

**The Chairman and Members of
North West Area Committee.**

Meeting: 15th February 2022

Item No: 17

Cycle Lane on Griffith Avenue Ext between Ballymun Road and Ballygall Road East.

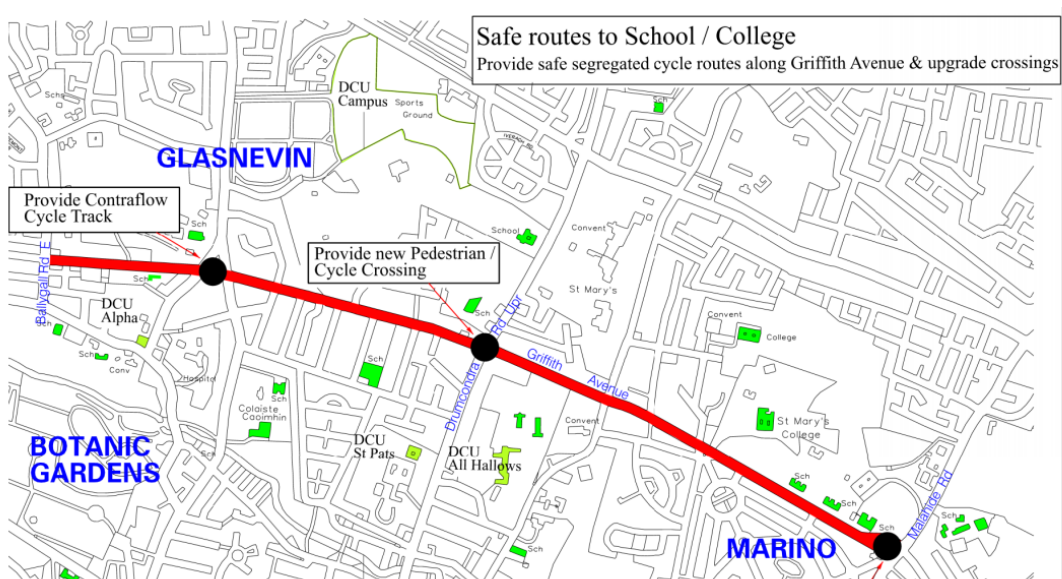
Background

On the 14th of August 2020, the Chief Executive of Dublin City Council announced the intention to install rapid build protected cycle lanes on Griffith Avenue between Ballygall Road East and the Malahide Road. The area was chosen due to the high number of schools in the area as well as the different DCU campus locations. Since late August 2020 Dublin City Council has been publishing its proposals for the route as they have been developed on its Public Consultation Hub and inviting comment.

All Councillors were kept updated on the project's development by regular reports from the Chief Executive on Covid Mobility Interventions during 2020/21.

Over the intervening period DCC has received a considerable amount of correspondence from local residents, local residents associations, local schools and local area representatives. This feedback has been taken into consideration when developing the designs for the scheme.

Griffith Avenue Safe Routes to School and College



Map included in Chief Executive's Covid-19 Mobility Measures Update, 14th August 2020 to the Lord Mayor and Elected Members of the City Council.

Griffith Avenue Extension – Northside

Works started on the installation of the protected cycle lane on the northern side of the Griffith Avenue Extension between Ballygall Road East and Ballymun Road shortly after the announcement of the project and were fully completed by October 2020.



Following completion of the works on the northern side of the Griffith Avenue Extension the works continued east along Griffith Avenue from St Mobhi Road. Separately design works started on the modifications required to provide a contra-flow in the Ballymun/St Mobhi Road Junction.

Ballymun/St. Mobhi Road/Griffith Avenue Junction

Works began on the Ballymun/St. Mobhi Road/Griffith Avenue junction in late July of 2021. It was a complex element of work that had to be completed in stages to avoid restricting any of the allowable traffic movements through the junction. The majority of the civil works were completed by early December 2021 when they were suspended in line with Operation Open City. They resumed in early January with the re-surfacing of the junction and the junction was fully opened on Monday January 24th. The upgraded junction not only provided a new contra-flow cycle lane connecting Griffith Avenue Extension with Griffith Avenue to the east but in addition three new pedestrian crossings were installed so that all pedestrian movements are now catered for.

Griffith Avenue Extension – Southside

In late January 2022, following a pre-opening review of the new junction arrangements at Griffith Avenue/Ballymun Road/St Mobhi Road it was decided to bring forward the installation of the protected cycle lane on the southside of Griffith Avenue Extension. The upgraded junction works included for the protection of the cycle lane on the southern side of Griffith Avenue Extension as it headed west away from the junction. However, the protection provided as part of junction works only extended about 25m west of the junction.

The pre-opening review raised the concern that it was unsafe to suddenly drop this protection, especially on a road with a 60kph speed limit. It was therefore decided to extend the road markings for a cycle lane as far west as Ballygall Road East where the 60kph zone ends.

It is acknowledged that there wasn't time to inform local Councillors or stakeholders of this decision to bring forward the installation of the cycle lane on the southside of the Griffith Avenue Extension without delaying the full re-opening of junction which went ahead on Monday 24th of January.

As there hadn't been time to complete consultations with local stakeholders before the 24th of January, temporary road markings were used to mark the cycle lane as these could be easily adjusted.

Since the 24th of January we have had an opportunity to discuss our plans with representatives of the two principal stakeholders on the southern side of Griffith Avenue Extension that are likely to be impacted by the new cycle lane, namely the Glasnevin Educate Together School and Tolka Rovers.

According to Glasnevin Educate Together more than 50% of their students either walk or cycle to the school and they are fully supportive of our proposals. Following consultation with them we have since installed permanent road markings and a protected cycle lane between the junction with Ballymun Road and their school.

Tolka Rovers

At a site meeting with representatives of Tolka Rovers on Sunday 6th of February concerns were raised that the new cycle lane on the southside of the Griffith Ave Extension would seriously impact on the club as it would remove the opportunity to park immediately adjacent to the club.

At the time of the site visit, which was organised to take place when Tolka Rovers considered parking would be in high demand, there were 22 cars parked on the carriageway.

The Traffic Section has assessed the main objections that Tolka Rovers has to the scheme and proposes proceeding with the scheme for the following reasons.

- No parking has been removed as part of the proposed new cycle lane
Prior to the installation of the temporary cycle lane on the south side of Griffith Avenue Extension, there were two traffic lanes heading west. There was no legal parking on the carriageway outside the club.
- There are ample parking opportunities in the immediate area to cater for the likely demand at the club.

There is a quiet estate road just north of Griffith Avenue Extension which extends approximately 200m either side of the entrance to Tolka Rovers. There are even more parking opportunities slightly further to the west along Griffith Avenue between Ballygall Road East and the Tolka Estate.



- Parking Provision for members of the club with impaired mobility can be provided for within the club grounds.
Tolka Rovers expressed concerns that some of its members that would not be capable of walking any significant distance. There would appear to be at least 20 parking spaces within the club grounds. The Traffic Section suggests that the club considers re-allocating existing parking within the club grounds to cater for this need.
- The protected cycle lane will provide safe, high quality provision for cyclists in the area
Tolka Rovers expressed concerns regarding the safety of the new cycle lane. The cycle lane has been designed to the highest standards and will ultimately replace the substandard shared cycle/pedestrian footpath adjacent to the club. Like all elements of this project it will be subjected to a road safety audit following its introduction.

Summary

The objective of this scheme is to provide safe, high quality cycle lanes along Griffith Avenue between Ballygall Road East and the Malahide Road catering for the many schools and DCU's campus locations as well as the general cycling commuter. We have considered the concerns raised by Tolka Rovers regarding the scheme but would propose to proceed with the installation of the cycle lane for the reasons outlined in the report.

Next Stages

It is now proposed to complete the installation of the permanent road markings and signage for the cycle lane on the southside of Griffith Avenue Extension between Ballymun Road and Ballygall Road East.

In addition as part of the scheme we would propose the following:

- Installation of Flashing School Warning Signs on both approaches to the Glasnevin Educate Together School
- Installation of coloured surfacing on the carriageway and other road markings to highlight the presence of the school

- Removal of the cycle lane on the shared footpath on the southside of Griffith Avenue Extension once the new cycle lane becomes established.
- Consideration is given to locating a new toucan crossing in the vicinity of Tolka Rovers.
- To ensure that a proposal to reduce the speed limit on this section of Griffith Avenue between Ballymun Road and Ballygall Road East is included in any new review of speed limits.

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