



**NOTIFICATION TO ATTEND MEETING OF THE TRAFFIC AND TRANSPORT SPC  
TO BE HELD IN THE ON-LINE VIA TEAMS  
ON WEDNESDAY 4 NOVEMBER 2020 AT 3.00 PM**

**WEBCASTING NOTICE**

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Therefore, by entering the Council Chamber/Meeting Room and using the seats around the meeting tables, public gallery etc., you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting.

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

**AGENDA**

**WEDNESDAY 4 NOVEMBER 2020**

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|---|----------------------------------------------------------------------------------------------------------------|--------------|
| 1 | Minutes of the Meeting of the Traffic & Transport SPC, 02nd September 2020                                     | <b>3 - 4</b> |
| 2 | Briefing by Minister Eamon Ryan (TBC) Requested by Chairperson Cllr Christy Burke                              |              |
| 3 | Update on College Green Plaza Project - Brendan O'Brien A/Executive Manager, Traffic                           |              |
| 4 | National Transport Authority Presentation on Bus Connects Project, start of third phase of public consultation |              |
| 5 | Reports by Chairpersons of Walking & Cycling and Public Transport Sub-Committees                               |              |
| 6 | Motion in the name of Cllr Jane Horgan Jones                                                                   |              |

For 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 Northside 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