

To the Lord Mayor and  
Members of Dublin City Council

Report No. 301/2021  
Report of the Assistant Chief Executive and  
City Engineer



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**Covid Mobility Measures and Major Walking and Cycling Projects – November 2021**

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## Contents

<b>Part A:</b>	<b>COVID Mobility Measures Update.....</b>	<b>3</b>
<b>1.</b>	<b>Introduction .....</b>	<b>3</b>
1.1	Pedestrian Volumes .....	4
1.2	Cycling Volumes.....	6
1.3	Bus Passenger Numbers .....	7
1.4	General Traffic Volumes .....	7
<b>2.</b>	<b>Pedestrian Crossings.....</b>	<b>8</b>
2.1	Pedestrian Crossings .....	8
<b>3.</b>	<b>Walking &amp; Cycling Network Improvement Schemes.....</b>	<b>8</b>
3.1	East Wall Road Cycle Route.....	8
3.2	Griffith Avenue Cycle Route.....	8
3.3	Collins Avenue Cycle Route .....	8
3.4	South Circular Cycle Route.....	9
3.5	Sean Moore Road Cycle Route .....	9
3.6	Werburgh Street Cycle Route Phase 2 .....	9
3.7	Lower Bridge Street .....	10
<b>4.</b>	<b>Cycle Parking .....</b>	<b>10</b>
4.1	On-street cycle parking .....	10
4.2	Indoor cycle parking .....	10
<b>5.</b>	<b>Traffic Calming Schemes.....</b>	<b>11</b>
5.1	Grangegorman Filtered Permeability Scheme .....	11
5.2	Pigeon House Road Filtered Permeability Trial .....	13
5.3	Belmont Avenue .....	14
<b>6.</b>	<b>City Recovery - Business Support.....</b>	<b>14</b>
<b>7.</b>	<b>Traffic Free Areas .....</b>	<b>14</b>
7.1	Capel Street & Parliament Street.....	14
<b>8.</b>	<b>School Mobility Programme .....</b>	<b>14</b>
<b>9.</b>	<b>Communications .....</b>	<b>15</b>
9.1	Website.....	15
9.2	DCC Consultation Hub/Citizen Space .....	15
<b>Part B</b>	<b>Walking &amp; Cycling Major Infrastructure Projects .....</b>	<b>16</b>
<b>1.</b>	<b>Staffing.....</b>	<b>16</b>
<b>2.</b>	<b>5-Year Walking and Cycling Infrastructure Delivery .....</b>	<b>16</b>
<b>3.</b>	<b>Schemes with Statutory Planning Approval.....</b>	<b>17</b>
<b>3.1</b>	<b>Royal Canal Greenway .....</b>	<b>17</b>
<b>3.2</b>	<b>Dodder Greenway (Herbert Park to Donnybrook).....</b>	<b>17</b>
<b>3.3</b>	<b>Clontarf to City Centre.....</b>	<b>17</b>
<b>3.4</b>	<b>The Point Junction Improvement Scheme .....</b>	<b>18</b>
	<b>Interim Schemes.....</b>	<b>18</b>
<b>4.1</b>	<b>Liffey Cycle Route.....</b>	<b>18</b>
<b>4.2</b>	<b>Fitzwilliam Street Cycle Route .....</b>	<b>18</b>

## **Part A: COVID Mobility Measures Update**

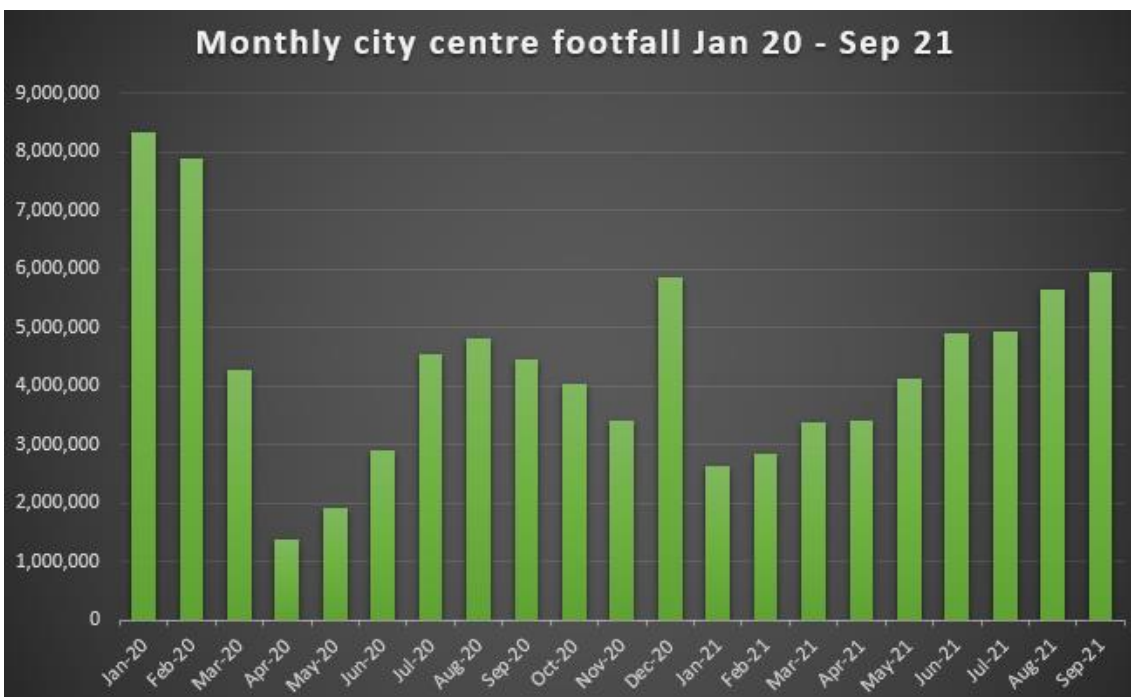
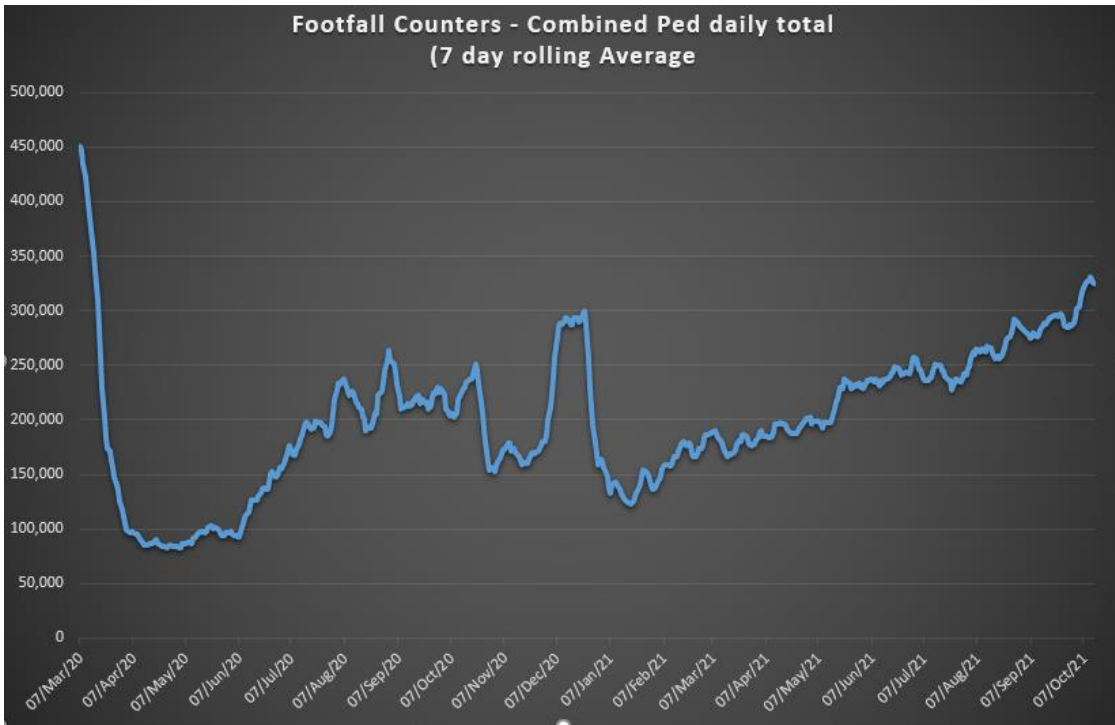
### **1. Introduction**

The majority of Covid-19 restrictions have now been eased or removed by the Government and therefore it is now considered the opportune time to propose the following:

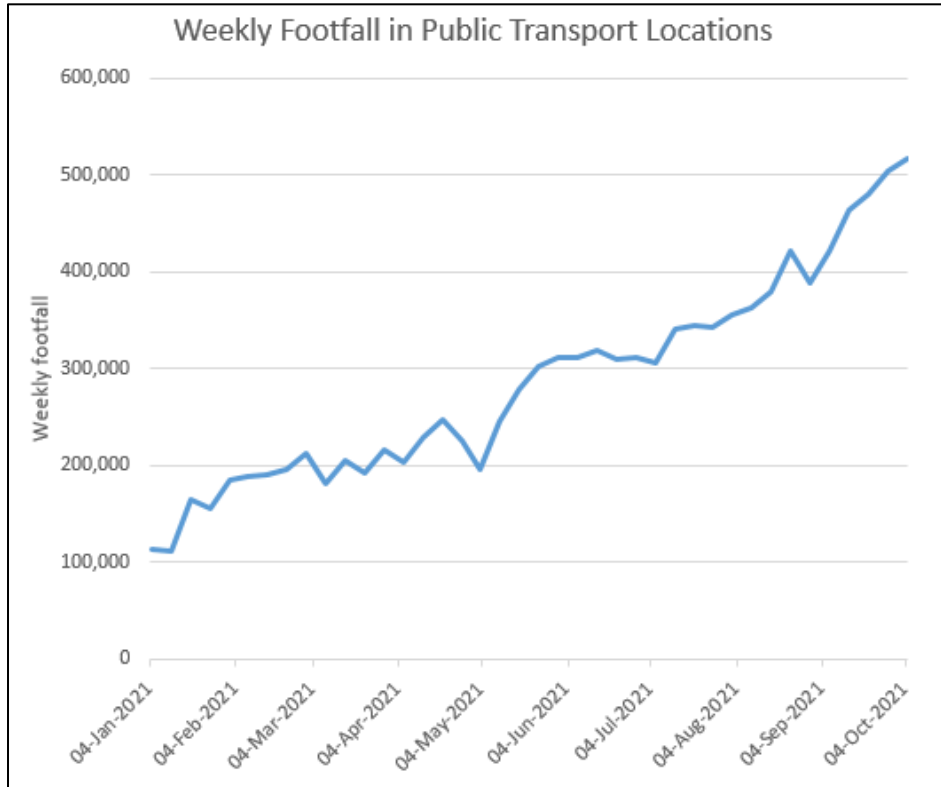
- That the Covid Mobility Team will be disbanded from the 1<sup>st</sup> of January 2022. A final report on the activities undertaken by the Team will be presented to the December City Council meeting.
- A Workshop will be held with the Elected Members regarding what has been achieved and lessons which can be learned from the Covid Mobility Initiative. The workshop will also cover the Office of City Recovery.
- That responsibility for the measures installed and projects such as Capel Street/Parliament Street will be transferred to the City Centre Transport Team. This Team will also be responsible for assessing the interventions in Q2 of 2022 with a view to recommending any necessary changes, removal or making permanent as well as completing any existing projects, such as Griffith Avenue.
- That the TAG Area Engineers will undertake to close out a number of projects already underway such as Belmont Ave and Pidgeon House Road and that the Neighbourhood Engineers will now take over schemes such as Grangegorman. The pedestrian crossing projects will be handled by the Area Engineers as part of their normal work and additional resources allocated to assist in this important project.
- That School Zones and the Safe Routes to School along with Schools Outreach Officers and Green Schools Liaison will continue to function as a Unit within Traffic and that additional engineering staff will be assigned to allow the work to continue on School Zones.
- The requests received by the Covid Mobility Team will be used to form part of a Walking and Cycling Action Plan and the projects for Active Travel over the next five years.
- The Covid mobility e-mail will cease to function from the 1<sup>st</sup> of January 2022 and will redirect the requests via the normal traffic requests mechanism.
- The monthly report to the City Council meeting in 2022 will comprise solely of cycle projects as originally requested. Reporting on most of the other projects will revert to the Area Committees.

### 1.1 Pedestrian Volumes

Dublin City Council (DCC) footfall counters in the city centre show footfall has been climbing steadily in 2021. The monthly footfall in the city centre, as measured at 16 locations, since March 2020 (pre-Covid) is shown below. Footfall has been rising steadily since January 2021 and is now at the highest level since March 2020.

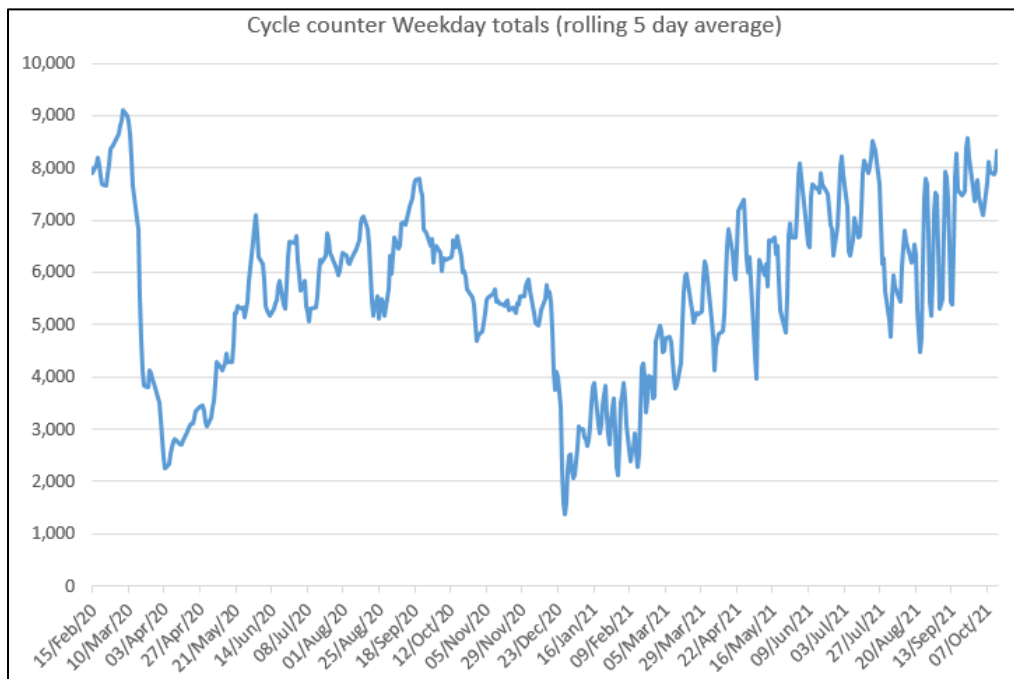


Footfall at key public transport locations (the Quays, College Green and Westmoreland Street) has increased steadily since the start of the year in line with the easing of restrictions and increased capacity on public transport. It continues to increase steadily with a notable increase since early September.



## 1.2 Cycling Volumes

Cycling numbers during the week are now back to pre-Covid levels:



The information above is taken from cycle counters at 5 locations that were in place before Covid and so are best placed to compare over a number of years.

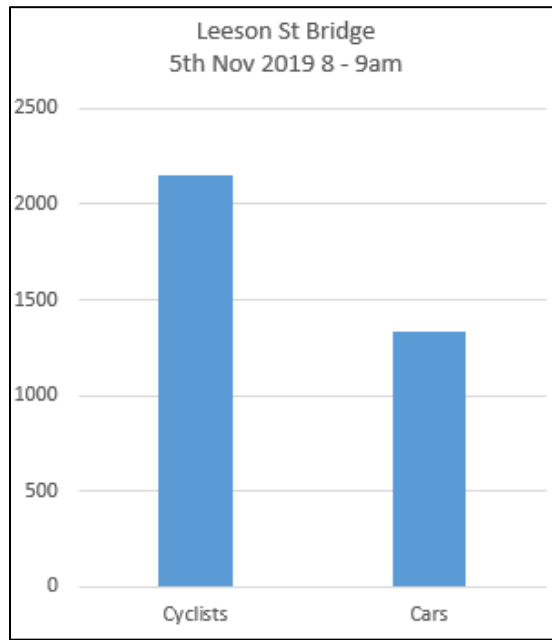
These are situated at:

- Charleville Mall
- Grove Road Totem
- Guild Street
- North Strand Rd N/B
- North Strand Rd S/B

During the last 18 months, the Covid Mobility Team have been installing further counters throughout the city to get a better city wide understanding of cycling numbers. The additional cycle counters are at:

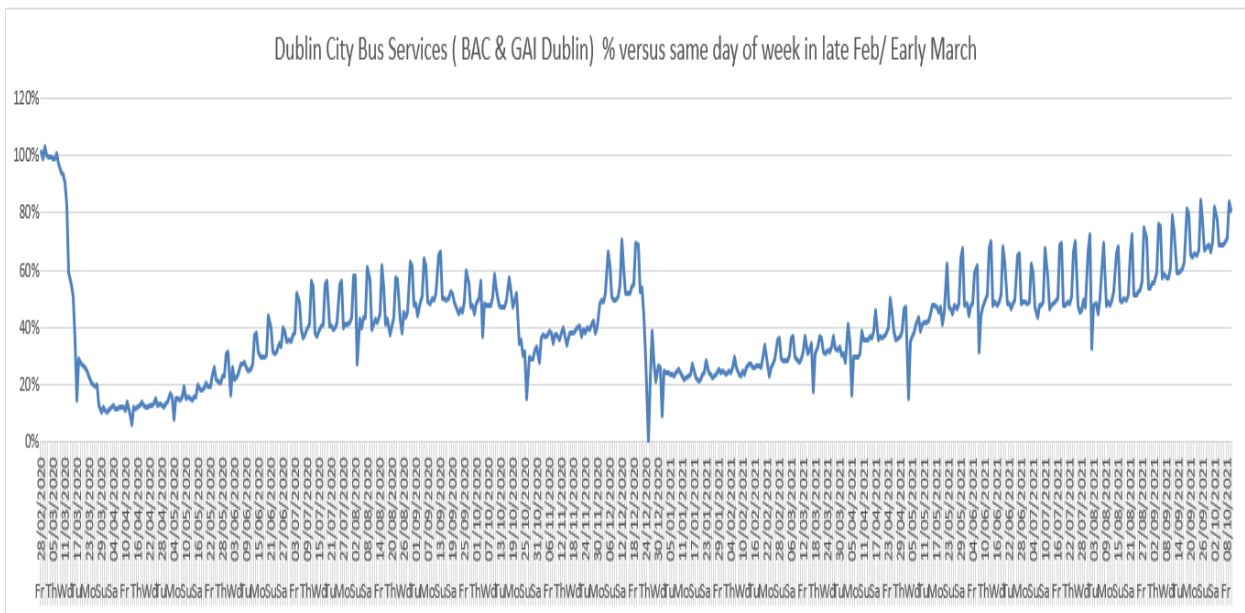
- Clontarf - James Larkin Rd
- Clontarf - Pebble Beach Carpark
- Drumcondra
- Griffith Avenue (Clare Rd Side) *due to be operational shortly*
- Griffith Avenue (Lane Side) *due to be operational shortly*
- Richmond Street

Dublin City Council would also like to thank Waterways Ireland for allowing DCC to access their data at the Grand Canal cycle path near Lesson Street Bridge. This source provides data from 2018 and shows that it is the busiest of all cycle counter locations (current daily figures are at approximately 5,500 per day, with morning peak hour at around 700).



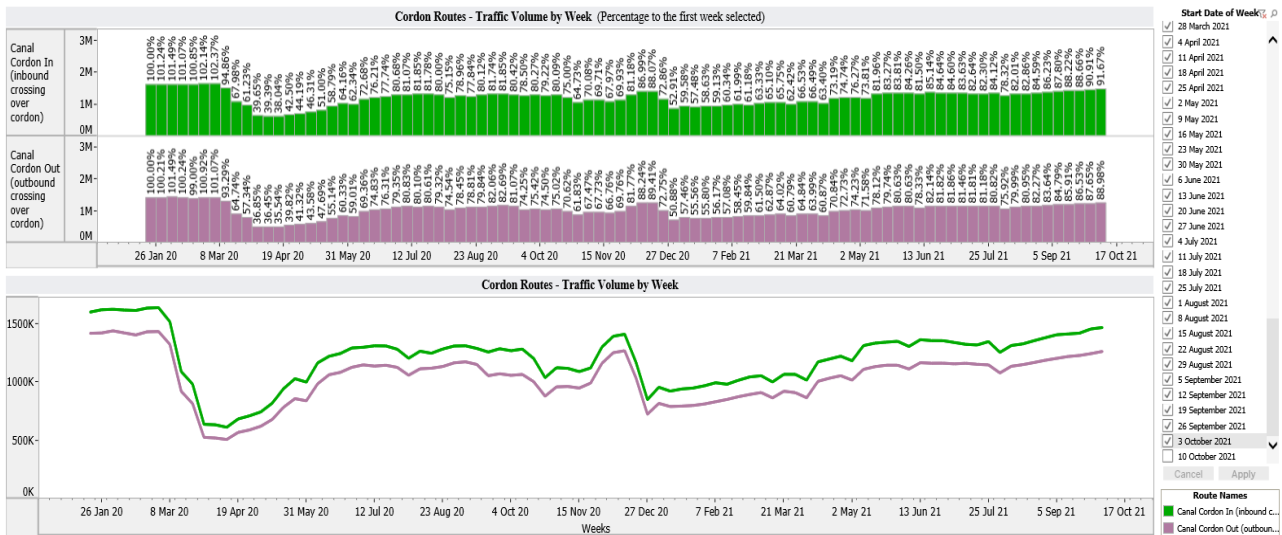
### 1.3 Bus Passenger Numbers

Passenger growth on Dublin Bus Services has levelled off in the last 2 weeks and is now at approximately 72% of pre-Covid (February 2020) numbers.



### 1.4 General Traffic Volumes

Traffic volumes continue to rise steadily. The graph shows last week's inbound volume is at 91.67% and outbound volume is at 88.98% of pre-Covid levels (week commencing 19<sup>th</sup> January 2020).



**The source of the Traffic volume data is from the traffic signal detectors at junction. Thus, it should not to be viewed as absolute values but they provide an indication of trends. Road side detectors can break and at times, they need to be recalibrated.**

## 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.

## 3. Walking & Cycling Network Improvement Schemes

### 3.1 East Wall Road Cycle Route

The design drawings are now complete on the proposed protected cycle lanes connecting Alfie Byrne Road with East Road. Dublin City Council has appointed consultants to carry out a Stage 1 & 2 Road Safety Audit.

### 3.2 Griffith Avenue Cycle Route

Works are ongoing on the upgrade of the junction of Ballymun Road/St Mobhi Road/Griffith Avenue to provide protected cycle links through the junction. A landscape consultant has been appointed and a workshop will be arranged through the Area Office with the various local stakeholders on the permanent design.

### 3.3 Collins Avenue Cycle Route

Works have started on the extruded kerb along Collin's Avenue Ext. The northern side kerb has been installed and the southern kerb is expected be complete next week. Drawings are available to view on the consultation hub, [Collins Avenue Extension Protected Cycle Track](#)





*Works underway on Collins Avenue Cycle Route*

### **3.4 South Circular Cycle Route**

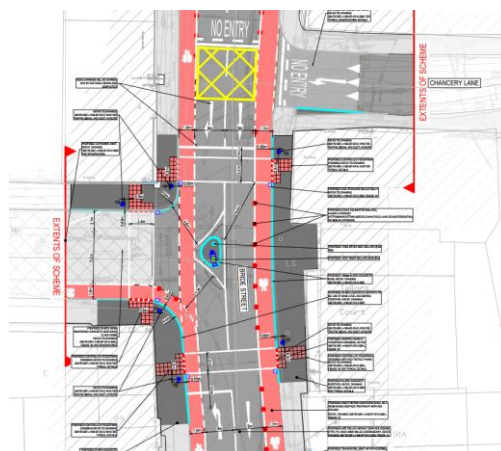
There was a slight delay with starting the installation of this scheme but the new road markings are due to be installed shortly.

### **3.5 Sean Moore Road Cycle Route**

The works for the Sean Moore Road cycle route are almost complete. The upgraded pedestrian crossings are now in operation and the cycle lane kerb is due to be complete by end of October. Additional works to provide new ducting for the pedestrian crossing on Beach Road to enable Audio Tactiles to be installed for visually impaired users will also be undertaken as part of this project.

### **3.6 Werburgh Street Cycle Route Phase 2**

A contractor has been appointed to undertake the works at the Bride Road/Bride Street junction. This will include new pedestrian crossings on all arms and the entire junction to be signalized with a link for cyclists from Bride Street to Werburgh Street. A new northbound cycle lane with separate cycle signals will also be installed.



**Design for cycling and pedestrian facilities at the Bride Road/ Bride Street Junction**

### 3.7 Lower Bridge Street

Following routine annual maintenance by Road Maintenance on Lower Bridge Street, an opportunity was identified to install cycle lanes on both sides of this street where there were none previously. Protection of the cycle lane will follow in the next few weeks.



*Before and after photos of lined cycle lanes on Lower Bridge Street*

## 4. Cycle Parking

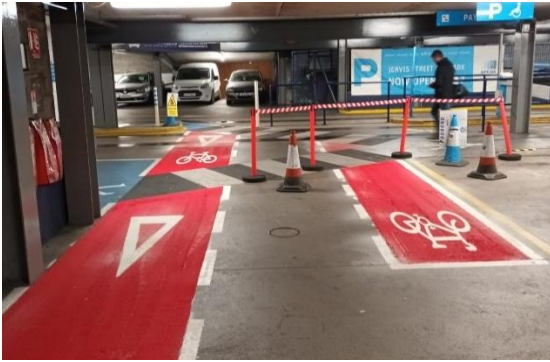
### 4.1 On-street cycle parking

There are a total of 14 designs complete for Batch 18 of on-street cycle parking, totaling approximately 71 stands. Design works for Batch 18 are continuing as requests are received.

### 4.2 Indoor cycle parking

We are working in partnership with two car park providers to provide indoor cycle parking in two Northside facilities.

Jervis Car Park (APCOA) – 52 Sheffield stands and 2 accessible/cargo bike stands will be installed at this location. The line marking has been complete and it is anticipated that the stands will be installed in the coming week. This facility is expected to be open to the public in November.



***Cycle parking lining in Jervis Street Car Park***

Q-Park The Spire – 70 Sheffield stands and 2 accessible/cargo bike stands will be installed at this location. The Operator is currently installing the cycle cage and Dublin City Council are arranging for the delivery of stands to be installed and facility will be open in November.

## **5. Traffic Calming Schemes**

### **5.1 Grangegorman Filtered Permeability Scheme**

All major works, commenced on 26 July 2021, are now complete. Minor works, including the installation of road markings, signage, bollards and buff coloured pedestrian surface, is ongoing and will be completed in the coming weeks. Planting is being carried out in October and November in keeping with the planting season.



***Completed resurfacing and construction of buildouts at the filtered permeability location***

***Completed resurfacing, road markings and buildouts at the southern end of Grangegorman Lower***



Previous layout



New Layout.



**Computer Generated Image of the completed planting scheme at the southern end of Grangegorman Lower when planting complete.**

### **5.2 Pigeon House Road Filtered Permeability Trial**

The current Filtered Permeability trial on Pigeon House Road is approaching the final stages of the 12 month trial that was agreed with Councillors at the South East Area Committee meeting in October 2020. The 12 month trial is due to end in November 2021.



*Planters in place on Pigeon House Road*

Dublin City Council now aims to put this Scheme out for Public Consultation via the Dublin City Council Public Consultation Hub and by notifying the local residents in the area of this consultation by way of letter drop prior to the public consultation period beginning. The timeline for this is November 2021.

The options available via the public consultation hub will be as follows:

1. Make the current Filtered Permeability scheme permanent for the future.
2. Extend the current Filtered Permeability trial for a 12 month period.

3. Remove the current Filtered Permeability scheme and revert the road to its former layout.

Following this Public Consultation, the information obtained will be analysed and presented in a report to Councillors, who will then decide what the preferred option is and what the next steps are for this scheme.

### **5.3 Belmont Avenue**

A 6-week public consultation went live on Dublin City Council's Website on Monday the 13<sup>th</sup> of September 2021 and will close on Monday the 25<sup>th</sup> of October 2021

<https://consultation.dublincity.ie/traffic-and-transport/belmont-avenue-traffic-calming/>.

Results of the consultation will be reviewed at this time.

## **6. City Recovery - Business Support**

There were no new "Zebra" interventions installed this month. The number of requests for new outdoor carriageway space has decreased significantly in the past month although there is a small number currently being assessed. The [outdoor dining map](#) will continue to be updated with any further locations.

## **7. Traffic Free Areas**

### **7.1 Capel Street & Parliament Street**

A separate detailed report on the submissions received and next steps is attached.

## **8. School Mobility Programme**

The application list for a **School Zone** currently stands at 132 Schools and is now closed. For various reasons, 11 of these applications were withdrawn. To date a total of 63 School Zones have been installed across the city leaving 58 schools outstanding. The breakdown of the School Zones completed per City Council administrative area is: 16 for the South Central Area, 11 for the South East Area, 16 for the Central Area, 11 for the North West Area and 9 for the North Central Area. Please see our [School Zone Map](#) for exact locations.

Schools that have applied for a SZ	132	
Schools withdrawn or not suitable	11	
School which have been given the School Zone Treatment	63	12 on SRTS list
Schools awaiting SZ Treatment	58	22 on SRTS list

During the summer months the Engineers working on the School Zone project were reassigned to the Traffic Advisory Group (TAG) and the Neighbourhood Traffic Schemes in order to restart those projects.

The resulted in in a shutdown of the School Zone design and installation and additional engineering staff are now currently being sought in order to restart the school zone projects and safe routes to school projects.

The Schools Outreach Officers are currently responding to recently completed School Zones where there has been a relocation of problematic parking and congestion to other locations on the route to the school. They are carrying out site observation visits to assess the impact of the School Zones post installation. They will continue to work directly with the schools and carry out evaluations, to monitor the traffic and safety issues at the school gates and to encourage parents and pupils to walk, cycle and scoot to school.



***Sprindale National School***



***Rutland Street National School***

## **9. Communications**

### **9.1 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.

A new on line map showing the interventions completed in 2020 / 2021 is now available to view [Protected Greenways & Cycle Lanes](#) Please note this is a work in progress and will be updated over the next month.

### **9.2 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 is open until October 25<sup>th</sup>, 2021.

#### [Collins Avenue Extension Protected Cycle Track](#)

## **Part B Walking & Cycling Major Infrastructure Projects**

### **1. Staffing**

The post of Programme Director has been advertised and the Department has sanctioned the recruitment of multi-disciplinary staff for walking and cycling projects. The Programme Director will be responsible for delivery of the major cycling infrastructure projects over the next five years.

### **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. Initial assessments are continuing on the following 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. The presentation to the South Central Area Committee has been deferred to January 2022. This was originally scheduled for 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 Area Committee 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 Area Committee 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 have resumed;

- **Dodder Greenway:** The NTA Cycling Design Office has been tasked with updating the options selection report. The review has so far identified items in the Appropriate Assessment and Environmental Impact Assessment Screening Reports that need to be reconsidered in light of recent court judgements and changes to legislation (S.I. 293/2021 - European Union (Birds and Natural Habitats) (Amendment) Regulations 2021). The options review is currently focused on Beaver Row and Milltown Road.
- **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. The designs for the upgrade of on road cycling facilities along the Grand Canal is being finalized and will be tendered before the end of November 2021, this includes junction upgrade works at Dolphin Road/ Herberton Road and Clogher Road/ Donore Avenue.

### 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

However, an amending Part 8 has been lodged to facilitate alterations over three sections of the Royal Canal. The scheme is currently undergoing statutory public consultation.

#### 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 over the next few weeks, including the planting of Hawthorn to soften and to enhance the boundary walls.

**Phase 3:** Tenders leading to the appointment of a works contractor were received at the end of May 2021. The contractor selection process is being finalized, in conjunction with seeking the necessary approvals to proceed to construction.

**Phase 4:** The amending Part 8 for the scheme was lodged during September. It is anticipated that the Chief Executive's recommendation will be brought to Dublin City Council for their consideration at the December Council meeting.

#### 3.2 Dodder Greenway (Herbert Park to Donnybrook)

A preferred tender has been selected. The project is currently experiencing delays. As a result, the award of the construction contract has been deferred.

#### 3.3 Clontarf to City Centre

Tenders leading to the appointment of a works contractor were received in May 2021. In October, Dublin City Council will be submitting an updated business case to the National Transport Authority

for their consideration and approval.

Information on the project is now accessible on the DCC webpages. The address is [www.dublincity.ie/c2cc](http://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 finalizing bus stop designs following the engagement with disability groups and organisations and information leaflet, based on the feedback received from members. A leaflet is has been prepared for business and residents in line with the communication plan. It will be issued during in early November 2021.

### **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**

The installation of coloured surfacing on the south Quays commenced during the month. The designs from O'Connell Bridge to Matt Talbot Memorial Bridge, for both the North Quays and South Quays are being finalized. 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 finalized. The archaeology team has received the final draft report. Tenders for some ground investigations for services were received during the month. It is anticipated that these investigations will be carried out in November 2021

#### **4.2 Fitzwilliam Street Cycle Route**

The final section of the interim scheme along the frontage of the ESB development was implemented during the month.

#### **Brendan O'Brien**

**Head of Technical Services (Traffic)**

#### **John W. Flanagan**

**Assistant Chief Executive & City Engineer**

**26 October 2021**