

To the Lord Mayor and
Members of Dublin City Council

Report No. 229/2021
Report of the Assistant Chief Executive
and City Engineer



Covid Mobility Measures and on Major Walking and Cycling Projects – September 2021

Contents

Part A:	COVID Mobility Measures Update	4
1.	Introduction	4
1.1	Pedestrian Volumes	4
1.2	Cycling Volumes	5
1.3	Bus Passenger Numbers.....	6
1.4	General Traffic Volumes.....	7
2.	Pedestrian Crossings	7
2.1	Pedestrian Crossings	7
2.2	Mountjoy Pedestrian Crossing (North West corner):.....	7
3.	Walking & Cycling Network Improvement Schemes	7
3.1	Grangegorman to Thomas Street Walking and Cycle Route.....	7
3.2	Griffith Avenue Cycle Route	8
3.3	Collins Avenue Cycle Route	9
3.4	Cork Street Protected Cycle Lane	9
3.5	South Circular Cycle Route	9
3.6	Strand Road Cycle Route Trial.....	9
3.7	Ballyfermot Road Protected Cycle Lane	9
3.8	Cycle Parking.....	10
4.	Traffic Calming Schemes	10
4.1	Grangegorman Filtered Permeability Scheme	10
4.2	Monck Place and Avondale Road Traffic Calming Scheme.....	13
4.3	Belmont Avenue.....	14
5.	City Recovery - Business Support.....	14
5.1	Footpath Buildouts	14
5.2	Zebra Interventions	17
6.	Traffic Free Areas.....	20
6.1	Capel Street & Parliament Street.....	20
6.2	Temple Bar Area	20
	Sandymount Green	21
7.	School Mobility Programme	21
7.1	School Zones	21
7.2	Safe Routes to School.....	22
7.3	Cycle & Scooter Parking for Schools & Sports Clubs	23
8.	Communications	23
8.1	Website	24
8.2	DCC Consultation Hub/Citizen Space	24
8.3	Dedicated COVID-19 Mobility Measure Request Form.....	24
8.4	COVID Mobility E-Mail.....	25
8.5	Councillor Updates.....	25
8.6	Active Travel Promotion	25

9.	Promotional Events	25
Part B	Walking & Cycling Major Infrastructure Projects	25
1.	Staffing	25
2.	5-Year Walking and Cycling Infrastructure Delivery.....	25
3.	Schemes with Statutory Planning Approval.....	26
3.1	Royal Canal Greenway.....	27
3.2	Dodder Greenway (Herbert Park to Donnybrook)	27
3.3	Clontarf to City Centre	27
3.4	The Point Junction Improvement Scheme	27
	Interim Schemes.....	27
4.1	Liffey Cycle Route.....	27
4.2	Fitzwilliam Street Cycle Route	28

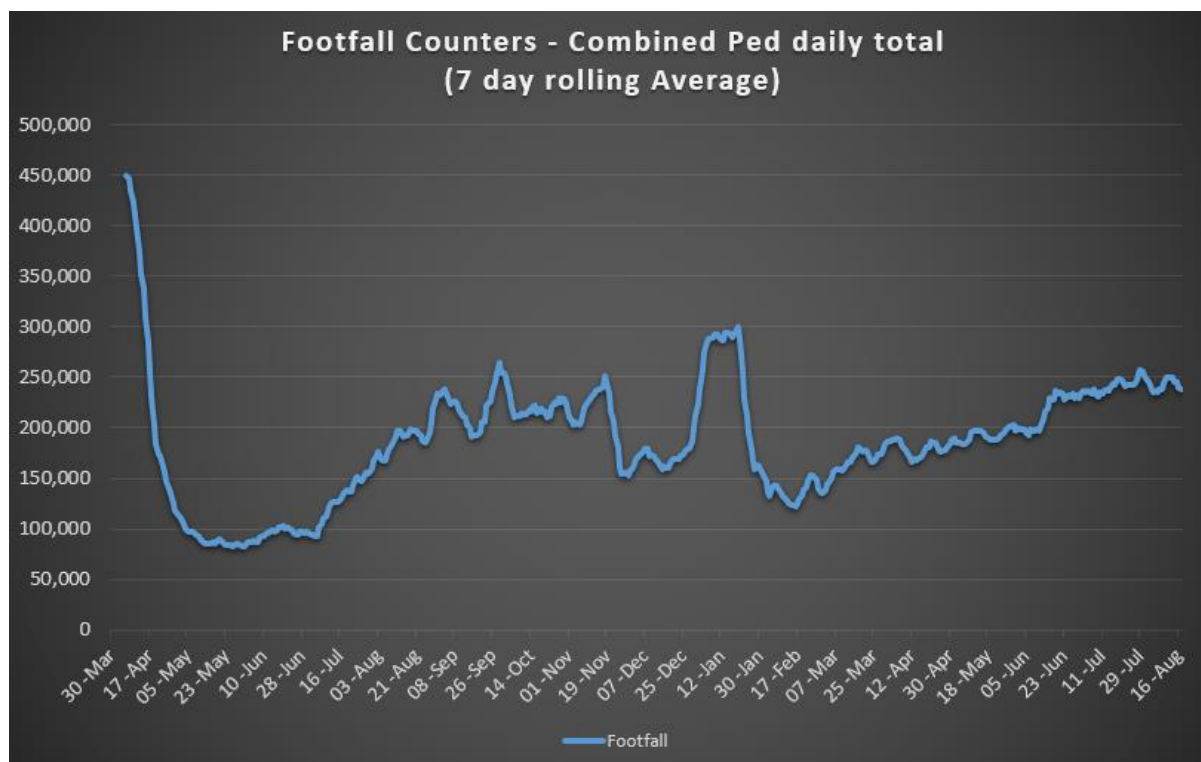
Part A: COVID Mobility Measures Update

1. Introduction

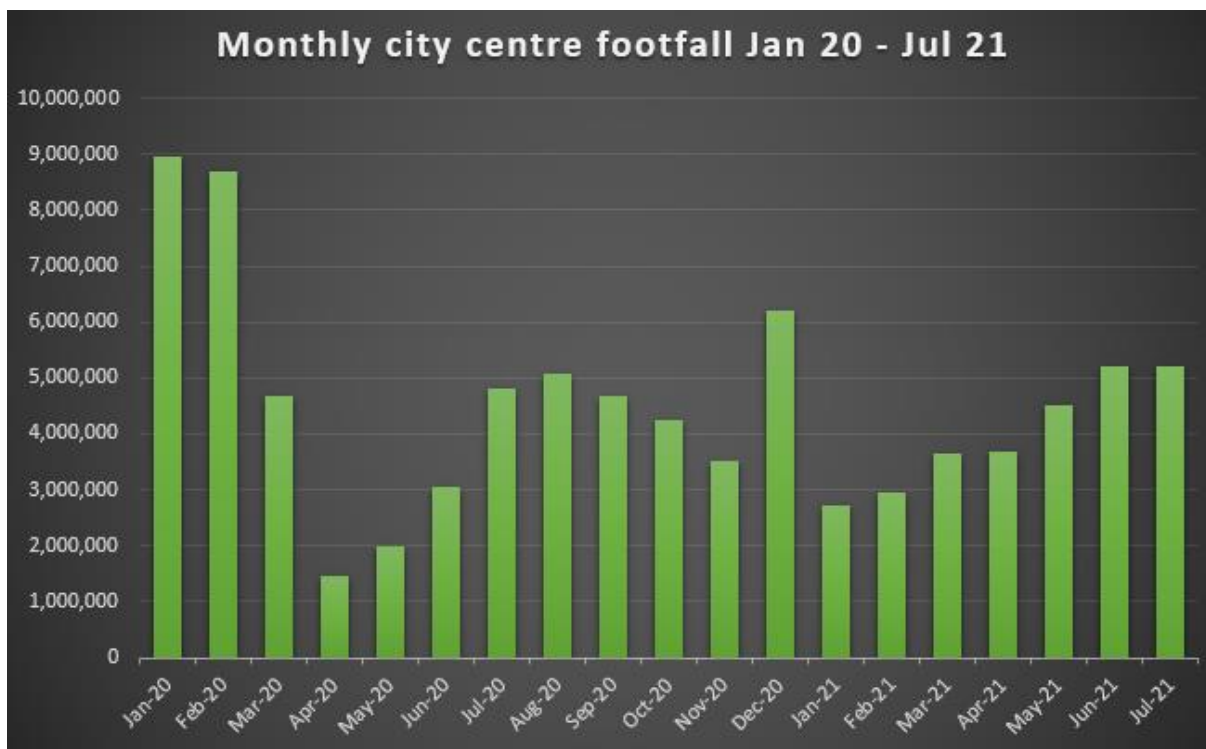
In line with Government restrictions and advice, the Covid Mobility Team continue work on those interventions that have been designated critical infrastructure.

1.1 Pedestrian Volumes

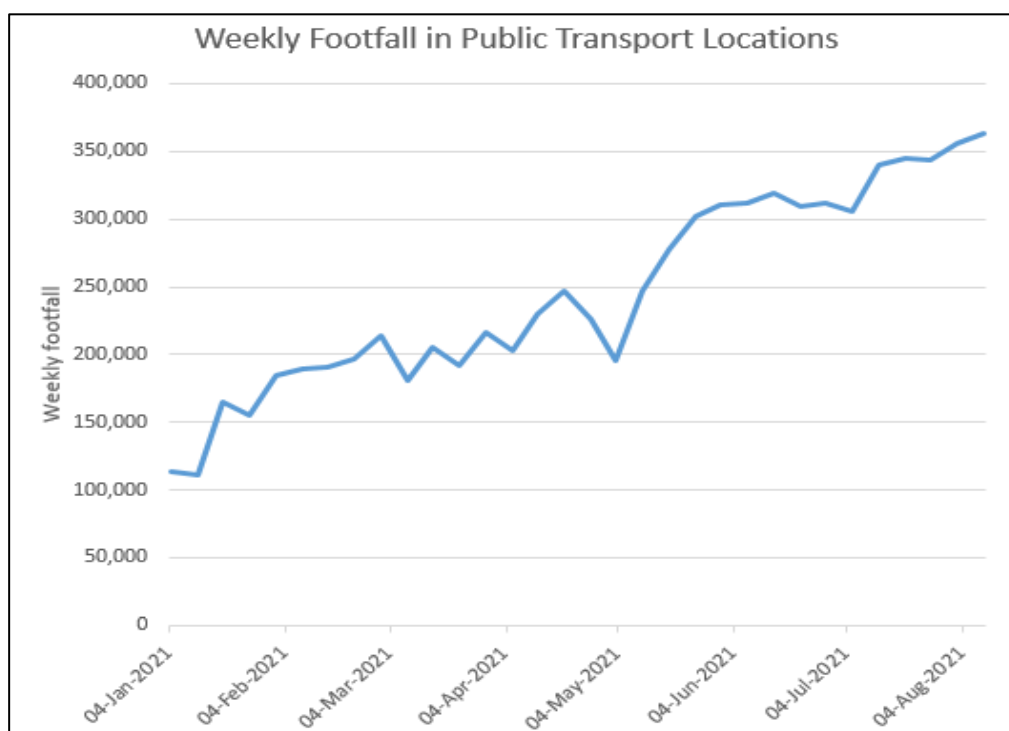
Dublin City Council (DCC) footfall counters in the city center show footfall has been climbing steadily in 2021.



The monthly footfall in the city centre, as measured at 16 locations, since January 2020 (pre-Covid) is shown below. Footfall has been rising steadily between January 2021 and May 2021 and has remained steady during the summer.

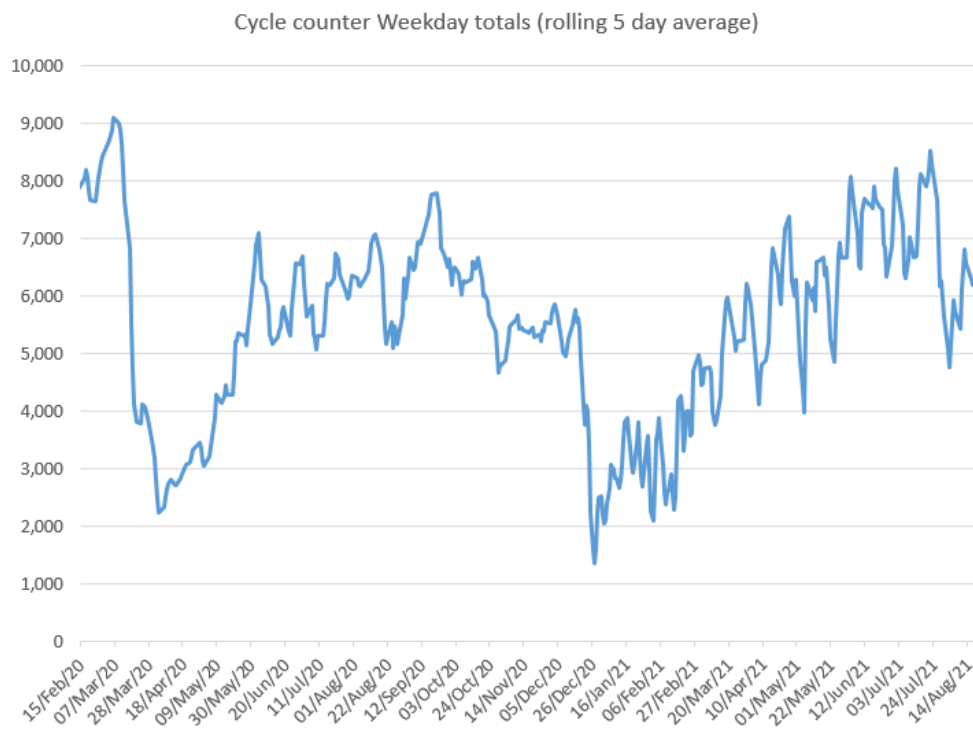


Footfall at key public transport locations (the Quays, College Green and Westmoreland Street) has increased steadily since the start of the year in line with the easing of restrictions and increased capacity on public transport.



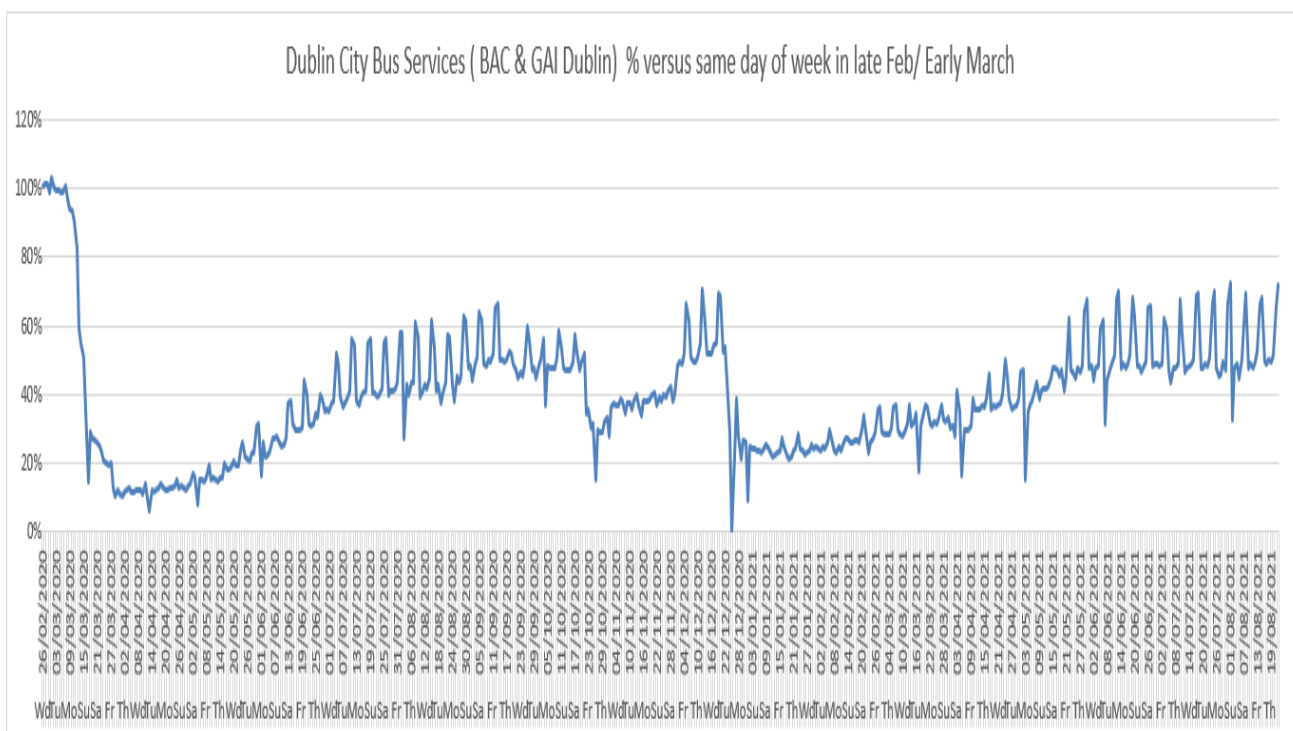
1.2 Cycling Volumes

Cycling numbers dipped slightly during the summer but are now rising again.



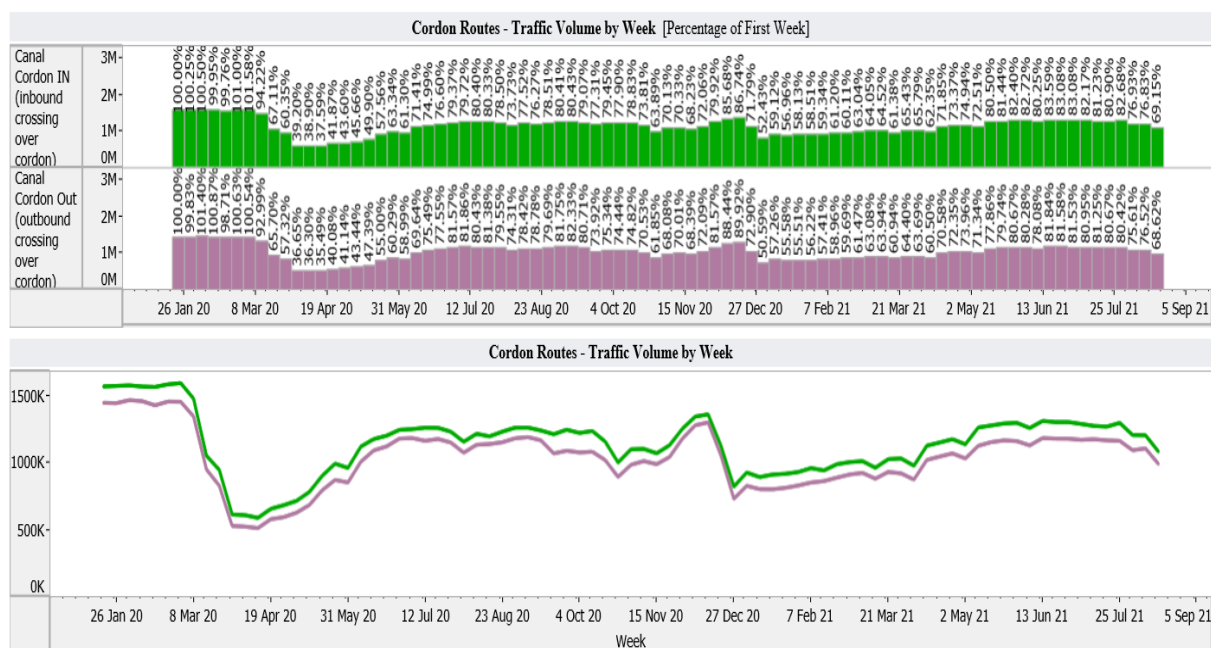
1.3 Bus Passenger Numbers

Passenger numbers are currently just above 60% of pre-Covid volumes, the change in restrictions from 50% to 75% capacity will mean that passenger numbers will continue to grow.



1.4 General Traffic Volumes

Traffic volumes have fallen back over the summer and are now below 70% of pre Covid, this would reflect both summer holidays and the increased passenger capacity of public transport.



2. Pedestrian Crossings

2.1 Pedestrian Crossings

Design work has begun on a number of pedestrian crossings across the city, which are due to be installed later in the year.

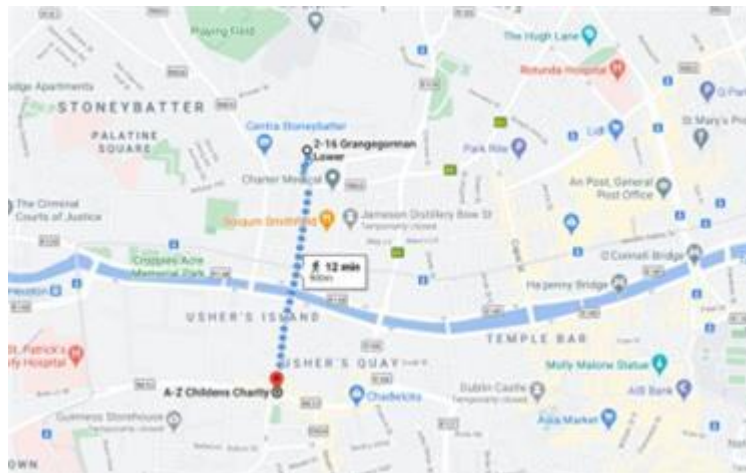
2.2 Mountjoy Pedestrian Crossing (North West corner):

Phase 1 is now complete with new pedestrian crossings operational on the southern and western legs of the north west corner of Mountjoy Square. Design work is due to begin on the remaining two legs later in 2021.

3. Walking & Cycling Network Improvement Schemes

3.1 Grangegorman to Thomas Street Walking and Cycle Route

As presented to members of the Central and South Central Area Committee, the scheme's main objective is to provide an improved pedestrian route and segregated cycle track linking the communities of Stoneybatter, Grangegorman and surrounds to the Liberties and vice versa while also connecting to the Thomas street cycle route via Queen Street and Bridgefoot Street. It will also connect to the interim Liffey cycle route.



Map of the scheme

The scheme will provide a safe environment for pedestrians with additional toucan crossings along the route, while for cyclists it will provide a route completely segregated from vehicular traffic. The project may also provide the opportunity to improve the public realm at a variety of locations and will tie in with the DCC Parks development on Bridgefoot Street.

The project for which funding has been secured from the NTA will integrate with the proposed Bus Connects Corridor 5, Blanchardstown to City Centre, the Liffey Cycle Route and other local schemes. The design is progressing well and should be complete in the coming months. The exact timeline for implementation will become more apparent as the detailed design progresses, however, at this stage we anticipate construction starting in Q1 of 2022.



Indicative image of 2-way protected cycle lane on Bridgefoot Street

3.2 Griffith Avenue Cycle Route

The initial works to protect the cycle lanes between Ballygall Road East and the Charlemont Estate are now complete. Works have begun to upgrade the junction of Ballymun Road/St Mobhi Road/Griffith Avenue including the provision of new pedestrian crossings and protected cycle links through the junction. Design works for the upgrading of the junction of Griffith Avenue and the Swords Road are almost complete and we expect to go to tender for this work in September. A leaflet updating the residents on progress on this scheme was distributed to all residents on Griffith Avenue in mid-August.

3.3 Collins Avenue Cycle Route

We are currently in the process of awarding a contract to protect the cycle lanes on sections of the Collins Avenue Extension with an extruded concrete kerb (similar to the Griffith Avenue Ext). Works are due to begin in September.

3.4 Cork Street Protected Cycle Lane

Following multiple requests regarding a particular stretch on Cork Street, where parking on the cycle lane was particularly problematic, bollards were installed to protect the existing outbound cycle lane between Donore Ave and Cameron Street.



New Protected Cycle Lane on Cork Street

3.5 South Circular Cycle Route

One hundred and thirty seven submissions were received as part of the non-statutory public consultation, the vast majority of which were positive. Where possible, suggestions have been taken on board. Preliminary road markings and junction changes are underway with the scheme expected to be complete in mid to late September, 2021.

3.6 Strand Road Cycle Route Trial

Dublin City Council is currently preparing to appeal the High Court judgement in the Strand Road cycle trial case.

3.7 Ballyfermot Road Protected Cycle Lane

Following a request from a local school, bollards were installed to protect the inbound existing cycle lane on Ballyfermot Road between Kylemore Road and O'Hogan Road.



New Protected Cycle Lane on Ballyfermot Road

3.8 Cycle Parking

The installation of Batch 17 of the *on-street Cycle Parking* programme is on-going.

Six secure bike lockers have just been installed in Drury Street Car Park on a trial basis. The lockers will be available to hire on a long term basis to members of the general public.

This trial will initially be for a twelve month period during which time it is hoped to gain a better understanding of the demand for this type of service. The service is being managed by Bikelocker on behalf of Dublin City Council and more information will soon be available on their website, www.bikelocker.ie

4. Traffic Calming Schemes

4.1 Grangegorman Filtered Permeability Scheme

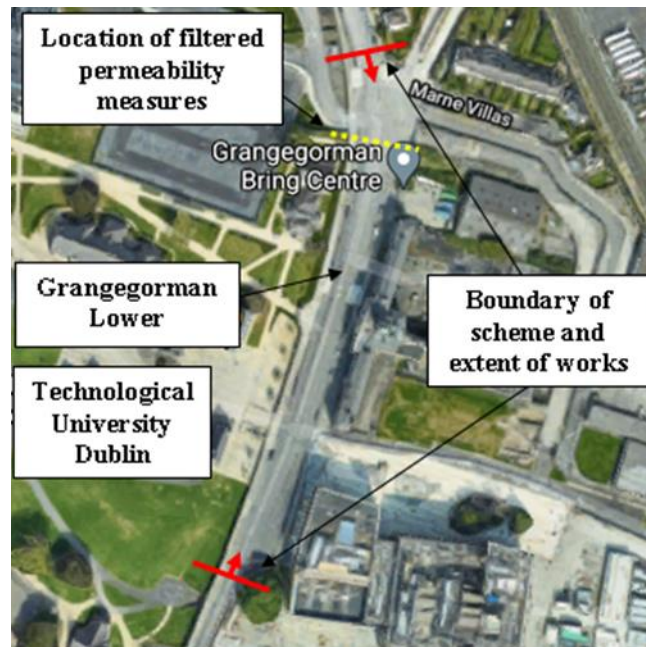
Construction works commenced on 26 July 2021 and the major works will be completed in the coming weeks. Minor works including planting will be carried out in October and November in keeping with the planting season.

Notification leaflets were delivered to local residents, prior to the construction work commencing, informing them of the plans and notifying them of the upcoming works. The current status of the construction works is as follows:

- Reconstruction and resurfacing of the roadway on Grangegorman Lower (see Fig. 1 for extent of works and Fig 2. showing works completed) – the road surface to the north of the Clocktower has been completed. The road south of the Clocktower is due to be complete by end of August 2021.
- Installation of concrete buildouts with planting/landscaping (see Figs. 3 & 4 for locations, and Fig. 4 for indicative image) – The construction of the concrete buildouts will be carried out in phases to minimise disruption. The Filtered Permeability Location is to be completed first. All other concrete buildouts are expected to be complete by end of September 2021.
- Planting will take place after the hard surfaces are constructed and when the growing season has stopped. This will mean the planting will take place in October and November. Planting will consist of a mixture of low pollinator friendly ground cover and feature multi-stem shrubs to give scale, sense of place and soften the streetscape.

- Installation of pedestrian friendly surface (buff coloured) (see Fig. 5 for indicative image) – expected to be complete by end of Sept.
- New signage, road markings and bollards expected to be completed by the end of September 2021.

Pedestrian, cyclist and vehicular access in the area is being maintained at all times during construction works.



Aerial image showing the extent of the resurfacing works on Grangegorman Lower.



Some of the resurfacing works completed to date.



Location on Grangegorman with filtered permeability measures. All existing temporary planters installed as part of the trial will be removed and replaced with concrete buildouts with planting / landscaping.



Eastern side of Grangegorman Lower. All existing temporary planters installed as part of the trial will be removed and replaced with concrete buildouts with planting / landscaping.



Image of Marrowbone Lane. Similar pedestrian friendly surface and concrete buildouts with planting / landscaping to be installed in Grangegorman.

4.2 Monck Place and Avondale Road Traffic Calming Scheme

An update on the traffic calming scheme for Monck Place, Avondale Road, Great Western Square and surrounding streets is as follows:

- Removal of 5 bikes stands to reduce the length of the Dublin Bikes Station – completed in July 2021.
- Resurfacing the roadway on Monck Place and southern end of Avondale Road – completed in Aug 2021.
- Installation of a ramp on Avondale Road to the south of the Dublin Bikes Station – completed in Aug 2021.
- Installation of entry treatment ramp on Great Western Square at the Great Western Square / Monck Place junction – completed in Aug 2021. See Fig. 1.
- Installation of tactile paving on both sides of Monck Place at the Monck Place / Phibsborough Road junction – completed in Aug 2021. See Fig. 2 for picture.
- Introduction of additional signage including yield signs and bollards on Avondale Road to the north and south of the Dublin Bikes Station – signs due to be installed in the coming days.
- Installation of buildout with planting on the southern side of Monck Place at the Monck Place / Phibsborough Road junction – works expected to be completed in Oct 2021 to coincide with planting season. The planting will be pollinator friendly ground cover with a single street tree to soften the street and provide seasonal interest with the planting.
- As previously advised, the improvements requested at the entrance to Avondale Avenue could not be facilitated without the loss of parking which was a redline issue for residents. This matter has been referred to TAG for completion. The removal of this scope of works was to allow for the remainder of the project to be completed without delay. TAG will arrange to carry out additional investigation and consultation to finalise the options for the entry treatment. Funding has been secured for these works.



Entry treatment ramp on Great Western Square at the Great Western Square / Monck Place junction.



Completed resurfacing works



Tactile paving Monck Place / Phibsborough Road junction.

4.3 Belmont Avenue

Following feedback received from Councillors and members of the public regarding transport related issues on Belmont Avenue Dublin City Council engaged external consultants to clearly identify the transport issues which currently exist and to identify potential solutions available. Following discussions with the Elected Members two solutions were identified as being feasible. Both options are designed to significantly calm traffic in the area and reduce the types of behaviour by road users which are currently problematic and contribute to safety concerns in the area. A 6-week public consultation will be live on Dublin City Council's Website from 9am on Wednesday 1 September 2021 until 5pm on Wednesday 13 October 2021, <https://consultation.dublincity.ie/traffic-and-transport/belmont-avenue-traffic-calming/>

A leaflet outlining both options and the link to the public consultation will be delivered to 2,700 households in the vicinity of Belmont Avenue on week commencing Monday 30 August.

5. City Recovery - Business Support

The Covid Mobility Team are providing considerable resources to assist the City Recovery Programme through the re-allocation of road space to facilitate on-street dining across the City. A number of measures including footpath buildouts, "Zebra" interventions and traffic management changes have been completed. All applications for outdoor dining are assessed by the Covid Mobility Team to determine the most suitable intervention.

5.1 Footpath Buildouts

Temporary footpath buildouts consist of a kerb which is bolted into the carriageway and backfilled with asphalt. A buildout typically takes just 3 to 4 days to install. The new buildout area is the space available for outdoor dining with the existing footpath left clear. The technical team assessed numerous locations in the city centre, where multiple cafes, bars and restaurants can utilise the space, to determine suitability. Requests received from businesses and the public were also considered. The table shows locations of buildouts that have been installed to date including the approximate area re-allocated for this purpose.

No.	Northside/ Southside	Name	Location	Build Out Area m2 (approx)
1	South Side	Drury St. P1	39-42 Drury St	159
2	South Side	Drury St. P2	52 Drury St.	51
3	South Side	South Anne St.	11-17 Sth Anne St	150
4	South Side	South William St. (3No.)	Various	170
5	South Side	Suffolk St.	Suffolk St.	180
6	South Side	Merrion Row P1	Merrion Row	195
7	South Side	Merrion Row P2	Merrion Row	110
9	South Side	Baggot St.1	Baggot St.	80
10	South Side	Baggot St.2	Baggot St.	30
11	South Side	Baggot St.3	Baggot St.	80
12	South Side	Baggot St.4	Baggot St.	50
13	North Side	Capel St. 1	Capel Street	42
14	North Side	Capel St. 2	Capel Street	116
15	North Side	Capel St. 3	Capel Street	119
16	North Side	Capel St. 4	Capel Street	36
17	North Side	Capel St. 5	Capel Street	34
18	North Side	Capel St. 6	Capel Street	136
19	North Side	Capel St. 7	Capel Street	76
20	South Side	Dame St	Crane Ln to Crampton Ct	46
TOTAL AREA				1,860

These buildouts have created space for approximately 1,000 outdoor seats with the advantage of providing safe protected space and leaving the existing footway clear of obstructions.





Buildouts installed on Capel Street.



South Anne Street Buildout



South William Street Buildout



Drury Street Buildout



Suffolk Street Buildout



Merrion Row Buildout



Baggot Street Buildout

5.2 Zebra Interventions

As it was not feasible to construct footpath buildouts in every location looking for outdoor dining space (due to both timescale, resource constraints and feasibility on site), and as most applications were for single premises, an alternative – Zebra Intervention - was designed to temporarily reassign carriageway space for the use of outdoor dining. These interventions consist of black and white striped (Zebra) planters providing separation from the carriageway while keeping the footpath clear for pedestrians.

They have the advantage of being quick to install with planting provided internally by our Parks Department. The locations for Zebra Interventions were based entirely on street furniture applications received - the peak of applications being received in May, prior to outdoor dining resuming in June.



Ely Place, D2



Exchequer Street



The Circular, Rialto, D8



Lock Restaurant, Portobello, D8

Each request was assessed as to whether it was suitable and safe to provide the space for dining. Typically parking spaces have been reassigned for outdoor dining space. Where the use of a loading bay was requested there was an assessment carried out to determine if there was sufficient loading in the area, additional loading space was provided where needed. Businesses in the area were consulted when a loading space was being removed. In a limited number of cases a disabled space area was requested for dining. In these instances a new disabled space was installed as close as possible to the original space. There has been no reduction in the number of disabled spaces.

The locations of the zebra interventions:

No.	Name	Location	Parking spaces/ loading	Quantity of zebras required
1	Locks	1 Windsor Terrace, Portobello	13.5m P&D/Permit	17
2	I Monelli	1 Portobello Road	12m P&D/Permit	14
3	M&L Chinese Restaurant	13-14 Cathedral Street	10m parking	14
4	Kebab Shop	Great Strand Street	8m loading	12
5	Ranelagh (various shops)	Ranelagh Road (from Host restaurant to Burke's Pharmacy)	22m	29
6	Restaurant 104	Drumcondra Road Lower	19m parking	24
7	Chilli Banana	Drumcondra Road Lower	13m parking	15
8	Mamma Mia restaurant	2 Grattan Street	DYL	14
9	Fish Shop	John St North	8m loading 11m parking	17
10	Bar 1661	Green Street	2 parking spaces	12
11	Mulligans	Sandymount	12m parking	14
12	Circular & Other Hand Bar	536-538 South Circular Road	10m parking	12
13	Matt the Thresher	31-32 Lower Pembroke St	2 parking spaces & part of loading bay	15
14	Panti Bar	Strand Street Great		16
15	Boco	Yarnhall Street		17

No.	Name	Location	Parking spaces/ loading	Quantity of zebras required
16	Kings Inn Pub	Henriette St		14
17	The Well	St Stephen's Green	3 parking spaces	16
18	Franks, Hang Dai	Camden Street Lower (various)	24m parking	27
19	The Shipwright	Thorncastle St, Ringsend	4 perpendicular spaces	18
20	The Yacht Tavern	Thorncastle St, Ringsend	3 perpendicular spaces	15
21	Ely Bar	Ely Place	2 parking spaces	14
22	The Hairy Lemon	Stephen Street Lower	DYL	14
23	The Sheds	Vernon Avenue	3 parking spaces (incl 1 disabled parking)	9
24	O' Neills	Capel Street		20
25	Slattery's	Capel Street		20
26	The Chocolate Factory/ Blas Café	Kings Inn St	2 parking spaces	16
27	Devitts	Pleasant St	11m loading bay	12
28	Wavetable	19C Millbourne Avenue, Drumcondra	DYL in indented bay	5
29	P Macs	Stephen St Lower	DYL	14
30	Brannigans	Cathedral Street	Taxi rank (partial)	11
31	Street 66	Parliament St	approx. 12m loading/ taxi rank	12
32	Patriots Inn	Kilmainham Lane	taxi rank	15
33	Various	Exchequer St	approx. 18m loading (relocated)	22
34	Dig In	19 Camden Street	approx 4m loading	6
35	Mamas Revenge	Sth Leinster Street		15
36	Mister S	32 Camden Street Lower	5m parking (P&D)	7
37	Dunne & Crescenzi	Seafort Avenue & Seafort Crescent	10m parking Seafort Crescent 3m parking Seafort Avenue (P&D/ Permit)	21
38	O' Briens/ Forest Avenue	Sussex Terrace	20m loading	24
39	Rotana	Parnell Street	12.5m loading/ taxi rank	14
40	Mace	Raheny	uncontrolled parking	12
41	Food Monkey	Bishop Street	9m loading relocated to 10m P&D parking	9
42	Probus	Fenian St		16
43	Space Between	Fenian St		13
44	Bobos	Abbey Street	8m loading	9
45	Senbazuru	Marino Market	2 parking spaces (P&D) 11m parking	15
46	Various	Sandymount	22m parking (P&D/ Permit)	34

No.	Name	Location	Parking spaces/ loading	Quantity of zebras required
47	Various	Baggot St Lower	25m P&D parking Loading relocated from Spar to Boots/ Brooks	29

Zebra Interventions have created approximately 1,200m² of outdoor dining space.

An online map has been created showing all the locations and is available at, https://www.google.com/maps/d/viewer?mid=1qaFp-rj7yWiyw38_FggGiEG8Zg2-VDTM&ll=53.33706686949629%2C-6.25444859657621&z=14

6. Traffic Free Areas

6.1 *Capel Street & Parliament Street*

The Traffic Free evening weekends on Capel Street and Parliament Street, which were extended for six weeks from original plans, were scheduled to come to an end on Sunday, August 29th. Following representations from the Lord Mayor and Elected Members, this has now been extended until the weekend ending 26 September. A public consultation on the traffic free weekends will commence on 30 September for three weeks and a report on the consultation process and options for the future will be presented to the Elected Members once this had concluded.



6.2 *Temple Bar Area*

To assist with the enforcement of the existing pedestrianisation on various streets around Temple Bar, the City Council provided enhanced bollard protection at Essex Street East, Temple Lane South, Crow Street, Cope Street and Fownes Street Lower. Access will be permitted for deliveries only between 6am and 11am.



Sandymount Green

The pedestrianisation of one side of Sandymount Green will conclude next Wednesday 1 September following the agreed closure during July and August. Options for the provision of zebra interventions are being considered.

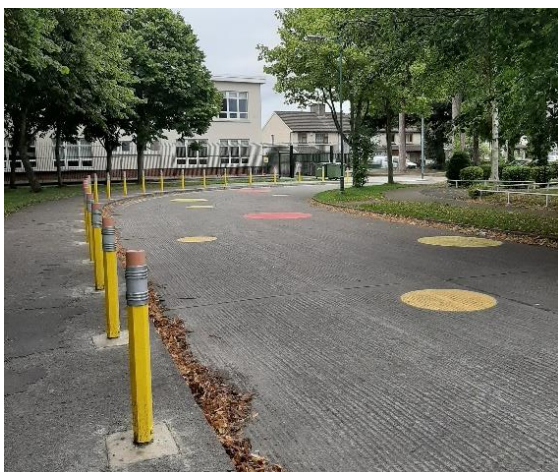
7. School Mobility Programme

7.1 School Zones

To date a total of 47 School Zones have been installed across the city. The breakdown of the School Zones completed per administrative area of Dublin City are, 14 in the South Central Area, 10 in the South East Area, 11 in the Central Area, 7 for the North West Area and 5 in the North Central Area. There are a total of 33 schools, at design stage, subject to final consultation with school Principals and the NTA.



Completed School Zone with a Protected Cycle Lane at St Gabriel's NS, Ballyfermot Road, D10.



Scoil Áine Girls NS and Naí-Scoil Íde, All Saints Road, Raheny



Scoil Assaim Boys NS, All Saints Drive, Raheny

The School Zone Outreach Officers visited completed School Zones at the end of the school term at either drop off or collect times to observe the traffic behaviour around the school gate. These site visits will inform the development of a Communication and Engagement Toolkit for schools with completed School Zones so support them to promote cycling and walking to school and improve drop off or parking behaviours around the School Zones. This toolkit is being drafted in collaboration with An Taisce Green-Schools.

During September and October there will be continued monitoring of completed School Zones at drop off and collect times. School Outreach Officers will conduct conversations at the school gates with principals, students, parents/ guardians, school wardens and the local community to identify barriers to compliance with and benefits of the School Zones. These conversations will inform resource and support material for schools to encourage active travel.

7.2 Safe Routes to School

Twenty-eight schools in the City Council area have been successful in round 1 of the Safer Routes to School Programme. The aim of this programme is to:

1. Improve safety at the school gate by providing “front of school” treatments to alleviate congestion and improve access;

2. Improve access routes to school by improving walking and cycling infrastructure;
3. Increase the number of students who cycle to school by expanding the amount of cycle parking.

The applications were assessed by Green-Schools and the shortlist compiled based on criteria agreed with the Department of Transport and the National Transport Authority as follows:

- Mix of school type (primary, post-primary, other)
- Mix of location (Urban(village, town, city) suburban, rural)
- Socio- economic mix (non-DEIS, DEIS schools)
- Schools commitment to sustainable travel
- Cluster of schools

DCC Safe Routes to School – Round 1

1. Assumption Senior GNS, Long Mile Rd Walkinstown Dublin 12
2. Assumption Junior School, Walkinstown Dublin 12
3. Belmayne ETSS, Grange Abbey Road, Dublin 13
4. Broombridge ETNS, Bannow Road, Cabra, Dublin 7
5. Central Model Senior School, Marlborough Street, Dublin 1
6. Drumcondra National School, Church Avenue, Drumcondra, Dublin 9
7. Harold's Cross ETSS, 151 -153 Harold's Cross Road, Dublin 6W
8. John Scotus Primary School, 47/49 Northumberland Road Ballsbridge Dublin 4
9. Kildare Place School, 92/96 Rathmines Road Upper, Dublin 6
10. Loreto College, Crumlin Road, Dublin 12
11. Mother of Divine Grace School, Ferndale Avenue Ballygall Dublin 11
12. Our Lady of Consolation, Collins Avenue East, Donnycarney, Dublin 5
13. Our Lady of the Wayside NS, Bluebell Road, Bluebell, Dublin 12
14. Scoil Íde GNS, Cromcastle Green, Kilmore West, Dublin 5
15. Scoil Íosagáin, Aughavannagh Road Crumlin Dublin 12
16. Shellybanks ETNS, Roslyn Park Seafort Avenue Sandymount Dublin 4
17. Springdale NS, Lough Derg Road Raheny Dublin 5
18. St Catherine's NS, Donore Avenue South Circular Road Dublin 8
19. St Joseph's Secondary School, Merville Ave Fairview Dublin 3
20. St Peter's NS , Saint Peter's Road, Phibsborough, Dublin 7
21. St. Brigid's GNS, Finglas Road, Dublin 11
22. St. Brigid's Primary School, The Coombe, Dublin 8
23. St. Catherine's Senior School, Ratoath Road, Cabra West, Dublin 7
24. St. Fiachras JNS, Montrose Park, Artane Dublin 5
25. St. Joseph's CBS, Marino Park Avenue, Fairview Dublin 3
26. St. Josephs Senior NS, Balbutcher Lane, Ballymun Dublin 11
27. Stratford College , 1 Zion Road Rathgar Dublin 6
28. Stratford National School, 1 Zion Road Rathgar Dublin 6

Due to the large volume of schools both on the School Zone and Safer Routes to School lists, prioritisation criteria have been established to determine the most effective way to schedule the works.

7.3 Cycle & Scooter Parking for Schools & Sports Clubs

DCC's delivery of cycle parking and scooter racks in July 2021 created 760 spaces for bikes and scooters across 22 sports clubs and schools.

8. Communications

8.1 Website

The [COVID Mobility webpage](#), is being updated regularly to keep the general public informed of COVID mobility interventions. As previously advised we will be making more extensive use of the Consultation Hub to provide information on proposed measures.

8.2 DCC Consultation Hub/Citizen Space

Details of schemes on the Consultation Hub at present include:

[Griffith Avenue Protected Cycle Track](#)

Members are alerted on a regular basis to any new proposals, which are available to view on the Consultation Hub. The aim is to have a more dynamic process for ensuring that support for projects, suggestions on how to improve them and concerns and issues, which may need to be addressed, can be handled. Any feedback on this approach is welcome.

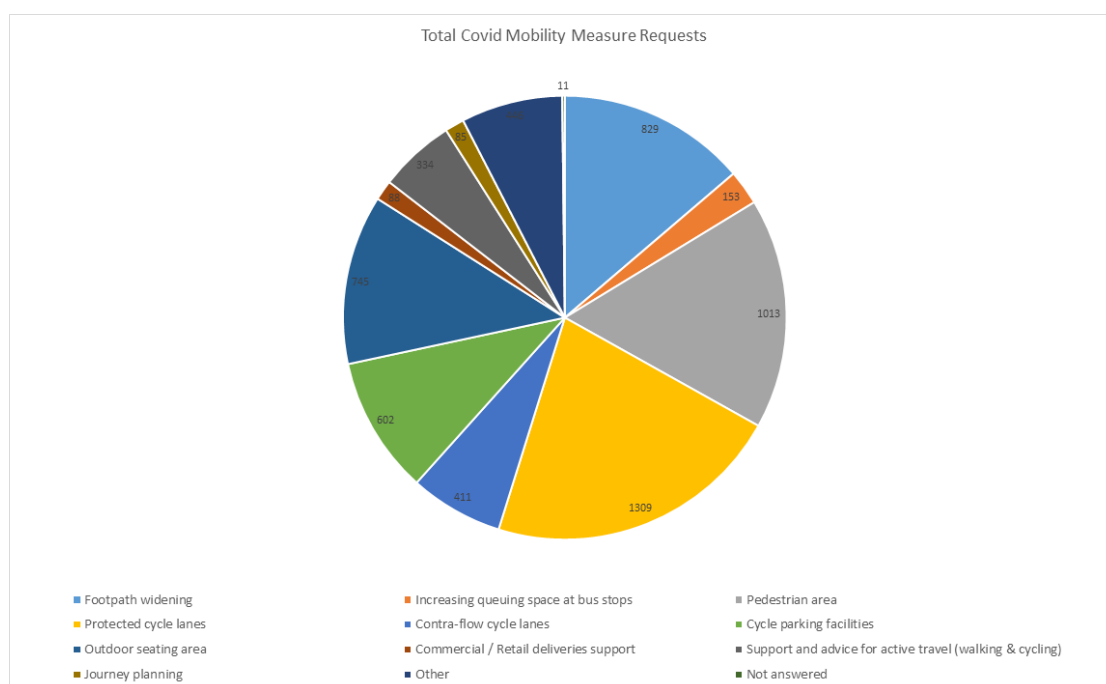
[Belmont Avenue Traffic Calming](#)

This 6-week consultation will go live on Wednesday, 1 September 2021.

8.3 Dedicated COVID-19 Mobility Measure Request Form

We have received 39 new requests for COVID Mobility Measures in the past two month. This brings the total number of COVID Mobility requests to 6,026. A breakdown of these requests is below.

Mobility measure requested	Number
Footpath widening	829
Increasing queuing space at bus stops	153
Pedestrian area	1013
Protected cycle lanes	1309
Contra-flow cycle lanes	411
Cycle parking facilities	602
Outdoor seating area	745
Commercial / Retail deliveries support	88
Support and advice for active travel	334
Journey planning	85
Other	446
Not answered	11
Total requests	6026



8.4 COVID Mobility E-Mail

The dedicated e-mail address continues as the primary channel to contact the COVID Mobility Team. It is attracting huge volumes of queries and feedback. The intention is that the e-mail is for general queries and the COVID Mobility Request Form should be used for specific requests at specific locations.

8.5 Councillor Updates

Updates on COVID-19 mobility measures will in future be issued to Elected Members on a monthly basis via the combined monthly report. Updates via e-mail are also being issued to stakeholders via the Transportation SPC and to the NTA for distribution to disabled persons user groups.

8.6 Active Travel Promotion

We are continuing to utilise Dublin City Council Social Media Channels:

- to highlight COVID-19 mobility measures that have been implemented;
- to encourage the public to walk or cycle, where possible;
- to encourage social distancing as people move around the city and;
- to encourage more respect for vulnerable road users

9. Promotional Events

Promotional events and social media campaigns are being prepared for the following:

- Bike Week, 12-19 September
- Climate Action Week, 13-19 September
- European Mobility Week, 16-22 September
- Make Way Day, 24th of September

Full details will be posted on our website and on social media as soon as they are confirmed

Part B Walking & Cycling Major Infrastructure Projects

1. Staffing

The post of Programme Director for walking and cycling projects has now been approved by the Department, and is due to be advertised in September, the Programme Director will be responsible for delivery of the walking and cycling major infrastructure projects over the next five years. To date no further staff have been added to the walking and cycling team.

2. 5-Year Walking and Cycling Infrastructure Delivery

Over the next five years, Dublin City Council will undertake the planning and implementation of up to 140km of cycling and walking infrastructure. This is made up of 55km from 27 existing projects and 85km from 31 new corridors. The full list was circulated in Report No 67/2021 issued in February 2021. During August initial assessments commenced on four additional corridors.

- **Finglas to Killester Corridor:** The overall corridor is approximately 7.3km long. The assessment is seeking to identify projects along this corridor that can be delivered over the

course of five years. The inability to staff the Project Teams is causing delays to work on this corridor. It is now anticipated that proposals will be brought to the North Central and North West Area Committees in Q 1 2022.

- **Santry Greenway:** The project will include a river restoration and biodiversity element. It is being led by the Water Framework Directive Office.
- **Kilmainham to Thomas Street:** The assessment of the corridor has also started. It is anticipated that a list of interventions along this corridor will be presented to the South Central Area Committee in November 2021.
- **Cabra to Blanchardstown:** The corridor assessment commenced in August 2021. The assessment is seeking to identify projects along this corridor that can be delivered over the course of five years. It is anticipated that a list of interventions along this corridor will be presented to the North West in Q2 2022.
- **Naas Road to Inchicore:** The corridor assessment commenced in August 2021. The assessment is seeking to identify projects along this corridor that can be delivered over the course of five years. It is anticipated that a list of interventions along this corridor will be presented to the North West in Q2 2022.
- **Bayside to Donaghmede:** The corridor assessment commenced in August 2021. The assessment is seeking to identify projects along this corridor that can be delivered over the course of five years. It is anticipated that a list of interventions along this corridor will be presented to the North Central Area Committee in Q2 2022.
- **Harold's Cross to Ballymount:** The corridor assessment commenced in August 2021. The assessment is seeking to identify projects along this corridor that can be delivered over the course of five years. It is anticipated that a list of interventions along this corridor will be presented to the South East Area Committee in Q2 2022.

In addition, a number of infrastructure projects that had been paused will be resumed. The following projects will resume in June 2021;

- **Dodder Greenway:** The NTA Cycling Design Office has been reviewing the emerged preferred option. Meetings of the Dodder Greenway Steering Group resumed on 15th June 2021.
- **Grand Canal Greenway (Blackhorse to Portobello):** A Project Team has been set up and work has commenced with a review of current proposals in the context of new projects that have come on stream, such as Busconnects.

3. Schemes with Statutory Planning Approval

There are no new schemes undergoing the statutory planning process. This is unchanged from last month. There are four projects with statutory planning consent. These are;

- Royal Canal Greenway
- Dodder Greenway
- Clontarf to City Centre
- The Point Junction Improvement Scheme

3.1 Royal Canal Greenway

The Royal Canal Greenway is being delivered in four phases.

Phase 1: Implemented.

Phase 2: The site is looking great and this summer it has enhanced opportunities for communities to walk and cycle as well as a visual amenity. Landscaping is now substantially complete. There will be additional work required in August-September to plant all the spring bulbs. These will provide even more attraction. This is as reported in June.

Phase 3: Tenders leading to the appointment of a works contractor were received at the end of May 2021. It is anticipated that a Contractor appointment will be made in Q3 2021. This is as reported in June.

Phase 4: The designs for the amending Part 8 for the section between the 6th Lock and Coke Oven Cottages is complete. A presentation of the Part 8 process was made to the Central Area Committee in July 2021. It is scheduled to have a works contractor on site in Q4 2021. The overall schedule remains unchanged from the last report.

3.2 Dodder Greenway (Herbert Park to Donnybrook)

A preferred tender has been selected. The project is currently experiencing delays. The contractor will not be able to commence works on site in September 2021.

3.3 Clontarf to City Centre

Tenders leading to the appointment of a works contractor were received in May 2021.

Information on the project is now accessible on the DCC webpages. The address is www.dublincity.ie/c2cc. The following information is now available;

- Project Overview and Progress Update
- Drawings and Visualisations
- Bus Stop Design
- Temporary Traffic Management

The Project Team is finalising bus stop designs following the engagement with disability groups and organisations and information leaflet, based on the feedback received from members. A leaflet is also being prepared for business and residents in line with the communication plan.

3.4 The Point Junction Improvement Scheme

A Project Team has been set up to resume the project.

Interim Schemes

The implementation of two interim schemes to facilitate immediate safety improvements for cyclists is ongoing. This is to compensate for delays in the delivery of the main schemes. These are:

- Liffey Cycle Route
- Fitzwilliam Cycle Route

4.1 Liffey Cycle Route

Works have been completed at a number of locations on the South Quays from Fishamble Street to Queen Street.

In July, works were completed along Victoria Quay and the upgrade of the Victoria Quay/St. John's Road West junction. The designs from O'Connell Bridge to Matt Talbot Memorial Bridge, for both the North Quays and South Quays are being finalised. Tenders leading to the appointment of Contractors will be issued shortly.

For the full permanent scheme, Dublin City Council has appointed service providers to provide the baseline archaeology, architectural heritage and conservation reports. The desktop studies to inform the brief for the design team and the screening reports are now being finalised. The archaeology team has received the final draft report. The drafting of the public realm and opportunities study resumed in June and will be finalized in September 2021.

4.2 Fitzwilliam Street Cycle Route

A survey contractor was appointed to monitor the performance of the interim scheme. The results will be used to inform the final design of the permanent scheme. This is as reported in the last report.

John W. Flanagan
Assistant Chief Executive & City Engineer

Brendan O'Brien
Executive Manager (Traffic)

September 2021