

## Grangegorman Filtered Permeability Trial Update:



**Figure 1. Filtered Permeability**

As presented at the June Central Area Committee meeting, the filtered permeability measures were installed at Grangegorman lower and the trial commenced on the morning of 6th July 2020.

The trial includes the provision of a series of bollards and temporary planters placed on Grangegorman Lower (Figure 1), with appropriate signage and road markings. Some supplementary signage is also being added in the coming days.

Implementation of this trial results in the elimination of motorised cut-through traffic from Grangegorman Lower and drivers are no longer able to use this route as a short-cut from North Circular Road to the Quays, and vice versa.

Filtered permeability through the bollards enables pedestrians and cyclists to continue to take this route. This creates a safer space for local residents and for the large numbers of pedestrians and cyclists expected to arrive at TUD from September 2020.

Local vehicular access to Grangegorman Lower is retained although some journeys are required to take a more circuitous route. Vehicular access points to TUD Campus are unaffected and access through the bollards is maintained for emergency vehicles.

Given that there is no Area Committee meeting in August, the Covid Mobility Team propose that with agreement of the elected members: the trial is extended for 4 weeks to facilitate feedback from the Councillors at the September 2020 Area Committee meeting.

A report on this trial will be presented to Councillors at the September meeting and feedback will be sought from the Councillors on whether the trial should be removed, amended or extended for a period of 12months etc.

In the meantime if Councillors have any initial feedback, they are welcome to submit this to [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie) or they can give any feedback directly to Andrew Geoghegan at the July Area Committee Meeting.

Kind Regards,

Covid Mobility Team



**Figure 2. Planters to narrow carriageway**



**Figure 3. Additional Pedestrian Space (under construction)**