

## **Minutes Public Transport Sub-Committee**

### **(Sub-Committee of the Traffic & Transportation Strategic Policy Committee)**

**Date:** Thursday 17<sup>th</sup> June 2021

**Time:** 16.00 hrs.

**Venue:** MS Teams Online Meeting

**Attendees:** Chairperson Cllr. Deirdre Conroy (DC), Cllr Caroline Conroy, Cllr. Larry O'Toole (LOT), Martin Hoey PPN (MH), Gary Kearney PPN (GK), Fergus Sharpe (FS) Dublin Chamber of Commerce. Richard Guiney DublinTown, Tom Manning TII, Grainne Mackin NTA.

**Members:** Cllr Daniel Céitinn, Cllr Caroline Conroy, Cllr. Anne Feeney, Cllr. Larry O'Toole, Martin Hoey PPN, Gary Kearney PPN, Fergus Sharpe Dublin, Chamber of Commerce, Richard Guiney DublinTown, Keith Gavin Irish Parking Association, Grainne Mackin NTA, Suzanne Angley TII

**Apologies:** Cllr. Anne Feeney

**DCC Officials:** Maggie O'Donnell (MOD), Mary Boyle (MB), Michael Mann (MM)

**Minutes by:** Mary Boyle

ITEM	<u>Summary</u>	ACTION BY	TIMELINE
1. Minutes of the Meeting of 15 <sup>th</sup> April 2021	<ul style="list-style-type: none"> <li>➤ Agreed by members</li> </ul>		
2. Update on the BusConnects Project.  a. Interest in Information from NTA about the submission to An Bord Pleanala for Bus Corridors 8,9,10,11,12,13	<p>Chair Cllr. Deirdre Conroy welcomed Grainne Macken to the Committee who replaces Donal Hodgins as the NTA representative on the committee. Grainne was invited to give an update on the Busconnects Project in particular in relation to the Submission to An Bord Pleanala for routes outlined.</p> <p><b>Bus Connects:</b></p> <ul style="list-style-type: none"> <li>○ NTA finalising documentation submission to go to An Bord Pleanala (ABP).</li> <li>○ Pre-Consultation meetings with ABP prior to submission of application.</li> <li>○ 3 meetings have taken place today, one or two more due to take place.</li> <li>○ Business case for Bus Connects currently with Government pending approval.</li> <li>○ There will be a further update later this summer regarding business cases and timeline for submission of application.</li> <li>○ Statutory Public consultation will take place as part of An Bord Pleanala process.</li> </ul> <p><b>Network Re-design update:</b></p> <ul style="list-style-type: none"> <li>○ Plan came into operation on H Spine on 27<sup>th</sup> June – key spine to Howth.</li> <li>○ TFI and Dublin Bus carried out a public information campaign on this route.</li> <li>○ Spine C due to commence service by Oct this year. Route to Celbridge.</li> <li>○ Grainne answered question from the members.</li> </ul>		

	<p>M Hoey PPN a lot more information required on C Spine lots of changes. 10 days not a lot of time, more information required on Timetables, how routes interlink etc. Grainne will feed back request to NTA.</p> <p>Grainne to get back to Martin with new transfer 90 ticket coming in with H Spine.</p> <p>G Kearney PPN communications delay disappointing, information required for his member vulnerable road users disability groups non-nations this information critical for these groups as users of the service. Grainne will feedback these issues to Dublin Bus who are doing the communications on this route.</p> <p>Cllr. Deirdre Conroy Stannaway Crumlin issues with how area is affected. Resident's group meetings have taken place. No application submitted yet. Preliminary case with Government. It will be a number of months before outcome is known. GM advised a meeting took place recently with Residents in this area.</p> <p>Maggie O'Donnell clarified at last presentation DCC gave update on Bus Priority Centralised Scheme, not part of Bus Connects, shows how buses get through areas on demand.</p> <p><b>Update on Metrolink Tom Manning TII</b></p> <ul style="list-style-type: none"> <li>○ Finglas Luas - Feasibility Study being carried out by NTA</li> <li>○ Metro Link – application submitted preliminary Business Case submitted earlier this year. Feedback to Government, Business case to be approved later this year no date as yet.</li> <li>○ Railway Order application at advanced stage of route design.</li> <li>○ Environmental Impact Assessment being prepared carried out when business case approved they will be lodging Railway Order application towards end of this year.</li> <li>○ Details went to residents meeting with Cllrs. &amp; TD., Ballymun, Mater Hospital etc., working with groups along the route.</li> <li>○ When R.O application those along route will know how they will be impacted.</li> </ul>	<p>GM</p> <p>GM</p> <p>GM</p>	
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### Luas Finglas

- first stage of public consultation – positive reaction from Resident in Finglas/Ballymun.
- 2<sup>nd</sup> Stage of public consultation will take place in the Autumn.
- RO application routes is from Estuary Swords to Charlemont.
  
- Cllr. DC advised Charlemont won't work for Rethink Metro Link Group in Ranelagh Area.
- TM advised Cllr DC that TII are aware of Concerns from this group and their preference for the project.
- Martin Hoey PPN Metro link with RO going in end of year if change to south west will it change the RO and have to restart –
- TM Metro North Bord Pleanala rejected that aspect of applicant and submitted revised application depends on opinion of APB on this. Objective is to get an enforceable R.O. will do whatever comes from the board.
- MH Finglas Luas re-routing maps, anything official? Has the route been finalised and is information out there. Will Wellmount Road and slip road to M2 be used.
- TM haven't finalised routes.
- Cllr. Caroline Conroy Luas/Finglas Timeline hearing 2027 any likelihood of it being earlier.
- TM Work on project currently under review in the NDP under the transport strategy Luas/Finglas was back on the priority list Review to be published shortly would be hopeful that Luas Finglas would get priority, TII making great progress and have consultants appointed working at getting the design stage, nothing can happen until APB approve it. Hopefully best possible timeframe would be achieved on it. RO will take a year no matter what the project, Suzanne Angley or Marcello maybe able to attend a future meeting and give an update on any earlier timescales.
- Grainne Macken advised feasibility study nearing completion published as part of the draft revised transport strategy for Greater Dublin Area due to publish in Sept. for public feedback

<p>4. Policies that member would like to bring forward and develop – Draft policy wording for discussion bring forward and develop</p>	<p>Policy wording to go to NTA</p> <p><b><i>School Bus System Policy (Draft)</i></b></p> <p><i>The public transportation Subcommittee request to bring forward and address policy in support for a School Bus System for students within the Dublin Area.</i></p> <p><i>There previously was a school bus system in place which was very successfully 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 are private operators for specific routes and for selected schools depending on demand. 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 the school run by private car has on the road network.</i></p> <p><i>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 of profile of public transportation services for students and provide a friendly and comfortable environment for children at this school going age.</i></p> <p><i>The purpose of this policy would be;</i></p> <ul style="list-style-type: none"> <li><i>• To promote change to public transportation and to allow students to become accustom to taking the bus.</i></li> </ul>		

	<ul style="list-style-type: none"> <li>• <i>To reduce the unnecessary school car run as students would have an alternative</i></li> <li>• <i>To reduce traffic congestion and as a result reduce pollution and improve air quality</i></li> <li>• <i>In providing a dedicated school bus service, raises the awareness of choice for parents in the use of public transportation and would encourage the right modal-shift.</i></li> <li>• <i>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.</i></li> </ul> <p><i>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.</i></p> <ul style="list-style-type: none"> <li>➤ Martin Hoey - The NTA currently regulating the Dublin School transport Service Go ahead operate services on the Northside of the city. Buses are not marked as School Buses currently ordinary vehicles, not clear that they are School Buses only. NTA should be asked to clearly identify as School Buses only. Not well used in Finglas and Blanchardstown area. Used widely in Swords.</li> <li>➤ Gary there are plenty of vehicles available retired from Dublin Bus fleet that could run this service. Important that these buses are used as they are accessible to all, disability friendly, older private stock may not be accessible.</li> <li>➤ Grainne to bring back to NTA.</li> </ul>	GM	
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5 Policy to Bring to the Transportation SPC	<ul style="list-style-type: none"> <li>➤ N/A</li> </ul>		
<b>6. A.O.B</b>	<ul style="list-style-type: none"> <li>➤ Martin Hoey request to use DCC facebook page to advertise changes to any bus routes affected. DCC website saying buses aren't affected for instances 4 bus services were rerouted on Merrion Row. Buses are affected and public are not aware of it we are giving out false information.</li> <li>➤ MOD to arrange to contact people who look after the account to provide bus services changes for any current pedestrian changes and any future events in the summer to make them aware of who to contact as Dublin Bus are responsible for operational changes.</li> <li>➤ Clear communication with MH and GK in relation to changes to routes etc and how the information is communicated. Matter for Dublin Bus NTA and DCC in particular for clear communications. MOD will ask information be sent to MH &amp; GK in relation to changes of routes.</li> </ul>	MOD	