



---

**Breviate of the Traffic & Transport Strategic Policy Committee Meeting  
Held on 4<sup>th</sup> November 2020**

---

1. Minutes of meeting held on 03<sup>rd</sup> June 20.  
**Minutes agreed.**
2. Briefing by Minister Eamon Ryan (TBC) requested by Chair Cllr Burke  
**Noted.**
3. Update on College Green plaza project - Brendan O'Brien  
**Noted.**
4. NTA Presentation on Bus Connects Corridors project, start of third phase of public consultation.  
**Noted.**
5. Reports by Chairpersons of Walking and Cycling and Public Transport Sub-Committees. Minutes circulated to Members.  
**Noted.**
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

**Deferred to next SPC meeting.**

8. That this committee undertakes to write to the Minister for Local Government and request that the necessary amendments are made to the legislation, and any relevant regulations, which prevent a proposal which has completed a statutory public consultation process from being amended by City Council where amendments are evidence in the feedback from the public consultation, to allow such amendments to be made post-consultation.

**Agreed without debate.**

**Cllr Christy Burke**

**Chairperson**

**4<sup>th</sup> November 2020**

### **ATTENDANCE:**

#### **SPC Members:**

Cllr Christy Burke, Chairperson; Cllr Deirdre Conroy; Cllr Mannix Flynn; Cllr. Anne Feeney  
Cllr Keith Connolly; Cllr Jane Horgan Jones, Cllr Caroline Conroy; Cllr Janet Horner;  
Cllr Anne Feeney, Cllr Paddy McCartan Cllr Larry O'Toole.

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, 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.

#### **Outside Organisations:**

Minister Eamon Ryan, NTA Hugh Creegan, John Fleming NTA, Grainne Macken NTA