

To the Lord Mayor and  
Members of Dublin City Council



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council

Report No. 28/2023  
Report of the Assistant Chief Executive and  
City Engineer

---

## Traffic Department End of Year Report 2022

---

**John Flanagan**  
Assistant Chief Executive & City Engineer  
21<sup>st</sup> December 2022



# DUBLIN CITY COUNCIL TRAFFIC DEPARTMENT

2022 END OF YEAR REPORT

## Contents

Traffic Department .....	3
Glasnevin to Clontarf Rd Cycle Scheme .....	3
East Coast Trail North: Phase 1 .....	3
Winetavern Street Contraflow Bus Lane.....	3
Pedestrian Crossings .....	4
Sean Moore Road: Upgraded Crossing .....	4
Capel Street.....	4
College Green Dame Street Project.....	6
Pathfinder projects DTTAS.....	6
Schools Mobility Programme.....	7
Cycle Parking: On-Street, Schools & Clubs, Bike Bunkers.....	7
E-Cargobikes for Business Pilot Project.....	8
The Bike Hub Crumlin .....	8
CIVITAS Handshake Project.....	9
E-bike Loan Scheme for Staff .....	9
Promotional Events .....	9
Road Safety .....	10
Neighbourhood Transport Schemes.....	12
TAG .....	13

### Traffic Department

The Traffic Department covers the area of TAG, Parking enforcement, city centre projects, micro mobility and increasingly school zones and safe routes to school which is 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 work 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.

### Glasnevin to Clontarf Rd Cycle Scheme

The works to complete the upgrading of the pedestrian and cycling facilities at the Griffith Avenue/Ballymun Road/ St Mobhi Road junction were completed in early 2022. Works included two new pedestrian crossings and a contraflow cycle lane through the junction.

A new cycle lane protected by a concrete extruded kerb was installed along the southern side of the Griffith Avenue Extension between Ballymun Road and Ballygall Road East (550m).

The works to complete the upgrading of the pedestrian and cycling facilities at the Griffith Avenue/Swords Road junction were completed in August 2022. Works included a new pedestrian crossing on the southern leg of the junction and changing the crossings from staggered to direct crossings on the remaining legs.

Temporary bollards protecting the cycle lanes were replaced with a concrete extruded kerb on both sides of Griffith Avenue between Ballymun Road and the Charlemont estate in September of 2022. (4 Km in total).

Modifications to the northern side of Griffith Avenue between Charlemont and Malahide Road have been completed in November 2022 to allow for the protection of this length of cycle lane either later in December or early January 2023.

### East Coast Trail North: Phase 1

The scope of Phase 1 of this project, which will continue the two way cycling facility along the Alfie Byrne Road and East Wall Road as far as East Road (750m), was expanded during 2022 to include a new toucan crossing linking the cycling facilities in Fairview Park, greater segregation between cyclists and pedestrians at the entrance to the East Point Business Park, improved cycling facilities linking St Joseph's Primary School and new car parking bays on the southern side of the East Wall Road.

The tender package is currently being finalised and it is expected to go to tender early in January 2023.

### Winetavern Street Contraflow Bus Lane

As part of BusConnects Network Redesign a new contraflow bus lane on Winetavern St was required 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). The aim of this new lane was to assist with bus services throughout the city Centre by providing a new link from the north side of the city to the south side of the city.

Key points include:

- New contraflow bus lane on Winetavern Street between Wood Quay and High Street whilst maintaining two general traffic lanes.
- Protected southbound cycle lanes on Winetavern Street and Nicholas Street.
- New bus stop on Winetavern Street heading southbound.
- New traffic lane arrangement on Nicholas Street.

Civil works began in June 2022 and were completed in September with the bus lane open from the 25<sup>th</sup> of September. Bus services (G spine) commenced on the 16<sup>th</sup> of October.

Once the bus lane was in operation, monitoring continued on the impacts in the area and where required minor adjustments were made. This included changes to the road markings on Nicholas Street in November, and the reversal of the traffic flow on Chancery lane which allowed for the opportunity to create a contraflow cycle lane to connect with the contraflow cycle lane on Werburgh Street.

### Pedestrian Crossings

Due to a staffing issues and the loss of a number of staff, progress on the installation of 19 new pedestrian crossings was delayed. Resources were secured in August 2022 and progress has since resumed.

The current status is:

Lot 1 (4 No. crossings) – Contractor appointed, works have commenced on the first crossings.

Lot 2 (4 No. crossings) – Contractor appointed, works to commence January 2023.

Lot 3 (4 No. crossings) – Currently out for tender, contractor to be appointed early January 2023.

Lot 4 (4 No. crossings) – tender to be issued mid-January 2023.

Lot 5 (3 No. crossings) – design ongoing, tender to be issued Q2 2023.

Tender prices for Lot 1 and Lot 2 were significantly higher than estimated. As a result the total cost is expected to be approximately €8m (original allocation was €3m).

### Sean Moore Road: Upgraded Crossing

Requests for Audio Tactile Units at the Sean Moore/Beach Road junction were received from the National Council for the Blind Ireland (NCBI) and local Councillors on behalf of a local resident. Upon inspection by the Traffic Section, it was found that due to the age of the infrastructure the junction needed a complete upgrade in order to provide these facilities.

An application for funding to the NTA was submitted and approved, and works were completed in July 2022. The upgrade includes necessary audio tactile signals allowing all users to safely use these facilities. The upgrade is also a major improvement for pedestrians in terms of reduced crossing width, much wider footpaths and signalling a new arm for pedestrians (across Sean Moore Road) which was previously not signalised.

### Capel Street

Capel Street became Traffic Free on the 20<sup>th</sup> of May 2022. This followed 'Traffic Free Evenings' in 2021 which led to significant public support for a permanent intervention. In March 2022 a number of options were presented to local Councillors and an online consultation was

held (one of four in total). The results were overwhelmingly positive with 91% of respondents supporting the Traffic Free proposal. Local Councillors voted unanimously in April 2022 to create a Traffic Free space on Capel Street, the largest in the city.

Following implementation, consultation with local businesses continued and minor changes were delivered including improving the look and feel of the street and minor traffic management changes in the area. 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.

Cycling and pedestrian numbers are up on Capel Street (cycling up 24%, pedestrians up 12%) whilst traffic in the immediate areas, such as the market area and residential streets, has decreased. Though there has been some displacement of traffic onto Church Street and North King Street, volumes there have not exceeded pre-Covid (February 2020) volumes. Initial analysis has shown an approximate decrease of 4,000 vehicles per day in the overall area than pre May 2022.



A landscape architect has been appointed to lead an interim urban landscape improvement on Capel Street to enable the street to be reconfigured and upgraded using in the main interim interventions. As well as improving the streetscape it is a key objective and outcome of this project to reconfigure the street such that the speed of cyclists on the street can be slowed and interaction with pedestrians made safer. A combination of chicanes and use of planting will change the street from its current straight aspect which encourages speed to a more meandering street.

This process is now underway with a number of open workshops having been held with elected members, local residents and businesses and the general public.



It is expected that work on the street can commence in May June 2023.

### College Green Dame Street Project

The College Green Dame Street Project is the revised and expanded proposal to reinvent the historic College Green and Dame Street East area as a landmark public space at the heart of Dublin City. The historic city core will be transformed; becoming an attractive pedestrian-friendly space that prioritises universal accessibility, social inclusion, sustainability, biodiversity and greening, while upholding and enhancing the history and heritage of this unique location.

In 2018 An Bord Pleanála (ABP) turned down the original proposal for College Green. In issuing their refusal, ABP cited key concerns relating to “significant adverse impacts on pedestrians and on bus transport within the city centre”, while noting it “considered that the principle of the proposed development is acceptable and that it would produce a quality public realm that would significantly enhance the amenity and attractiveness of this city centre”. Since the original 2018 proposal, the implementation of the Bus Connects Network Redesign project has commenced which will resolve key transportation concerns in this area and open up new opportunities.

In Q1 2022, the College Green Dame Street project working group, coordination group and steering group were established to progress the revised project. A Strategic Assessment Report was undertaken and approval to proceed with the project to preliminary design phase was granted by Dublin City Council’s CPSO and the NTA. Following the success of Summer Sundays in 2019 (pre-Covid), a traffic-free family event was held on College Green and Dame Street in August 2022, attended by approximately 20,000 people.

In Q4 2022, DCC published stage one of an international competition to procure a Multi-disciplinary Design Team for the project. Definitive timelines regarding public engagement and stakeholder consultation, planning submittal, construction and delivery will be established once the Design Team has been appointed.

### Pathfinder projects DTTAS

The Traffic Department has been successful in two Pathfinder applications:-

#### **College Green /Dame Street interim arrangements.**

It is intended that as the BusConnects Network redesign progresses and new alternatives routes are opened ( such as Winetavern Street ) and the bus numbers in College Green reduce then interim arrangements are planned to be put in College Green to take advantage of some of the freed up spaces. While the Busconnects network redesign process is probably slower than anticipated, due to driver shortages, it is still hoped that we can plan for interventions in summer 2023 with additional measures in summer 2024 and more details will be provided to the area committee as this process progresses.

#### **Review of the City Centre study 2016-2022 and interim implementation of measures**

The development plan 2022 -2028 has an objective SMT05 to:-

Review of the City Centre Transport Study 2016 in collaboration with the NTA in the lifetime of the plan.

Dublin City Council commits to a review of the 2016 City Centre Transport Study, having regard to the major proposed public transport projects which will have a transformative impact on the city centre.



This work is now ongoing with the NTA also taking into account the various transport related objectives within the development plan and it is hoped an initial draft for discussion and review will be available in Q1 2023.

It is intended once the review and strategy has been agreed it is hoped that a series of interim measures can begin to be implemented across the city in 2024 and 2025.

### **Schools Mobility Programme**

Since May 2022 the School Mobility Programme is being delivered by City Centre Transport Projects team. The programme encourages parents not to drop off or collect in the immediate school area and to adopt active travel for school journeys in order to improve safety of students. It consists of two type of interventions; School Zones and Safe Routes to School, both of which are NTA funded and supported by An Taisce Green Schools Programme.

School Zones are front of school treatments that consist of pencil shaped bollards at school gates to prevent parking on footpaths and illegal parking. It also includes improved road surface markings and signage to raise awareness of the presence of a school. 67 School Zones were completed throughout 2022 and 2021.

Safe Routes to School can include a School Zone and additional measures beyond the school gate including speed ramps dynamic school ahead signage, improved crossing points and cycle routes. As part of the assessment for the Safe Route to School, Green Schools also do parent travel surveys, audits for potential walking and cycling routes and monitoring of air quality.

In May 2022, Safe Routes to School front-of-school treatment (round 1) at 10 locations (18 schools) were accelerated. 18 schools were assessed using technical visits, interviews with school principals and school gate observations. An Taisce Green Schools conducted Parent Travel Surveys with 13 of the schools. An engagement process was created using the DCC Citizen Space to allow citizens to see all drawing and supporting information on the purpose of the works.

4 Safe Routes to School (round 1) locations went to final design in 2022, with works commencing Dec 2022 and Jan 2023. The remaining 6 Safe Routes to School Round 1 locations will be completed in 2023. A further 6 Safe Routes to School round 2 locations will be assessed.

Additionally, 10 school zones which are currently at final design will also be progressed in 2023.

Four Schools used their School Zone experiences to participate in The Bicycle Heroes Project – a European project which facilitates pupils to create local solutions to barriers to cycling and to become cycling advocates. School Zones were presented at the international Walk 21 Ireland and at the Child in The City World Conference in 2022.

### **Cycle Parking: On-Street, Schools & Clubs, Bike Bunkers**

Dublin City Council delivered 216 no. secure cycle parking across 19 locations as part of the On-Street Cycle Parking Project in 2022. Locations are currently being complied for the next batch of cycle parking for 2023.

In November, cycle and scooter parking stands were delivered to 20 schools and clubs around the city, creating 980 spaces that support hundreds more students to cycle or scoot to school and training.



Bike bunkers originated from a Dublin City Council BETA Project in 2015 known as 'Bike Hangar BETA'. The Project moved to the Micromobility Unit in Q4 of 2022. There are twelve bike bunker units currently on the ground. Three storage unit providers are trialled; Cyclehoop, Fietshanger and Cycle-works, with a mix of four and six bicycle storage space. Arups consultants won the tender to review the Bike Bunker Scheme in November. The report is due in Q1 2023.

### E-Cargobikes for Business Pilot Project

Dublin City Council and bike sharing operator Bleeper have almost completed the 12 month e-cargobike for business pilot project. The pilot project provided businesses access to e-cargobikes at a discounted rate, enabling them to replace trips which would otherwise have been taken by car or by van. The pedal-assist electric cargobikes were available to businesses at a discounted rate of €100 per month. The bikes have a cargo carrying capacity of 60kg, with a battery which can last for up to 160km and can be fully recharged in 6 hours. The pilot project was so successful that an extension of the project was agreed. The timeframe was increased from 6 months to 12 months, and a further 10 opportunities were provided to qualifying businesses increasing the number to 20.

To date over 20 e-cargobikes have been delivered to participants. As part of Bike Week 2022, a public webinar was held on May 16<sup>th</sup> to showcase the pilot project. Once the pilot is complete, and evaluation will be conducted with participants surveyed and interviewed. The development of a permanent project will be pursued by the Micromobility Unit to support small to medium sized businesses in their efforts to reduce their carbon footprint, beat congestion and ease last-mile-delivery parking challenges. On foot of this pilot project, three e-cargobike projects are being proposed;

- E-cargobikes for Businesses,
- E-cargobikes for Non-profits (first partnership with Meals on Wheels Ranelagh initiated), and
- E-cargobikes for Communities



### The Bike Hub Crumlin

The Bike Hub Crumlin Pilot Project (TBHC), located in Eamon Ceannt Park, was launched by the Lord Mayor Caroline Conroy in November 2022. The Bike Crumlin aims to encourage accessible, inclusive cycling for people of all ages and abilities. Community services include; free-to-book and use accessible bikes, volunteer training and opportunities to pilot trishaws in partnership with Cycling without Age, upcycling of donated bikes to provide to refugee organisations and Deis schools, bike maintenance and safe cycling workshops for TY

students, bike maintenance and safe cycling workshops for women, community bike repairs, cycling clubs and more. In 2023, it is intended to increase the size of the accessible fleet to include, an e-trike, a tandem, and a wheelchair bike. As part of this project the Micromobility Unit is project managing the resurfacing of the pathways in Eamon Ceannt Park.



### [CIVITAS Handshake Project](#)

In March, E&T hosted a four day symposium as part of the [CIVITAS Handshake project](#), which brings together 13 cities across Europe to learn from each other by sharing experience, expertise and best practice on becoming a cycling city. As Dublin's mentor in the project, Amsterdam brought a contingent of experts to the symposium to support Dublin on areas including infrastructure design, as well as working with the media, businesses and politicians on how we engage our communities in co-creating a cycling city. The symposium gave us an opportunity to learn from one of the world leaders about their transition to become a cycling city, and how they overcame many of the challenges we face in Dublin today. The symposium included open public sessions, as well as sessions specifically for City Councillors and internal DCC staff. The CIVITAS Handshake project concluded in August 2022.

Subsequent to this meeting a delegation from Dublin led by the Lord Mayor and including councillors and staff visited Amsterdam to have a series of workshops and tours of cycling and walking infrastructure in Amsterdam.

### [E-bike Loan Scheme for Staff](#)

In September a new pilot project was launched giving staff the opportunity to borrow an e-bike for 4 weeks. The objective of trialling the scheme was to encourage more staff to cycle to work. While electric bikes make cycling accessible to a broader group of people they are expensive to buy. This scheme gives participants the opportunity to take an e-bike home and try using it for various journeys for a month to see what it's like to own one. Participants will be surveyed and a report will be completed early 2023.

### [Promotional Events](#)

Bike Week took place in May 2022. Bike Week activities were carried out by Traffic Dept, the Sport & Wellbeing Partnership and 27 community partners to deliver a total of 40 events which reached 6,090 participants. Events included cycle training, community cycles, bike maintenance sessions and DCC's flagship event, Pedalpalooza, a one day bike festival which took place in Fairview Park.

During European Mobility Week in September, E&T organised an Efficiency of Space image for Dublin city to highlight the amount of space cars take up on our roads compared to walking,

cycling or public transport, as well as supporting the [Walk21 conference](#) on Walking and Liveable Communities, hosted in TU Dublin.

DCC takes part in the [NTA's Smarter Travel programme](#) to promote sustainable travel among staff members. As part of this programme E&T facilitated staff walking and cycling challenges throughout the year, as well as the yearly staff travel survey.

## Road Safety

### School Mobility



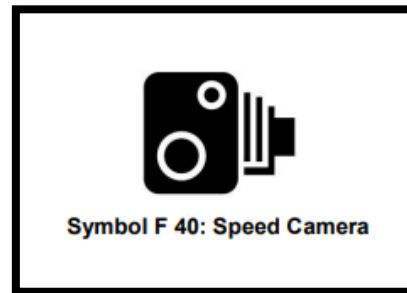
The Road Safety Section is currently preparing to tender for a feasibility study of a mobility educational school. The tender is requesting a cost of the project for the premises (rental, buying or a mobile trailer), staff to run the program, and the programme content. It is expected to issue the tender in January 2023.

### Road Safety Strategy

The draft Road Safety Strategy has been developed and will be shared with the Working Group in early 2023 for feedback, followed by presentation for noting at the February 2023 SPC.



LA 16 form reporting



Installation of speed camera signage as per  
**Garda Síochána** requested

### Educational and Awareness Road Safety Campaigns 2022:

Under the Dublin City Council Corporate Plan 2020-2024, the Road Safety section plays a role in the Strategic Goal Number 2: "To build safe, thriving neighbourhoods" and Priority Objective 2.5.5 "Support community participation in safety and security through our fire, water and road safety education and awareness programmes". In response to this during the 2022 Dublin City Council Road Safety Section supported the following education and awareness campaigns:



### The Cycling Safety and Skills School

The Road Safety Section in 2022 supported training delivery to over 1114 pupils and 26 schools in the Dublin City Area under the Cycle Right Programme. Please see the following list:

Nº	Provider of the Training	Schools in Dublin City Area	Students
1.	The Cycling Safety School	St Columbas Glasnevin Dublin 11	46
2.	The Cycling Safety School	Belgrove Girls Clontarf Dublin 3	78
3.	The Cycling Safety School	Kildare PI Dublin	23
4.	The Cycling Safety School	St Marys Donnybrook Dublin	54
5.	Bike Coach	Griffith Barracks Multi D	29
6.	Doctor Bike	St Matthews Sandymount	30
7.	Doctor Bike	Greenlanes NS Clontarf	30
8.	The Cycling Safety School	Killester Boys	42
9.	Doctor Bike	St Joseph's Coolock	47
10	Doctor Bike	Corpus Christi Drumcondra	57
11	Doctor Bike	Mother of Divine Grace	63
12	Doctor Bike	St Christophers Haddington Rd	82
13	Doctor Bike	Scoil Ide GNS Coolock	16
14	The Cycling Safety School	Sc Ciaran Canices Rd Glasnevin	35
15	The Cycling Safety School	Gaelscoil inchicore	26
16	The Cycling Safety School	St John of God Artane	33
17	Doctor Bike	St Pauls Ayrfield	52
18	The Cycling Safety School	St Patricks Ns Chapelizod	25
19	The Cycling Safety School	St Patricks Ns Drumcondra	55
20	The Cycling Safety School	St Michaels Holy Angels Chapelizod	44
21	The Cycling Safety School	Scoil Aine Raheny Dublin	74
22	The Cycling Safety School	St John of God Artane	40
23	The Cycling Safety School	Gracepark ETS Drumcondra	42
24	Doctor Bike	St Brigids Finglas	58
25	Doctor Bike	St Patricks Ringsend	18
26	Doctor Bike	Whitefriar St	15

### World Day of Remembrance

“Road safety for all road users is our primary objective in Dublin City Council’s Road Safety Section. Dublin City Council participated in World Remembrance Day for Road Traffic Victims on Sunday, 20th November 2022. The national campaign was in collaboration with the Road Safety Authority and An Garda Siochana. While remembering those who died on the roads, we sympathise with all the victims and families affected. The Road Safety Section, with this campaign, hope that any new road safety actions and policies will minimise future fatalities and serious injuries.”

### School Warden (Back to School Campaign 2022)



Dublin City Council during 2022 has provided the service over 230-school wardens.

**Picture:** Twin Sister School Wardens at the crossing point in Leinster Road, Linda and Sharon Ryan at the launch of the Road Safety Authority and Garda Siochana Back to School Road Safety Campaign.

**High Visibility School Bag Tags:** Dublin City Council provides high-visibility jackets and stationary school sets with Road Safety messages for community events and schools. The 6<sup>th</sup> class students from the school “Scoil Una Naofa” received road safety materials to be visible when they are walking to school.



The 6<sup>th</sup> class students from the school “Scoil Una Naofa”



High Visibility School Bag Tags

### 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. 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 <sup>st</sup> August 2022 for a 6 month trial period. This scheme was implemented following a Non-Statutory public consultation period.
South Central	Chapelizod Village Dublin 20	Dublin City Council (DCC) have 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. DCC are engaging with Stakeholders to establish the next steps for this project.
Central Area	Church Street East (Dublin 3) Filtered Permeability Trial (at the junction of Church Street East / East Road)	A report summarising the recent public consultation with local residents and stakeholders will be presented to councillors at the 13 <sup>th</sup> December 2022 Central Area Committee meeting. At this meeting, councillors will be given the opportunity to agree next steps and whether to proceed with the proposed trial.
North Central Area	Haverty Road (Dublin 3) Filtered Permeability Trial	A 6 month filtered permeability trial scheme was implemented in August 2022. The trial is currently being evaluated to determine its effectiveness to alleviate transport-related issues in the area. A report summarising the analysis will be presented to councillors in Jan/Feb 2023 and councillors will be given the opportunity to advise whether to implement the trial on a permanent basis.
North West Area	Willow Park Avenue (Dublin 11)	Development of a plan to alleviate the transport-related issues is ongoing. We expect to be in a position to procure consultants to develop a detailed design in Q1 2023.

## TAG

The Transport Advisory Group (TAG) received a total of 1045 service requests in all Council Areas to date in 2022. The Transport Advisory Group Area Engineers carried out of a total of 820 TAG decisions, 392 TAG decisions were recommended and the remaining 428 Tag decisions were not recommended.

The following is a list of Transport Advisory Group Works Programme that is to be implemented in 2022/ early 2023` which include Minor Works, Controlled Pedestrian Crossings and Ramps.

<b>2022 MINOR WORKS</b>		
<b>SITE NAME</b>	<b>AREA</b>	<b>WORKS DESCRIPTION</b>
ULSTER STREET	CENTRAL	DISHING FOR WHEELCHAIR ACCESS
1 WESTERN SQUARE	CENTRAL	DISHING FOR WHEELCHAIR ACCESS
INNISFALLEN PARADE / KILLARNEY PARADE ROUNDABOUT	CENTRAL	ROUNDBOUT REDESIGN
NEWCOMEN COURT	CENTRAL	TACTILE AND FOOTPATH DESIGN
BLACKHORSE AVENUE @ NEPHIN ROAD	CENTRAL	PEDESTRIAN CROSSING
OSSORY ROAD @ WEST ROAD	CENTRAL	PEDESTRIAN FACILITIES
FASSUAGH AVENUE	CENTRAL	REDESIGN OF PARKING LAYOUT
SKREEN ROAD	CENTRAL	2 ROUNDABOUTS AND BUILDOUTS
ST. PATRICKS PARADE	CENTRAL	UNCONTROLLED PEDESTRIAN CROSSING
BALLYGALL ROAD EAST @ ST. KEVINS COLLEGE	NORTH WEST	PEDESTRIAN CROSSING
GLASANAON ROAD	NORTH WEST	UNCONTROLLED PEDESTRIAN CROSSING
ST. HELENAS ROAD @ ST. OLIVER PLUNKETTS NATIONAL SCHOOL	NORTH WEST	UNCONTROLLED PEDESTRIAN CROSSING
BARRY AVE. @ BARRY DRIVE	NORTH WEST	UNCONTROLLED PEDESTRIAN CROSSING
SEAFIELD ROAD WEST	NORTH CENTRAL	UNCONTROLLED PEDESTRIAN CROSSING
COLLINS AVENUE EAST @ SCOIL CIARANS NATIONAL SCHOOL	NORTH CENTRAL	UNCONTROLLED PEDESTRIAN CROSSING
SWORDS ROAD @ SHANTALLA ROAD	NORTH CENTRAL	CONTROLLED PEDESTRIAN CROSSING
ST. GABRIELS ROAD	NORTH CENTRAL	UNCONTROLLED PEDESTRIAN CROSSING
MOUNT DRUMMOND AVENUE	SOUTH EAST	BUILDOUTS
MOUNT PLEASEANT AVENUE	SOUTH EAST	UNCONTROLLED PEDESTRIAN CROSSING



<b>PROPOSED CONTROLLED PEDESTRIAN CROSSINGS 2022 / 2023</b>		
<b>SITE NAME</b>	<b>AREA</b>	<b>WORKS DESCRIPTION</b>
BALLYBOGGAN ROAD	CENTRAL	CONTROLLED PEDESTRIAN CROSSING
MARYS LANE	CENTRAL	CONTROLLED PEDESTRIAN CROSSING
PORTLAND ROW / NCR	CENTRAL	CONTROLLED PEDESTRIAN CROSSING
CUMBERLAND ST. NORTH / PARNELL ST.	CENTRAL	CONTROLLED PEDESTRIAN CROSSING
ELY PLACE	CENTRAL	CONTROLLED PEDESTRIAN CROSSING
CHERRY ORCHARD AVENUE / BLACKDITCH ROAD	SOUTH CENTRAL	CONTROLLED PEDESTRIAN CROSSING
SCR / DONORE AVENUE	SOUTH CENTRAL	CONTROLLED PEDESTRIAN CROSSING
CONYNHAM ROAD / SCR	SOUTH CENTRAL	CONTROLLED PEDESTRIAN CROSSING
BROOKWOOD AVENUE / GRACEFIELD ROAD	NORTH CENTRAL	CONTROLLED PEDESTRIAN CROSSING
BOTANIC AVENUE / DRUMCONDRA ROAD	NORTH CENTRAL	CONTROLLED PEDESTRIAN CROSSING
CLONTARF ROAD / CLONTARF BATHS	NORTH CENTRAL	CONTROLLED PEDESTRIAN CROSSING
COOLOCK DRIVE / BUNRATTY ROAD	NORTH WEST	CONTROLLED PEDESTRIAN CROSSING
STANNAWAY ROAD / SUNDRIVE ROAD	SOUTH EAST	CONTROLLED PEDESTRIAN CROSSING
CLOGHER ROAD / SUNDRIVE ROAD	SOUTH EAST	CONTROLLED PEDESTRIAN CROSSING
SUNDRIVE ROAD / FERNS ROAD	SOUTH EAST	CONTROLLED PEDESTRIAN CROSSING
ARMAGH ROAD @SCOIL EOIN	SOUTH EAST	CONTROLLED PEDESTRIAN CROSSING
SEAFORT AVENUE / SANDYMOUNT GREEN	SOUTH EAST	CONTROLLED PEDESTRIAN CROSSING
PALMERSTON ROAD /COWPER ROAD	SOUTH EAST	CONTROLLED PEDESTRIAN CROSSING
CHELMSFORD ROAD / RANELAGH	SOUTH EAST	CONTROLLED PEDESTRIAN CROSSING
<b>RAMPS 2022 / 2023</b>		

<b>SITE NAME</b>	<b>AREA</b>	<b>WORKS DESCRIPTION</b>
CARRIG ROAD	NORTH WEST	RAMPS
BARRY AVENUE	NORTH WEST	RAMPS
RATHVILLY ROAD	NORTH WEST	RAMPS
CLIFDEN ROAD	SOUTH CENTRAL	RAMPS
MIDDLE THIRD / ABBEYFIELD	NORTH CENTRAL	RAMPS
HAMSTEAD AVENUE / ST. BRIGIDS	NORTH CENTRAL	RAMPS
GREENWOOD WALK	NORTH CENTRAL	RAMPS
COLLINSWOOD	NORTH CENTRAL	RAMPS

In 2023, The Transport Advisory Group have received a budget allocation of 200,000 euro for each of the programme of works in each of the five Electoral Areas.