

Minutes Public Transport Sub-Committee

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

Date: Thursday 15th April 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, Suzanne Angley TII, Siobhan Griffin Bus Eireann, Thomas O'Connor Dublin Bus

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, Donal Hodgins NTA, Suzanne Angley TII

Apologies: Donal Hodgins NTA and Cllr. Anne Feeney

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

Minutes by: Martina Halpin

ITEM	<u>Summary</u>	ACTION BY	TIMELINE
1. Minutes of the Meeting of 26 th January 2021	<ul style="list-style-type: none"> ➤ Agreed – Request by Cllr. DC to include in policy to SPC Additional school bus system especially in South Dublin. 		
2. Update by NTA and TII on major projects to include submission dates to An Bord Pleanála on 10 Bus Corridors.	<ul style="list-style-type: none"> ➤ Donal Hodgins NTA unable to attend, unable to send a representative. ➤ Suzanne Angley gave update on TII two main projects Finglas Luas and Metro Link. ➤ Finglas Luas update completed review of emerging preferred route. Prelim design with preferred route this summer. Site investigation in June and around same time preparing business case. ➤ Application for railway order for metro link late summer. Business case now with Government gone through NTA Board and TII Board. Final route announcement early June. ➤ 1200 residents along route notified of inclusion in book of reference. Anyone within 15-20 mtrs of a tunnel will be included in a book of reference. ➤ Notified all residents groups in the area. ➤ Suzanne took questions from the members in relation to both projects. ➤ GK – issues with port tunnel – SA huge experience on international tunneling projects and surveys being carried out to ensure all goes well. ➤ MH – Finglas/Luas when will route be made public – SA announce preferred route in Summer and more consultation at that point – currently site investigations. 		

<p>3 Update by DCC on the Integration of the Bus Priority System with NTA's Automatic Vehicle Location & Control system.</p>	<ul style="list-style-type: none"> ➤ Maggie introduced Niall Bolger who is part DCC Bus Connects Liaison Team responsible for the DCC bus priority systems. How DCC provide bus priority is provided in the city. An important part of Bus connect is the network redesign the service and the change to services in the city. Connecting spines and orbitals and interchange points along the routes and the importance of the road network in providing an efficient service in moving people to their destination. Reliance on road network and giving priority through a priority system and how it can be used in the roll out. Starting with the H Spine and for the committee to be aware of the new routes and how DCC can assist in making it a success. ➤ Niall gave a presentation on the bus priority system for the City and how DCC assist in the roll out of service, new routes, phasing and how DCC assist to making it a success. . Bus Priority systems assist in how the Bus Connects Priority system works using Automated Vehicle Location technology. ➤ NB gave update on integration project. ➤ All Dublin Bus equipped with GPS system and provides automatic vehicle location system. Tracts approx. 1,000 ➤ System uses this information and knows where buses are on the road ➤ Connect from AVLS from Dublin Bus and connection to SCATS systems - how traffic is controlled around the city. ➤ 3rd connection feed to NTA and 125 Go-ahead buses to our system. ➤ 710 detectors currently. ➤ The centralised bus priority system knows where all buses are on the road in relation to traffic lights ahead to give priority. ➤ NB explained how Virtual detectors are drawn onto a map, no on-street devices are required. Virtual detour drawn up and operating. When bus moves into the detector the plan is selected giving extra time for buses to go through the junction. As the bus moves through the junction it goes back to normal setting. ➤ NB gave the Malahide Road as a good example., it is used to assist right turn movement at Tesco. Journey times greatly improved since introduction of virtual detector. Successfully reducing journey times on this route. Botanic Road and Charlemont Street are other examples of reduced journey times after this virtual detector intervention. ➤ NB gave update on integration process. Holding regular Stakeholder meetings. ➤ Network connection between DCC and NTA have been completed. 	<p>MOD</p>	

	<ul style="list-style-type: none"> ➤ Benefits overall increase of 23% in bus services, better access to bus services, most frequent routes operation every 15 mins, some routes operation 24 hrs. ➤ NB replied to members questions ➤ Concerns raised re changes in routes and distances between bus stops for those with mobility issues. Bushy Park Road and Malahide road concerns in this regard mentioned. ➤ NTA has decided on the network redesign DCC have some input. There will be changes in routes done to ensure people can walk to the service on a spine or other service. Issues for mobility impaired DC. ➤ Rathgar Route – boundaries removed is this still going ahead. ➤ MOD changes in routes done to ensure people can walk to a service. Bushy Park Road no buses, access to spine or other service. NB confirmed that Terenure Road East land take is still proposed. ➤ MHPPN – Blanc to Dublin Airport there previously failed as it doesn't serve communities it will probably fail again. Should have gone to areas where service is needed. ➤ NB confirmed Virtual loop drawn on map no actual on street physical infrastructure required worked off the AVL. ➤ MH Go-ahead services should be on system as they are ex Dublin bus vehicles. ➤ Go ahead on NTA AVI system not on Dublin Bus AVI Scheme. Looking now to connect to NTA AVL system and looking to move on this. ➤ Can private operators be brought into this, as coaches are blocking up junctions. MOD NTA now have remit for looking after private operators. NTA could open it up as a package to them for the routes that they service. Dublin Bus and Go Ahead are predominant services. Bus Eireann will be operating on the continuous bus lanes eventually. ➤ Number 7 Bus routes on Whitworth, priority given to Dorset Street and Finglas Road. A Number of detectors are on Whitworth Road now to get buses out onto the Drumcondra road. Signals adjusted to get more vehicles out, volume of traffic very heavy on that route. ➤ GK Drumcondra Road issue with private coaches at Drumcondra Station, Bus Eireann, Dublin Bus, private coaches all at one bus stop chaos. NB A spine should reduce bunching of services at this location. Drumcondra A spine Dub Bus regulate the service which should improve services at Drumcondra. ➤ GK Doyle Corner long waits at these location with light more timing to give pedestrians more time, it was to give pedestrians more time, causing back log of traffic. Will this continue? plans. NB Light sequencing wrap around pedestrian crossing. All traffic stopped much safer for mobility impaired and pedestrian. Put in as a result of requests working well for people designed for. 		
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<p>4. Policies that member would like to bring forward and develop</p>	<ul style="list-style-type: none"> ➤ Cllr Deirdre Conroy had another meeting to attend and asked Maggie O’Donnell to chair in her absence. ➤ MOD chaired a discussion for all members on the forming of the policy for a School Bus System. Quite a lot of good points came forward and also on how it could be envisaged. ➤ One suggestion that was mentioned, was that instead of bus operators putting on extra buses (universal buses) during the school run time. ➤ Have the bus operators put on dedicated school buses that would only be for students. This would certainly raise the profile of school buses for all in the public domain, make is more comfortable for students as it would be students only (no adults) and it is very practical as the infrastructure would already be in place. ➤ It would also allow children to be independent and become familiar with the public transport services. ➤ The other main suggestion was the dedicated buses for all schools, similar to what the private operators currently offer for certain schools. 	<p>MD</p>	

	<ul style="list-style-type: none"> ➤ Although the ideal solution, this would require significant investment in managing and the logistics of operation. ➤ School bus policy to be drafted based on suggestions made at this meeting. 		
5 Policy to Bring to the Transportation SPC			
6. A.O.B	<ul style="list-style-type: none"> ➤ N/A 		

Chairperson: Cllr. Deirdre Conroy.