

**NOTIFICATION TO ATTEND MEETING OF THE TRAFFIC AND TRANSPORT SPC**  
**TO BE HELD BY REMOTE VIDEO CONFERENCE VIA - MICROSOFT TEAMS**  
**ON WEDNESDAY 1 DECEMBER 2021 AT 3.00 PM**

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**AGENDA**

**WEDNESDAY 1 DECEMBER 2021**

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1	Minutes from Traffic & Transport SPC meeting held on 10th November 2021	<b>6 - 8</b>
a	Minutes of Walking and cycling Sub-Committee	<b>9 - 12</b>
2	Report on Parking on Footpaths - Dermot Stevenson - Parking Enforcement Officer.	<b>13 - 14</b>
3	Verbal report on College Green - Frank Lambe, Project Manager College Green.	
4	Speed Limit Review formation of working group. Brendan O'Brien, A/Executive Manager	
5	Formation of working group on Zebra Crossings. Brendan O'Brien A/Executive Manager	
6	Report on Motion from Tina MacVeigh regarding construction management. Brendan O'Brien A/Executive Manager.	<b>15 - 18</b>
7	Motion in the name of Cllr. Deirdre Conroy Chairperson of Public Transport Sub-Committee	
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## Committee

**Motion in the name of Councillor Deirdre Conroy, Chairperson of the Public Transportation Sub Committee** to the Traffic & Transport SPC, requesting this committee writes to the NTA to bring forward and address a policy in support for a School Bus System for students within the Dublin Area.

There previously was a school bus system in place which was very successful in promoting the use of public transportation for the school-going younger generation but for various reasons this scheme was stopped. Currently in place of this scheme are private operators for specific routes providing a service for selected schools depending on the demand in the area. This privately operated school bus system is on the north side of the city but unfortunately we are not aware of such services on the south side. As the demand for secondary schools is becoming more oversubscribed, students often find themselves at a disadvantage in having to travel a significant distance for a place in a school that may not have private bus services operating from them. Also during school term, we can clearly see the impact of congestion and delays that the school run by private car has on the road network.

Although during the school run times, bus operators put on universal additional buses on routes to meet the increase in demand, but these services are discreet and buses can be already be quite full by the time they pass various schools. This does little to prompt the modal shift to encourage students to take the bus. If there was a dedicated bus service or a bus on the public route service for school going students only, we believe that this would raise a profile of public transportation services for students and provide a friendly and comfortable environment for children at this school-going age.

The purpose of this policy would be;

- To promote change to public transportation and to allow students to become accustom to taking the bus.
- To reduce the unnecessary school car run as students would have an alternative
- To reduce traffic congestion and as a result reduce pollution and improve air quality
- In providing a dedicated school bus service, this raises the awareness of choice for parents in the use of public transportation and would encourage the right modal-shift.
- With the integrated ticketing system in place, the travel demand for students on the public routes would be known and this would assist in surveys to determine effective times and routes for dedicated school buses and encourage other students to avail of the service.

Although the remit of school bus services at a national level is with the Department of Education and provided via Bus Eireann, unfortunately there is no central system or scheme in place for the Dublin Area for school children.

But there are other agencies, and for the purposes presented above, that are in the best position to assist in supporting this policy. The NTA as the regulatory licensing authority or the PSO operators and commercial bus operators for the greater Dublin Area would be best placed and we welcome the opportunity to work with the NTA to develop and support the policy that would result in the school bus being the 1<sup>st</sup> choice for students.

- 8 Motion in the name of Cllr Maire Devine - Motion 361 referred to Traffic & Transport SPC from Special Council Meeting on 22-24th June 2021. P&D review

**Special Council Meeting - 22-24 June 2021 re Pre-draft Dublin City Development Plan**

**Motion 361 Cllr Maire Devine**

That the Development Plan will incorporate revised and updated guidelines vis a vis Pay and Display in residential areas. This will prioritise public consultation with affected local residents and businesses, it will be flexible and subject to change before the final map is agreed upon and implemented.

**Planning Reason**

Increase public consultation and involvement by citizens in shaping their area.

**Chief Executive's Response**

It is a reserved function of Dublin City Council Members to vote in amendments to the Parking Control By Laws 2019. This is not a matter for the Development Plan.

**Chief Executive's Recommendation**

Not agreed, as this motion raises issues that are outside of the scope of the function of Development Plans, as defined by the Planning and Development Act (as amended).

**Council Meeting Decision**

The report and recommendation of the Chief Executive was AGREED and MOTION to be sent to the Traffic & Transport SPC.

- 9 Motion in the name of Cllr. Tara Deacy - Motion 769 referred to Traffic & Transport SPC from Special Council Meeting 22-24th June.

**Special Council Meeting - 22-24 June 2021 re Pre-draft Dublin City Development Plan**

**Motion 769 Cllr Tara Deacy**

**Parks / Playgrounds**

**PARKS**

That DCC provide picnic benches, and appropriate seating for all residents with all levels of ability, that a particular focus be given to parks with little or no amenities in place at present.

In communities with scarce green space that pocket parks, pocket forests and micro parks be put in place through community engagement and to ensure ownership by the local community.

**PLAYGROUNDS**

This Council must prioritise the provision of playgrounds and we are

particularly anxious to provide side by side play opportunities for people with disabilities.

Playgrounds should be seen as not only an investment in children but as a great way to bring communities together, foster social interaction and provide a focal point for parents and grandparents. We want to see greater provision of playgrounds across the city. We are conscious that the positioning of playgrounds in local communities is an important factor for consideration in order to promote community buy-in, to reduce the risk of vandalism and to minimise anti-social activity. Public consultation will be a vital part of every playground proposal.

We must also ensure DCC provide and update accessible playgrounds for the citizens of our city to include amenities for all children, to pay particular attention to amenities for children with various abilities, to include communications boards for children, alongside wheelchair friendly pieces.

To provide a level of shelter in our playgrounds as seen in other European countries (see attached example) in light of the Irish climate.

**To remove ‘Kissing Gates’ throughout the city and replace with a more secure, accessible entrance for all.**

Planning Reason

Covid has shown us the importance of our parks/green spaces/playgrounds and what a wonderful amenity they are for us all. It has also shown the gaps in many of our parks and how we can improve them for everyone with varying abilities.

### **Chief Executive’s Response**

It is recognised that the location and size of open space around the City is not consistent and deficits have been identified in respect of the provision of flagship parks and open space provision in certain communities across a number of areas particularly the City Centre between the canals. The Draft Plan will build upon the policies and objectives in the current Plan to protect and improve existing parks and open spaces and continue with the existing programme to develop new green and open spaces in the appropriate areas as the opportunity arises in conjunction with protecting the natural environment.

Similarly, the Draft Plan will continue to support the provision of play facilities and amenities within existing and future open space areas. It is recognised that the City’s parks provide a key service to the community whether that is informal recreation such as walking or more formal activities such as organised sports. Dublin City Council’s Parks Strategy 2019 – 2022 takes into consideration the accessibility, quality, quantity and distribution of parks and facilities within the City. The Parks Strategy will be supported in the forthcoming plan.

The Chief Executives Report set out a number of recommendations in relation to parks and recreation (Page 130) including to continue to support the approved Dublin City Play Strategy Play Plan and the Dublin City Sport and Wellbeing Strategy and future versions of these strategies. Policies will be set out in the Draft Plan regarding play facilities, including accessible play.

Chief Executive’s Recommendation

Agree to include policy as per Chief Executive’s report.

To include policy to support the provision of accessible play infrastructure and facilities in the city.

**Council Meeting Decision**

The report and recommendation of the Chief Executive was AGREED and that the Draft Plan will include a policy to reduce kissing gates where feasible in the city. **MOTION to be referred to the Traffic & Transport SPC.**