



Traffic Department – Quarter 1 Report 2024

Contents

Traffic Department – Quarter 1 Report 2024	0
Traffic Department	1
Current Traffic trends.....	1
Pathfinder: Interim improvements at College Green Bus Corridor and Foster Place interim enhancements	3
College Green Dame Street Public Realm Project	3
Public transport projects, Bus Connects and bus priority measures.....	4
Pedestrian Crossings Programme.....	5
Capel Street	7
Schools Mobility Programme.....	8
Bike Bunkers	9
Ecargobike Pilot Projects	10
Walking and Cycling Promotions	10
Road Safety Strategy.....	10
Neighbourhood Transport Schemes	11
TAG	12

Traffic Department

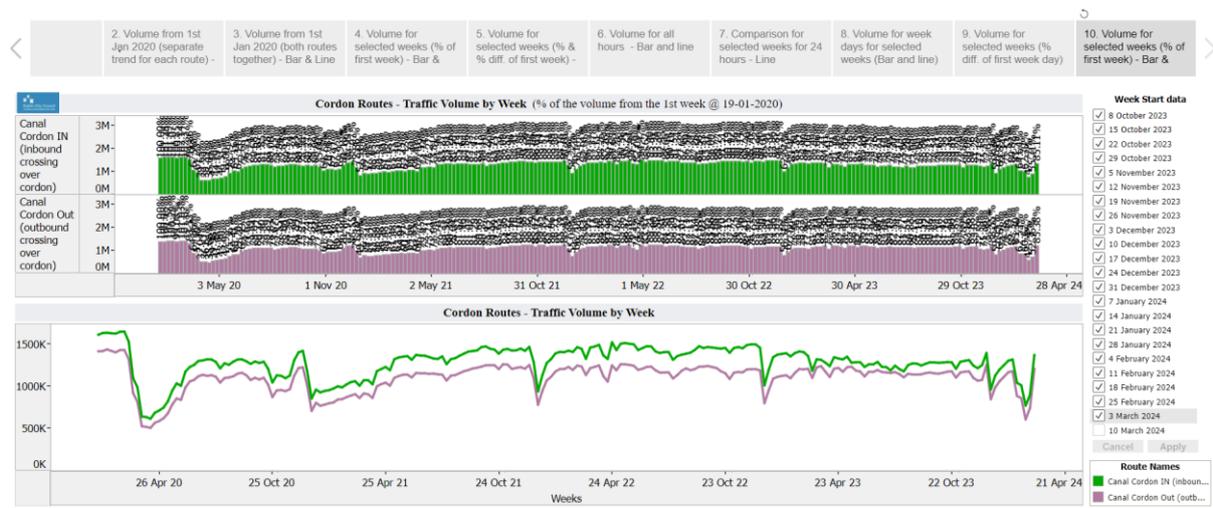
The Traffic Department report covers the area of TAG, Parking enforcement, City Centre Transport Projects, Micro mobility, and increasingly School Zones and Safe Routes to School, which are now a priority for the department.

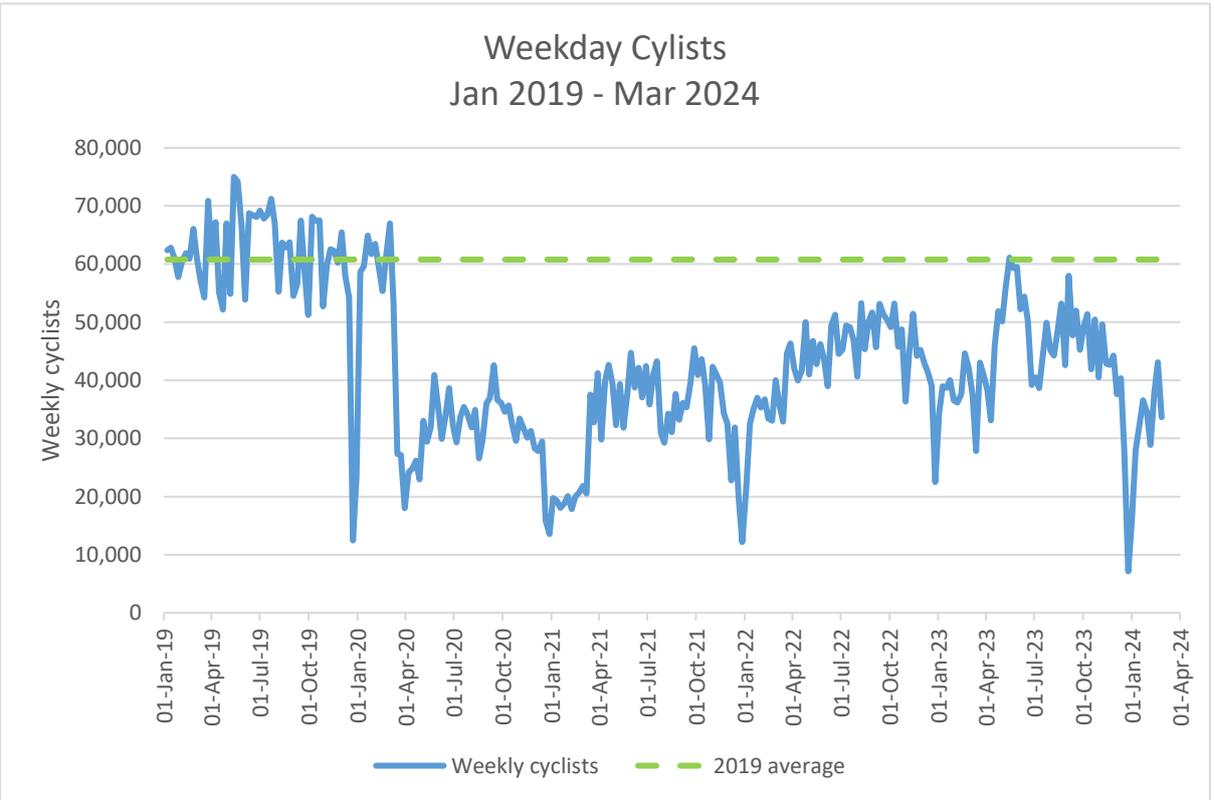
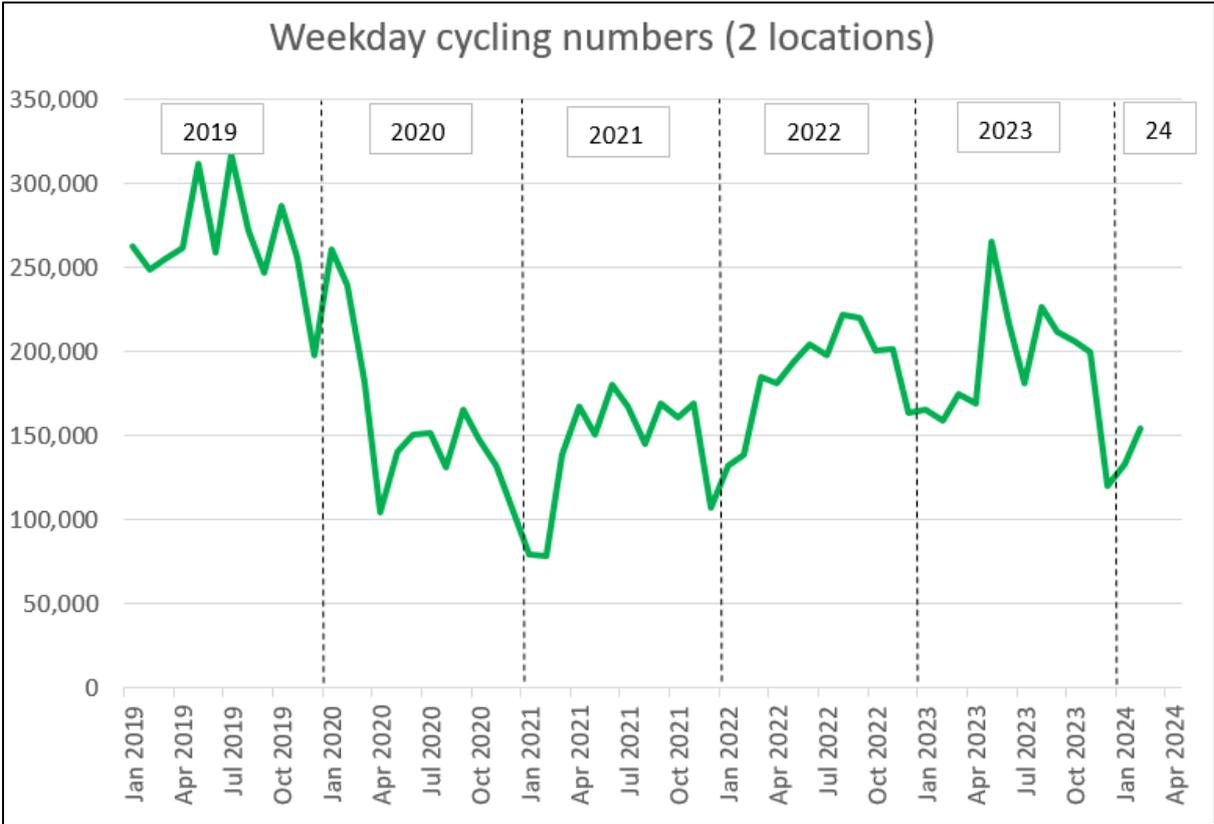
The Traffic Department has overall responsibility for traffic management in the city and coordination of all mobility projects, and works with the various departments and outside agencies to deliver a range of projects across the city. These include Bus Connects, Metrolink, Dart+ and Luas to Finglas 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.

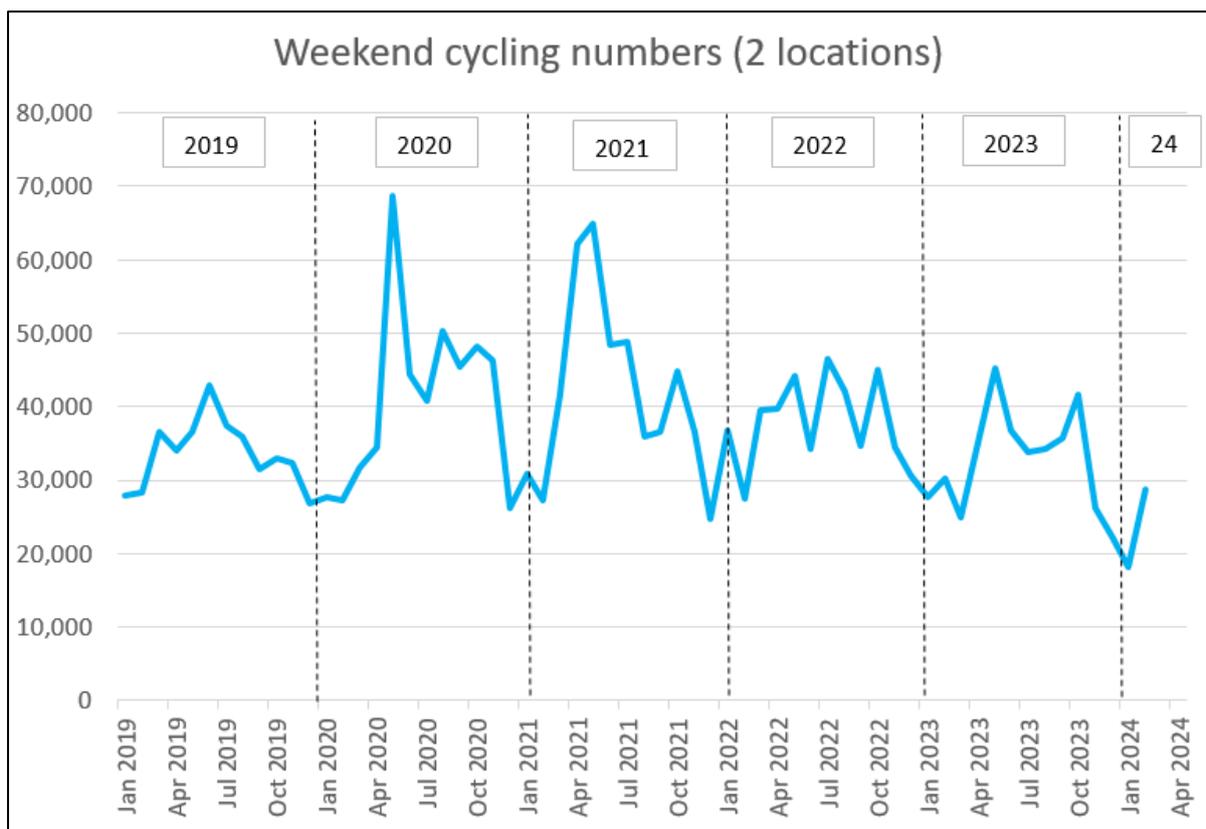
Staffing continues to be a major issue across all the sections of the Traffic department as with other departments in DCC, and we are hopeful that additional staff may join us in 2024.

Current Traffic trends

- Canal cordon comparison with pre Covid
- Inbound traffic : **85.11 %**
- outbound traffic : **85.38 %**
-







Pathfinder: Interim improvements at College Green Bus Corridor and Foster Place interim enhancements

The College Green Pathfinder measures for 2023 are complete. These included:

- 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 which came into effect from May 29th 2023.
- Increased interim footpath space (buildouts) on Dame St at Foster Place.
- The median opposite Church Lane was 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.

Measures for 2024 will be dependent on the rollout of Bus Connects Network Redesign.

College Green Dame Street Public Realm Project

Dublin City Council published stage one of an international competition to procure a Multi-disciplinary Design Team for the College Green/ Dame Street project. Stage one submissions have been evaluated, with successful applicants advanced to stage two.

Stage 2 submissions were received in September and the evaluation is ongoing. It is anticipated a Design team will be appointed start of Q2 2024. Project timelines will be established once the Design Team has been appointed and a project programme has been developed. .

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 now applied to An Bord Pleanála for approval concerning planned developments for the construction of all 12 Dublin core corridor schemes.

The Liffey Valley to City Centre corridor and the Clongriffin to City Centre corridor received planning approval by An Bord Pleanála on the 22nd of December and the 11th of January respectively.

The Bus Priority team continues regular engagement with Dublin Bus and Go-Ahead Ireland. Working together, delay points are identified, and interventions are installed to reduce these delays. In Q1 the team have installed 33 virtual detectors.

The inbound bus lane on Con Colbert Rd has been protected with bollards. Left-turning queueing traffic was causing delays to the bus service.



The team continues to review bus lane hours, adding Sunday to operational times and making bus lanes 24 hours, where possible. Note that not all bus lanes can be made 24hrs due to the need for a loading window to service premises. These proposed changes go through the TAG approval process.

TAG has approved and manager's orders have been signed for the following changes to bus lane times in Q1:

- Install a 24 Hours (Monday-Sunday) double bus lane on the inbound side of Amiens St between Talbot Street and Store Street.
- Extend existing inbound bus lane on New Street South so that it now covers the area between the southern side of the Cathedral Court building up to the stop line for the intersection with Kevin Street Upper (southern road which allows left and right turn onto New Street), 0700-1900 Monday-Sunday.
- Change the days/hours of operation of the inbound bus lanes on Botanic Road, Prospect Road and Phibsborough Road between the Marguerite Road intersection and the Connaught Street intersection, 0600-1900 Monday-Sunday.
- Change the days of operation of the bus lanes on Merrion Road and Pembroke Road between the Strand Road intersection and the Lansdowne Road intersection, to include Sundays.

The following changes have been put forward to TAG in Q1 (January and February agendas) and are awaiting response:

- Change the hours of operation of the inbound and outbound bus lanes on Long Mile Road between the Walkinstown Avenue intersection and the Walkinstown Road intersection, 24 Hours Monday-Sunday.
- Change the hours of operation of the inbound and outbound bus lanes on Drimnagh Road and Crumlin Road, to 0700-1000 & 1200-1900 Monday-Sunday. Commencing from the Balfe Road intersection and extending to the Sun Drive Road intersection.
- Change the hours of operation of the inbound and outbound bus lanes on Crumlin Road, Dolphin's Barn, Dolphin's Barn Street, Cork Street, and St Luke's Avenue, to 24 Hours Monday-Sunday. Commencing from the Rutland Avenue intersection and extending to The Coombe intersection.
- Extend the existing inbound bus lane on Phibsborough Road, 69 metres north, so that the bus lane now begins on the southern side of the Whitworth Road intersection.
- Install a 24 Hrs Monday-Sunday bus lane on St John's Road West, between the Victoria Quay and Military Road intersections.

Pedestrian Crossings Programme

The current status at end of Q1 2024 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	Complete	Pedestrian crossing has been switched on Nov 23.
	2	Clogher Road	South East	Controlled Ped. Xing, 4 arm junction	Complete	Pedestrian crossing has been switched on Nov 23.
	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	Complete	Switched on Dec 23
	6	Mary's Lane	Central	Controlled Ped. Xing, Standalone	Complete	Switched on Feb 24
	7	Portland Row	Central	Controlled Ped. Xing, 4 arm junction	Complete	Pedestrian crossing switched on Nov 23.

	8	Parnell Street	Central	Controlled Ped. Xing, 4 arm junction	Complete	Pedestrian crossing has been switched on Sept 23.
3	9	Brookwood Avenue	North Central	Controlled Ped. Xing, 3 arm junction	Complete	Pedestrian crossing has been switched on Nov 23.
	10	Botanic Avenue	Central	Controlled Ped. Xing, Standalone	Complete	Pedestrian crossing has been switched on Oct 23.
	12	Coolock Drive	North Central	Controlled Ped. Xing, 3 arm junction	Complete	Pedestrian crossing has been switched on Nov 23.
	16	Donore Avenue	South Central	Controlled Ped. Xing, 4 arm junction	Complete	Pedestrian crossing has been switched on Nov 23.
4	13	Seafort Avenue	South East	Zebra Crossing	Complete	Zebra crossing has been switched on Nov 23.
	14	Palmerston Road	South East	Controlled Ped. Xing, 4 arm junction	Complete	Pedestrian crossing has been switched on Jan 24
	15	Cherry Orchard	South Central	Controlled Ped. Xing, Standalone	Civil works complete, awaiting ESB connection.	Estimated operational in early Q2 24.
	17	Chelmsford Place	South East	Controlled Ped. Xing, 3 arm junction	Civil works largely complete	Estimated operational in early Q2 24.
	19	Ely Place	South East	Controlled Ped. Xing, 4 arm junction	On Site	Works on going, estimated operational in early Q2 24.
5	11	Clontarf Road	North Central	Controlled Ped. Xing, 3 arm junction	Design complete	Issuing for tender March 2024
	18	Conyngham Road/SCR	South Central	Controlled Ped. Xing, 3 arm junction	Advanced Design Stage	Removed from programme, to be included with the Active Travel route

The NTA have confirmed funding for a package of works for 2024 of €3,750,000. An assessment of a package of works that provides for a balance of crossings across each local area is currently being undertaken.

Capel Street

The majority of works for Phase 1 are complete with some drainage works to be undertaken in March.

It is intended that the buildouts for Phase 2 (between Marys Street and Strand St Little) will commence in April so as to be complete before summer and the main outdoor dining season. As with Phase 1 the new benches and planting will follow later this year.



Schools Mobility Programme

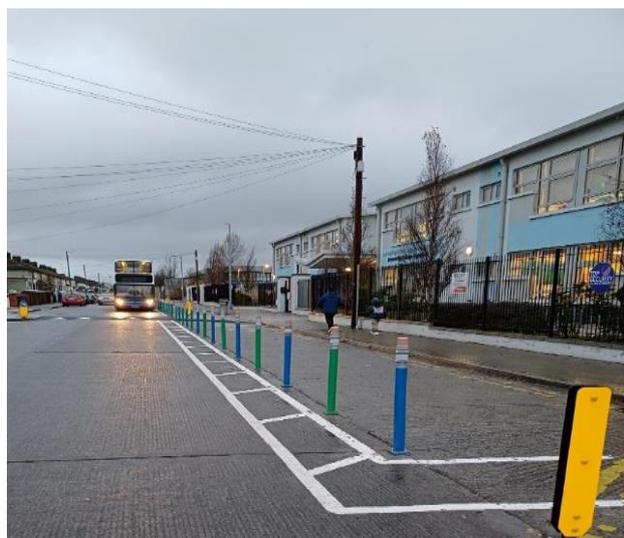
The School Mobility Programme aims to improve student safety by encouraging parents and guardians not to drop off or collect in the immediate school gate vicinity, and to encourage and incentivise active travel for school journeys. It consists of front-of-school interventions under the Safe Routes to Schools Programme funded by the NTA and supported by An Taisce Green Schools Programme.

DCC have received funding to install School Zones at 13 schools in 2024 as part of the Safe Routes to School Programme, funded by the National Transport Authority.

While a significant number of other schools across the city have requested school mobility interventions, due to budget constraints we are currently unable to assist schools outside of the Safe Routes to School funded list.

#	Round 1 and 2 SRTS Schools	Adjacent School	Community	Area	Status
1	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 (2023)
2	SRTS Round 1 Broombridge Educate Together National School		Broombridge	Central Area	Works in progress
3	SRTS Round 1 Drumcondra National School		Drumcondra	North Central Area	Works in progress
4	SRTS Round 1 St Brigid's Girls National School	St Mary's Secondary School	Glasnevin	Central Area	Preliminary Design approved by NTA Q3 (2023)
5	SRTS Round 1 Stratford College		Rathgar	South East Area	Tender process in progress
6	SRTS Round 1 St Stratford National School		Rathgar	South East Area	Tender process in progress
7	SRTS Round 1 Harold's Cross Educate Together Secondary School	St. Clare's Primary School	Harold's Cross	South East Area	Tender process in progress
8	SRTS Round 1 Kildare Place School		Rathmines	South East Area	Tender process in progress
9	SRTS Round 2 Christopher's Primary School		Haddington Road	South East Area	Tender process in progress

10	SRTS Round 2 St. Paul's College, Sybill Hill	St. Brigid's BNS	Raheny	North Central Are	Draft design stage
11	SRTS Round 2 Gaelscoil Lios na n-Óg		Rathmines	South East Area	Not yet commenced
12	SRTS Round 2 Glasnevin National School		Glasnevin	Central Area	Not yet commenced
13	SRTS Round 2 St Kevin's Junior National School		Donaghmede	North Central Area	Pre-design stage
14	SRTS Round 2 St. Paul's CBS Secondary School, New Brunswick St		Smithfield	Central Area	Not yet commenced.



Broombridge Educate Together

Bike Bunkers

Bike bunkers originated as a pilot project from a Dublin City Council BET Project in 2015 known as 'Bike Hangar BETA'. The project moved to the Road Safety and Micromobility Unit under Traffic in Q4 of 2022.

A bike bunker review was conducted and the report presented to the Dublin City Council's Traffic and Transport SPC in September 2023.

As per the recommendations of the report, subject to funding, DCC plan to go to market with a tender to appoint a bike bunker service provider in Q1 of 2024 to deliver a targeted deployment of at least 100 Bike Bunkers by 2026.

Ecargobike Pilot Projects

In 2022, Dublin City Council and bike sharing operator Bleeper delivered phase 1 of this project, providing 20 participant businesses with access to an ecargobike at a discounted rate for 12 months. The project enabled business to replace trips which would otherwise have been taken by car or by van with a sustainable transport mode.

In late 2023, phase 2 of this project was launched, consisting of three project streams:

- 1) 10 SME businesses to be provided with access to an ecargobike at a discounted rate, currently there is 1 businesses participating.
- 2) 10 ecargobikes are provided to non-profit organisations, free to rent, currently there are 8 non-profit organisations participating.
- 3) Ecargobike for Communities pilot project, hosted by The Bike Hub in Eamonn Ceannt Park in Crumlin. This ecargobike is averaging at a use of 3-4 per week. Availability of the community ecargobike is restricted to opening hours of The Bike Hub and this is reflected in its use.

Walking and Cycling Promotions

The Traffic Department are supporting the set up of Ireland's first community bike library in Ballymun. The bike library was launched on 20th March with Cllr. Briege MacOscar deputising for the Lord Mayor.

The staff behaviour change programme, Marchathon, is currently underway as part of the NTA's Smarter Travel Programme. This challenge encourages staff to walk as much as they can during the month of March. Approximately 150 staff are taking part in the challenge.

The Brompton folding bikes loan scheme for staff comes to an end this month. The scheme loaned out folding bikes to individual staff as well as staff teams to encourage staff to cycle as part of their daily travel journeys for commuting, attending meetings, site visits etc. Approximately 20 staff members availed of the scheme.

The Community Grant scheme is being run again for Bike Week this year. The scheme enables community groups to organise activities to promote cycling in their local area during Bike Week. [More information and an application form is available online.](#) Applications are open until 12th April.



The Traffic Department's flagship Bike Week event, Pedalpalooza, will take place on Sunday 12th May in Fairview Park.

Road Safety Strategy

The Dublin City Council Road Safety Strategy for 2023–2030 and the Local Road Safety Action Plan Phase 1 for 2023–2024 were developed in partnership with the Road Safety Authority and stakeholders, and was presented to Dublin City Council's Traffic and Transport SPC in Sept 2023.

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)	A consultant is currently being appointed to draft drawings for a permanent intervention on Belmont Avenue to replace the intervention that was trialled successfully. The final drawings should be completed in Q2 of 2024 and civil works carried out on the ground in Q3 of 2024
	Pigeon House Road Dublin 4 (Filtered Permeability Scheme)	Final drawings have been prepared for a permanent filtered permeability intervention to replace the trialled intervention scheme which has been deemed successful and previously voted by elected Councillors to remain permanent. Civil works should be complete in Q2 of 2024.
South Central	Chapelizod Village Dublin 20	Dublin City Council (DCC) have had drawings drafted for a Restricted Access scheme in the Chapelizod area (Knockmaroon Hill) to address transport related issues in the area. DCC are now liaising with Neighbouring Local Authorities to establish the next steps of this project.
Central Area	Abercorn Road (Dublin 3) Filtered Permeability Trial (at the junction of Church Street East / Abercorn Road)	On Sunday 19 th November 2023, a filtered permeability (i.e. cul de sac except cyclists) trial commenced on Abercorn Road, at the junction of Church Street East / Abercorn Road. The trial will remain in place for a 6 month period until 19 th May 2024. An evaluation assessment including traffic

		count surveys and Public Consultation with local residents will be carried out in Q2 2024, and a report summarising the findings will be presented to Councillors in Q2 2024. At the May 2024 Central Area Committee Meeting, Councillors will advise whether the trial should be installed on a permanent basis, amended or removed on 19 th May 2024.
North Central Area	Haverty Road, Marino (Dublin 3) Filtered Permeability Trial	Traffic surveys of the wider Marino Area have been carried out following requests from the Area Office. This includes traffic count surveys on 10 entries/exits into the Marino estate and speed surveys on 6 streets within the estate. The traffic dept. will liaise with the area office and councillors to agree next steps for Haverty Road and the wider Marino area.
North West Area	Finglas Park / Ballygall Crescent	The traffic dept. will liaise with the Area Office to select an area (either Finglas Park, Ballygall Crescent or Willow Park) to implement a Neighbourhood Scheme in 2024. We expect to be in a position to select an area and commence developing a plan for the selected area in Q2 2024.

TAG

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

TAG liaising with Dublin Bus to improve bus journey times due to traffic related issues.

TAG also highlight to the Garda Traffic Sergeant with regard to ongoing matters with illegal parking where enforcement is required.

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

The Transport Advisory Group (TAG) has received a total of 526 service requests in all Council Areas by the 1st March 2024. The Transport Advisory Group Area Engineers carried out a total of 366 TAG decisions by the 1st March 2024.

Brendan O'Brien
Head of Technical Services

John W Flanagan
Assistant Chief Executive and City Engineer
27th March 2024