
Traffic Department – Quarter 3 Report 2023

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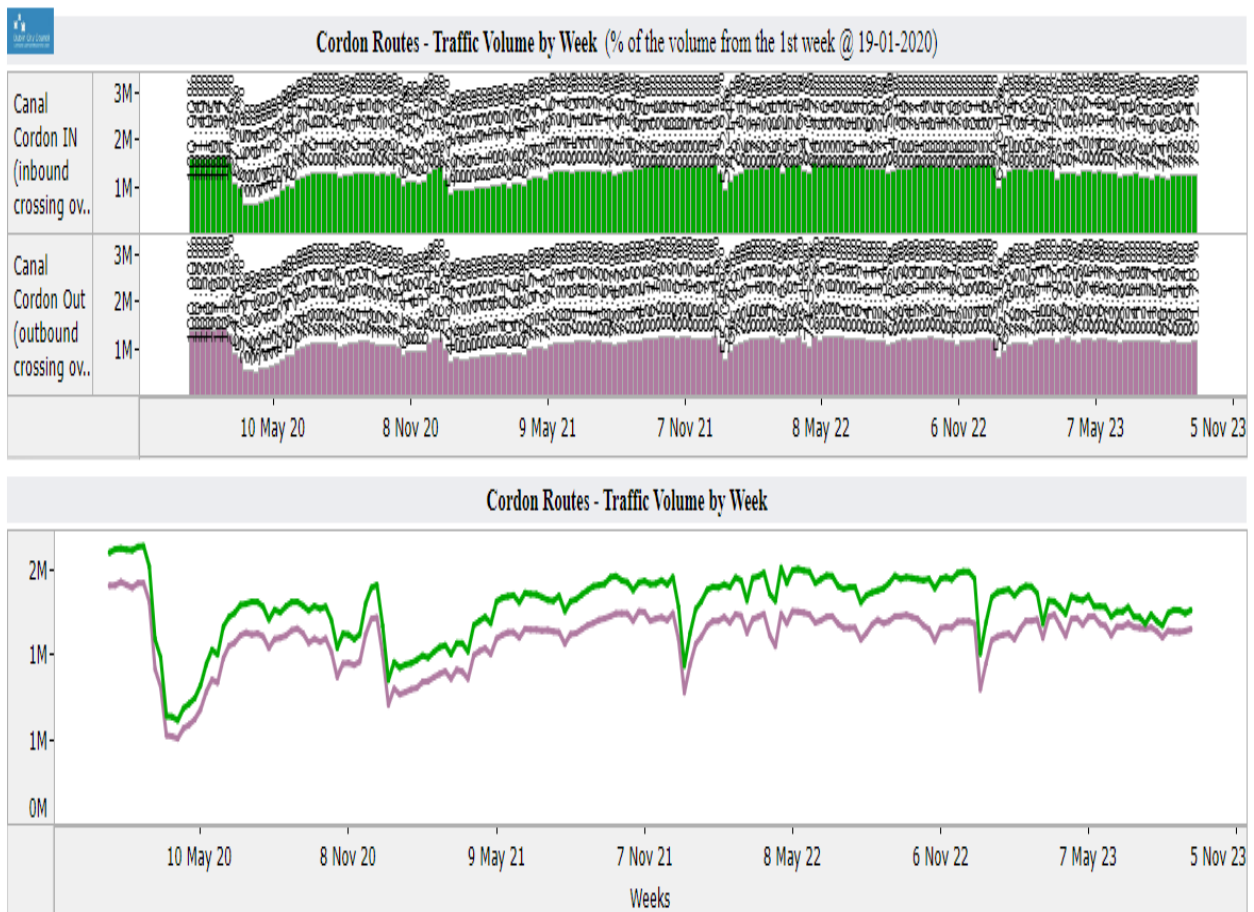
Traffic Department

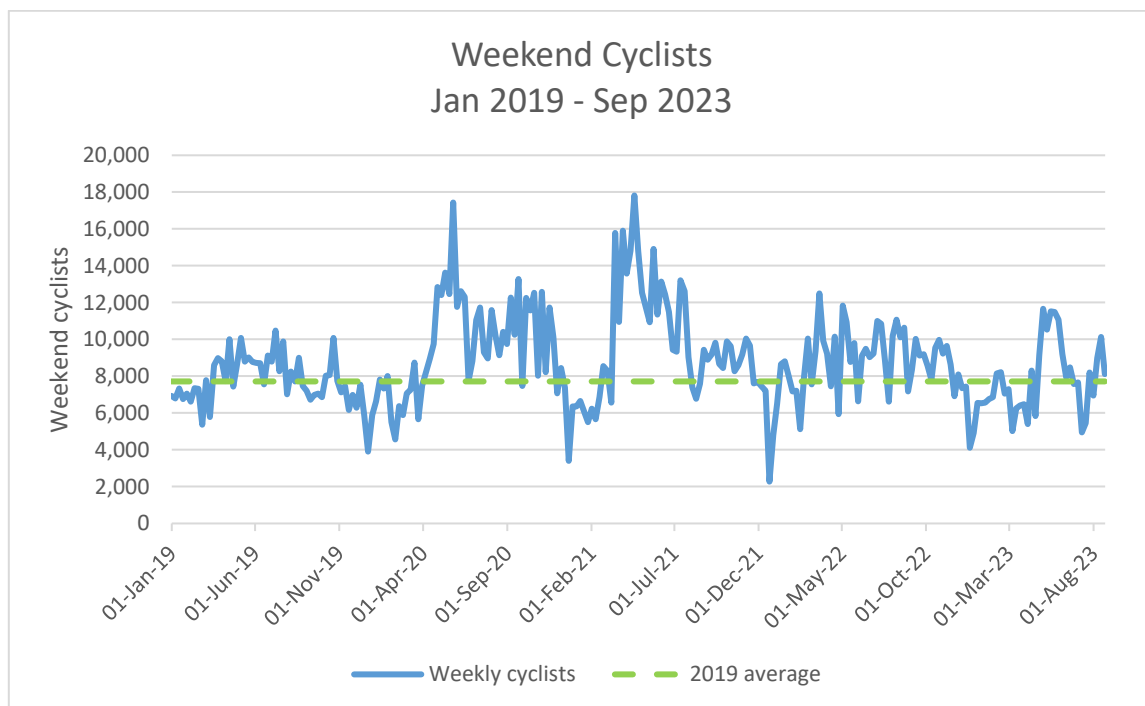
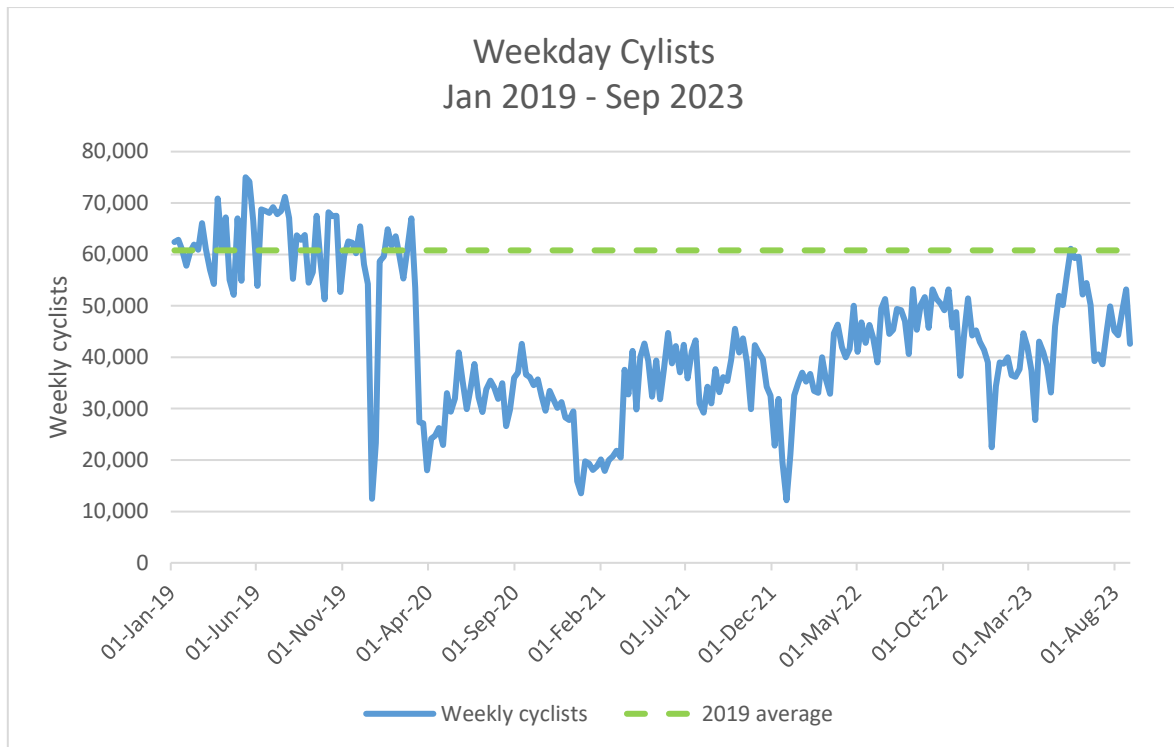
The Traffic Department report covers the area of TAG, Parking enforcement, City Centre Transport Projects, Micro mobility, and increasingly School Zones and Safe Routes to School, which are now a priority for the department.

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.

Current Traffic trends

Canal cordon comparison with pre Covid shows that inbound traffic is 79% of pre Covid and outbound traffic is at 82% of pre Covid levels. These levels have been relatively stable over 2022 and 2023.





As can be seen in the above graphs weekly cycle figures have still not fully recovered, though they are approaching pre-Covid levels, currently at approximately 80% of pre-pandemic volumes. The difference in cycle numbers is largely accounted for during peak hours. Cycle numbers are at approximately 70% of pre-Covid numbers at 8am. However at off-peak hours cycle numbers have recovered. Cycle numbers at the weekend exceed pre-Covid. Cycle numbers are based on the number of cyclist at two locations.

Draft Dublin City Centre Transport Plan 2023

On September 13th, following a presentation to the SPC, Dublin City Council, in partnership with the National Transport Authority, published the draft Dublin City Centre Transport Plan 2023. The publication of this plan is an objective of the Dublin City Development Plan 2022 - 2028 (SMT05) which was adopted by the elected members in November 2022.

The Dublin City Development Plan 2022-2028 sets out an inspiring vision for the city, and in the area of transport sets out very challenging and ambitious targets to be achieved, including a 40% reduction in general traffic and significant increases in walking, cycling and public transport.

The overall transport vision in this plan is for a low traffic city centre with public transport, walking and cycling being prioritised which is in line with the policy of DCC as set out in SMT03. It draws lessons from the response to the Covid pandemic whereby low traffic volumes allowed very ambitious changes to be undertaken in areas such as Capel Street, Nassau Street and along the North and South Quays. The traffic management changes envisaged as part of this plan aim to significantly reduce volumes of car traffic in the city centre, opening up space for the sustainable modes, and significantly improving the public realm by allowing greening and the development of new public spaces for residents, workers and visitors to the city centre.

Key initiatives outlined in the draft Plan include:

- Meeting the transport targets set out in the Development Plan (SMT01) by making the city centre a low traffic environment.
- Implementing a series of traffic management measures which prioritise pedestrians, public transport users and cyclists throughout the city centre and ensure that advantage is taken of the reduced traffic volumes to allocate more space to sustainable modes.
- Ensuring that the current and planned public transport services through the city centre can operate efficiently with minimum delays and with adequate space in the public realm for public transport users.
- Reallocating sections of the North and South Quays to public transport, walking and cycling only.
- Implementing new traffic arrangements at Westland Row allowing for space to be reallocated on Pearse Street, Tara Street, Beresford Place and Gardiner Street.
- Creating the potential for a new plaza area at the Custom House Quay or Beresford place.
- Making Parliament Street Traffic Free along with College Green/ Dame Street to Georges Street.
- Exploring alternative uses of road space at night time and weekends.



*Bachelors Walk
Illustration*



A period of consultation has now commenced and members of the public and interested parties are invited to share their views on the draft Plan.

The draft Dublin City Centre Transport Plan and consultation survey can be found [here](#).

Hard copies of the draft documentation are available for review at Dublin City Council, Civic Offices Wood Quay, Dublin 8.

The consultation finishes at end at 5pm

on Friday 1st of December 2023.

Lincon Place Illustration

[Glasnevin to Clontarf Rd](#)

During Q3 of 2023 further sections of buff and red coloured surfacing have been applied to the cycle lanes along Griffith Avenue. It is expected that all cycle lanes between Ballygall Road East and the Malahide Road will have a coloured surface treatment before the end of 2023. Forty five Zebra planters were installed in late Q2 to improve the appearance of the areas of floating parking along the avenue. The contract to install the final section of extruded kerb on Griffith Avenue in the vicinity of the Griffith Woods development has been awarded with works due to begin in late Q3 or early Q4.

[East Coast Trail North: Phase 1](#)

The Traffic Department brought this project up to contract award and now in collaboration with Active Travel this project is now progressing with Active Travel site staff.

[Public transport projects, Bus Connects and bus priority measures](#)

The BusConnects Liaison Team acts as a conduit of information exchange between the NTA BusConnects team and the various departments within DCC. For the rollout of new routes as part of the BusConnects Network Redesign, the team provides support for the required bus stops. The team meet regularly with the NTA BusConnects Network Redesign team and also the DCC Active Travel team to ensure all teams are aware of the others' plans.

The NTA has submitted the final three schemes to An Board Pleanála; Ringsend, Bray and Swords. All 12 schemes have now been submitted to An Board Pleanála. For current operations, the team has regular meetings with bus operators where delay pinch points are identified and interventions are added to reduce these delays. The team continues to review bus lane hours, adding Sunday and where possible making bus lanes 24hrs. These proposed changes will go through the TAG process.

The following changes have been made to bus lanes operational hrs:

- North Wall Quay – now includes Sundays
- Clontarf Rd – now includes Sundays
- Conyngham Rd – now 24hrs
- Nass Rd – now 24hrs

- Chapelizod – now Includes am peak
- Drumcondra Rd – 24hrs has been approved and is to be implemented shortly
- Clanbrassil St/Patrick St - to include Sunday, has been approved and is to be implemented shortly
- South Great George's St/Wexford St/Aungier St - to include Sunday, has been approved and is to be implemented shortly

In support of the new routes being rolled out with the BusConnects Network Redesign, there will be a number of items the TAG Agenda report for providing bus stop infrastructure in support of the new bus services in the area and also to improve bus stops in the city centre. This will involve adding in a new bus stop or extending existing ones.

[Pathfinder: Public Transport improvements at College Green Bus Corridor and Foster Place interim enhancements](#)

The College Green Pathfinder Project will help alleviate public transport congestion in the city core, with the extension of the College Green bus corridor from Monday to Friday 7am to 7pm, to a 7-day, 24 hour bus corridor prioritising public transport at all times. This change came into effect from May 29th 2023. This initiative is part of the Pathfinder Programme launched in October 2022 by Minister for Transport Eamon Ryan T.D. The Pathfinder Programme consists of 35 exemplar transport projects to be delivered by local authorities and agencies around the country, projects that can visibly demonstrate the value of using public space for better outcomes, such as greater safety, air quality and accessibility.

The Pathfinder Project has facilitated the interim enhancement of Foster Place, nestled between some of the city's most historic buildings including the Bank of Ireland and the Irish Stock Exchange. Access into Foster Place and the Foster Place disabled parking space has been retained. Taxi spaces have been reduced in Foster Place and increased instead at the main College Green taxi rank.

Increased interim footpath space (buildouts) on Dame St at Foster place will create a safer and more enjoyable experience for the half a million pedestrians travelling through the area on a daily basis.



As part of the intermix improvements there is also decluttering of signs, poles and bollards taking place. Image below shows some the traffic signal plinths and signs that have been removed. The 2 way cycle track was also been extended to Foster Place and we are looking the replace the cycle lane bollards with a suitable interim kerb.



The median opposite Church Lane is being increased and the right turn from Church Lane to College Green has been removed. This median area has also been provided with interim public seating and planters.

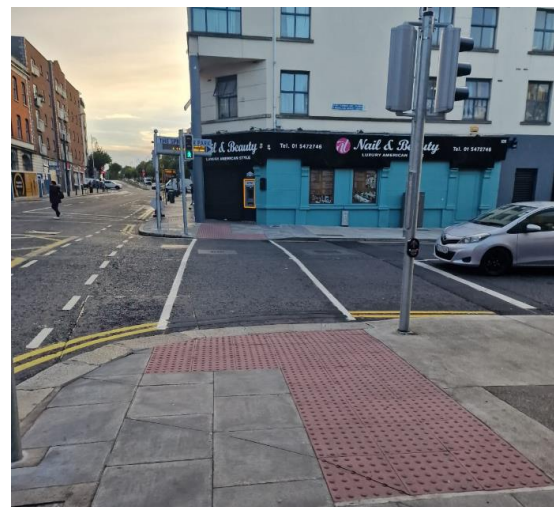


Pedestrian Crossings Programme

The current status at end of Q3 2023 is:

Lot	Site	Site Name - Location	Area	Work Description	Stage	Est Completion date
1	1	Stannaway Road	South East	Controlled Ped. Xing, 3 arm junction	On site	Civil works complete, resurfacing during September and switch on after
	2	Clogher Road	South East	Controlled Ped. Xing, 4 arm junction	On site	Civil works almost complete, est switch on October
	3	Ferns Road	South East	Controlled Ped. Xing, Standalone	Complete	Pedestrian crossing has been switched on May 23
	4	Armagh Road	South East	Controlled Ped. Xing, Standalone	Complete	Pedestrian crossing has been switched on Apr 23
2	5	Ballyboggan Road	Central	Controlled Ped. Xing, Standalone	Civil works complete	Resurfacing being carried out, Estimated operational mid-Sept
	6	Mary's Lane	Central	Controlled Ped. Xing, Standalone	Civil works complete	Civil works complete, estimate operational early Oct
	7	Portland Row	Central	Controlled Ped. Xing, 4 arm junction	Civil works complete	Civil works complete, estimate operational mid Sept
	8	Parnell Street	Central	Controlled Ped. Xing, 4 arm junction	Complete	Pedestrian crossing has been switched on 5 th Sept 23
3	9	Brookwood Avenue	North Central	Controlled Ped. Xing, 3 arm junction	Civil works complete	Civil works complete, estimate operational early Oct
	10	Botanic Avenue	Central	Controlled Ped. Xing, Standalone	Civil works complete	Civil works complete, estimate operational mid Sept
	12	Coolock Drive	North Central	Controlled Ped. Xing, 3 arm junction	Civil works complete	Civil works complete, estimate operational early Oct
	16	Donore Avenue	South Central	Controlled Ped. Xing, 4 arm junction	Civil works complete	Civil works complete, estimate operational early Oct
4	13	Seafort Avenue	South East	Zebra Crossing	On Site	Works on going, due for completion early Oct
	14	Palmerston Road	South East	Controlled Ped. Xing, 4 arm junction	On Site	Works on going, due for completion mid Oct
	15	Cherry Orchard	South Central	Controlled Ped. Xing, Standalone	Civil works complete	Civil works complete, estimate operational early Oct

	17	Chelmsford Place	South East	Controlled Ped. Xing, arm junction	3	On Site	Works on going, due for completion end Oct
	19	Ely Place	South East	Controlled Ped. Xing, arm junction	4	On Site	Works on going, due for completion mid Oct
5	11	Clontarf Road	North Central	Controlled Ped. Xing, arm junction	3	Advanced Design Stage	
	18	Conyngham Road/SCR	South Central	Controlled Ped. Xing, arm junction	3	Advanced Design Stage	



Working with the Parks Department, new planting on Mary's lane at the new pedestrian crossing

Capel Street

Works have started on the interim improvements on Capel Street. These are due to provide significant planting and seating on the street. Works are due to be complete by mid-November.



[College Green Dame Street Public Realm 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 have been evaluated, with successful applicants advanced to stage two of the competition which is ongoing. Stage 2 submissions will be received in September with evaluation commencing in October. 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 front-of-school interventions under the Safe Routes to Schools Programme funded by the NTA and supported by An Taisce Green Schools Programme.

Staff have been reallocated to this programme as the Schools Mobility Officer has now retired. Two new Walking & Cycling Officers were approved by the Department in May 2023. One joined the team at the end of July and the second is due to join in October.

For 2023, the Department of Transport prioritised 20 schools for Safe Routes to School interventions. See Q3 status update per school below. In addition to the priority list, a significant number of other schools across the city have requested school mobility interventions. Due to staff shortages, we are unable to currently assist schools outside of the priority list.

#	Round 1 and 2 SRTS Schools	Adjacent School	Community	Area	2023 Status
1	SRTS Round 1 Assumption Junior School		Walkinstown	South Central Area	Completed Q1
2	SRTS Round 1 Assumption Senior Girls' National School		Walkinstown	South Central Area	Completed Q1
3	SRTS Round 1 Our Lady of Consolation	Scoil Chiarain	Collins Ave East	North Central Area	Works in progress
4	SRTS Round 1 St Joseph's Secondary School Fairview		Fairview	North Central Area	Works in progress
5	SRTS Round 1 St. Joseph's CBS		Fairview	North Central Area	Works in progress
6	SRTS Round 1 St Fiachra's Junior National School	St Fiachra's Senior National School	Beaumont	North Central Area	Final design approved by NTA Q3
7	SRTS Round 1 Broombridge Educate Together National School		Boombidge	Central Area	Final design approved by NTA Q3
8	SRTS Round 1 Drumcondra National School		Drumcondra	North Central Area	Final design approved by NTA Q3
9	SRTS Round 1 St. Brigid's Girls' National School	St Marys Secondary School	Glasnevin	Central Area	Preliminary Design approved by NTA Q3
10	SRTS Round 1 Stratford College		Rathgar	South East Area	Consultation due to take place Q3/Q4
11	SRTS Round 1 Stratford National School		Rathgar	South East Area	Consultation due to take place Q3/Q4
12	SRTS Round 1 Harold's Cross Educate Together Secondary School	St Clare's Primary School	Harold's Cross	South East Area	Consultation due to take place Q3/Q4
13	SRTS Round 1 Kildare Place School		Rathmines	South East Area	Consultation due to take place Q3/Q4
14	*SRTS Round 1 Belmayne Educate Together		Belmayne	North Central Area	Not Yet Commenced

	Secondary School *(NOT CURRENTLY IN DCC CHARGE)				
15	SRTS Round 2 St Christopher's Primary School		Haddington Road	South East Area	Consultation due to take place Q3/Q4
16	SRTS Round 2 St Pauls College Sybill Hill	St Brigid's BNS	Raheny	North Central Area	Not Yet Commenced
17	SRTS Round 2 Gaelscoil Lios na n-Óg		Rathmines	South East Area	Not Yet Commenced
18	SRTS Round 2 Glasnevin National School		Glasnevin	Central Area	Not Yet Commenced
19	SRTS Round 2 St Kevin's Junior National School		Donaghmede	North Central Area	Not Yet Commenced
20	SRTS Round 2 St. Paul's CBS Secondary School New Brunswick St		Smithfield	Central Area	Not Yet Commenced

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.

In order to progress this project a scheme review of the Bike Bunker Pilot was conducted. The Bike Bunker review report was presented on Wednesday 13th September to Dublin City Council's Transport SPC.

The scheme review produced 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.

As per the recommendations of the report, subject to funding, DCC will go to market with a tender to appoint a bike bunker service provider to deliver a targeted deployment of at least 300 BikeBunkers by 2026. The report can be found [here](#).

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, providing 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.

On the 8th of August 2023, DCC's Micromobility Unit held an event in the Mansion House hosted by the Lord Mayor of Dublin, Daithí de Róiste, to recognise the success of the e-cargobike for Business pilot and to launch phase 2 of the project. A diverse list of phase 1 participants of the pilot project were given certificates ranging from Camerino (an independent bakery) to MOBY (bike rental service) and Life Pharmacy.

The event also seen the launch of phase 2, announcing 3 new e-cargobike pilots which are now underway. Firstly, the e-cargobike for Business project aims to expand and build upon the successes of the pilot project. Secondly, the e-cargobikes for Non-Profit Organisations Pilot Project will provide e-cargobikes to these vital organisations. Lastly, the e-cargobikes for Communities Pilot Project which seeks to empower local communities by providing access to shared e-cargobikes in the community.

Walking and Cycling Promotions

The Traffic Department applied for the [Smarter Travel Mark](#), a certification scheme run by the National Transport Authority as part of its Smarter Travel Programme. The Smarter Travel Mark recognises and celebrates organisations that support active and sustainable travel on the commute and beyond for their workforce and visitors, resulting in a reduction in single-person car usage. DCC was awarded silver status in recognition of the broad range of measures in place that support sustainable and active commuting and commitment to further smarter travel actions.



A programme of events and initiatives has been developed for [European Mobility Week](#), the European Commission's flagship awareness-raising campaign on sustainable urban mobility. It takes places from 16th – 22nd September. During European Mobility Week free bike maintenance and 'try a bike' sessions are



being organised for DCC staff. A [Brompton folding bike scheme](#) is giving staff members the opportunity to borrow a bike for a month. A [Walk to School competition](#) is being run to encourage sustainable travel among schools. For World Car-Free Day on 22nd September, NOW dublinbikes are running a free one day ticket campaign. A [bike disco](#) takes place in the Phoenix Park on Friday 22nd September as part of both Culture Night and World Car-Free Day. A [cargo bike expo event](#) takes place in Eamonn Ceannt Park on Sunday 24th September to give people the opportunity to try out a range of cargo bikes.

DCC are supporting the [Make Way Day campaign](#) which takes place on 22nd September. Make Way Day is a campaign that brings the disability and wider community together to consider the needs of people with disabilities in the public spaces shared by all.

Road Safety Strategy

Dublin City Council is dedicated to collaborating with the people of Dublin to enhance road safety across all city streets, ensuring the safety of all road users. The Dublin City Council Road Safety Strategy for 2023–2030 and the Local Road Safety Action Plan Phase 1 for 2023–2024 have been developed in partnership with the Road Safety Authority and stakeholders. This strategy encompasses both national and local objectives, targets, and actions and was presented to the Traffic and Transport SPC in Sept 2023.

The Road Safety Authority (RSA) launched the initial phase of Ireland's Government Road Safety Strategy (GRSS) for 2021–2030, titled "Our Journey Towards Vision Zero," in

December 2021. This plan lays out clear goals for reducing road fatalities and serious injuries by 50% by 2030. The GRSS is divided into three distinct phases: 2021–2024, 2025–2027, and 2028–2030.

The Dublin City Council Road Safety Strategy 2023–2030 aligns with the national strategy and shares its conclusion date in 2030. This strategy has been formulated with guidance from the Road Safety Authority through their Local Road Safety Plan.

Dublin City Council's Environment & Transportation Department is responsible for leading, monitoring, reporting, and evaluating the implementation of our Road Safety Plan through the Road Safety Working Together Group.

As part of the Road Safety Plan 2023–2030, an annual report will be conducted to monitor plan implementation, which will be presented to elected members at the Transportation Strategic Policy Committee and Council meeting. Additionally, quarterly updates will be provided to the CMMA, as needed, to support the implementation of The Government Road Safety Strategy (GRSS).

The Dublin City Council Road Safety Strategy aims to achieve the maximum reduction in casualties over the next four years by addressing the causes of collisions within its jurisdiction, particularly in the priority intervention areas of Safe roads and roadsides, Safe speeds, and Safe road use. Collaboration with other agencies responsible for road safety is essential. Through new and ongoing actions outlined under the Safe System approach; this strategy will advance the implementation of specific safety measures to make Dublin City's roads and streets safer for all road users.

This strategy also seeks to address specific challenges in improving road safety in Dublin City, including maintaining adequate funding for road safety measures and effectively conveying the message of shared responsibility for road safety to all road users, promoting improved road user behaviour and attitudes. As stated in the National Road Safety Strategy 2022–2030, "There is a cause for every collision, fatality, and injury. Collisions are avoidable." This strategy aims to eliminate many of the identifiable causes of traffic accidents, thereby contributing to the prevention of road traffic collisions.

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 report on this recently trailed Restricted Access scheme was circulated to Councillors in the South East area. A presentation was also made at the

		<p>September 2023 South East Area committee meeting where Councillors supported the scheme being made permanent. Work will now commence to make this scheme a permanent fixture.</p> <p>Other areas in the South East electoral area are currently being assessed with transport related surveys being conducted. This will determine what area is to be considered for future Neighbourhood Transport Schemes.</p>
South Central	Chapelizod Village Dublin 20	<p>Dublin City Council (DCC) are working with an external consultant to finalise drawings for a Filtered Permeability scheme for the Chapelizod village area.</p> <p>This work is aimed to address ongoing transport related issues as stipulated in the Chapelizod Transport Assessment report. These drawings along with all relevant information will be brought forward to a non-statutory public consultation period for Stakeholders to give feedback and offer input on the proposed traffic calming interventions.</p>
Central Area	Church Street East (Dublin 3) Filtered Permeability Trial (at the junction of Church Street East / East Road)	<p>Following consultations with residents, a 6 month filtered permeability trial on Abercorn Road, at the junction of Church Street East / Abercorn Road, will be proposed at the October Central Area Committee Meeting. At this meeting, Councillors will advise whether to proceed with the implementation of the trial.</p>
North Central Area	Haverty Road (Dublin 3) Filtered Permeability Trial	<p>A report summarizing the evaluation assessments, including traffic surveys and public consultation with local residents and stakeholders, will be presented to Councillors in Q4 2023. Councillors will be given the time to review the report and the opportunity to advise whether to implement the trial permanently or remove it.</p>
North West Area	Willow Park Avenue (Dublin 11)	<p>Consultations with the Area Office are being carried out to agree a solution for the area. We expect to be in a position to develop a detailed design in Q4 2023.</p>

TAG

The Transport Advisory Group makes recommendations on service requests requiring statutory orders such as Pedestrian Signals, Parking Prohibitions, Traffic Signs, Road Markings, Pay and Display, Permit Parking, Disabled Parking Bays, One-way Systems and Loading Bays.

The Citizens Hub Portal for Traffic Requests went live to the public on the 24th April 2023.

For 2023, the Transport Advisory Group (TAG) has received a total of 1107 service requests in all Council Areas by end of Q3. The Transport Advisory Group Area Engineers carried out of a total of 664 TAG decisions year to date.

Brendan O'Brien
Head of Technical Services

John W Flanagan
Assistant Chief Executive & City Engineer

2nd October 2023