



**Breviate of The Traffic & Transport Strategic Policy Committee meeting
Held on 3rd February 2021**

- 1) Minutes of meeting held on 11th November 2020.
Agreed.
- 2) Minutes of the Sub-Committees Walking & Cycling and Public Transport
Agreed.
- 3) Presentation on Pre-Draft Consultation on Dublin City Development Plan (Deirdre Scully Deputy City Planner)
Noted.
- 4) Report on Updated Cycle Parking Guidance (Brendan O'Brien)
Noted.
- 5) Parking Enforcement on proposed Policy change to include fixed penalty notice. (Dermot Stevenson)
Agreed report to go forward to next City Council Meeting.
- 6) Verbal update on consultation process for College Green, Dame Street (Brendan O'Brien)
- 7) Motion in the name of 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 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.

Councillor not in attendance. It was agreed by Members that Motion is to be taken off Agenda. The Councillor can re-submit the motion to a future meeting of the SPC if she wishes.

8) Motion in the name of Martin Hoey,

That Dublin City Council upgrades all of its disability car and bicycle parking spaces to bring them into line with the guidelines as published by the Irish wheelchair association starting with the retrofitting of 3 proper wheelchair accessible parking spaces on Lombard Street to include proper access and road markings link to guidelines

www.markaline/images/downloads/additionalinformation/IWA%20Guidelines.pdf

Agreed.

Cllr Christy Burke,
Chairperson
3rd February 2021

Attendance:

SPC Members:

Cllr Christy Burke, Chairperson;
Cllr Deirdre Conroy;
Cllr Mannix Flynn;
Cllr. Anne Feeney
Cllr Keith Connolly;
Cllr Caroline Conroy;
Cllr Janet Horner;
Cllr Paddy McCartan
Cllr Larry O'Toole,
Cllr Daniel Céitinn,
Cllr. Deirdre Conroy,
Cllr. Carolyn Moore

Mr Martin Hoey, Public Participation Network;
Mr Colm Ryder, Dublin Cycling Campaign;
Mr Keith Gavin, Irish Parking Association;
Mr. Gary Kearney Public Participation Network,
Richard Guiney Dublin Town,
Fergus Sharpe Dublin Chamber of Commerce.

Dublin City Council Staff:

Brendan O'Brien, Head of Technical Services,
Maggie O'Donnell, Senior Transportation Officer,
Patricia Reidy, Deirdre Scully, Deputy City Planner,
Dermot Stevenson Parking Enforcement Officer, Acting Senior Engineer,
Bernard Lester, Senior Engineer,
Antonia Martin, Administrative Officer, Sustainable Mobility & Projects,
Deirdre Kelly, Walking & Cycling Officer, Mobility & Projects,
Martina Halpin Senior Staff Officer;
Mary Boyle, Staff Officer;
Mr Michael Mann, Staff Officer;
Mr Fergal McKay, Assistant Staff Officer.

Non-Members:

Cllr. Donna Cooney,
Cllr. Deirdre Heney.