in either direction on both sides of the river. This could potentially reduce the amount of space needed for the bike lane

8 Motion in the name of Councillor Janet Horner

"That the Traffic and Transport SPC call the appropriate representatives from An Garda Síochána and Dublin City Council Parking Enforcement services to the next SPC to discuss improvement to policing of illegal and irresponsible parking in the Dublin City Council area with a view to improved safety for vulnerable road users."