



**NOTIFICATION TO ATTEND MEETING OF THE TRAFFIC AND TRANSPORT SPC
TO BE HELD IN THE COUNCIL CHAMBER, CITY HALL, DAME STREET, DUBLIN 2.**

ON WEDNESDAY 7 JUNE 2023 AT 3.00 PM

**Remote-Hybrid Meeting
Online via Zoom and in Council Chamber, City Hall, Dublin 2**

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AGENDA

WEDNESDAY 7 JUNE 2023

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6 Active travel Programme Office update report - Michele Murphy Senior Executive Planner 49 - 54

7 Motion in the name of Councillor Dermot Lacey.

This Committee requests the Traffic Department and the Parks Section of Dublin City Council to examine how natural planting, planter boxes and other more environmentally friendly means could be used in place of plastic bollards and other more concrete type dividers across the various mobility (pedestrian, cycling and motor) routes.

8 Motion in the name of Councillor Damian O'Farrell

1. Motion in the name of Councillor Damian O'Farrell

That this Traffic and Transport SPC urgently requests the Minister for Transport Eamon Ryan and the National Transport Authority to both include and separately provide increased funding for much needed pedestrian crossings and other pedestrian related projects into our 'active travel' programme function.

There has been an impact of the success of active travel on pedestrian related journeys including those of children walking to school. However we are lagging dangerously behind in the provision of safe pedestrian journeys and crossings.

Over 16 traffic engineers transferred to our active travel programme office leaving multiple vacancies in our traffic dept and which is severely effecting the quantity of work our traffic department can undertake. There is one neighbourhood engineer attached to the Northside of the city and one to the Southside (separate from TAG).

Only three pedestrian crossings are being undertaken in the North Central Area presently, all other requests are to go through TAG but there are not enough engineers available. The North Central Area alone requires several more pedestrian crossing installations not to mention other areas of the city.

Walking is Active Travel and should be recognised as such.

9 Motion from Public Transportation Subcommittee held on 11th May 2023, to bring Traffic & Transport SPC meeting.

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 Department of Education 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 accustomed 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.

As 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. Thus for the purposes presented above, the Department of Education is in the best position to assist in supporting this policy and we welcome the opportunity to work with the Department of Education to develop and support the policy that would result in the school bus being the 1st choice for students.

10 Motion in the name of Councillor Janice Boylan

To ask the manager and ceo to look at and drastically improve the timeframe around the implementation of pedestrian crossings. At the moment in the central area for example we have 4 agreed which is brilliant, however the time frame in which it takes from request to finished result is way too long and causing undue stress on all concerned. Our communities and in particular our children deserve better than this. Their safety can not be jeopardised by time frames that makes no sense what so ever. When we witnessed and experienced during Covid, how quickly some of these measures could be put in place. Will the manager and ceo now commit to speeding up this process through what ever means are necessary?

**MINUTES OF MEETING OF THE TRAFFIC AND TRANSPORT STRATEGIC POLICY
COMMITTEE HELD ON 8th FEBRUARY, 2023 AT 3pm**

Hybrid Meeting held online via Zoom and in Council Chambers, City Hall.

ATTENDANCE:

SPC Members:

Chair, Councillor Noeleen Reilly; Lord Mayor Caroline Conroy; Councillor Deirdre Conroy; Councillor Keith Connolly; Councillor Mannix Flynn; Councillor Jane Horgan Jones; Councillor Janet Horner; Councillor Paddy McCartan; Councillor Larry O'Toole; Councillor Michael Pidgeon.

Mr Martin Hoey, Public Participation Network; Mr Colm Ryder, Dublin Cycling Campaign; Richard Guiney Dublin Town, Mr Keith Gavin, Irish Parking

Apologies: Councillor Anne Feeney; Declan Gray, Dublin Chamber of Commerce; Gary Kearney, Public Participation Network

Absent: Councillor Daniel Céitinn

Non-Members:

Councillor Cieran Perry; Councillor Donna Cooney.

Dublin City Council Staff:

John Flanagan, Assistant Chief Executive Brendan O'Brien, A/Executive Manager (Traffic); Dermot Collins, Executive Manager (Engineering); Karen Hosie, Senior Transportation Officer; Dermot Stephenson, Parking Enforcement Officer; Mary Boyle, a/Senior Staff Officer; Hazel Tapley, Assistant Staff Officer; Oliver Esmonde, Clerical Officer, Kirsten Clerical Officer.

Item No.

1. Minutes of Traffic and Transport SPC Meeting of 9th November, 2022
 - a) Minutes of Walking & Cycling Sub-Committee held on 13th October, 2022
 - b) Minutes of Public Transport Subcommittee held on 26th September, 2022
 - c) Minutes of Zebra Crossing Working Group held on 24th November, 2022 and 12th January, 2023

1-1c – Noted and agreed

2. Replies received to correspondence sent on foot of Motion Agreed in November SPC regarding bus service issues.

Replies from NTA, Dublin Bus and Go Ahead Ireland noted

3. Letter to Road Safety Authority on foot of Motion from November SPC and Response Received

Noted

4. Report on RSA Strategy – Rossana Camargo

Report Noted, agreed to further review the draft Strategy and hold workshops with Councillors

5. Report on Zebra Crossings – Karen Hosie, Senior Transportation Officer

It was agreed to refer the report and recommendations to City Council for approval.

6. Report from Road Maintenance – Winter Programme – Dermot Collins, Executive Manager

Dublin City Council will explore innovative options for the efficient treatment of priority footpaths with gritting salts during periods of severe ice. Initial discussions have taken place with the National Transport Authority on the provision of additional resources, equipment and materials.

Report noted

7. Report on Coach Parking charges and update on Emissions based Parking Charges – Dermot Stephenson, Parking Enforcement Officer.
the
Dublin City Council propose to commence charging for Coach Parking in the City Coaches from Monday 3rd April 2023, the fee is currently set at €9 per hour. Coaches may park up to a maximum of two (2) hours in any one location. The hours of operation will be 07:00 – 19:00 Monday to Sunday.

Noted

8. Motion from Walking & Cycling Sub-Committee in relation to Motion 15 on Feb Agenda in the Name of Cllr. Janet Horner on behalf of Walking & Cycling Sub-Committee

This committee requests the traffic and transport division to investigate and bring forward a proposal on how to receive, prioritise, coordinate, implement and respond to data submitted by community groups and individuals using walking and cycling auditing tools in an efficient and effective manner. Several of these tools have been developed by partner organisations of DCC e.g. the NTA, Green Schools, Dublin Cycling Campaign and Disability Federation of Ireland and it is important that the data is gathered and effectively responded to. The system provided by DCC should set a protocol for how responsibilities will be assigned within the traffic and transport section and how the

section will coordinate with other relevant sections within DCC or relevant external bodies.

Reply:

The request is to investigate how we would provide a portal to allow different groups to submit information to DCC and then how the information gathered can be effectively responded to.

In the first instance we have looked at how we currently compile data and whether any of the existing systems can be utilised to provide this function.

The Traffic and transport divisions of DCC utilise a number of different systems in order to allow us to utilise data collected at junction and street level. In the first case of junction information there are two main systems in use namely the SCATS Traffic control system which provides aggregate data for each junction on the SCATS system and this is organised via a combination of its Traffic Reporter software and Scats data base. A junction is uniquely identified by its junction number and all reports regarding traffic information and layout of the junction can be accessed in this way. While it is a very good system for what it is intended to be it is not able to ingest the data being prepared by third parties and particularly non structured information.

The second system is our AFMS (Asset and Fault Management system) which is an on line real time system for automatic fault reporting across all of the traffic signal equipment that DCC use. This system does have the ability to upload data from third parties, however when this was analysed the drawback of using this system is that again it is junction based and there would be considerable work to turn this into a usable tool from its current configuration.

Another system is the rate my signals application which allows users to register issues with traffic signals and which does provide a good way of enabling the public to raise issues with DCC.

However none of the above current systems are in their current versions will provide a system which meets the requirements as set out in this motion.

Therefore we have reached out to the internal Transformation Unit and also our Smart City to determine if they can assist us in the specification and procuring of a system to meet the requirements. Initial discussions are ongoing.

Brendan O'Brien

Acting Executive Manager (Traffic)

Noted

9. December North Central Area Committee Meeting under Item 4E, Area Managers' Reports Public Domain, Members requested that the following issue be referred for discussion to the Transport SPC.

Order: Noted. Letter be sent to Transport SPC from NCAC re gritting of footpaths & NC to be used as a pilot scheme for grit to be given to residents groups (Clontarf Residents Association) to do the footpaths.

By way of background, Cllr. Cooney raised the issue on behalf of Clontarf Residents' Association & was very unhappy with the response given – the following was the response that was issued to the CRA in this regard.

Road Maintenance Services' focus is on the treatment of 300km of the City's main roads. This includes the main public transport corridors, routes to access hospitals, Dublin Port, Dublin Airport, train stations, bus stations and our depots. The full capacity of the Division's resources are dedicated to this task and other priority issues that may arise on the road network. This includes the Division's staff, lorries, plant, machinery and our salt stocks. During periods of severe ice and snow the Division seeks support from the other operational divisions in the City Council, such as Waste Management Services, to assist with the response effort. Due to the current freezing conditions Waste Management Services are today treating some footpaths at a number of priority locations. It is not feasible to make salt and salt bins available for the purpose of gritting residential roads across the City at this time. Furthermore, an additional concern that the Division has is that salt is corrosive to concrete footpaths and its use over time will lead to a deterioration in the footpath, which in turn will lead to additional trip hazards for pedestrians and of course we want to avoid this.

This motion was taken with Item 6. Dublin City Council will explore innovative options for the efficient treatment of priority footpaths with gritting salts during periods of severe ice. Initial discussions have taken place with the National Transport Authority on the provision of additional resources, equipment and materials. Report noted

10. Motion in the name of Councillor Janet Horner

This SPC calls for an immediate revision of the Winter Maintenance Plan to prioritise footpath gritting and salting during periods of freezing temperatures. This change in policy should reflect the hierarchy of street users, the public sector duty on equality and human rights and the priority given to walking and cycling in our broader city policies. A report should be provided back to members of this SPC identifying funding sources and strategy, including priority locations such as schools, health centres, public transport hubs for footpath gritting and salting in future incidents.

This motion was taken with Item 6. Dublin City Council will explore innovative options for the efficient treatment of priority footpaths with gritting salts during periods of severe ice. Initial discussions have taken place with the National Transport Authority on the provision of additional resources, equipment and materials. Report noted

11. Motion in the name of Councillor Cieran Perry.

That this SPC notes with concern the BusConnects Blanchardstown to City Centre Core Bus Corridor Scheme was submitted to An Bord Pleanála without an opportunity for a proper public consultation on changes introduced since the final preferred route documents was published in March 2022. Given the importance and impact of the BusConnects project, at a minimum, a report should be presented to the Traffic & Transport SPC prior to progress on any of the major phases of the project.

This SPC will write to the NTA highlighting these concerns.

Agreed

12. AOB

Report requested on funding for TAG, Neighbourhood Schemes and Safe Routes to School Programme.

Active Travel Unit to report to future meetings of Traffic and Transport SPC

Minutes for Walking & Cycling Sub-Committee

Meeting Details:

Date: Monday 27th February 2023

Time: 11.30 a.m.

Location: Hybrid Meeting - in-person in the Richard O'Carroll Room, City Hall and online via MS TEAMS

Members: Cllr. Janet Horner (JH), Martin Hoey (MH), Colm Ryder (CR), Gary Kearney (GK), Ciara Norton (CN), Cllr. Larry O'Toole (LOT), Cllr. Mannix Flynn (MF), Colm Ryder (CR) (in place of Will Andrews)

DCC Officials: Deirdre Kelly (DK), Rónán Costello (RC)

Apologies: Lord Mayor Caroline Conroy (CC), Inspector Peter Woods (PW), Declan Gray (DG), Will Andrews (WA), Naomi Oldenburg (NO), Cllr. Carolyn Moore, Oliver Dalton (OD), Cllr. Keith Connolly (KC)

1. Minutes of previous meeting held on 28th November 2022

- Minutes agreed

2. Members information sharing

Colm Ryder, Dublin Cycling Campaign

- Two public meetings have been held so far this year. One of these meetings focused on cargo bikes. There is interest in doing something with cargo bikes for Bike Week.
- Engagement with DCC consultations – submissions made on various schemes.
- St Patrick's Day parade: Over 100 cyclists are involved in the parade on the theme of bikes and biodiversity.

Questions / Comments:

- JH query about noise mapping of city undertaken – could be helpful to share with group. CR to share information.
- CR suggestion of inviting St James Active Travel Officer to present to sub-committee

Ciara Norton, Green Schools

- 30 schools in DCC area
- 25 awarded Green Flag this year
- Big Travel Challenge took place for 10 days in February which encouraged schools to use sustainable modes of travel.
- Scoot to School week in March – scooting safe workshops will take place in advance
- Bike Week planning has started

Questions / Comments:

- CR asked if there are any schools that have completed a route to school on the Safe Routes to School programme?
 - DK: The School Zone project in DCC focuses on the front of school, rather than the route to school.
- GK raised a concern that there is too much of a focus on cycling and not enough on walking, meaning vulnerable pedestrians are left out.
 - CN shared information about Green Schools work on walking, including Walk to School week which took place in September, the Big Travel Challenge which focused on sustainable modes of transport, including walking and walkability audits which Green Schools undertake with participating schools and report the findings to the local authority.
- GK queried about accessibility and who the contact person is for accessibility and universal design in DCC, and flagged the importance of using language that people understand.
 - Rónán Costello is the contact point for the Active Travel team.

Martin Hoey, Public Participation Network

- Accessibility study undertaken of the parade route, including crossing points, as well as feedback from users on their experience of the parade. This was submitted to the Traffic Department and festival organisers.
- Query about how many fines have shared bike scheme been issued. Request from subcommittee to bike share providers – DK to follow up on this
- GK flagged that yellow ramps are not suitable, and noted the challenge of undocked bikes in the UK.

3. Active Travel Programme Update

- Rónán Costello, Assistant Engineer, Active Travel Programme Office gave an update from the Active Travel Programme. The [presentation is available in this folder](#).

Questions / Comments:

- MH queried about sharing of information on consultations and schemes and raised a concern about getting information from external sources, rather than through DCC. Example given of the Eden Quay project. MH raised a concern about cyclists and articulated lorries conflicting at this scheme.
- MH asked about the plans for Finglas area roundabout – are these the same or different to Luas plans?
- MH flagged the effect of works on Ballybough Road and issue with traffic light coordination on public transport, as busses are getting stuck.
 - RC to follow up on the above points.
- GK: is waiting for maps to be shared. He flagged that maps pixelate when expanded and recommended that the types of maps / programme used for the Duke Street / Anne Street maps should be used, as these didn't pixelate when expanded.
 - RC to follow up.
- GK: Public consultation online is challenging for disability community – need to be kept in the loop. Queried about walking and cycling facilities – whether this is shared space, which is

a challenge for disability community, and asked if the designs are coordinated with Bus Connects?

- RC confirmed that designs are all approved by the NTA
- RC to follow up on other issues raised
- GK: Have the disability user group been involved? GK hasn't heard updates about projects. He requested information to be shared in plain English – NDA have guides on this.
 - RC to follow up on this
- CR: Requested more detail on the Clonskeagh scheme as the detail isn't clear from the design, flagged that no consultation has happened on Eden Quay, and asked who the contractor is on this project?
 - RC to follow up on this
- JH flagged that the consultation on the Royal Canal took place in 2015 so there is a huge gap between consultation and implementation, and suggested that extra communication is needed to keep the community up to date. JH flagged the need to get depth of information available for those looking for greater detail than what is shared in a leaflet. No information shared on what sections of the canal will be closed at various times.
 - RC: sharing project dates can be difficult as unexpected issues can arise when projects go to site. RC asked for list of documents that would be helpful to share. JH to send this on.
- CR: suggestion of liaison committee to update every couple of month, as happens for the C2CC scheme.
 - RC to follow up.
- MH: suggestion to share info on the Royal Canal project on the website, especially for Section 4, which is a 3km diversion for the community. Leaflet drops are only made to local residents, whereas larger numbers of people are affected who use the canal.
 - RC to follow up.
- GK: is the canal being drained?
 - RC confirmed that it's not being drained.
- JH: request for timeline on O'Connell Street interim scheme
 - RC: this project is not yet at design stage.
- JH: Who's paying for Chesterfield Avenue project?
 - RC: the project is a partnership between OPW and DCC, and is paid by the NTA.
- JH: requested prioritisation of walking on schemes – eg. footpaths on North Circular Road – request to see footpaths being upgraded as part of interim schemes, €6 million requested from NTA for footpath upgrade, whereas only €1 million was approved.
 - RC: footpath upgrade may not fit under remit of interim schemes as they can take longer to implement. Could be looked into to see in which schemes they would fit.

4. Walking & Cycling Promotions Update

- Deirdre Kelly, Cycling & Walking Officer, Traffic Department
- The [presentation is available in this folder](#).

Questions / Comments:

- MH asked about feedback from those who didn't want to get an e-bike following the scheme

- DK: reasons for not wanting to buy an e-bike included concerns about not having safe cycling infrastructure nearby, logistics around Cycle to Work scheme and security.
- GK noted that UK statistics show that e-bikes take away from public transports but not from car journeys. GK flagged the rise in seniors who move to e-bikes is also linked to traumatic brain injuries as e-bikes are more difficult to use – GK to share data on this.
- GK noted that e-fold-up bikes and e-scooters have been banned from public transport in UK
- CR suggested trialling a Car Free Day in Dublin to promote walking as part of European Mobility Week and noted that this could take place on a monthly basis.
 - JH flagged that the cost of these events is quite high, and that the sub-committee could request a report to assess the impact of these events, including costs, to see if it's worthwhile undertaking.
 - GK flagged the challenge of traffic during car free days.
- JH suggested engaging with Dublin Town and Dublin Chamber about businesses on commuting to work to find out what are the challenges.
 - DK to follow up on this.
- JH requested a call-out through email for ideas to promote walking for European Mobility Week
 - DK to follow up on this.
- MH asked about bike sharing schemes for DCC staff
 - DK: DCC had a Smart Mobility Hub pilot scheme where staff could borrow bikes, e-bikes and e-cars for work purposes. The pilot has now ended and the procurement of a permanent scheme is being look at. DK to share information on any updates on this scheme.

5. Membership of the Walking & Cycling sub-committee

- JH has shared Voice of Vision Impairment's request for joining the sub-committee with the Chief Executive's Department and sought guidance regarding relevant role of DPOs for the sub-committee and will report back at the next meeting.

6. Next Meeting Date

- The next meeting takes place from 10am-12pm on Monday 24th April.



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

**Minutes of the Meeting of the Public Transport Sub-Committee
(Sub-Committee of the Traffic and Transport Strategic Policy Committee)**

Date: Thursday 11th May 2023

Time: 3.00 p.m.

Venue: online

Attendees: Chair Councillor Deirdre Conroy; Councillor Larry O'Toole; Richard Guiney Dublin Town; Martin Hoey, PPN; Gary Kearney, PPN; Grainne Mackin, NTA; Maggie O'Donnell, Senior Transportation Officer, Dublin City Council; Ciarán McGoldrick, Senior Staff Officer Dublin City Council; Jenny Byrne, Staff Officer Dublin City Council

Item No.

1. Minutes of previous meeting held on 2nd February, 2023.
Order: Agreed
2. Terms of reference of the Public Transport Sub Committee (see copy attached)
The issue of a lack of an Access Officer in DCC was raised. Maggie advised that this is not a matter for the terms of reference of this Subcommittee. Larry O'Toole proposed that it should be put forward as a motion for DCC to resource this position as it is required under the local government act. Chair person agreed to have it for the next meeting and for DCC to bring forward what can be done.

Order: Noted

3. Transport Infrastructure Ireland Update – TII

Maggie advised the group that there is no further update from Transport Infrastructure Ireland since the previous update given

Order Noted

4. BusConnects Update (NTA) – Gráinne Mackin

- Gráinne Mackin briefly updated members on the status of major NTA projects
- Additionally she updated members on the status of the bus connects project. Planning / Implementation etc.
- It was pointed out that public transport usage has increased markedly
- Members queried if the distance between bus stops (C2CC) is being increased / number of bus stops being reduced
- The issue of hiring Drivers was raised
- The design of the Old Cabra / North Circular Road / Hanlons Corner was queried. The design of bus stops was also raised
- Given that debit / credit cards are used on private bus services surely the same should apply to public buses also.

Order: Presentation Noted. Presentation to be forwarded to the members of the Subcommittee

5. School Bus Policy

Order: It was agreed to table a motion to a future meeting of next meeting of the Traffic and Transportation SPC

6. Policy to bring to the Transportation SPC

Would it be possible for the NTA to introduce a family ticket.

Order: Refer to NTA / SPC for consideration

7. AOB

Next meeting 22nd June 2023

Canal Cordon Report 2022

Report on trends in mode share of
vehicles and people crossing the
Canal Cordon

2006 - 2022

May 2023



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1 Introduction

1.1 Background to data collection

Since 1980, Dublin City Council (DCC) has been conducting traffic counts at 33 locations around the cordon formed by the Royal and Grand Canals. The counts are conducted during the month of November each year. Since 1997, the counts have been conducted over the AM peak period between 07:00 and 10:00.

Between 1997 and 2009, the Dublin Transportation Office (DTO) collected data from a number of sources on people crossing the Canal Cordon into Dublin's City Centre in the AM peak period between 07:00 and 10:00. The National Transport Authority (NTA) subsumed the DTO in 2009, and has continued to collate this data on an annual basis.

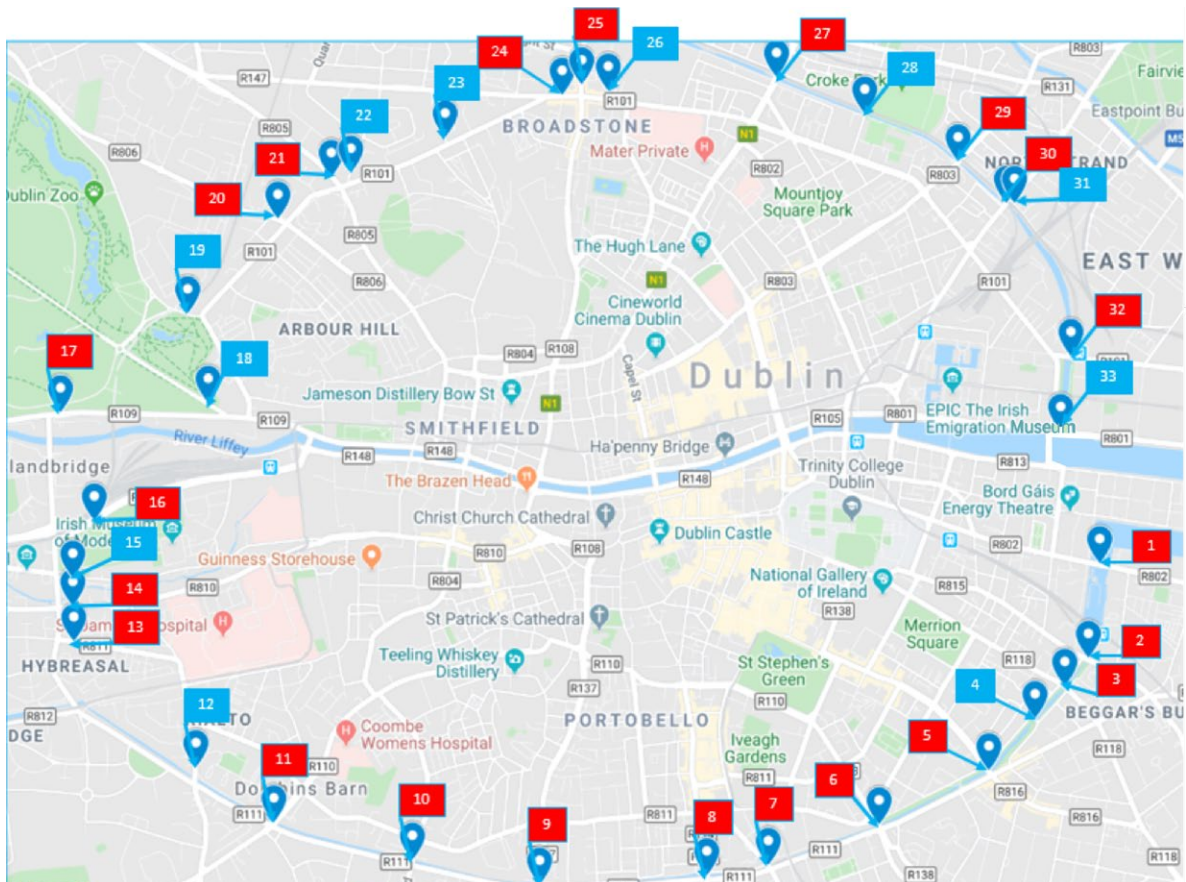
Combining the two sets of data enables the tracking of trends in the modes of travel that people are using to travel into the City Centre for the period 2006-2022.

1.2 Definition of the Canal Cordon

Map 1 illustrates the Canal Cordon and the 33 locations on the Cordon where data is annually collected on the movement of people in the AM peak period between 7:00 and 10:00. As the name suggests, the cordon has been chosen to ensure (as far as possible) that any person entering the City Centre from outside must pass through one of the 33 locations where the surveys were undertaken. It should be noted that the data as presented in this report refers to movements of people in one direction only (i.e. inbound into the city centre) across the various cordon points.

All 33 cordon points are on routes for general traffic into the City Centre, while 22 of the cordon points (shown in **red** in Map 1) are on bus routes into the City the remaining 11 are non-bus routes (shown in **blue** in Map 1). People using DART and suburban rail services to enter the City Centre cross the cordon close to cordon points 2, 16 and 31 on Map 1, while those travelling on the two LUAS lines cross the cordon at points 7 and 13.

Map 1 Canal Cordon Showing all 33 count locations



1.3 Data Sources

Data on the movement of people across the Canal Cordon has been assembled from a number of sources as outlined below:

- Dublin City Council has undertaken surveys at the Canal Cordon in November annually since 1980. Surveys are undertaken over two days at each location and an average across the two days is reported. The survey counts pedestrians, cyclists, cars, taxis, buses, goods vehicles and motorbikes crossing the cordon points in the inbound direction in the three hour, AM peak period 07:00-10:00.

- To complement the Dublin City Council Canal Cordon annual surveys, Dublin Bus have undertaken their own surveys annually on a single day at each location in November. This is not necessarily the same day as the DCC cordon counts. Since 1997 this survey has counted the number of passengers on all buses (including privately operated bus services)¹ crossing inbound over the canal cordon points. This survey is undertaken at the 22 cordon points that are on bus routes into the City (shown in red in Map 1).
- Since 2012, Iarnród Éireann has undertaken a census of passengers boarding and alighting on all services passing through all stations in the national rail network on a single day. In 2022, the national rail census was carried out on 21st November. Prior to 2012 and since 1997, Iarnród Éireann had undertaken a similar passenger census for services operating within the Greater Dublin Area (GDA)². Analysis of this data enables a calculation of the numbers of rail passengers crossing the three Canal Cordon points (inbound) between 07:00 and 10:00 on the census day.
- Transport Infrastructure Ireland (TII)³ undertakes an annual census of passengers boarding and alighting at all LUAS tram stops. This census is undertaken on a single day in November. It has been undertaken every year since both LUAS lines became operational in 2004. This data enables calculation of the number of LUAS passengers crossing the two Canal Cordon points (inbound) between 07:00 and 10:00 on census day.

By combining these four data sources, the NTA and DCC have been able to compile a comprehensive picture of the modes of travel used by people travelling across the Canal Cordon into the City in a typical AM peak period. There may be gaps in the data compiled in certain years, and some changes in the survey methodology for the DCC cordon counts have been introduced in recent years.

The introduction of LUAS also had a significant impact on the data trends. For these reasons, the analysis of trends in chapter 2 of this report is restricted to the years after 2006.

1 Surveyors board all Dublin Bus services at the cordon point and conduct a count of passengers. For non-Dublin Bus services (such as Bus Éireann and privately operated services) experienced surveyors estimate the volume of passengers on board as the bus crosses the cordon point.

2 When the Census was GDA only, passengers who began their trip outside of the GDA would still be counted once they completed their trip within the GDA. For example a passenger travelling from Cork to Dublin would be counted crossing the Cordon at point 16 i.e. departing Parkwest and Cherry Orchard station.

3 Previously Railway Procurement Agency (RPA)

Traffic flows during 2020 and 2021 were impacted by the COVID-19 pandemic which resulted in large-scale reductions in traffic due to movement restrictions which resulted in a high number of people working from home. 2020 & 2021 figures (where available) are presented to provide a full set of trend data.

Due to this reason comparisons will be made between 2019 (normal conditions) and 2022 (C-19 recovery) in the following sections of this report, with some commentary between 2021 and 2022 where relevant.

CSO Labour Force Survey - Employment Series Q3 2022

When considering the trend data it is important to note the shift from the traditional 5 day working week pattern (pre 2019) to hybrid and working from home patterns that have emerged since the pandemic.

For context, respondents to the CSO's quarterly Labour Force Survey ([Background Notes - CSO - Central Statistics Office](#)) were asked about the extent to which they have done any work at home for their job. A person classified as mainly, or usually, working from home means the person worked at home on at least half of days worked in the four weeks prior to interview.

Q3 2022 Key Findings:

- Total employment increased by 9.9% (+230,900) between Q3 2019 and Q3 2022.
- Full-time employment increased by 167,600 (9.1%) from 1,851,200 in Q3 2019 to 2,018,800 in Q3 2022. Part-time employment increased by 63,300 (13.4%) from 472,200 to 535,500 over the same period.

The number of persons usually **working from home** saw a sharp rise since pre COVID-19 pandemic levels, increasing from 169,300 in Q3 2019 to 574,100 (+239.1%) in Q3 2022. This cohort accounts for **22.5%** of persons in employment in Q3 2022.

When broken down by region of residence, Dublin had the highest proportion of persons employed who usually work from home, increasing from 6.5% in Q3 2019 to 30.0% in Q3 2022.

In light of these changes the need to travel for work has changed substantially and the effects of this change have most likely influenced some of the fluctuations observed between 2019, 2021 and 2022 in the cordon.

2 Traffic Surveys – Vehicles, Cyclists, Pedestrians

2.1 Overview

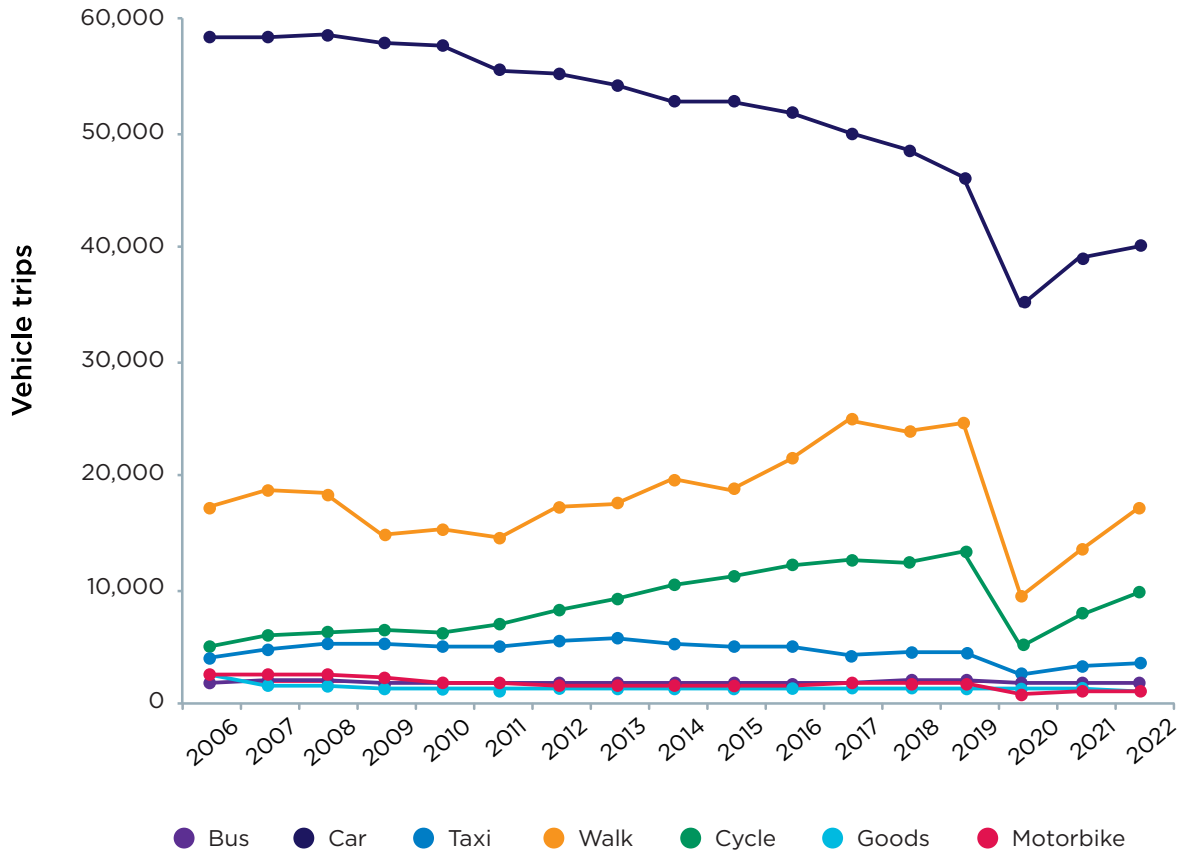
This Chapter of the report records the data collected from the traffic counts only, which records the numbers of vehicles of different types and the numbers of cyclists and pedestrians. It does not include the public transport surveys which supplements the traffic counts with the additional passenger numbers on the various modes of public transport. That information is included in Chapter 3 of this report.

Table 1 below presents the total numbers of vehicles, pedestrians and cyclists crossing the Canal Cordon inbound between 07:00am and 10:00am from 2006 to 2022. Figure 1 illustrates this data in graphical format.

Table 1 – Vehicles, cyclists and pedestrians crossing the Canal Cordon by mode of travel 2006-2022

Mode	Bus	Car	Taxi	Walk	Cycle	Goods	M. Bike
2006	1,680	58,664	3,825	17,114	4,839	2,291	2,395
2007	1,740	58,686	4,583	18,594	5,676	1,445	2,429
2008	1,814	58,897	5,079	18,360	6,143	1,223	2,375
2009	1,704	58,232	4,980	14,618	6,326	1,087	2,060
2010	1,688	58,047	4,809	15,092	5,952	993	1,656
2011	1,539	55,745	4,862	14,551	6,870	1,176	1,485
2012	1,503	55,343	5,277	17,070	7,943	1,099	1,425
2013	1,539	54,458	5,458	17,495	9,061	1,045	1,423
2014	1,504	53,033	4,955	19,711	10,349	1,087	1,372
2015	1,528	53,064	4,699	18,727	10,893	1,096	1,390
2016	1,652	51,908	4,779	21,473	12,089	1,093	1,464
2017	1,637	50,158	4,098	24,936	12,447	1,024	1,532
2018	1,837	48,820	4,399	23,858	12,227	1,153	1,477
2019	1,852	46,388	4,292	24,691	13,131	983	1,485
2020	1,683	35,041	2,264	9,235	4,756	1,045	581
2021	1,663	39,088	3,055	13,103	7,597	980	782
2022	1,642	40,207	3,237	16,951	9,486	933	928

Figure 1 - Vehicles, cyclists and pedestrians crossing the Canal Cordon by mode of travel 2006-2022



The next sections provide an analysis of this data by mode of travel, identifying the trends in the number of vehicles, pedestrians and cyclists crossing the canal cordon during the AM peak period from 07:00-10:00. In Chapter 3, this analysis is supplemented with additional public transport patronage data to provide a full picture of the travel trends in person terms across the canal cordon.

2.2 Numbers of vehicles, cyclists and pedestrians crossing the canal cordon by mode

2.2.1 Buses

Between 2019 and 2022, there was an overall decrease in the number of buses crossing the cordon from 1,852 to 1,642. However, within this total, Dublin Bus vehicle numbers increased by 4% whereas buses operated by Bus Éireann and private operators have displayed a significant decreasing trend of 41%.

In the period 2006 - 2022, the total number of buses crossing the cordon has decreased by 2%.

Number of Buses Crossing Cordon in AM Peak Period, 2006-2022

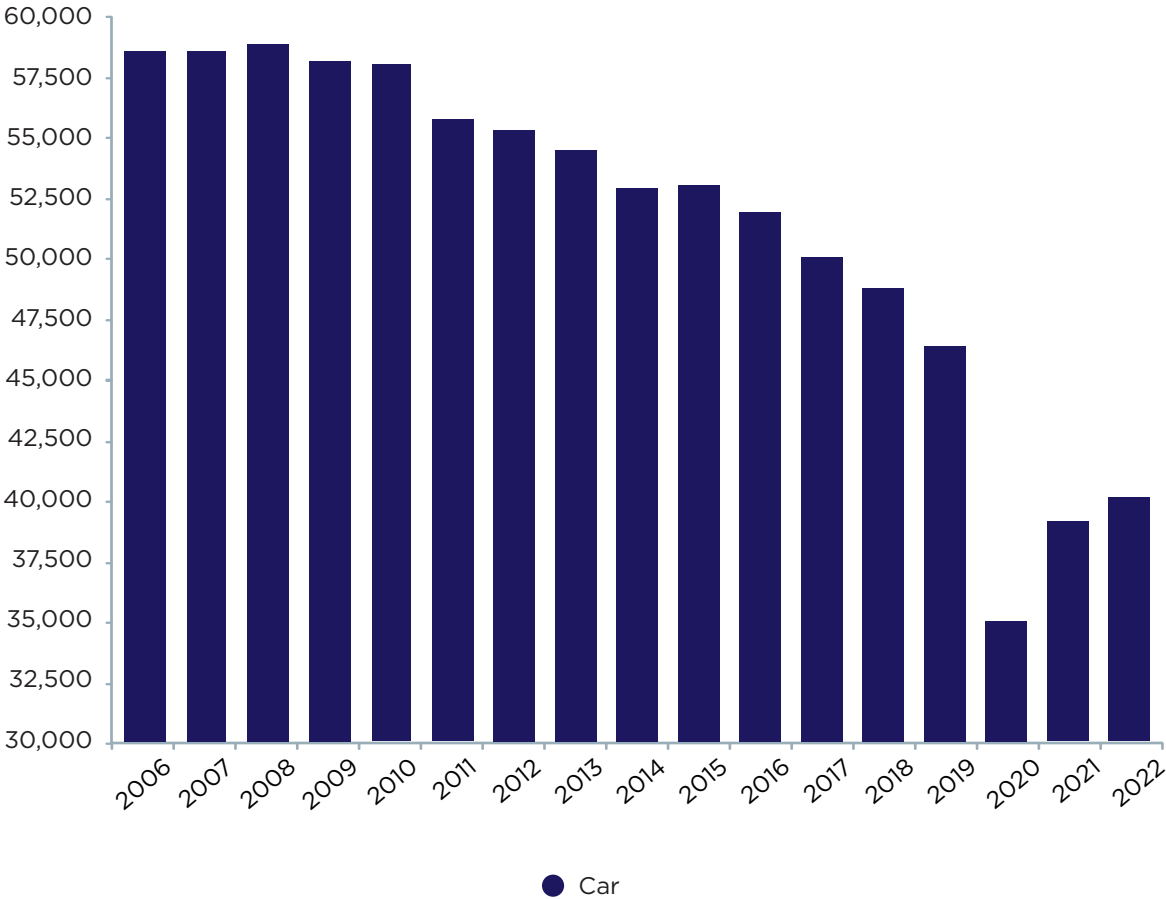


2.2.2 Cars

Continuing the trend of recent years, there was a decrease in the number of cars crossing the cordon from 46,388 to 40,207 between 2019 and 2022. This represents a decrease of 13%.

In the period 2006-2022 the peak year for cars crossing the canal cordon was in 2008 with almost 59,000 vehicles. The 2022 figure represents a decrease of 32%, or 18,690 cars, since this peak.

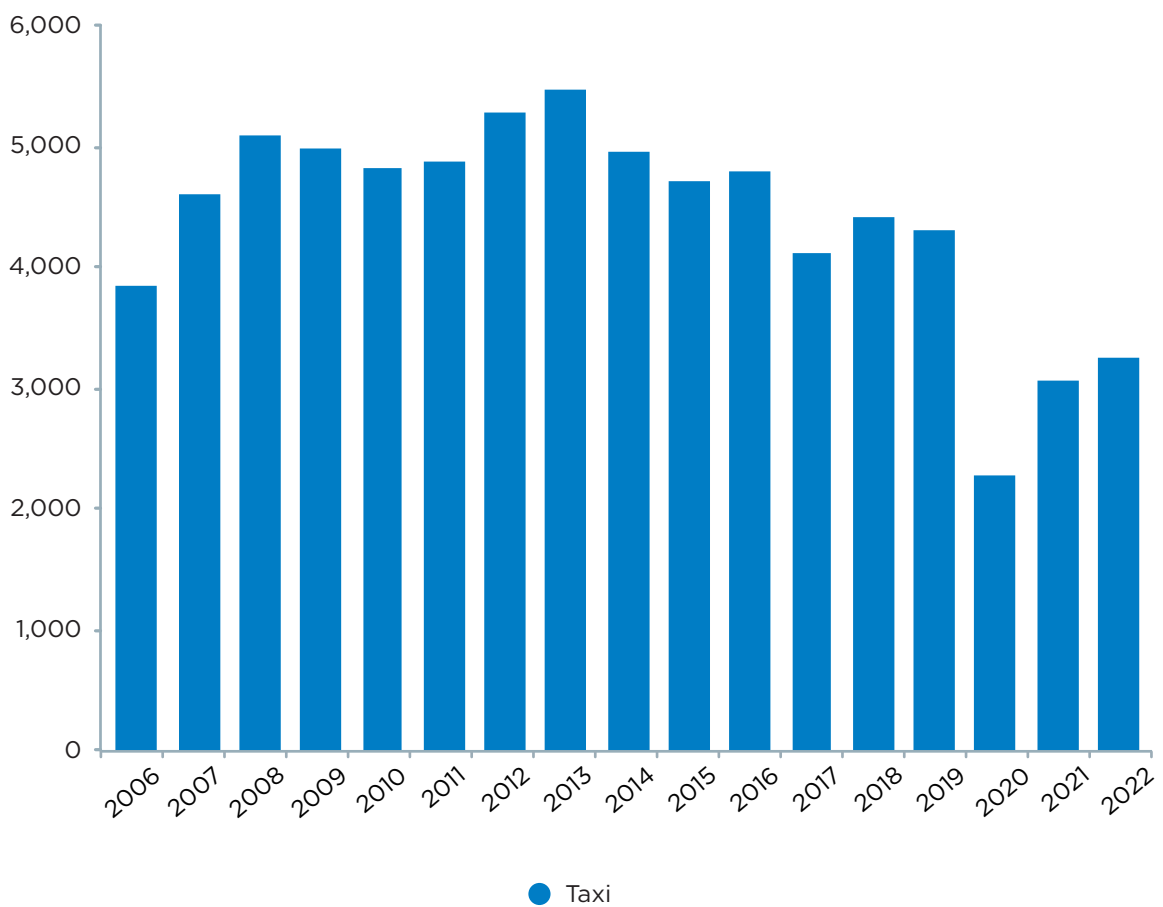
Number of Cars Crossing Cordon in AM Peak Period, 2006-2022



2.2.3 Taxis

Taxis made up 6.12% of all cars crossing the canal cordon in 2006. This proportion increased to 8.47% in 2019. Although the proportional percentage increased between 2006 and 2019, 2022 saw a drop in the number of taxis crossing the cordon in the AM peak period from 2019, down by 25% or 1,055 vehicles.

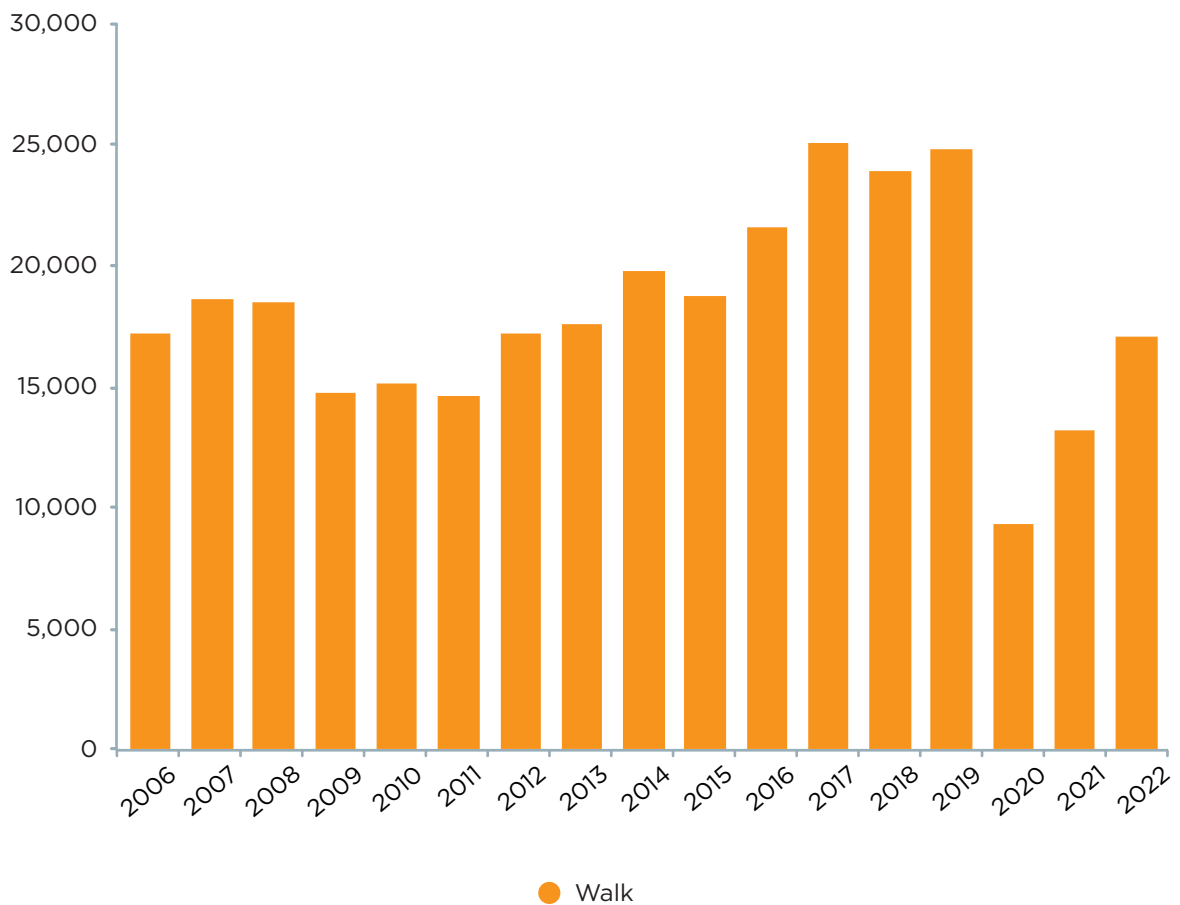
Number of Taxis Crossing Cordon in AM Peak Period, 2006-2022



2.2.4 Pedestrians

The number of pedestrians crossing the canal cordon has decreased from 24,691 in 2019 to 16,951 in 2022, a decrease of over 31% or 7,740 people. In the period 2006 to 2022, there has been a 1% decrease in the number of pedestrians crossing the cordon during the AM peak period.

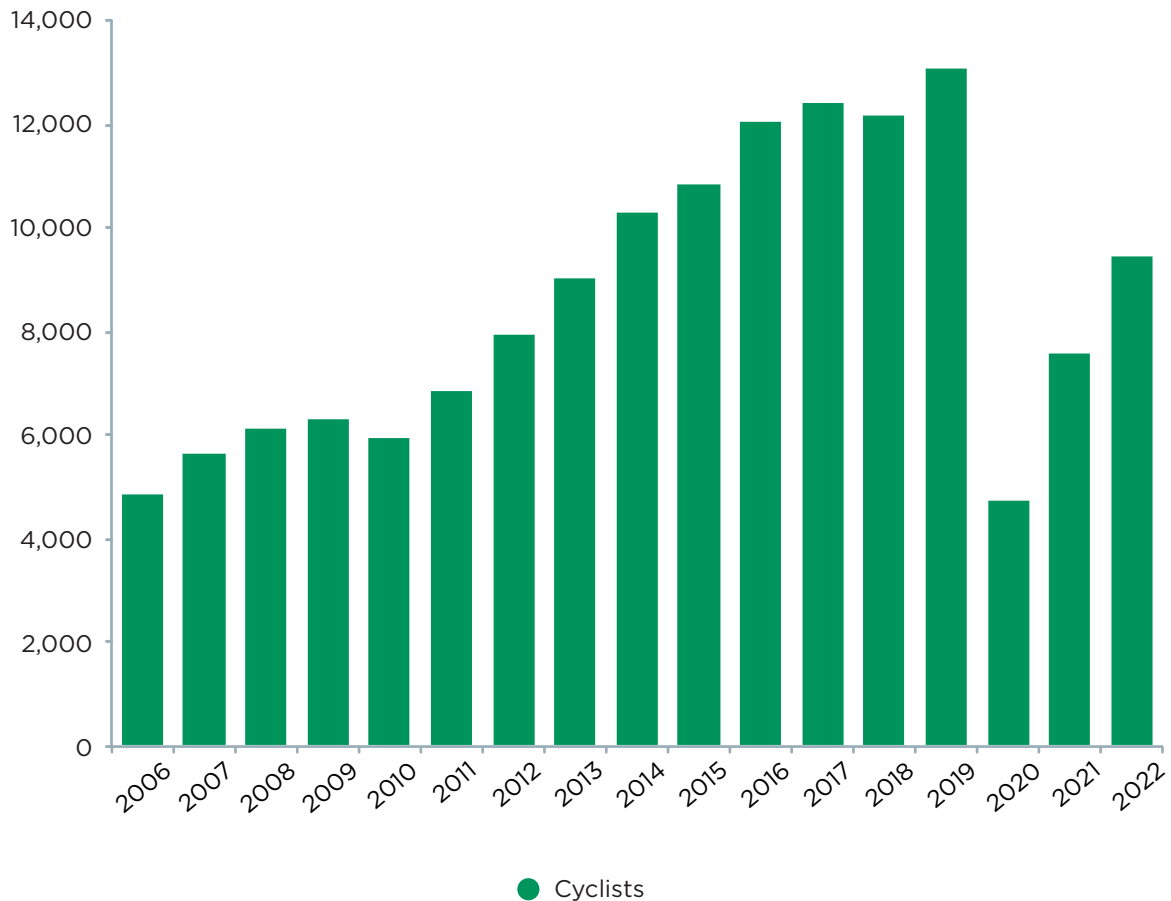
Number of Pedestrians Crossing Cordon in AM Peak Period, 2006-2022



2.2.5 Cyclists

There has been a decrease in cyclists crossing the canal between 2019 and 2022 with numbers decreasing by 28% in the AM peak period. There had been a steady year on year growth in the number of cyclists crossing the cordon between 2010-2019 (with the exception of a slight dip in 2018). In 2022, despite a steady recovery in numbers following the COVID restrictions, the overall number of cyclists observed crossing the canal was 9,486 in the AM peak period, which is circa 3,500 below the 2019 peak. However, even with these lower numbers in 2022, this still represents a significant growth of 96% when compared with 2006.

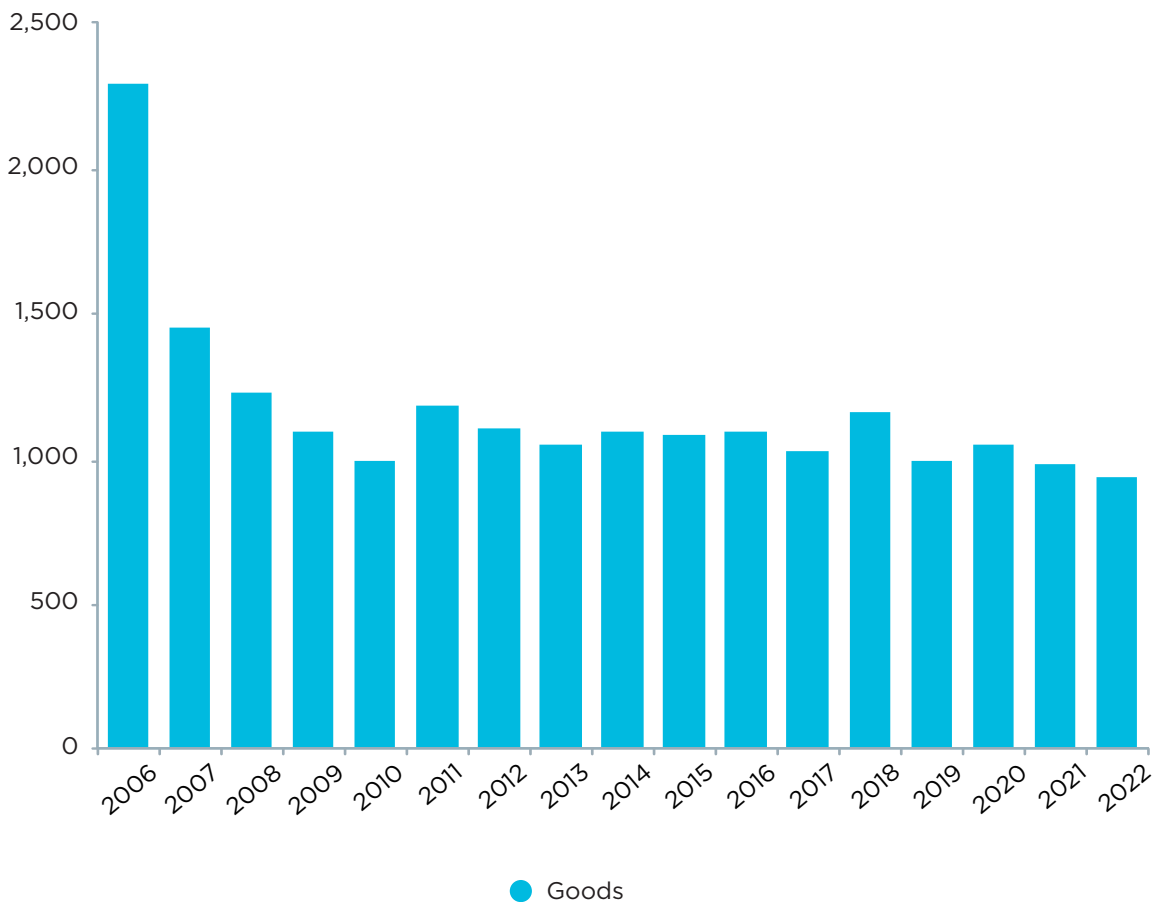
Number of Cyclists Crossing Cordon in AM Peak Period, 2006-2022



2.2.6 Goods Vehicles

With the exception of 2018, the number of goods vehicles crossing the Canal Cordon in the AM Peak had remained relatively static over recent years. In 2022, there was a very slight decrease of 5% between 2019 and 2022. The goods vehicle count in 2019 are similar to figures of just below 1,000 last seen in 2010. Overall, the volume of goods vehicles crossing the cordon has remained broadly unchanged since 2009. Over the longer period from 2006 to 2022 however, the number of goods vehicles crossing the cordon has decreased by two thirds at 59%. The majority of that decrease occurred in the period 2006-2007, and coincided with the opening of the Dublin Port Tunnel in 2006 and the implementation of the HGV Management Strategy in 2007.

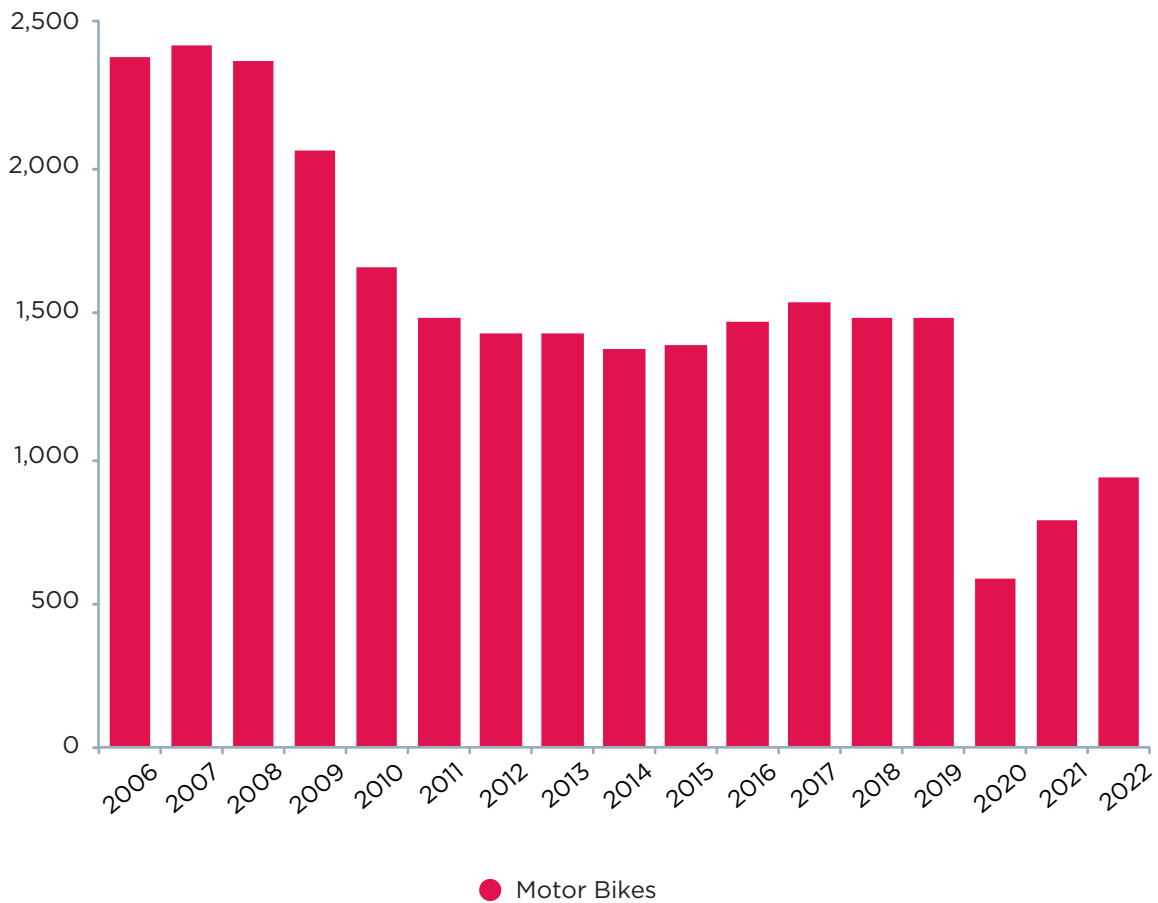
Number of Good Vehicles Crossing Cordon in AM Peak Period, 2006-2022



2.2.7 Motor Bikes

There has been a significant decrease of 38% in the number of motor bikes crossing the canal cordon between 2019 and 2022. In the period 2006 - 2022, the volume of motor cyclists crossing the cordon in the AM peak has fallen by roughly 61%, which equates to 1,467 vehicles. The declining trend seemed to have stabilised since 2011 until the occurrence of COVID-19.

Number of Motor Bikes Crossing Cordon in AM Peak Period, 2006-2022



3 Traffic and Transport Surveys - Overall Movements

3.1 Overview

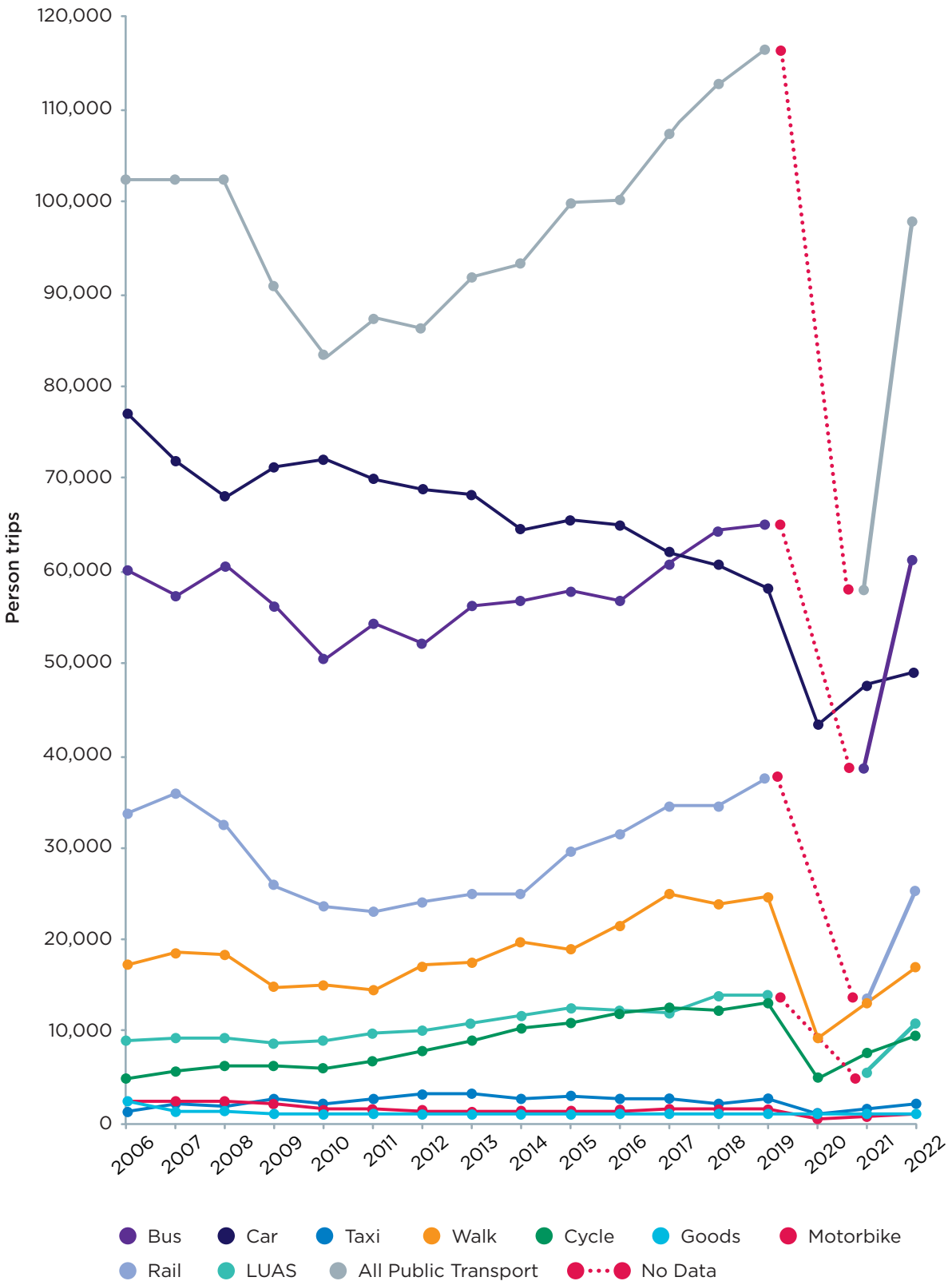
While Chapter 2 reports the number of vehicles, cyclists and pedestrians crossing the canal cordon, this chapter supplements that information with the data obtained from the public transport surveys, to give the overall number of people travelling across the cordon.

Using that supplementary data, Table 2 gives the total numbers of people crossing the canal cordon inbound in the AM peak period between 07:00-10:00 for 2022 and for each year since 2006, broken down by mode of travel. The data is displayed in graphical format in Figure 2.

Table 2 - Numbers of people crossing the Canal Cordon by mode of travel 2006-2022

Means of Travel	Bus	Rail	LUAS	All Public Transport	Car	Taxi	Walk	Cycle	Goods	Motor cycles	Total Person Trips
2006	59,874	33,534	9,029	102,437	76,850	1,453	17,114	4,839	2,291	2,395	207,379
2007	57,201	35,692	9,171	102,064	71,597	2,154	18,594	5,676	1,445	2,429	203,959
2008	60,438	32,324	9,242	102,004	67,732	1,930	18,360	6,143	1,223	2,375	199,767
2009	56,168	25,723	8,776	90,667	71,043	2,739	14,618	6,326	1,087	2,060	188,540
2010	50,420	23,580	9,111	83,111	71,978	2,260	15,092	5,952	993	1,656	181,042
2011	54,251	22,932	9,949	87,132	69,681	2,674	14,551	6,870	1,176	1,485	183,569
2012	52,007	23,999	10,014	86,047	68,626	3,271	17,070	7,943	1,099	1,425	185,481
2013	56,177	24,969	10,835	91,981	68,072	3,111	17,495	9,061	1,045	1,423	192,188
2014	56,671	24,866	11,670	93,207	64,169	2,775	19,711	10,349	1,087	1,372	192,670
2015	57,584	29,521	12,503	99,608	65,269	2,960	18,727	10,893	1,096	1,390	199,943
2016	56,572	31,309	12,254	100,135	64,885	2,724	21,473	12,089	1,093	1,464	203,863
2017	60,798	34,409	11,953	107,160	61,694	2,623	24,936	12,447	1,024	1,532	211,416
2018	64,206	34,471	13,835	112,512	60,537	2,156	23,858	12,227	1,153	1,477	213,920
2019	65,048	37,407	13,832	116,287	57,985	2,661	24,691	13,131	983	1,485	217,223
2020	No Data	No Data	No Data	No Data	43,100	928	9,235	4,756	1,045	581	59,646
2021	38,885	13,330	5,740	57,955	47,687	1,741	13,103	7,597	980	782	129,845
2022	61,362	25,314	10,982	97,658	49,053	2,234	16,951	9,486	933	928	177,243

Figure 2 - Numbers of people crossing the Canal Cordon by mode of travel 2006-2022



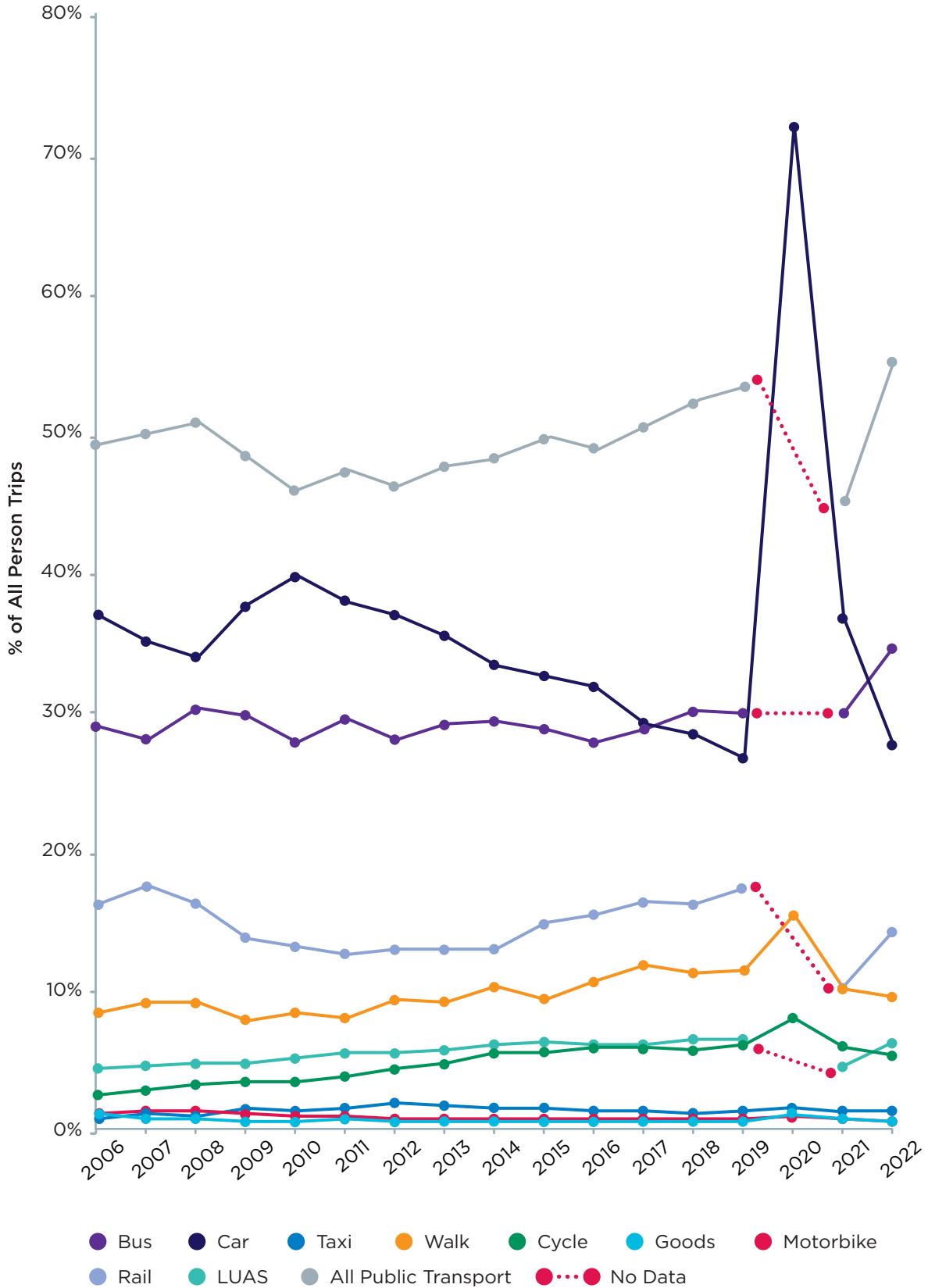
3.2 Percentage mode share of people crossing the canal cordon

Table 3 gives the percentage mode share for all modes of travel used by people crossing the canal cordon inbound between 07:00 and 10:00 for the years 2006 to 2022. The trend is graphed in Figure 3.

Table 3 – Mode share of people crossing the Canal Cordon by mode of travel 2006-2022

Means of Travel	Bus	Rail	LUAS	All Public Transport	Car	Taxi	Walk	Cycle	Goods	Motor cycles	Total Person Trips
2006	28.9%	16.2%	4.4%	49.4%	37.1%	0.7%	8.3%	2.3%	1.1%	1.2%	207,379
2007	28.1%	17.5%	4.5%	50.0%	35.1%	1.1%	9.1%	2.8%	0.7%	1.2%	203,959
2008	30.3%	16.2%	4.6%	51.1%	33.9%	1.0%	9.2%	3.1%	0.6%	1.2%	199,767
2009	29.8%	13.6%	4.7%	48.1%	37.7%	1.5%	7.8%	3.4%	0.6%	1.1%	188,540
2010	27.9%	13.0%	5.0%	45.9%	39.8%	1.3%	8.3%	3.3%	0.6%	0.9%	181,042
2011	29.6%	12.5%	5.4%	47.5%	38.0%	1.5%	7.9%	3.7%	0.6%	0.8%	183,569
2012	28.0%	12.9%	5.4%	46.4%	37.0%	1.8%	9.2%	4.3%	0.6%	0.8%	185,481
2013	29.2%	13.0%	5.6%	47.9%	35.4%	1.6%	9.1%	4.7%	0.5%	0.7%	192,188
2014	29.4%	12.9%	6.1%	48.4%	33.3%	1.4%	10.2%	5.4%	0.6%	0.7%	192,670
2015	28.8%	14.8%	6.3%	49.8%	32.6%	1.5%	9.4%	5.4%	0.5%	0.7%	199,943
2016	27.8%	15.4%	6.1%	49.1%	31.8%	1.3%	10.5%	5.9%	0.5%	0.7%	203,863
2017	28.8%	16.3%	6.0%	50.7%	29.2%	1.2%	11.8%	5.9%	0.5%	0.7%	211,416
2018	30.0%	16.1%	6.5%	52.6%	28.3%	1.0%	11.2%	5.7%	0.5%	0.7%	213,920
2019	29.9%	17.2%	6.4%	53.5%	26.7%	1.2%	11.4%	6.0%	0.5%	0.7%	217,223
2020	No Data	No Data	No Data	No Data	72.3%	1.6%	15.5%	8.0%	1.8%	1.0%	59,646
2021	29.9%	10.3%	4.4%	44.6%	36.7%	1.3%	10.1%	5.9%	0.8%	0.6%	129,845
2022	34.6%	14.3%	6.2%	55.1%	27.7%	1.3%	9.6%	5.4%	0.5%	0.5%	177,243

Figure 3 - Mode share of people crossing the Canal Cordon by mode of travel 2006-2022



3.3 Trips Crossing the Canal Cordon by Sustainable Modes

The tables below show the number and mode share of trips crossing the canal cordon in the AM peak period by sustainable modes during the period 2006 to 2022. Sustainable modes consist of public transport, active modes (walking & cycling) and taxi.

Table 4 - Numbers of people crossing the Canal Cordon by sustainable modes of travel 2006-2022

Means of Travel	Sustainable Modes	Car, Goods and Other Modes	Total Trips
2006	125,843	81,536	207,379
2007	128,488	75,471	203,959
2008	128,437	71,330	199,767
2009	114,350	74,190	188,540
2010	106,415	74,627	181,042
2011	111,227	72,342	183,569
2012	114,304	71,150	185,454
2013	121,648	70,540	192,188
2014	126,042	66,628	192,670
2015	132,188	67,755	199,943
2016	136,421	67,442	203,863
2017	147,166	64,250	211,416
2018	150,753	63,167	213,920
2019	156,770	60,453	217,223
2020	No Data	44,726	44,726
2021	80,396	49,449	129,845
2022	126,329	50,914	177,243

Table 5- Mode share of people crossing the Canal Cordon by sustainable modes 2006-2022

Means of Travel	Sustainable Modes	Car, Goods and Other Modes
2006	61%	39%
2007	63%	37%
2008	64%	36%
2009	61%	39%
2010	59%	41%
2011	61%	39%
2012	62%	38%
2013	63%	37%
2014	65%	35%
2015	66%	34%
2016	67%	33%
2017	70%	30%
2018	70%	30%
2019	72%	28%
2020	No Data	No Data
2021	62%	38%
2022	71%	29%

During the 2022 AM peak period (7am to 10am), 71% of all inbound trips crossing the canal cordon were made by a sustainable mode (walking, cycling, public transport or taxi). The sustainable mode share has grown year on year since 2010 up to 2022 with the exception of 2020 and 2021 due to COVID.

In 2022, 126,329 trips crossed the cordon by sustainable modes in the three hour AM peak period. This demonstrates a recovery in levels of mode share and person trips by sustainable modes since COVID.

The graphs below show the trend in trips by sustainable modes for the 15 year period 2006 – 2022.

Figure 4 - Mode share of people crossing the Canal Cordon by sustainable modes 2006 & 2022

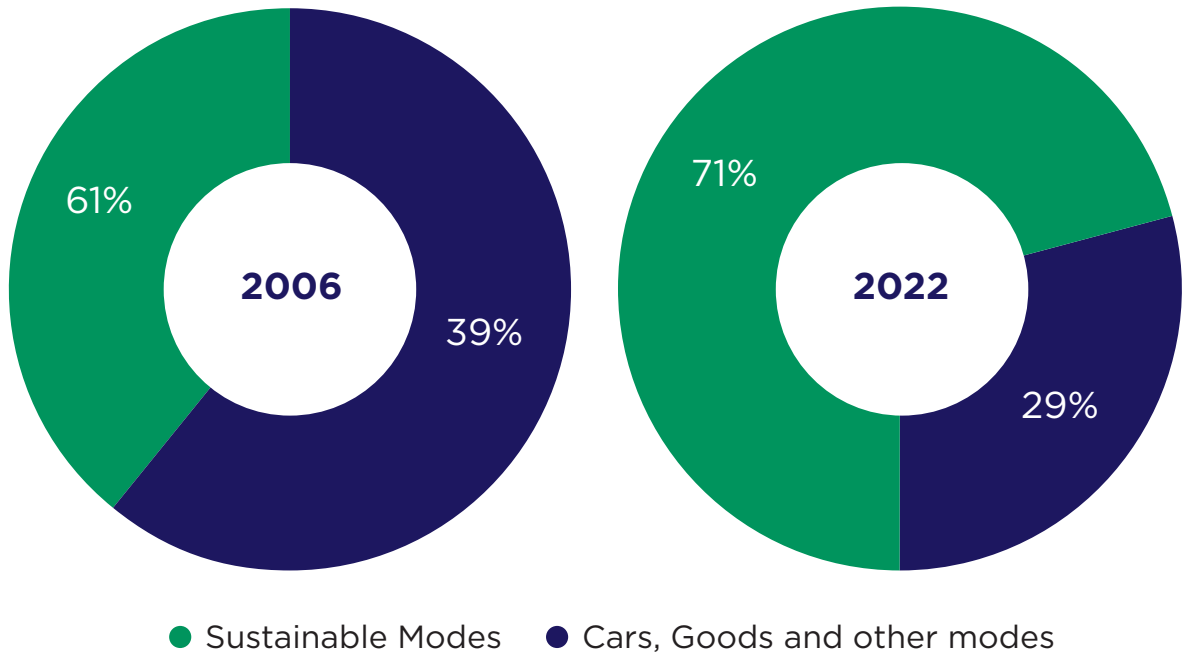


Figure 5 - Numbers of people crossing the Canal Cordon by sustainable modes of travel 2006-2022



Figure 6 - Mode share of people crossing the Canal Cordon by sustainable modes 2006-2022

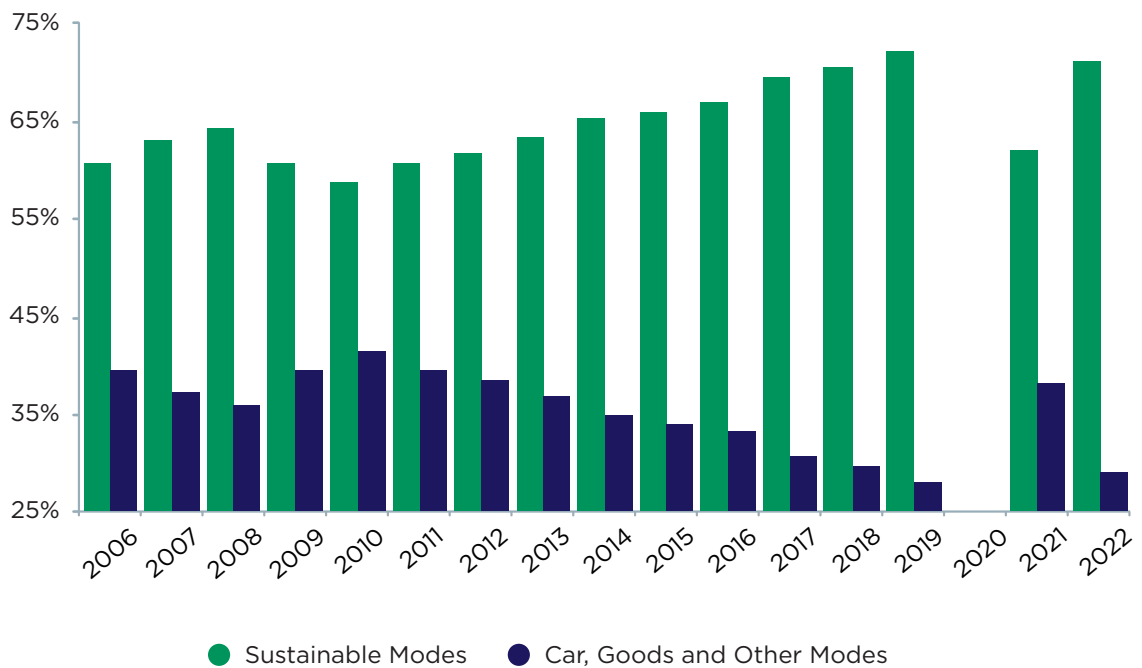
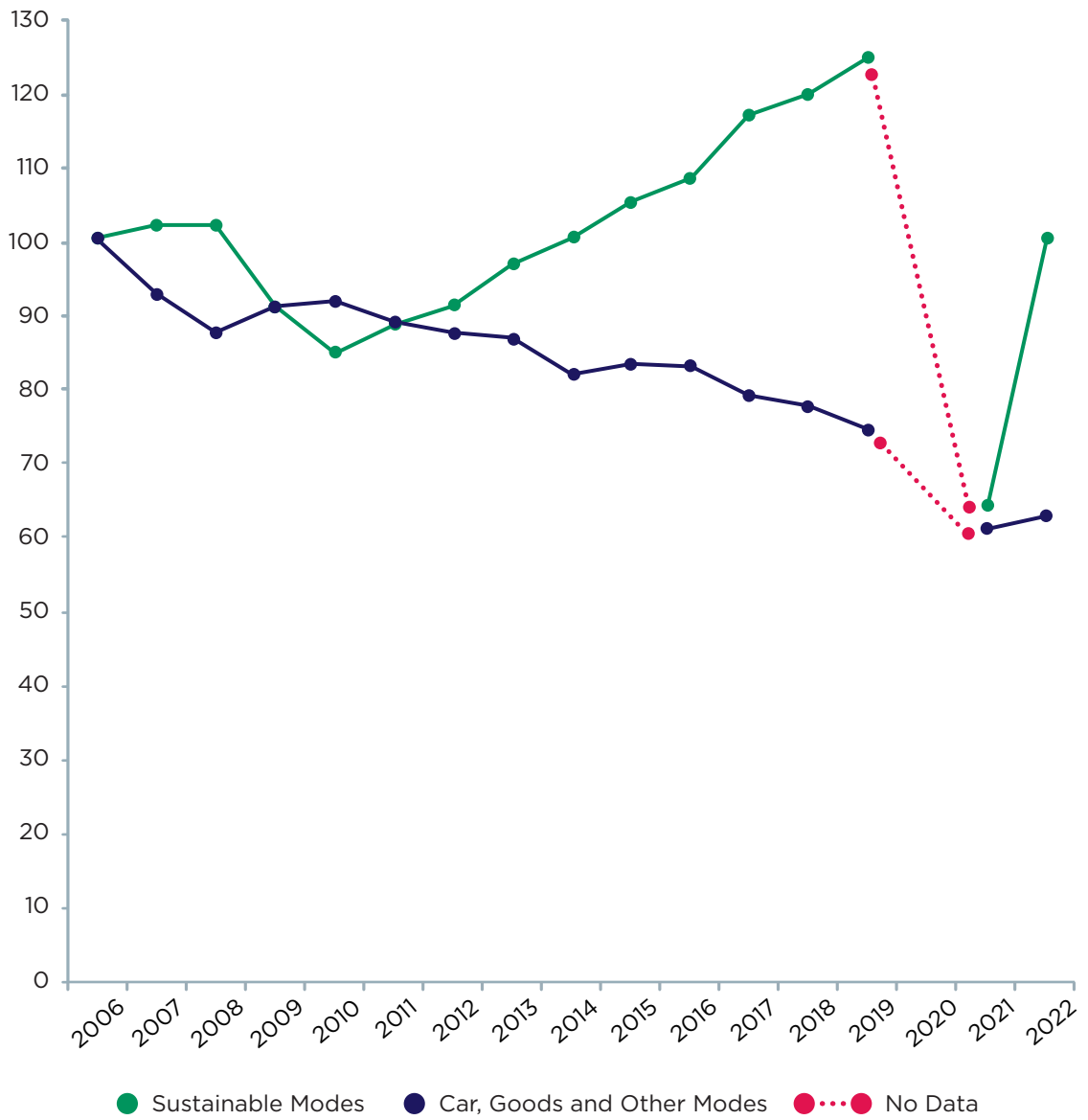


Figure 7 - Relative increase/decrease in use of sustainable and other modes 2006-2022 INDEX: 2006 = 100



4 Commentary on Canal Cordon Trends

4.1 Overall Trends

As shown in Table 3 and Figure 3, the total number of people crossing the canal cordon in the AM peak period (07:00-10:00) decreased by 18.4% between 2019 and 2022. This is a decrease of 39,981 person trips, bringing the total number of people crossing the canal (inbound) in the AM peak period to 177,243. There had been a continual annual increase in the number of people crossing the canal in the AM peak from 2010 - 2019, this figure lowered during 2020-2021 due to COVID 19 restrictions, but is now showing steady signs of recovery. In 2022 there was an increase of 36.5% of sustainable mode numbers between 2021 and 2022 which equates to an additional 47,397 trips.

4.2 Public Transport Usage

Between 2019 and 2022, there was a decrease of 16% in the number of public transport users crossing the cordon between 07:00 and 10:00. In 2022, 97,658 people used public transport to get into the City Centre on census day. Public transport is also showing signs of recovery, if 2022 is compared to 2021 a significant increase of 39,703 trips or 68.5% has occurred.

There was substantial change in overall public transport usage between 2019 and 2022. LUAS usage figures dropped from 13,832 to 10,982 over this period, while rail trips decreased by a total of 12,093 between these two years. Bus patronage, while also showing a decrease of 3,686 trips, had the smallest percentage decrease, falling by only 5.7%, (compared with a decrease in Rail of 32.2%) relative to 2019. Conversely, in the post COVID recovery period (between 2021 and 2022) Luas patronage increase by almost 38%, rail trips also increased by 32% with bus displayed similar improvements of almost 35%.

4.3 Mode Trends

A summary of the key changes in travel across the canal cordon set out above is described below:

In percentage terms, mode share for bus travel across the canal cordon in 2022 is now 34.6%. This is an increase of 4.7% on the 2019 and 2021 figure of 29.9%. In absolute terms, bus patronage in person trips decreased slightly in 2022 relative to 2019, as it carried 61,362 people but increased if comparing 2022 to 2021 with an additional 22,477 trips travelling into the City Centre in the AM peak period. This represents 63% of all public transport trips in 2022 into the City Centre in the peak period.

The mode share for rail across the canal cordon in 2022 was 14.3% and 10.3% in 2021, respectively. This figure is approximately 3% lower than in 2019 but is 4% higher than 2021. Intercity, Suburban Rail and DART had lost a significant share of travel into the City Centre between 2007 and 2014. However, this trend reversed in 2015 and had continued to steadily increase year on year until 2019, prior to the pandemic.

Car mode share (excluding taxis) increased in 2022, reversing the trend of year on year decline seen from 2010 until 2019. However, when compared to 2006, car usage has declined by approximately 9.4%. Car use increased slightly by just over 1% between 2019 and 2022 but this trend has reversed between 2021 and 2022 with a decrease of 9.1%. It is worth noting that even with changes in pandemic related mode choices, on census day 2022 over 27,797 less cars entered the City during the AM peak period than on census day 2006.

Walking had decreased by over 31% between 2019 and 2022 but increased by 16% when compared to 2021. Walking levels were at their highest in 2017 since the cordon count began (11.8%) and while there was a small decline in 2018 (11.2%) it showed an upward trend up to 2019 (11.4%) until in 2022 the walk mode share drop slightly to 9.6%.

With the exception of a slight drop in 2018, cycling had presented a steadily increasing trend between 2006 and 2019. It is currently represented by a mode share of 5.4%, showing a slight decrease of 0.6% from its 2019 figure and 0.5% from 2021. Whilst overall cycle numbers are up 96% on 2006 levels, the cycle mode share has more than doubled in the same period.

There were some 26,437 “active trips” (walking and cycling) crossing the canal cordon during the AM peak period, which is slightly higher than that carried by the entire heavy rail network for the same period.

Over 2,200 people entered the City by taxi in 2022 - this represents a 16% decrease on 2019 levels but a 28% increase on 2021. Until 2022, the peak taxi use occurred in 2012 when over 3,270 passengers crossed the canal in the AM peak period.

The number of motor bikes entering the City has decreased since 2019 (by 38%). There had been a slow and steady downward trend of motorcycle use between 2006 and 2013 with a relatively flattening from 2013 to 2019. Motor cycle mode share had remained relatively static at 0.7% from 2013 to 2019 with just a slight drop to 0.5% in 2022 down 0.1% from 2021's percentage (0.6%).

There has been a slight decrease of 5% or 50 vehicles in the number of goods vehicles entering the City during the AM peak period between 2019 and 2022. Goods vehicle volumes in 2022 have marginally decreased continuing a downward trend, with just over 933 vehicles crossing the canal cordon in the AM peak period, a decrease of 59% since 2006. This downward trend was also observed between 2021 and 2022 with 47 less vehicles equating to a drop of 4.8%.

Since 2010, there had been a trend of increasing mode share for sustainable transport modes, with a consistent level of increase each year up to 2019. In 2022 the overall mode share for sustainable transport modes - walking, cycling and public transport was 71% which is 9% higher than 2021, demonstrating recovery by maintaining a high proportion even giving the unusual circumstances brought about by COVID-19. Goods vehicles and journeys by car and motorbike accounted for 29% of the trips crossing the canal cordon.

Report on Funding to the Traffic Department for the Transportation Advisory Group, neighbourhood schemes and Safe Routes to school.

Pedestrian crossing funding

For the Transportation SPC

Date 06/06/2023

Funding for the Traffic department comes from two main sources:-

1. As set out in the council annual budget and approved by the elected members
2. Grant application funding from the National Transportation Authority.

For the year 2023 the following funding has been allocated to the Traffic Department from the Councils own funding

- A. Transport Advisory Group (TAG) projects €1,250,000 split across the five Council areas.
- B. Neighbourhood schemes €200,000 split between North and side sides of the city.

For the year 2023 the following were the initial allocations from the National Transport Authority (NTA) for safe routes to school. The delivery of these projects is dependent on staffing resources being made available, however sanction has now been received by DCC from the Department for the recruitment of two walking and cycling officers who will allow us to deliver these projects when their recruitment process is complete. .

SRTS Assumption Junior School	€	50,000
SRTS Assumption Senior Girls' National School	€	50,000
SRTS Belmayne Educate Together Secondary School	€	5,000
SRTS Broombridge Educate Together National School	€	50,000
SRTS Drumcondra National School	€	50,000
SRTS Harold's Cross Educate Together Secondary School	€	50,000
SRTS Kildare Place School	€	50,000
SRTS Our Lady of Consolation	€	50,000
SRTS St Joseph's Secondary School Fairview	€	50,000
SRTS St. Brigid's Girls' National School	€	50,000
SRTS St. Joseph's CBS	€	50,000
SRTS Stratford College	€	50,000
SRTS Stratford National School	€	50,000
SRTS Round 2 Gaelscoil Lios na n-Óg	€	25,000
SRTS Round 2 Glasnevin National School	€	25,000
SRTS Round 2 St Christopher's Primary School	€	25,000
SRTS Round 2 St Pauls College	€	25,000
SRTS Round 2 St Kevin's Junior National School	€	25,000
SRTS Round 2 St. Paul's CGS Secondary School New Brunswick St	€	25,000
SRTS St Fiachras Junior National School	€	50,000

Pedestrian Crossings

Requests for pedestrian crossings goes through an evaluation process by our area engineers and our traffic signal staff. Once the request has been evaluated and if approved it will go on the list of locations approved for pedestrian crossings.

In the past the pedestrian crossings would have been funded from the TAG budget but as the costs of crossings have risen, mainly due to the civil works involved, this has become less and less possible.

We applied for funding for a pedestrian crossing program from the NTA in order to start to make some substantial progress on the backlog of approved pedestrian locations.

At the start of 2023 the Traffic Department had been allocated €950,000 for Pedestrian crossings across the city and €400,000 for the installation of pedestrian crossings on the Coolock Interchange.

We are now pleased to say that we have now been allocated an additional €5.2 million in funding by the National Transport Authority for this pedestrian crossing program for 2023.

This will allow 19 pedestrian crossing, either standalone or at junctions to be completed or substantially completed in 2023 with hopefully additional funding from the NTA in 2024 to allow this program to continue and grow.

The above work is in addition to new or upgraded Pedestrian crossings which will be installed as part of any Active Travel scheme which are at construction such as Clontarf to City Centre.

For the Bus Connects corridors there are numerous new pedestrian crossings on the corridors proposed as part of these schemes. There has been some concern that these necessary crossings for safety may be delayed because of the timelines for construction of the corridors, however the NTA have acknowledged that some of this work for safety purposes could proceed separately to the main corridor works so as not to delay the implementation of these upgrades.

We will be discussing this further with the NTA regarding funding and how this may be resourced.

Brendan O'Brien Head of Technical Services (Traffic)

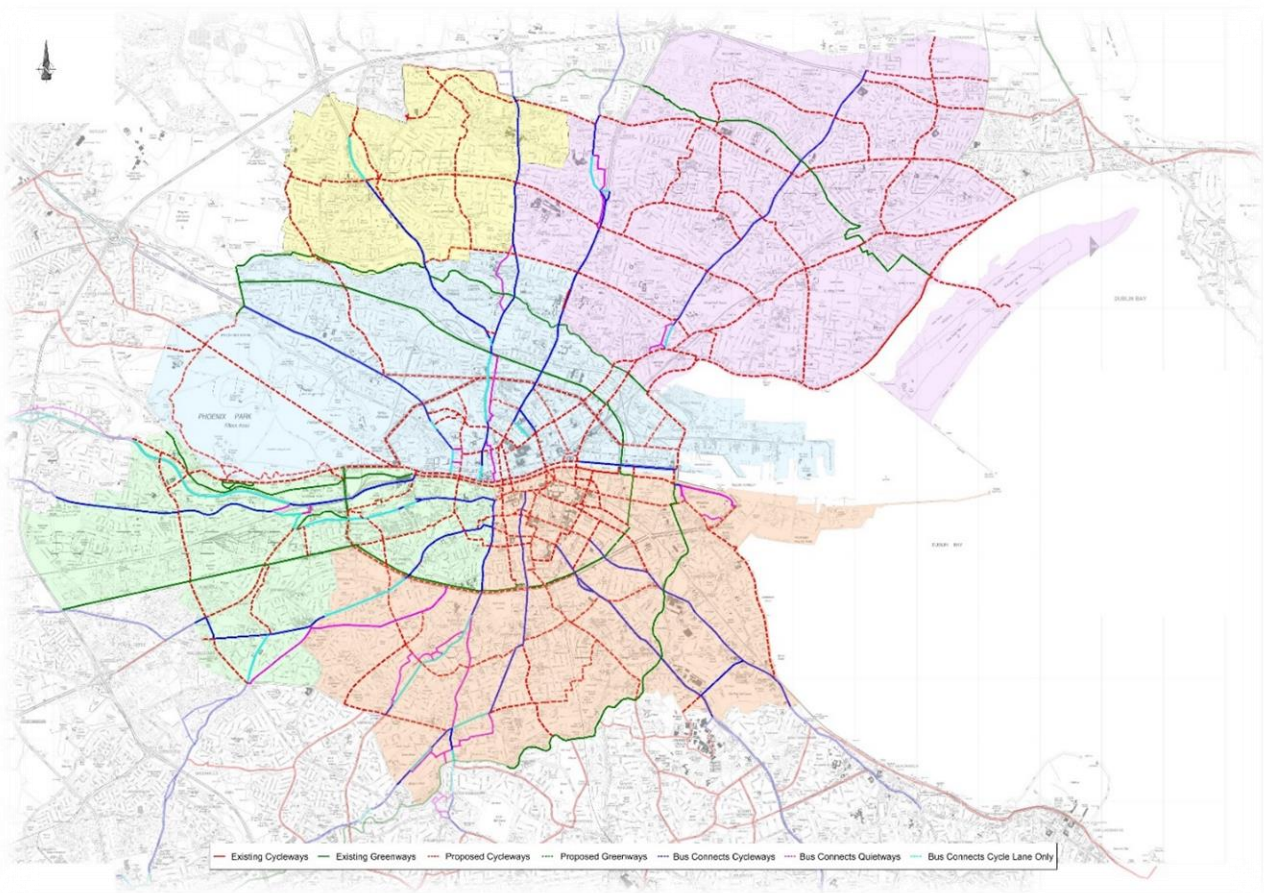
Report to Traffic and Transport SPC

07th June 2023 – Michele Murphy – Senior Executive Planner for the Active Travel Programme

Active Travel Network

The Active Travel Programme Office (AcTPrO) has been tasked with the delivery of a safer, inclusive and sustainable walk-wheel-cycle network. A 310km core active travel network has been identified, of which 10km has already been completed.

The Active Travel Programme Office will focus on the delivery of 210km of this network, with the remaining 90km to be delivered under the BusConnects programme. This 210km is comprised of 80 infrastructural projects.



Delivery Strategy

The strategy is based on a network approach. There is also an emphasis on the rapid development of safer facilities on the core walk-wheel-cycle network.

The multi-disciplinary team within the Active Travel Programme Office (AcTPrO) continues to work on the design and delivery of a number of projects as part of the overall network, which when fully completed, will result in 95% of people being within 400 metres of the high quality network within Dublin City.

Milestone timelines:

October 2022

AcTPrO participated in an engagement with Elected Representatives by presenting to the Climate Action and Environment SPC on 12th October 2022.

The publication and official launch of the Dublin City Active Travel Network took place in October 2022. The overall strategy that includes the delivery timelines was launched by the Lord Mayor and the Minister for Transport, together with our Chief Executive and the NTA Chief Executive.

- **Dodder Greenway – Herbert Park to Donnybrook**

In October 2022, the Contractor commenced works, the scheme will deliver 450m of walking and cycling facilities, including flood protection measures, along the Dodder River between the entrance to Herbert Park at Eglinton Terrace and Anglesey Bridge.

- **Suir Road to Thomas Street**

This scheme design was published on the Dublin City Council Public Consultation Hub in October and a Public Information Day was held in November 2022. The deadline for submissions closed on 2nd December 2022. Installation works are planned to be carried out over Summer 2023. The Public Consultation Report has been prepared and will be published along with updated design drawings on the Active Travel webpage before work commences.

- **Merrion Street Upper, Merrion Square West, Merrion Street Lower**

This scheme was published on Dublin City Council Public Consultation Hub in October. AcTPrO is preparing concept designs and photomontages, incorporating significant public realm opportunities. This will aid further engagement with stakeholders.

November 2022

- **Sir John Rogerson Quay Project**

The multi-disciplinary design team is now established for the Sir John Rogerson Quay project, and the design is being progressed taking into consideration constraints for the site. The first non-statutory public consultation was completed in November 2022 and an update on the project was presented to the South East Area Committee in December 2022.

December 2022

- **North Circular Road (from Dorset St Lwr to Amiens St)**

This scheme design went to Public Consultation in December 2022 and Information leaflets have been distributed in the local area. Dublin City Council's Public Consultation Hub closed for submissions on the 20th January 2023. 245 responses were received.

- **Hanlon's Corner Junction Upgrade**

This scheme design went to Public Consultation in December 2022 and Information leaflets have been distributed in the local area. A Public Information Session on the scheme was held in January in the Holy Family Parish Centre on Prussia Street. Dublin City Council's Public Consultation Hub

closed for submissions on the 1st February 2023. 109 responses were received.

- **Ratoath Road & Cappagh Rd**

This scheme design went to Public Consultation in December and Information leaflets have been distributed in the local area. Dublin City Council's Public Consultation Hub closed for submissions on the 20th January 2023. 224 responses were received.

- **Howth Rd, from Station Rd to James Larkin Rd (Raheny to Kilbarrack)**

This scheme design went to Public Consultation in December and Information leaflets have been distributed in the local area. Dublin City Council's Public Consultation Hub closed for submissions on the 26th January 2023. 116 responses were received.

- **Kilbarrack Rd to Oscar Traynor Rd.**

This scheme design went to Public Consultation in December and Information leaflets were distributed in the local area. Dublin City Council's Public Consultation Hub closed for submissions on the 31st January 2023. 97 responses were received.

January 2023

- **Sandyford (Clonskeagh) to City Centre (SC2CC)**

Public Consultation opened for this scheme on the 30th January, 2023 and closed for submissions on the 28th February, 2023. 675 submissions were received. As part of the public consultation process 11,000 information leaflets on the scheme were distributed. A walk-in session was conducted on 7th February. This was followed up by a meeting with local business representatives for Ranelagh, also in February.

February 2023

- **Royal Canal Greenway Phase 3**

Royal Canal Phase 3 will provide 2.1 km of cycling facilities and 2.1 km of walking facilities along the Royal Canal, from Newcomen Bridge (North Strand Road) to Cross Guns Bridge (Phibsborough Road). The Contractor was appointed in December 2022. Construction kicked off with The Lord Mayor of Dublin Caroline Conroy and Minister for Public Expenditure, National Development Plan Delivery & Reform, Paschal Donohoe TD, helping to 'turn the sod' on February 15th 2023. A dedicated webpage for the project was also launched and regular updates on the project will be available at www.dublincity.ie/RCGP3

- **Clontarf to City Centre**

Extensive roadworks were undertaken through February on each available weekend. Inbound from Section 2 between Amiens St and Buckingham St was substantially completed. The Historic limestone wall on North Strand Road was completed also.

- **South Grand Canal Cycle Safety Improvements:**

The South Grand Canal Cycle Safety Improvements scheme involves the upgrade of existing signalised junctions from Leeson Street Junction to Suir Road junction by 'tightening' wide junctions to improve safety for pedestrians and cyclists, and will also provide signalised pedestrian crossings. Phase one of the project comprising footpath build outs and pedestrian crossings at Herberton Junction was substantially finished. Resurfacing works on Herberton Road were completed at the of February. Phase 2 works started mid-February at Clogher Road Junction. The works are to be completed in Q4 2023.

March 2023

- **Dodder Greenway**

A meeting of the Dodder Steering Group, comprising officials and Members of DLRCC, SDCC and DCC, was held on 7th March. Public consultation is expected to commence on two sections (Fitzwilliam Quay to Londonbridge Road and Beatty's Avenue to Herbert Park) in Q2 2023. DLRCC plan to proceed with lodging a Part VIII for the Clonskeagh Bridge to Patrick Doyle Road section. AA and EIA screening reports are being progressed for the remaining two sections.

April 2023

- **Royal Canal Greenway Phase 3**

Contractor closed the towpath between Cross Guns Bridge and Binns Bridge and Russell Street Bridge and Clarke's Bridge. Access from the site compound on North Richmond Street was been created east of Croke Park Stadium. The Contractor is to use Portland Place Park to facilitate a portion of the works, the intention is to refurbish the park when the Contractor hands it back. Sheet piling works commenced between Clarkes Bridge and Croke Park Stadium and environmental monitoring has been set up. Off-site construction of the pedestrian bridge continues. Public information evenings on the progress of the works were held at the Mud Island venue on 4th April from 4pm – 7pm and at Phibsborough Library on 12th April from 4:45pm – 7pm. The Pre-Part 8 process for Binns Bridge was initiated.

- **Howth Road to Baldoyle**

A key achievement for April was the completion of the installation of 500 metres of protected cycle track along this route. Measures (anti-skidding surfacing, roadmarkings, signage and bollards) were implemented along **Grange Road**, from the Hole in the Wall roundabout to the Fingal County Council Boundary. This work was achieved through a collaborative effort between AcTPRO and DCC Traffic.

- **Fitzwilliam Street Cycle Route**

This scheme will deliver 1 kilometre of cycling facilities. Construction tenders have been published and the project tender closed on 28th April, 2023. It is anticipated that the preferred tenderer will be selected in Q2 2023. The scheme is scheduled for completion in Q2 2024.

- **Clontarf to City Centre**

In early April, 800m of new cycle track and footpaths were opened along Fairview Park from Malahide Road to the Tolka, which users are currently enjoying. The fourth project leaflet was distributed in early April to over 52,000 homes and businesses around the C2CC catchment giving project updates and photographs of project progress. This is available for download from our webpage www.c2cc.ie. Works are progressing.

May 2023

- **Liffey Cycle Route**

Contractors Cairn Construction have been appointed to undertake measures along a segment of the route commencing at Eden Quay (0.25km section) from O' Connell Bridge to Butt Bridge/Beresford Place junction. Installation works commenced on 3rd of May 2023.

- **Royal Canal Phase 4**

The project will deliver 4.3km of cycling facilities and 4.3km of walking facilities along the Royal Canal, from Cross Guns Bridge (Phibsborough Road) to the city boundary at Ashtown. A presentation was given by members of the project team on the proposed amending Part 8 to the Central Area Committee on 9th of May 2023.

- **Royal Canal Phase 3 –Binns Bridge**

A presentation was given by members of the project team on the proposed amending Part 8 to the Central Area Committee on 9th of May 2023.

- **Topographical Surveys**

Extensive advance planning work has been ongoing to enable the acceleration of design development of the network. AcTPRO has made the most of economies of scale, by combining a number of routes and packaged them into surveying lots of approximately a million sq. metres each.

To date, 75% of all programmed survey data has been received, totaling approximately 3.9 million sq. metres. Total survey extents upon completion of the project are anticipated to be approximately 5.2 million sq. metres.

Next Steps

Recruitment for the Active Travel Programme Office will be continuing over the coming months. The efforts to grow the team are continuing and panels have been formed for both Executive and Assistant Engineer grades after completion of the respective competitions. AcTPRO hopes to be able to draw on resources from both panels.

Summary

There are 5 Schemes currently in construction and 1 completed giving an increase of 2 on the last quarter

- Clontarf to City Centre (3km)
- Royal Canal Greenway Phase 3 (2.1km)
- Dodder Greenway: Herbert Park to Donnybrook (0.5km)
- South Grand Canal Cycle Safety Improvements (2.2km)
- Grange Road (500m completed)
- Liffey Cycle Route at Eden Quay: O'Connell Bridge to Butt Bridge/Beresford Place junction (0.25km)
Installation works commenced on 3rd May 2023.
- East Coast Trail (To commence Q2 2023)
- Suir Road to Thomas St (To commence in Q3 2023)
- Fitzwilliam Street Cycle route - To commence in Q3 2023 subject to NTA approval.
The tender competition is now closed and the review process is underway.
- Sandyford Clonskeagh to Charlemont Street - SC2C
Installation of Phase 1 is planned to commence in Q4 2023.

30 of our schemes are currently in design stage a sample of which are stated below;

- Bayside to the Northside Shopping Centre via Kilbarrack Road, Tonleegge Road and Oscar Traynor Road.
- Cabra Cross to the city boundary via Ratoath Road & Cappagh Road.
- Howth Road, from Station Road to James Larkin Road.
- North Circular Road and Portland Row.
- Merrion Square West
- Dodder Greenway Interim Scheme
- Finglas Village Improvement Scheme
- Finglas Area Roundabouts
- Sir John Rogerson's Quay
- Santry River Greenway

In addition, the tender documents for delivery of the remaining sections of the Liffey Cycle Route, comprising George's Quay, Burgh Quay and Aston Quay are being finalised and will go to tender for construction during Q3 2023.

- **Royal Canal Phase 4:** The tender process for the selection of a contractor is scheduled to begin before the end of the year, with construction starting in Q2 2024.
- **Sandyford Clonskeagh to City Charlemont (SC2C):** A Public Consultation Report has been drafted and is expected to be published on the DCC website during June 2023. Construction is scheduled to start in 2024.
- **Dodder Greenway:** Designs are at an advanced stage along five sections where interim measures are achievable, these locations are Fitzwilliam Quay to Londonbridge Road, Beatty's Avenue to Herbert Park, Donnybrook Road to Clonskeagh Road, Clonskeagh Bridge to Patrick Doyle Road and Orwell Road to Dodder Road Lower.

Non-Statutory Public Consultation on the sections from Fitzwilliam Quay to Londonbridge Road and Beatty's Avenue to Herbert Park commenced in May 2023 and there will be a public consultation evening on these two sections in June 2023.

- **Fitzwilliam Street:** The tender competition for this cycle route is now closed and the review process is underway. It is anticipated that construction works will commence in Q3 2023 subject to NTA approval and will take approximately twelve months to complete
- **Chesterfield Avenue:** The Active Travel team are liaising with the OPW and tender documents for the engagement of a multi-disciplinary design teams are being finalised.
- **Santry Greenway:** A multi-disciplinary design team has been appointed and the route option selection and design work is ongoing.

The following schemes are proposed to go the Public Consultation over Q2 & Q3 2023:

- Gracefield Rd to Vernon Ave
- Trinity to Ballsbridge
- Rathmines to Milltown

A regular monthly update on the progress of the programme is contained within the Environment & Transportation section of each Monthly Management report to all of the Elected Members.

In addition, a comprehensive quarterly progress update on the programme is issued to the Full Council meeting and all Elected Members, the next report will issue to the July Council Meeting.

Further information on the overall network, including an interactive GIS map of all routes and a complete list of all roads and streets involved, is available at www.dublincity.ie/activetravel