

To the Lord Mayor and
Members of Dublin City Council

Report No. 97/2023
Report of the Assistant Chief Executive &
City Engineer



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Traffic Department – Quarter 1 Report 2023

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Traffic Department

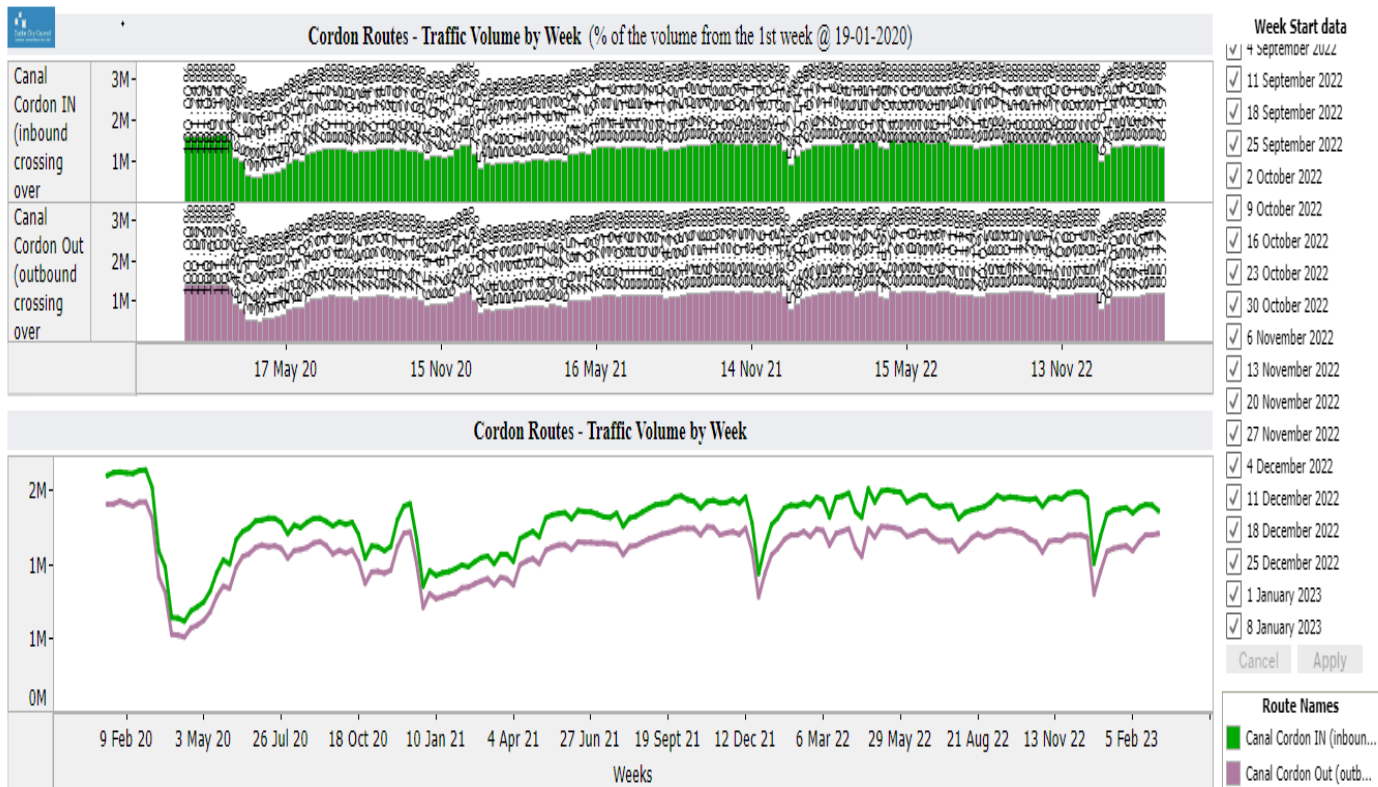
The Traffic Department report covers the area of TAG, Parking enforcement, City Centre Transport Projects, Micro mobility, and increasingly School Zones and Safe Routes to School, which are now a priority for the department.

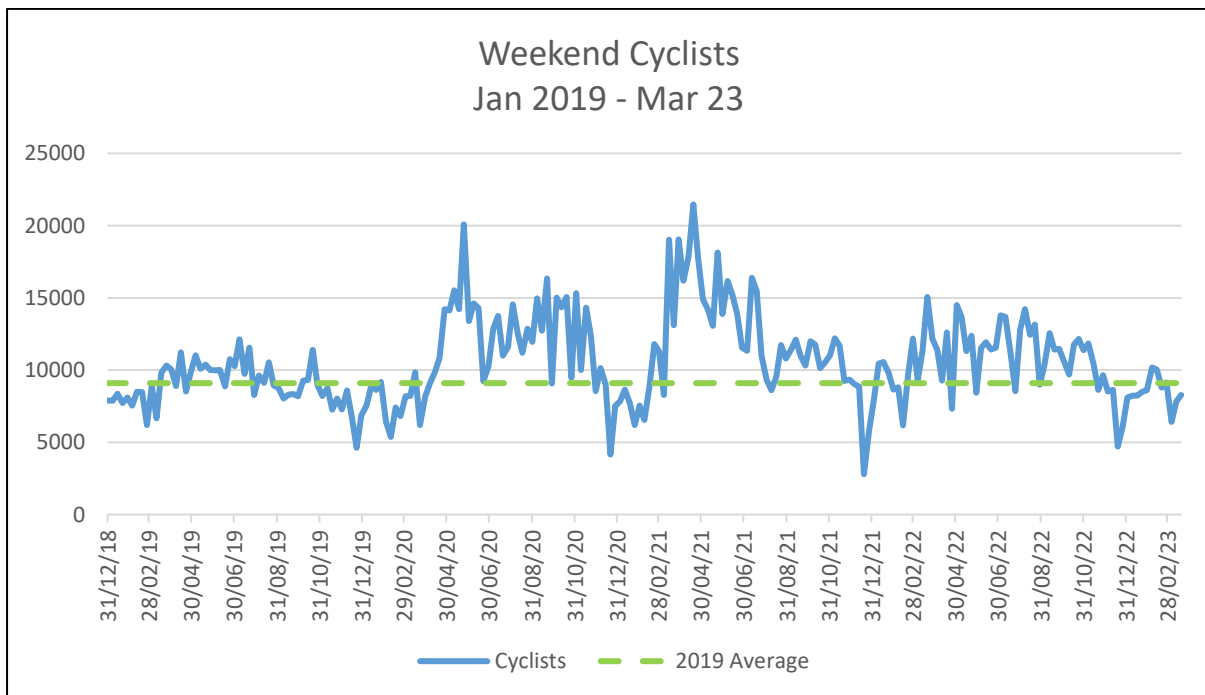
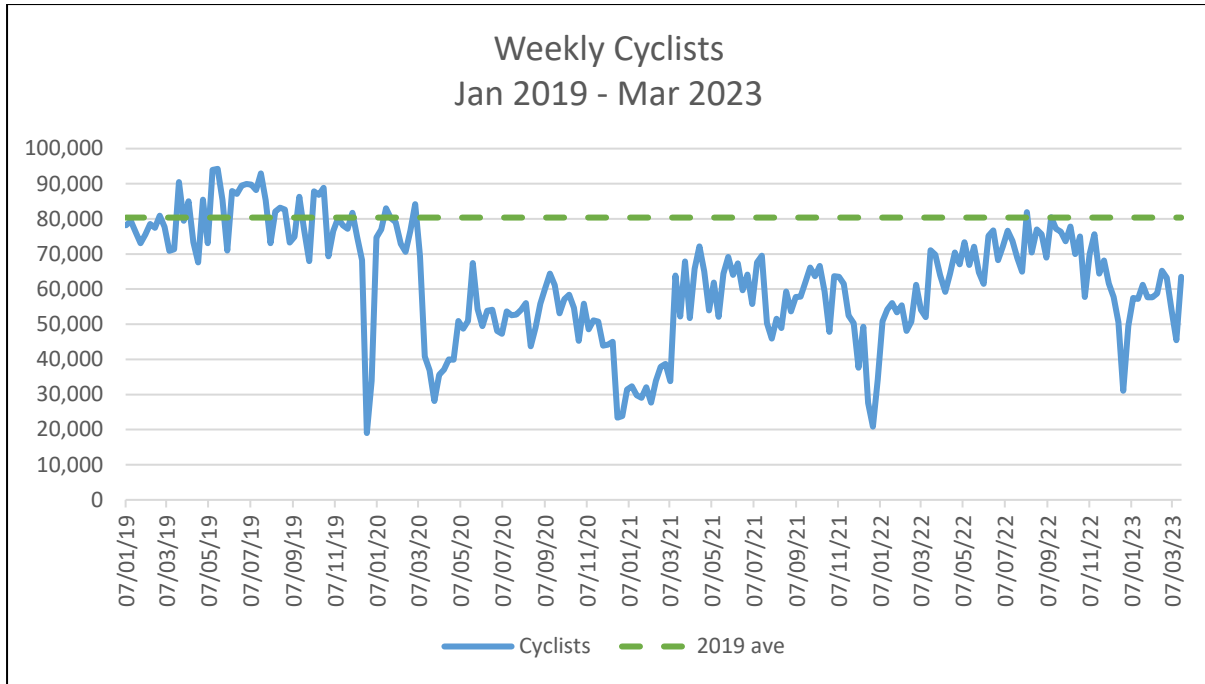
The Traffic Department has overall responsibility for traffic management in the city and coordination of all mobility projects, and works with the various departments and outside agencies to deliver a range of projects across the city. These include Bus Connects, Metrolink, Dart+ and Luas to Finglas amongst others. The Traffic Department are responsible also for the day to day traffic management managed by our traffic signals and ITS section, which includes operation of a 24*7 traffic control room and advanced traffic management systems such as SCATS and DPTIMs.

Since August 2022 there has been no Senior Executive Engineer in the TAG area, no Grade 6 in the admin side and one engineering posts in the South East Area is vacant following staff departures. In addition, we are down to one member of staff in our schools section.

Current Traffic trends

Canal cordon comparison with pre Covid shows that inbound traffic is 85% of pre covid and outbound traffic is at 86% of pre covid levels. These levels have been relatively stable over 2022 and 2023.





As can be seen for the cycling figures the weekly cycle figures still have not fully recovered but the cycle numbers at the weekend still exceed pre covid.

Glasnevin to Clontarf Rd

Installation of the parking protected cycle lanes on the north side of Griffith Avenue between Charlemont and the Malahide Road commenced in February 2023. This has now been completed. The majority of the 3.4 km route between Ballygall Road East and Ardscoil Ris now have protected cycle lanes on both sides of the road. Two areas remain to be protected, a short section on the northern side of Griffith Avenue to the west of Griffith Woods and a 600m section on the south side of Griffith Avenue between Charlemont and Malahide Road. We would expect to complete these in Q2 of 2023.

East Coast Trail North: Phase 1

In January 2023 a tender was published to construct a new two way cycling facility between the entrance to the Eastpoint Business Park on Alfie Byrne Road and the junction of East Wall Road and, East Road. We are currently in the process of assessing the tenders received.

Public transport projects, Bus Connects and bus priority measures

The Metro Link project has now been lodged with An Bord Pleanála as have a number of the Bus Corridors.

The BusConnects Liaison Team acts as a conduit of information exchange between the NTA BusConnects team and the various departments within DCC. For Q1, various technical meetings were held to review the traffic signal and for the bus priority operations proposed in the core bus corridors for the Clondalkin to City Centre scheme and the Kimmage to City Centre scheme.

For the rollout of the new route for the BusConnects Network Redesign, the team provides supports for the required bus stops for these new routes. Phase 6 of Bus Connects network redesign is currently being worked on, with a number bus stops to be installed shortly ahead of launch. Phase 6 include the orbital route O and the F spine.

For current operations, the team has regular meetings with bus operator for traffic signal bus priority requirements. This also involves updates to bus lane hours which will go through the TAG process so that stakeholders are informed.

The passenger numbers on Bus and tram services in Dublin City are now 10% greater than 2019 and in line with the increase in public transport usage and the decrease in the numbers of private vehicles in the city, traffic signal timings are currently being reviewed to provide increased priority for public transport.

Winetavern Street Contraflow Bus Lane

As part of BusConnects Network Redesign a new contraflow bus lane on Winetavern St was successfully implemented to facilitate the D spine (connecting Clongriffin to Crumlin/Clondalkin/Tallaght) and the G spine (connecting Spencer Dock with the Red Cow Luas Stop/Liffey Valley). Throughout Q1 2023 monitoring continued on the impacts in the area and, where required, minor adjustments were made.

Pedestrian Crossings program

The current status at end of Q1 2023 is:

- **Lot 1 (4 No. crossings)** – Contractor appointed, works have commenced on the first crossings. One of four (Armagh Road) now complete.
- **Lot 2 (4 No. crossings)** – Contractor appointed, works have commenced January 2023. First site Ballyboggan Road now complete.
- **Lot 3 (4 No. crossings)** – Contractor appointed, works have commenced on-site.
- **Lot 4 (5 No. crossings)** – Currently out for tender (responses due early April).
- **Lot 5 (2 No. crossings)** – design ongoing, tender to be issued Q2 2023.

Lot	Site Name - Location	Area
1	Stannaway Road	South East
1	Clogher Road	South East
1	Ferns Road	South East
1	Armagh Road	South East
2	Ballyboggan Road	Central
2	Mary's Lane	Central
2	Portland Row	Central
2	Parnell Street	Central
3	Brookwood Avenue	North Central
3	Botanic Avenue	Central
3	Coolock Drive	North Central
3	Donore Avenue	South Central
4	Seafort Avenue	South East
4	Palmerstown Road	South East
4	Cherry Orchard	South Central
4	Chelmsford Place	South East
4	Ely Place	South East
5	Conyngham Road/SCR	South Central
5	Clontarf Road	North Central

Fishamble Street

From Monday February 13th, a one-way, south-bound-only arrangement for vehicular traffic was implemented on Fishamble Street. North and south-bound cycling remains permitted. This intervention was required due to the unsuitable road widths for such volume of two-way traffic, leading to vehicles mounting kerbs and unsafe manoeuvres.

Capel Street

In November 2022, a landscape architect was appointed to provide an interim landscape improvement scheme for the street which is to be in place by summer 2023. Initial proposals have been shown to local area committee. Design is ongoing.

Mary Street

From Monday March 27th, the section of Mary Street, between Wolfe Tone Street and Jervis Lane Upper became traffic free (while facilitating deliveries daily between 6am and 11am). This intervention provides a link between current pedestrian streets (Mary Street and Henry Street) and Traffic Free Capel Street, creating a pedestrian priority route from O'Connell Street to the Markets area.

College Green Dame Street Project

In Q4 2022, Dublin City Council published stage one of an international competition to procure a Multi-disciplinary Design Team for the College Green project. The closing date for stage one submissions was January 24th 2023. Stage one submissions are currently being evaluated, after which, successful applicants will be advanced to stage two of the competition. Project timelines will be established once the Design Team has been appointed.

Schools Mobility Programme

The School Mobility Programme aims to improve student safety by encouraging parents and guardians not to drop off or collect in the immediate school gate vicinity, and to encourage and incentivise active travel for school journeys. It consists of two type of interventions; School Zones and Safe Routes to School (SRTS), both of which are NTA funded and supported by An Taisce Green Schools Programme. 67 School Zones were completed throughout 2021 and 2022.

Throughout Q1 2023, engagement and non-statutory consultation continued with target SRTS Round 1 school communities. Interventions at both Assumption Junior School & Assumption Senior Girls' National School were completed, including front-of-school-treatment, bollards, painted road surface markings, timber railing, ramps and footpath buildouts. Subject to resourcing, it is intended to commence round 2 list of schools. Works on a number of non-SRTS schools are also progressing with installation expected mid-2023.

The current shortage of both technical and admin staff for the School Zones section, is impeding what could otherwise be a very rapid roll out of these measures. A request for two additional Walking and Cycling Officers has been submitted to the Department and we await the sanctioning of these roles which would allow us to considerably speed up delivery.

Dublin Bikes

In 2020, a review of operational requirements of the dublinbike scheme was carried out and it was agreed that a technological upgrade was required including upgrading the fleet to hybrid (i.e. electrification). Hybrid bicycles and batteries were introduced in early 2021, but rollout was delayed due to a precautionary recall on batteries.

The batteries were again made available to customers' mid-2022 and in February 2023 a promotion campaign took place with batteries offered to existing customers free of charge for 1 year. The campaign was very successful with over 1,500 batteries claimed during the promotion.

Bike Bunkers

Bike bunkers originated as a pilot project from a Dublin City Council BETA Project in 2015 known as 'Bike Hangar BETA'. The Project moved to the Micromobility Unit under Traffic in Q4 of 2022. A scheme review of the Bike Bunker Pilot Project is currently underway. The scheme review will produce a comprehensive report on the Bike Bunker Pilot Scheme from its initial trial, including the existing pilot scheme, providing strategic recommendations, review alternative cycle parking options and possible future proposals.

E-Cargobike Pilot Projects

In 2022, Dublin City Council and bike sharing operator Bleeper delivered phase 1 of a 12 month e-cargobike for business pilot project. The pilot project provided 20 participant businesses with access to e-cargobikes at a discounted rate, enabling them to replace trips which would otherwise have been taken by car or by van. Phase one of this project ended in Dec 2022 and an evaluation of the project is underway currently.

On foot of this pilot project, three e-cargobike projects are being progressed in 2023;

- E-cargobikes for Businesses phase 2,
- E-cargobikes for Non-profits, and
- E-cargobikes for Communities

The Bike Hub Crumlin

The Bike Hub Crumlin Pilot Project, located in Eamon Ceannt Park, was launched by the Lord Mayor Caroline Conroy in November 2022 to encourage accessible, inclusive cycling for people of all ages and abilities. Since the launch, The Bike Hub Crumlin has provided free-to-use access to Trishaws with trained pilots for people with disabilities or mobility issues, bike mechanic training to local secondary schools, bike mechanic workshops for members of the community and in March worked with Cycling Ireland to support an "intro to cycling" project with Ukrainian refugee children and young people.

Walking and Cycling Promotions

As part of DCC staff initiatives, a folding bike pilot scheme has given 20 staff members the opportunity to try using a folding bike as part of their work commute. The Marchathon staff step challenge is currently underway, which encourages staff to walk as much as they can during the month of March. A series of weekly lunchtime walks with staff has also taken place for staff to learn about various DCC projects.

As part of the Walking and Cycling subcommittee, a blind simulation experiential walk, facilitated by the NCBI, took place for committee members of on 27th February.

Bike Week will take place May 13th-21st. Applications for the Community Grant Scheme for Bike Week are now open. The grant provides funding to schools and community groups to organise events promoting and celebrating cycling during Bike Week. [More information and applications are available online.](#)

Neighbourhood Transport Schemes

The aim of these schemes is to provide communities with sustainable neighbourhoods with a focus on safety with regard to transport issues. It is the aim to allow for more walkable and calmer streets where the priority is given to pedestrians and cyclists and where parking issues are addressed. Schemes are being progressed in each of the 5 administrative areas in Dublin City Council.

Administrative Area	Scheme	Update
South East	Belmont Avenue Dublin 4 (Restricted Access Scheme trial underway)	A Restricted Access traffic calming measure was installed here on the 21 st August 2022 for a 6 month trial period. This scheme was implemented following a Non-Statutory public consultation period. The 6 month trial has come to an end with a further non-statutory public consultation period to obtain input and feedback from Stakeholders. A final report is currently being compiled which will evaluate the effectiveness of the trial. The report will be presented to elected Councillors in the South East Area Committee meeting to determine if the scheme will be made permanent or not.
South Central	Chapelizod Village Dublin 20	Dublin City Council (DCC) have previously appointed an external consultant to analyse and carry out a report on the transport situation in the Chapelizod area. This report has been circulated to Councillors in the South Central Area. As a result, support has been obtained from Councillors for a Filtered Permeability scheme to be installed at this location on a trial basis. DCC are selecting an external consultant by way of tendering process to draft preliminary drawings of the proposed scheme. A non-statutory public consultation will be conducted outlining these drawings to gauge support from Stakeholders in

		Chapelizod and surrounding areas. This will determine the projects next steps.
Central Area	Church Street East (Dublin 3) Filtered Permeability Trial (at the junction of Church Street East / East Road)	Area office are carrying out further consultations and different options are being assessed including a filtered permeability at the junction of Abercorn Road.
North Central Area	Haverty Road (Dublin 3) Filtered Permeability Trial	A report summarising the public consultation with local residents and stakeholders will be presented to councillors at the April 2023 North Central Area Committee meeting. At this meeting, councillors will be given the opportunity to advise whether to implement the trial permanently or remove it.
North West Area	Willow Park Avenue (Dublin 11)	Assessments of the area and development of a plan is ongoing. We expect to be in a position to procure consultants to develop a detailed design in Q2 2023.

TAG

The Transport Advisory Group (TAG) received a total of 398 service requests in all Council Areas by end of Q1 2023. The Transport Advisory Group Area Engineers carried out of a total of 267 TAG decisions.

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28th March 2023