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To Each Member of the  
Environment Strategic Policy Committee

SPC July 1, 2020

This note provides a high level summary of the impacts of COVID on travel patterns in Dublin, the COVID Mobility plan and the links to the CCAP.

### COVID impacts on Transport

- Data – Car numbers had dropped by 65% now rising and back up to 75% of previous
- Cycling numbers had also dropped and are slower to rise.
- Footfall in the city centre is still well down with Henry Street area twice as busy as the Grafton Street area.

Figure 1. Cordon Count Data



## COVID 19 Mobility Plan

DCC has been working with the NTA to implement the Interim Mobility Intervention Programme for Dublin City. The plan is working to address the challenges of allocating space to various road users in particular enabling pedestrians to maintain social distancing.

Temporary measures have been put in place to address social distancing requirements, these include temporary segregated cycling paths, building out bus stops, and trialling touchless pedestrian buttons. To date 20 Interventions have been implemented across the city and DCC is currently working to respond to over 790 requests submitted by public in relation to mobility.

## COVID Impacts on Climate Change Action Plan

COVID is changing the nature of responding to climate change in the city. It is providing an opportunity to implement changes to the city that will facilitate behavioural changes, for example the shift to active modes of travel.

The interim measures proposed for pedestrianisation of key areas align with actions in the climate action plan. However, given the nature of the virus, encouraging people to travel by public transport or an active mode as we move out of lockdown will be challenging. Traffic data indicates that we are returning to pre-COVID levels, and this is before people are returning to their places of work and children to school. Collaboration with DublinBus and the NTA is ongoing to support people in choosing public transport by increasing the amount of space available for queuing at bus stops, and changing routes.

Another challenge is the movement of goods into the city and waste out of the city. Businesses, particularly those in food and beverage have adapted their service to a takeaway model with single use packaging. This has potentially adverse consequences for waste services, with higher volumes of waste being disposed of in the public realm. During the lockdown, waste services has seen an increased in illegal dumping.

There are plans to introduce segregated waste into the city, however, this will require adaptation due to social distancing. Further, some existing services will have to temporarily be discontinued due to access issues.

There is a need for segregated waste services and this needs to be balanced with demands for space to meet various needs. This is also further challenged by the needs for private sector waste collection services in the city centre to accommodate waste from businesses, which will possibly increase as businesses re-open creating challenges for pedestrians moving through the city.