



**NOTIFICATION TO ATTEND MEETING OF THE TRAFFIC AND TRANSPORT SPC
TO BE HELD REMOTELY VIA MICROSOFT TEAMS
ON TUESDAY 25 MAY 2021 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

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1	Minutes of Traffic & Transport SPC Meeting held on 3rd February, 2021	5 - 8
	a Minutes of the Public Transport Sub-Committee Meeting held on 26th January, 2021	9 - 12
	b Minutes of the Walking & Cycling Sub-Committee Meeting held on 25th January, 2021	13 - 18
2	Dublin City Council EU Programme Participation Strategy 2021 - 2027. presentation by Ciara O hAodha, Senior Economic Development Officer and Mary MacSweeney, Senior Executive Officer.	19 - 44
3	Dublin City Council Speed Limit Review - Brendan O'Brien, A/Executive Management Traffic	45 - 80
4	Presentation on Shared Mobility - Dr. Brian Caulfield, Associate Professor, Centre for Transport Research, Trinity College Dublin	
5	E-Scooters Update - Clive Ahern, Administrative Officer, Sustainable Mobility & Projects	81 - 88
6	Report on Parking Enforcement Policy with regard to Footpath Parking - Dermot	89 - 90

Stevenson, Parking Enforcement Officer

7 Update on College Green - Brendan O'Brien, A/Executive Manager Traffic

8 Motion in the name of Councillor 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 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.*

9 Motion in the name of Councillor Tina MacVeigh (Mot. 85, agreed at South Central Area Committee to refer to Traffic and Transport SPC)

Given the extent of development ongoing and planned in the South West Inner City, this Area Committee agrees that area wide Construction Traffic Management Protocols be put in place as a matter of urgency so as to attempt some level of coordination that might mitigate the impact on our residential communities and our roads. Further, this Area Committee agrees that these protocols should be developed with a view to expanding them across the city.

This matter to be referred to the Transport SPC.

10 Motion in the name of Councillor Caroline Conroy

To ask the Manager to add Secondary Schools into the Schools Zone project. There are many secondary schools in great need of safer zones around the entrance for young people coming to school by bike or walking on their own. This and the roll out of segregated bike lanes will also encourage more parents to allow their young adults come to school on their own.

11 Motion in the name of Councillor Naoise O'Muirí and Councillor Damian O'Farrell

(Motion 6 agreed at North Central Area Committee to refer to Traffic and Transport SPC)

That this Area committee proposes that a voluntary 30kph maximum speed limit trial takes place on two consecutive days (one weekday / one weekend day, i.e. Friday / Saturday or Sunday / Monday) within the Dublin City Council functional area.

The purpose of the voluntary 2-day 30kph trial would be to raise the public's awareness of Dublin City Council's ongoing Special Speed Bye-Laws procedure and allow them make an informed submission.

The voluntary 30kph trial would only take place if approval is given by Dublin City Council that the impending DCC Special Speed Bye-Laws are sent for statutory public consultation”