

Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council

# Interim Mobility Intervention Programme 2020



## Grangegorman

(Sept 2020 Report)

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### INTRODUCTION

#### COVID-19 AND MOBILITY IN THE CITY

The Covid-19 pandemic has affected all our lives and the way in which we work, socialise and communicate. It also has had enormous impacts on our transport system, radically reducing travel levels and likely to alter our patterns of movement for some time to come.

During the period of maximum restrictions, when all but essential workers were required to stay at home, there were, not unexpectedly, dramatic declines in the numbers of people travelling each day. Car traffic fell to about 30% of pre-Covid levels, bus usage on city services dropped by 90% and rail usage reduced by about 97%.

As the restrictions are eased with workplaces, schools and shops re-opening, the numbers of people travelling and moving around the city will start to increase again. More space is required to be allocated to social distancing and to supporting shops and businesses operate in the new environment.

In addition, during the period that a 2-metre spacing between passengers is required, there will continue to be a dramatic reduction in the capacity of the public transport system, down to about 20% of its normal levels. As these, or some updated form of social distancing requirements are likely to remain in place for some time, the overall patterns of travel, in the short-term at least, will be significantly different from those that existed just a few months ago.

In our most recent analysis, from November of last year, 116,287 people travelled into the city centre by public transport during the 7am to 10am peak period, representing just over half of the total numbers travelling to the city centre during this period. With a reduced public transport capacity, only about a fifth of this number will be able to use buses, trams and rail for these journeys in the coming months.

What this means is that fewer people will be travelling on public transport and more people will need to be accommodated on other modes. Consequently, there will be many more people cycling each day, there will be an increase in the number of people walking and more people will wish to travel by car.

To facilitate these new patterns of travel, some reallocation of road space will need to be introduced on many streets. These changes will also have to be considered in conjunction with social distancing requirements, which means that changes are needed to various footpaths and public areas to meet these requirements and optimise the use of the space available. In addition, there is a need to consider the needs of businesses, many of which may require additional external space to operate successfully. There is a need to implement these changes in an integrated, co-ordinated way.

### DUBLIN CITY COVID MOBILITY PROGRAMME

Dublin City Council recently published the paper “Enabling the City to Return to Work, Interim Mobility Intervention Programme for Dublin City” which sets out a framework of proposals to address the new and urgent needs which have emerged as a result of the Covid-19 Public Health Emergency in Ireland.

The overall aim of the programme is enabling the city to return to work, to enable retail and leisure activities to restart and allow people to visit family and friends and, in time, schools and colleges to reopen all in line with government guidelines and timescales.

The programme initially looks at the links from the nearer urban villages to the city centre and within the city centre it looks at how a more pedestrian, cycling and public transport friendly centre can be set out. This is very much a “live” programme and over the next number of weeks, additional areas of the city and proposals will be added. The gradual reopening of the economy and society as set out by the Government strategy will present new challenges as it unfolds, so this must, of necessity, be a live programme, the implementation of which will be clearly evident on the ground across Dublin City over the coming months.

The goal of this programme, in essence, is to allow the city to function under the new arrangements arising from the Covid-19 Public Health Emergency, both in terms of providing space for safe movement plus business activities, and in accommodating the changed transport patterns.

At the heart of this plan are the following high-level aims:

- To ensure safe access to and movement within Dublin City for all users;
- To provide sufficient movement capacity to cater for the changed travel patterns; and
- To support the economic recovery of the city and the region.

These high-level aims have been translated into transport-specific objectives as follows:

- To improve pedestrian safety through the provision of additional space for movement and enhanced pedestrian areas;
- To enable more people to cycle by providing safer cycling facilities;
- To provide additional space at many bus stops in order to facilitate social distancing while waiting;
- To accommodate a certain level of car use, calibrated with other transport needs, including possible additional parking provision on the periphery of the city core area; and
- To implement various bus route changes required to enable the roll-out of cycling and walking measures while still maintaining a strong public transport network.

The measures developed in response to these objectives are being introduced to respond to a new and unprecedented emergency caused by the Covid-19 pandemic. They are being

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implemented on a temporary basis to respond to the urgent and immediate needs of the city. They will be reviewed periodically to assess their effectiveness and, because of their nature and type of implementation, can be modified as needed to respond to changing needs and requirements.

## BACKGROUND

### GRANGEGORMAN AREA

The Grangegorman Area is bounded by North Circular Road to the north, Phibsborough Road/ Constitution Hill/ Church Street to the east, Brunswick Street North to the south, and by Manor Street/ Prussia Street to the west. The area use is primarily residential, with mixed-use (i.e. residential and educational) along Grangegorman Lower. The area is serviced by educational facilities including primary schools and the TUD Campus, the Bring Recycling Centre and health care facilities.

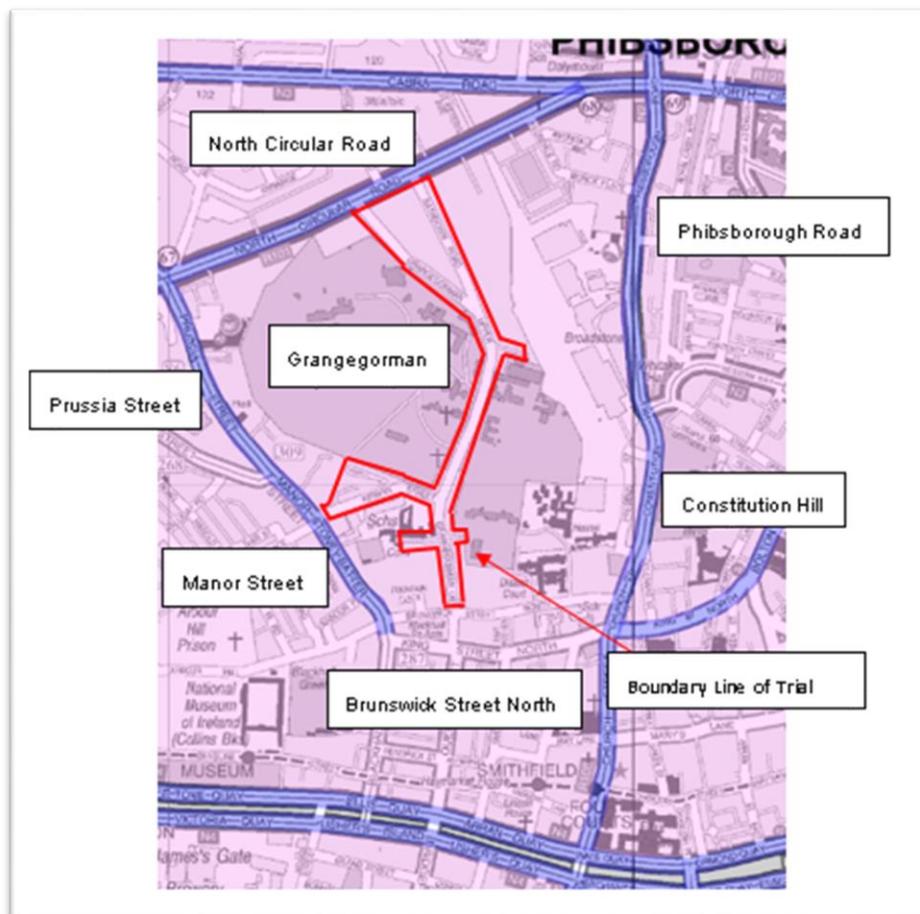


Figure 1: Map showing Grangegorman bounded by Arterial Streets and Boundary Line of Trial showing consultation catchment area

### GRANGEGORMAN URBAN QUARTER

The New Grangegorman Urban Quarter is an education, health and community development by the Grangegorman Development Agency for Technical University Dublin (TUD) and the Health Service Executive (HSE). The Grangegorman Urban Quarter is to reach a significant milestone in autumn 2020 when the completion of the Eastern Quad building will accommodate the arrival of approximately 3,500 additional TU Dublin students representing an increase on the 1,200 students currently using the campus since 2014. The Central Quad

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building, which is expected to be complete by the end of 2020, will accommodate another 6,500 students arriving in the new year (2021) and an additional 800 staff. When fully completed, TUD will accommodate over 20,000 staff and students.



Figure 2: Artist's impression of the Grangegorman Urban Quarter

The Broadstone Pedestrian plaza which is currently forecast to open in October 2020 will become a key pedestrian East to West (and vice-versa) linkage between the Broadstone Luas Station to the campus and will also provide an excellent pedestrian link from Stoneybatter to the city centre (Fig. 2). The Urban Quarter is divided by Grangegorman Lower and this division will be mediated by carrying a section of the Broadstone Plaza across the existing roadway (Fig. 3). It is intended in the Grangegorman Urban Quarter Masterplan that this section of Grangegorman Lower would be a shared surface where pedestrian (including mobility impaired) and cyclist movement and access are the priority throughout.



Figure 3: Artist's impression of the Broadstone Pedestrian Plaza

TRANSPORT IN GRANGEGORMAN URBAN QUARTER

The autumn (2020) and new year (2021) city wide intake of students, 75% of whom are commuters, will represent a dramatic increase in student numbers at Grangegorman and will place a significant additional demand on the City’s transport network which as set out in the Covid Mobility Programme will have restricted capacity in terms of public transport (80% reduction originally and now approximately 50%) and private vehicles.

The GDA Strategic Plan (2011) and the Grangegorman Planning Scheme (2012) which, amongst a number of movement related aims and objectives for the Grangegorman Urban Quarter, set out to ‘ensure a high level of access, particularly in terms of public transport and pedestrian and vehicular linkages to the surrounding area’. The principles of accessibility by sustainable modes as set out in the Strategic Plan and Planning Scheme were developed further and more explicitly in the Grangegorman Area - Mobility Management Plan (2011) and the Draft Grangegorman Mobility Management Plan (2014).

The ambitious future modal split targets (Fig. 4), as agreed with Dublin City Council Environment and Transportation Department for Grangegorman, including TU Dublin, medical, commercial and other educational uses such as a relocated primary school propose that public transport will be the main mode of travel contributing approximately 60% of total trips. Bus services will provide approximately 33% for all users, this is based on the existing TU Dublin mode share of approximately 40% for buses.

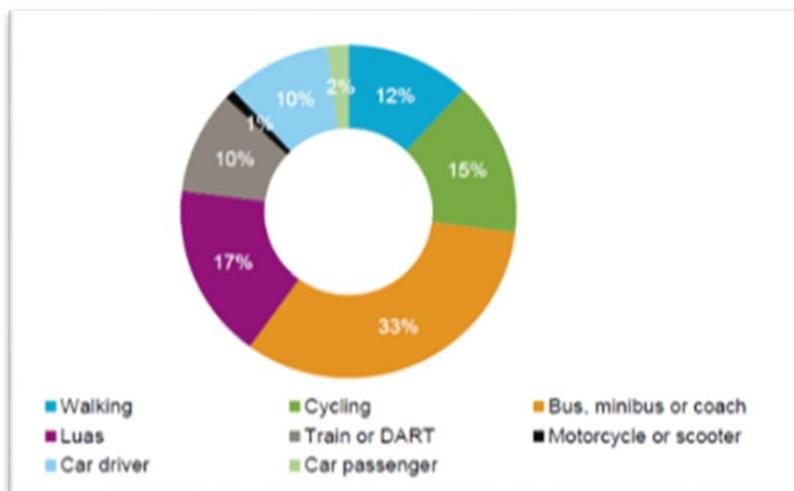


Figure 4: Grangegorman Mode Share Targets (Source: Draft Grangegorman Mobility Management Plan (2014))

The completion of the Central and Eastern Quad buildings will significantly influence future travel patterns and behaviour for the Urban Quarter through the implementation of mobility management measures to encourage the use of sustainable modes. Whilst the timing of the reduction in the capacity of the public transport network is unfortunate, the TUD campus and Grangegorman Development Agency have stated that they consider the objectives of the Dublin City Covid Mobility Programme to provide the basis for the rapid delivery of enhanced

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facilities for the modes of walking and cycling which will take on an increased role in servicing the access needs of Grangegorman.

The transport-specific objectives from the Dublin City Covid Mobility Programme are aligned to the needs of Grangegorman to improve pedestrian safety through the provision of additional space for movement and enhanced pedestrian areas, and to enable more people to cycle by providing safer cycling routes. Accordingly, the Grangegorman Filtered Permeability Trial aims to create a safer space for local residents and for thousands of pedestrians and cyclists expected to arrive at TUD from September 2020. As such, the positive impacts of the trial cannot be fully realised until the TUD campus and Broadstone Pedestrian Plaza open, and when traffic patterns return to normal following the gradual lifting of Covid-19 travel restrictions.

### BACKGROUND DOCUMENTS

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#### DUBLIN CITY DEVELOPMENT PLAN 2016-2022

- The core strategy will guide development in both policy and spatial terms. Delivered together, these priorities represent an integrated and holistic approach to the delivery of essential infrastructure and services within an over-arching sustainable framework.
- In order to create a more sustainable city, the development plan, in accordance with national policy, places emphasis on the need for a modal shift from motorised private modes of transport towards public transport, cycling and walking
- Support the continued development of a quality, affordable and accessible movement system within the city prioritising walking, cycling and quality public transport which serves both the needs of local neighbourhoods and the economy of the city and the health and well-being of all.
- The creation and nurturing of sustainable neighbourhoods, which are designed to facilitate walking and cycling, close to public transport insofar as possible, and a range of community infrastructure, in quality, more intensive mixed-use environments

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#### DUBLIN CITY COUNCIL CORPORATE PLAN 2015-2019

- The place to live (GOAL 4): To deliver improved quality of life and social inclusion throughout the city by providing sustainable neighbourhoods, supported by a range of services and connected by good public transport and green infrastructure.
- The place to live (GOAL 6): To promote healthy living and the recreational use of Dublin's unique natural amenities while protecting the environment and building resilience to cope with climate change.

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#### TECHNICAL DOCUMENTS

- Design Manual for Urban Roads and Streets (DMURS)

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- National Cycling Manual
- Traffic Management Guidelines
- Traffic Signs Manual
- Greater Dublin Area (GDA) cycle network plan.

\*Note this is not an exhaustive list

### INTERIM MOBILITY INTERVENTION FOR GRANGEGORMAN LOWER

#### GENESIS OF TRIAL

Grangegorman was identified for an Interim Mobility Intervention Trial on foot of a submission received in May 2020 from Residents and Councillors to place a series of bollards across Grangegorman Lower on a trial basis. The reasons of the request was to enable greater volumes of walking and cycling on Grangegorman by restricting traffic to local-only.

In response to this request and to the recently published paper “Enabling the City to Return to Work, Interim Mobility Intervention Programme for Dublin City”, Dublin City Council’s Covid Mobility Team began developing a trial scheme for the introduction of a pedestrian and cycling friendly zone on Grangegorman Lower.

In July 2020, a separate submission was also received from the Grangegorman Development Agency (GDA) on behalf of Technical University Dublin (TUD) to trial the filtered permeability measures on Grangegorman Lower.

#### TRIAL DESIGN DETAILS

Temporary traffic calming measures were implemented to create a pedestrian and cycling friendly zone on Grangegorman Lower.

The trial includes the following three measures:

- Road Closure to Motor Vehicles.
- Access Restrictions and Left/Right Turning Bans.
- Pedestrianised Street (Except Access and Cyclists).

The above measures are discussed in further detail below.

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#### ROAD CLOSURE TO MOTOR VEHICLES

The Road Closure to Motor Vehicles was installed on Grangegorman Lower to the south of the Grangegorman Lower / Marne Villas junction.

Temporary Bollards and Planters along with the appropriate traffic road markings and signage were installed across the roadway (Fig. 5). A mini-roundabout was installed to the north of the bollards and planters to facilitate turning movements.

Implementation of this measure results in the elimination of motorised cut-through traffic through Grangegorman Lower and drivers are no longer able to use this route as a short-cut from North Circular Road to the Quays, and vice versa. Filtered permeability through the bollards enables pedestrians and cyclists to continue to take this route. Access through the bollards is also permitted for emergency vehicles.



Figure 5: Road Closure to Motor Vehicles

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### ACCESS RESTRICTIONS/TURNING BANS

Turning Restrictions (Except Cyclists and Access) were introduced from North Circular Road onto Grangegorman Upper and Rathdown Road, and from North Brunswick Street onto Grangegorman Lower to minimise the amount of motorised traffic entering the wider area.

Motor vehicle access to any premises such as a house, business, service, school or college in the area is permitted, although some journeys are required to take a more circuitous route (via North Circular Road or North Brunswick Street) depending on which side of the bollards the premises is located.

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### PEDESTRIANISED STREET (EXCEPT ACCESS AND CYCLISTS)

A Pedestrianised Street (Except Access and Cyclists) was installed on Grangegorman Lower to the south of the Road Closure to Motor Vehicles, extending southwards for a distance of 150 meters. A number of planter boxes and hatched markings were installed on the east side of Grangegorman Lower to further traffic calm the pedestrianised zone. In addition, clearway signs were installed at this location to prevent parking to further reduce the volume of motorised vehicles in the pedestrian zone (Fig. 6).

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Private motor vehicles are not permitted to travel on this section of road except for vehicles requiring access to a premises such as the TUD Campus or Bring Centre.

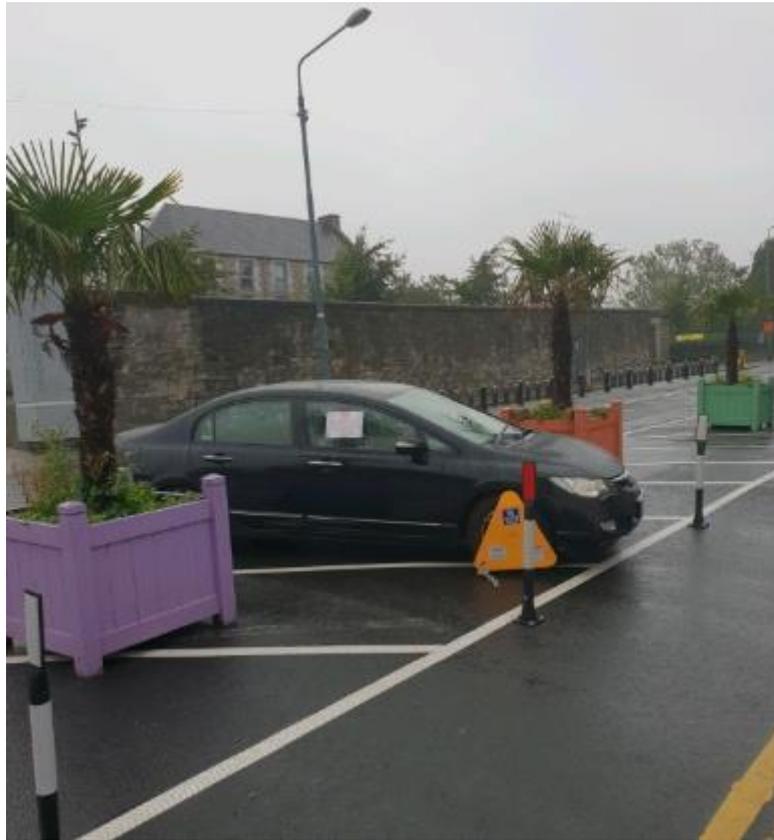


Figure 6: Car parked in an illegal manner is clamped by DCC's Parking Enforcement Section

## IMPLEMENTATION AND DURATION OF TRIAL

The trial commenced on the morning of 6<sup>th</sup> July 2020 with the introduction of the above measures on Grangegorman Lower (Fig. 7).



Figure 7: Implementation of trial by DCC Covid Mobility Team

## Interim Mobility Intervention for Grangegorman

The duration of the trial was initially for a four week period (6th July – 2nd August 2020). However, at the July 2020 Central Area Committee meeting, the elected members proposed and agreed that the trial should be extended until 28th September 2020 to facilitate feedback from the Councillors at the September 2020 Area Committee meeting.

This report will be presented to Councillors at this meeting and feedback will be sought from the Councillors.

### ANTICIPATED IMPACTS OF TRIAL

The anticipated impacts of the trial are based on observational surveys of the Grangegorman Area and research into the impacts of filtered permeability measures.

The Covid Mobility team acknowledges that there were no traffic count surveys conducted in advance of the implementation of this trial. It was implemented as a Covid-19 emergency traffic measure in accordance with the policies set out in the DCC/NTA 'Enabling the City to Return to Work: Interim Mobility Intervention Programme for Dublin City', published in May 2020, which was approved by the City Council at its June 2020 meeting. As this was an emergency measure it was not considered feasible to conduct traffic surveys. Furthermore, it would not have been beneficial to carry out traffic surveys prior to implementation at a time when Covid-19 travel restrictions were in effect, and during the summer months when the TUD campus, local schools and Broadstone Pedestrian Plaza were closed.

TUD anticipate that approx. 3,500 students will be on campus in September 2020 with another 6,500 students arriving in the new year (2021) and an additional 800 staff. The Broadstone plaza which is currently forecast to open in October 2020 will become a key pedestrian East to West (and vice-versa) linkage between the Broadstone Luas Station to the campus and will also provide an excellent pedestrian link from Stoneybatter to the city centre (Fig. 8).

## Interim Mobility Intervention for Grangegorman

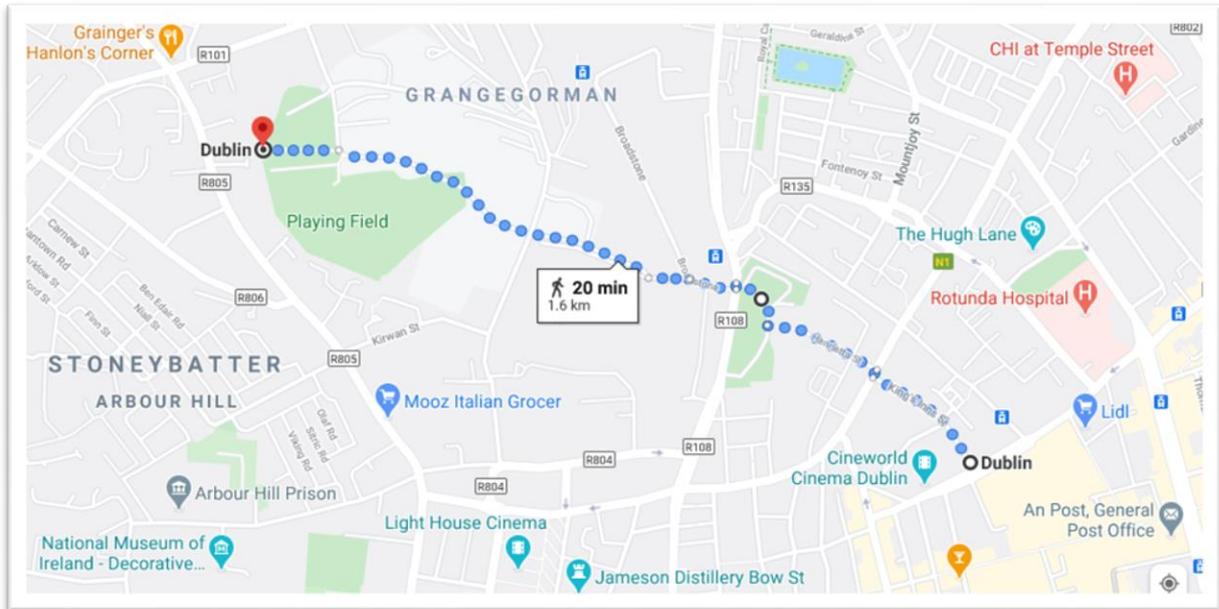


Figure 8: 20 minute walk (1.6 km) from Western edge of campus to Parnell Street on relatively quiet roads / pedestrian areas (Source: Google Maps (2020))

Accordingly, the TUD/GDA have stated that they consider the objectives of the Dublin City Covid Mobility Programme to provide the basis for the rapid delivery of enhanced facilities for the modes of walking and cycling which will take on an increased role in servicing the access needs of Grangegorman. The transport-specific objectives from the Dublin City Covid Mobility Programme are aligned to the needs of Grangegorman to improve pedestrian safety through the provision of additional space for movement and enhanced pedestrian areas, and to enable more people to cycle by providing safer cycling.

### POSITIVE IMPACTS

During the design stage of the trial, some of the recognised likely positive impacts of these measures include:

- Motorised cut-through traffic will be eliminated on Grangegorman Lower so that drivers will no longer be able to use this local route as a short-cut from North Circular Road to the Quays, and vice versa. This aim is in line with [Dublin City Council Development Plan 2016-2022](#) paragraph MT044 which refers to the implementation of traffic calming measures including the restriction of rat-runs.
- Less traffic will create a safer space for local residents and for thousands of pedestrians and cyclists expected to arrive at TUD from September 2020.
- Permeable neighbourhoods can have benefits for public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion.
- Reduction in motorised traffic is likely to improve local air quality and reduce noise pollution.

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- These measures are likely to create a safer and more liveable area for residents of Grangegorman Upper & Lower, Rathdown Road, Marne Villas, Fitzwilliam Place North, Stanhope Street and Kirwan Street.
- Pedestrian safety is likely to improve for the large numbers of LUAS passengers walking east to west (and vice-versa) across Grangegorman Lower, especially at the Broadstone Pedestrian Plaza.
- Local vehicular access to Grangegorman will be retained and vehicular access points to TUD Campus will be unaffected.
- Access through the bollards will be maintained for emergency vehicles.

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### NEGATIVE IMPACTS

During the design stage of the trial, some of the recognised likely negative impacts of these measures include:

- Local residents who travel by car will be required to take a more circuitous route. For example, residents of Rathdown Road driving to Kirwan Street will be required to access Kirwan Street via North Brunswick Street.
- Drivers who used to travel down Grangegorman Lower to access to Quays from North Circular Road (and vice-versa) will be inconvenienced and will have to take a longer more circuitous route on the arterial roads.
- Some traffic may be displaced onto other residential streets such as Monck Place/Avondale Road as a result of these measures.

### CONSULTATION

#### PRE-IMPLEMENTATION

The Covid Mobility team acknowledges that there was limited opportunity to consult to the same levels as would have been the norm pre-Covid-19. The trial was implemented as a Covid-19 emergency traffic measure in accordance with the policies set out in the DCC/NTA 'Enabling the City to Return to Work: Interim Mobility Intervention Programme for Dublin City', published in May 2020, which was approved by the City Council at its June 2020 meeting. As this was an emergency measure, it was not considered feasible to attempt to conduct pre-Covid-19 levels of consultation.

Nevertheless, significant effort was made to ensure that the Grangegorman Filtered Permeability Trial was communicated as broadly as possible. The concept was initially discussed with Councillors at the Central Area Committee Meeting in May and a presentation was given to Councillors at the June Area Committee meeting. The proposed measures were also highlighted via the Covid Mobility update issued by the Chief Executive on May 24<sup>th</sup> and again on July 2<sup>nd</sup>.

Consultation with local residents and stakeholders was initiated with notification leaflets informing them of the upcoming trial due for commencement and the temporary changes to traffic movements on Grangegorman. This information leaflet was delivered between Thursday 2nd July and Friday 3rd July to all households of Grangegorman Upper & Lower, Rathdown Road, Marne Villas, Fitzwilliam Place North, Stanhope Street and Kirwan Street. Key stakeholder groups in the area such as schools and the Bring Centre were also contacted via phone and email (with the information letter attached) informing them of the trial.

In the information leaflet, residents and stakeholders were invited to provide feedback on the trial to our dedicated email address: covidmobility@dublincity.ie. A copy of the letter is shown in Appendix A and the letter drop catchment areas are shown in the 'boundary line of trial' in Fig. 1 above.

Information on the trial was publicised via the Dublin City Council Twitter and Facebook accounts. Copies of these posts are shown in Appendix B.

#### POST-IMPLEMENTATION

At the July Central Area Committee meeting, an update on the trial was highlighted via the Covid Mobility update issued by the Chief Executive. At this meeting, the elected members proposed and agreed that the trial should be extended until 28<sup>th</sup> September 2020. The extension is to facilitate feedback from the Councillors at the September 2020 Area Committee meeting on whether the trial should be removed, amended or extended for a period of 12 months.

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Following this, a further consultation with local residents and stakeholders was carried out with notification leaflets informing them of the extension to the trial end-date. This information leaflet was delivered between Thursday 30<sup>th</sup> July and Friday 31<sup>st</sup> July to all households of Grangegorman Upper & Lower, Rathdown Road, Marne Villas, Fitzwilliam Place North, Stanhope Street and Kirwan Street.

In the information leaflet, residents were again invited to provide feedback on the trial to our dedicated email address: [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie). A copy of the letter is shown in Appendix C and the letter drop catchment areas are shown in Fig. 1 above.

Updates on the trial was also publicised via the Dublin City Council Twitter and Facebook account. Copies of these posts are shown in Appendix D.

## CONSULTATION FEEDBACK

### OVERVIEW OF FEEDBACK

At the time of writing this report, 98 emails were received from 3<sup>rd</sup> July 2020 to 27<sup>th</sup> August 2020 via our dedicated [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie) email address on the impact of this trial of which: 66 (67 per cent) supported the trial, 28 (29 per cent) did not support the trial, and 4 (4 per cent) had no opinion (Fig. 9).

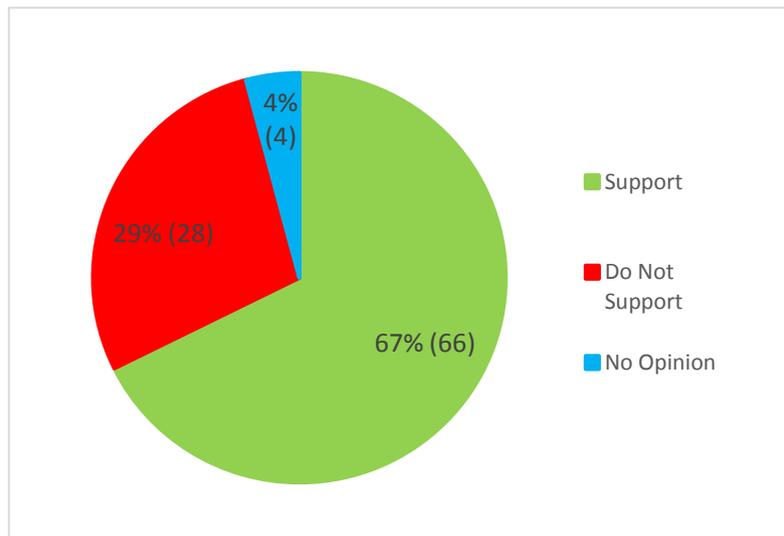


Figure 9: Pie chart showing 67% supported the trial, 29% did not support the trial, and 4% had no opinion.

The email will continue to be monitored to the advertised end-date of the trial being 28<sup>th</sup> September 2020, and a verbal update will be given to Councillors at the September 2020 Central Area committee with the final count.

As of 21<sup>st</sup> August 2020, information on the trial which was publicised via the Dublin City Council's social media Twitter and Facebook accounts has been seen by a combined total of over 108,000 people, with the posts receiving over 1,900 likes.

## ANALYSIS OF CONSULTATION FEEDBACK

### TRANSPORT

66 respondents provided feedback in relation to the impact of the trial to transport in the area, of which 42 (64 per cent) provided supporting comments and 24 (36 per cent) provided non-supporting comments.

These comments have been documented below as follows:

- Eighteen respondents (27%) expressed support that the trial encourages sustainable transport alternatives such as walking and cycling.

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Covid Mobility Team Response: One of the main positives of the trial is facilitate and encourage sustainable modes of transport in the city. This aim is in line with Dublin City Council Development Plan 2016-2022. The way in which people move around the city has fundamentally changed in response to social distancing requirements. These measures are vital for making walking and cycling safe and comfortable options for the thousands of students travelling to the TUD campus and for the people who will be new to cycling in the city.

- Sixteen respondents (24%) stated that less traffic on the roads will improve the environment e.g. in terms of air quality and noise pollution.

Covid Mobility Team Response: Improving the environment is another significant positive of the trial to better facilitate an increased level of walking and cycling in the city. An improved environment can have benefits for public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion. In the case of air pollution, less motorised traffic on the roads is likely to reduce people's exposure to dangerous pollutants, especially to vulnerable road users.

- Thirteen respondents (20%) were concerned that driving a more circuitous route has added significant time to their journey.

Covid Mobility Team Response: One of the main positives of the trial is to eliminate cut-through traffic on Grangegorman Lower. This aim is in line with Dublin City Council Development Plan 2016-2022 paragraph MT044 which refers to the implementation of traffic calming measures including the restriction of rat-runs in residential areas. Accordingly, drivers who previously used Grangegorman as a cut-through route from North Circular Road to the Quays (and vice-versa) will be inconvenienced as they will have to drive a more circuitous route on the arterial roads which are designated to accommodate larger volumes of traffic. Due to the nature of the filtered permeability measures, one of the anticipated negative impacts of this trial is that some drivers accessing a premises in the Grangegorman Area may also have to take a more circuitous route depending on which side of the bollards the premises is located. There is sometimes concern that filtered permeability measures will increase congestion and associated pollution on the main arterial roads. The evidence shows this not to be the case. It can take months for traffic patterns to settle, but medium-term "traffic evaporation" is well-evidenced. Research suggests that around 15% of displaced traffic disappears from the area entirely as drivers adjust routes and behaviour – avoiding the area, changing to sustainable transport modes or even cancelling journeys.

- Eight respondents (12%) suggested that the benefits of the trial outweighs the inconvenience of driving a more circuitous route.

## Interim Mobility Intervention for Grangegorman

Covid Mobility Team Response: We agree that the benefits of the trial to public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion, especially at a time of a national emergency in response to the Covid-19 Pandemic, far outweighs the inconvenience of having to drive a more circuitous route if you chose travel by motorised transport.

- Eight respondents (12%) had concerns that congestion will increase on adjacent roads and junctions e.g. Hanlon's corner, Doyle's corner and North Circular Road.

Covid Mobility Team Response: The ITS Section are continuing to monitor traffic volumes and optimise signal times on all nearby junctions to reduce waiting times for all road users. It should be noted that modifications were made to these junctions to allow for more pedestrian green time, removing the risk to pedestrians attempting to socially distance which is impacting on congestion at these locations. Further to this, the ITS section have informed that traffic volumes are increasing steadily as Covid-19 travel restrictions are being lifted, with the Grangegorman Trial unlikely to have much impact on junction queueing times. Further research could be done on this point if the trial was extended beyond the current end-date of 28<sup>th</sup> September 2020.

- Three respondents (5%) raised concerns that traffic movements in the area will be more restricted if the Bus Connects Project is implemented.

Covid Mobility Team Response: The trial was implemented as a Covid-19 emergency traffic measure in accordance with the policies set out in the DCC/NTA 'Enabling the City to Return to Work: Interim Mobility Intervention Programme for Dublin City', published in May 2020, which was approved by the City Council at its June 2020 meeting. As this was an emergency measure, it was not considered appropriate to attempt to resolve issues surrounding Bus Connects or other such potential schemes. If the Bus Connects Scheme goes ahead there will be a number of items to be resolved locally and across Dublin city by the NTA and Dublin City Council.

- One respondent (1.5%) stated that vehicular access to Kirwan Street is too restricted as it is a one-way street and can now only be accessed via Brunswick Street North.

Covid Mobility Team Response: Given the residential nature of the road and its proximity to the city centre, one access road is considered to be reasonable and can be seen elsewhere in other residential areas throughout the city.

- One respondent (1.5%) was concerned that traffic coming onto Kirwan Street will increase.

## Interim Mobility Intervention for Grangegorman

Covid Mobility Team Response: At the start of the trial, observational surveys initially indicated an increase in traffic on Kirwan Street. This is likely as a result of drivers being unaware of the closure on Grangegorman Lower and choosing to turn onto Kirwan Street. However, over time, the volume of motor vehicles travelling through Kirwan Street was observed to decrease to a level lower than pre-trial levels. This is likely as a result of an increased awareness of the trial, and of the restricted access to Kirwan Street via Grangegorman Upper/Rathdown Road. Research suggests that the rerouting of traffic due to a road closure can take months for traffic patterns to settle. Therefore, the full positive impacts of the trial has not yet been observed. It should be noted that no other residents of Kirwan Street supported this view. Further traffic counts could be carried out if the trial was extended beyond the current end-date of 28<sup>th</sup> September 2020.

- One submission stated that an increased level of cut-through traffic is being displaced onto Monck Place/Avondale Road which is also a residential area similar to Grangegorman.

Covid Mobility Team Response: Modifications were made to the pedestrian crossings at Doyle's Corner to allow for more pedestrian green time to improve this route for pedestrians while also removing the risk to pedestrians attempting to socially distance. It is possible that some additional traffic may use Monck Place/Avondale Road to avoid these traffic lights and that any additional traffic may not be directly linked to the trial at Grangegorman. Further study including traffic counts will be carried out if the trial was extended beyond the current end-date of 28<sup>th</sup> September 2020.

---

## SAFETY

49 respondents provided feedback in relation to the impact of the trial to safety in the area, of which 48 (98 per cent) provided supporting comments and 1 (2 per cent) provided non-supporting comments.

These comments have been documented below as follows:

49 respondents provided different supporting comments in relation to the impact to safety in the area, including:

- Thirty-four respondents (69%) expressed that less traffic will improve road safety e.g. for walking and cycling, especially for children and other vulnerable road users.

Covid Mobility Team Response: Improving road safety is one of the main positives of the trial to better facilitate an increased level of walking and cycling in the city. Less traffic on the roads creates a safer environment for walking and cycling, and is likely to reduce people's exposure to dangerous pollutants, especially to vulnerable road users.

## Interim Mobility Intervention for Grangeegorman

- Fourteen respondents (29%) suggested that the trial creates a safer space for local residents e.g. for health and social distancing.

Covid Mobility Team Response: One of the main positives of the trial is to increase the amount of useable footpath space for pedestrians to better facilitate social distancing, interaction and inclusion.

- One respondent (2%) was concerned that anti-social behaviour due to less motor vehicles on the road, especially at night, will make walking home at night feel less safe.

Covid Mobility Team Response: The Garda have been notified of these concerns and have informed that they will increase their patrols of the area. We are not aware of any such issues since the commencement of the trial.

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### OTHER

8 respondents provided different other concerns about the trial including:

- Three respondents were concerned that there is insufficient parking near the Bring Centre.

Covid Mobility Team Response: Management of the Bring Centre were consulted during the design stage. The original trial design provided 3/4 Pay & Display (Non-residential) car parking spaces to the North and South of the bollards/planters. This design has now been amended to provide 7/8 car parking spaces. Furthermore, the maximum allowed parking time has been reduced from 3 hours to 1 hour to ensure the availability of short stay car parking for customers of the Bring Centre. If the scheme is to be extended beyond the current end-date of 28th September 2020, we will review the design and amend the design if it is considered to be safe and appropriate to do so.

- Three respondents complained that there has been a lack of communication with local residents about the trial.

Covid Mobility Team Response: The Covid Mobility team acknowledges that there was limited consultation conducted in advance of the implementation of this trial. It was implemented as a Covid-19 emergency traffic measure in accordance with the policies set out in the DCC/NTA 'Enabling the City to Return to Work: Interim Mobility Intervention Programme for Dublin City', published in May 2020, which was approved by the City Council at its June 2020 meeting. As this was an emergency measure it was not considered feasible. The trial was communicated at three local Area Committee meetings and further information was communicated in two Chief Executive Updates, two letter drops to residents and several posts on the DCC social media accounts i.e. Facebook and Twitter.

## Interim Mobility Intervention for Grangegorman

- One respondent suggested that the trial should have commenced in September when the schools and colleges open, not in July whilst schools are closed to better understand the impact of the trial.

Covid Mobility Team Response: The trial was implemented as a Covid-19 emergency traffic measure in accordance with the policies set out in the DCC/NTA 'Enabling the City to Return to Work: Interim Mobility Intervention Programme for Dublin City', published in May 2020. As this was an emergency measure, its implementation was time critical. However, if the Councillors wish, the trial can be extended which would give the opportunity to further assess the performance and feedback of the trial following opening of TUD campus and Broadstone Pedestrian Plaza, and the lifting of Covid-19 travel restrictions.

- One respondent made a complaint that non-local residents did not receive communication about the trial.

Covid Mobility Team Response: The Covid Mobility team feel that an appropriate catchment area was included in the letter drops. A map of this catchment area is seen in Figure 1 above. The scheme was also communicated at three local Area Committee meetings and further information was communicated in two Chief Executive Updates, and several posts on the DCC social media accounts i.e. Facebook and Twitter.

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### ALTERNATIVE SUGGESTIONS / REQUESTS

6 alternative suggestions were made by respondents as either alternative options to, or in conjunction with, the filtered permeability measure.

- Three respondents suggested installing fully segregated cycle lanes on Grangegorman Lower, instead of the filtered permeability measures.

Segregated cycle lanes would not be effective at achieving one of the main positives of the trial i.e. to eliminate cut-through traffic. In addition, it would not alleviate the risk of bunching of pedestrians who have alighted from a LUAS or bus and are attempting to cross the road.

- One respondent suggested traffic calming measures such as ramps or electronic signs, instead of the filtered permeability measures.

Covid Mobility Team Response: The Covid Mobility team does not accept this comment as being accurate.

- One respondent suggested adding a pedestrian crossing to improve pedestrian safety, instead of the filtered permeability measures.

## Interim Mobility Intervention for Grangegorman

Pedestrian crossings alone would not be effective at achieving one of the main positives of the trial i.e. to eliminate cut-through traffic. However, two pedestrian crossings are being implemented by Dublin City Council on Grangegorman Lower to better facilitate safer pedestrian crossing movements. Works on these are scheduled to commence in the coming weeks.

- One respondent suggested making Grangegorman Lower a one-way southbound road, instead of the filtered permeability measures.

A one-way traffic system would not be effective at achieving the one of the main positives of the trial i.e. to eliminate cut-through traffic. Furthermore, one-way systems typically encourage traffic to flow at greater speeds and do not contribute to enhance the road safety for pedestrians and cyclists.

- One respondent suggested that the location of the filtered permeability measures (i.e. planters and bollards) should be moved to a different location on Grangegorman Lower.

**Covid Mobility Team Response:** A number of locations were considered and feedback from Councillors along with safety concerns determined the final location for the trial. The majority of the feedback suggests that residents are satisfied with the chosen location, including key stakeholders such as the Bring Centre and TUD.

- One respondent suggested the installation of an additional bollard near the road closure to physically prevent vehicles illegally bypassing the filtered permeability measures.

**Covid Mobility Team Response:** An additional bollard will be installed at this location to prevent this illegal movement.

- One submission representing a number of residents requested measures to mitigate the increased level of cut-through using Monck Place/Avondale Road, as an alternative route to Grangegorman. This submission also made a number of other requests.

**Covid Mobility Team Response:** It is our belief that any increase in traffic at this location is as a result of cars attempting to skip the traffic lights at Doyle's Corner and not as a direct result of the trial. If the trial is extended beyond the current end-date of 28th September 2020, the Covid Mobility Team will review Monck Place/Avondale Road in greater detail including conducting traffic count surveys. We will be considering all items requested in the submission over the coming weeks.

### STAKEHOLDER FEEDBACK

There were four responses from stakeholder organisations, in relation to the impact of the trial to their operations, including:

- The Bring Centre were supportive of the scheme. However, they suggested that the parking provision near the Bring Centre should be increased if possible.
- Dublin Bikes were not supportive the scheme. They stated that the more circuitous route was an inconvenience.
- Technical University Dublin (TUD) & Grangegorman Development Agency (GDA) were supportive of the scheme. They expressed that less traffic and increased space will create a much safer environment for thousands of pedestrians and cyclists expected to travel to the campus from September 2020 onwards.
- A medical supply transport service for the HSE suggested that the more circuitous route will add travelling time to their Southside locations for deliveries.

### DESIGN AMENDMENTS

Having considered all responses to the consultation and reviewed the proposals, the Covid Mobility Team have amended the trial in response to the main concerns raised by respondents.

The main changes include:

1. Introduce 1 hour max short-stay Pay & Display parking near the Bring Centre.
2. Increase the number of Pay & Display parking spaces near the Bring Centre.
3. Optimise signal times on all nearby junctions to reduce waiting times for all road users.
4. Introduction of new planter boxes to further traffic calm the road.
5. Installation of an additional bollard near the road closure to physically prevent vehicles illegally bypassing the filtered permeability measures.

### SUMMARY OF FEEDBACK

The general opinion following the analysis of feedback shows that there is strong support for the Grangegorman Filtered Permeability Trial, while there was a number of issues identified, these have been taken into consideration, and addressed above in the report. Further reviews can be considered dependent on the feedback from the elected members.

Feedback received through the Covid Mobility Programme's dedicated email ([covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie)) showed a level of 67% approval for the scheme (Fig. 10).

## Interim Mobility Intervention for Grangegorman

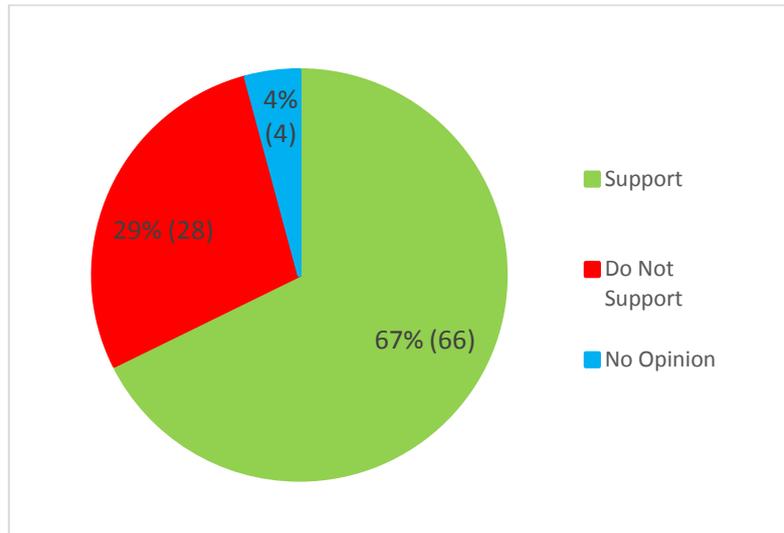


Figure 10: Pie chart showing 67% supported the trial, 29% did not support the trial, and 4% had no opinion.

The Covid Mobility Team has reviewed all the submissions received via this email in addition to correspondence received from various stakeholders. The primary concerns have been acknowledged in relation to displaced congestion and parking near the bring centre.

The Covid Mobility Team has now provided responses to these primary concerns, in addition to amendments to the design; in particular increasing the parking provision near the Bring Centre, and optimising signal times on all nearby junctions including Hanlon's Corner and Doyle's Corner to reduce waiting times for all road users, have all been taken into account and are being addressed as part of the trial.

## NEXT STEPS

Councillors will be given time to digest the above report and to discuss it with local residents and businesses. Feedback is welcome at all time at [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie). Councillors are also welcome to suggest any specific amendments to the design and these can be reviewed.

Feedback on the trial will be sought from the Councillors at the September 2020 Central Area Committee Meeting. At this meeting Councillors will be given the opportunity to decide on two options to determine whether the trial should be extended or removed.

These two options are as follows:

**Option 1:** Extended for a period of 12 months (with minor modifications to the design as appropriate).

OR

**Option 2:** Removed on 28<sup>th</sup> September 2020.

The above options are discussed in further detail below.

### OPTION 1: EXTENDED FOR A PERIOD OF 12 MONTHS

This option involves extending the trial for a period of 12 months, from 28<sup>th</sup> September 2020 to 27<sup>th</sup> September 2021.

Extending the trial for the next 12 months will allow the Covid Mobility Team to further assess the performance and feedback of the trial following opening of TUD campus and Broadstone Pedestrian Plaza, and the lifting of Covid-19 travel restrictions.

The results will then be reported back to Members at the end of the trial i.e. in September 2021. This will provide further information to the elected members to help make a more informed decision about whether the trial should be made permanent or removed.

If the trial is extended, the Covid Mobility Team will review cut-through traffic issues on Monck Place/Avondale Road in greater detail including conducting traffic count surveys.

**The Covid Mobility Team recommend to the Elected Members that the trial is extended on a 12 month basis.**

### OPTION 2: REMOVED ON 28<sup>TH</sup> SEPTEMBER 2020.

This option involves removing the trial on 28<sup>th</sup> September 2020.

Removing the trial would involve removing all of the associated works that were implemented as part of the trial. This includes the removal of the filtered permeability measures and

### Interim Mobility Intervention for Grangegorman

associated signage, and all planters and bollards. Dublin City Council's Covid Mobility team cannot recommend this option on the grounds of health and safety for all of the reasons set out earlier in this report.

## CONCLUSION

The proposal of the Grangegorman Filtered Permeability Trial is a means to tackle the issues that have been raised with Dublin County Council by various stakeholders in the community as outlined in the report. The measures included as part of the trial have been implemented to facilitate and support the implementation of the Dublin City Covid Mobility Programme. The Covid Mobility Team shares the views of the majority of local residents and stakeholders, whereby measures to improve safety in the area had to be implemented, and that “doing nothing” was not an option.

There has been strong support for the principle of the trial with more than two-thirds (over 66%) of respondents to our dedicated email supporting the trial (Fig. 11), in addition to the 1,900 likes we have received on our social media accounts. While there was a number of issues identified in the feedback, we feel these have been taken into consideration, and adequately addressed in this report.

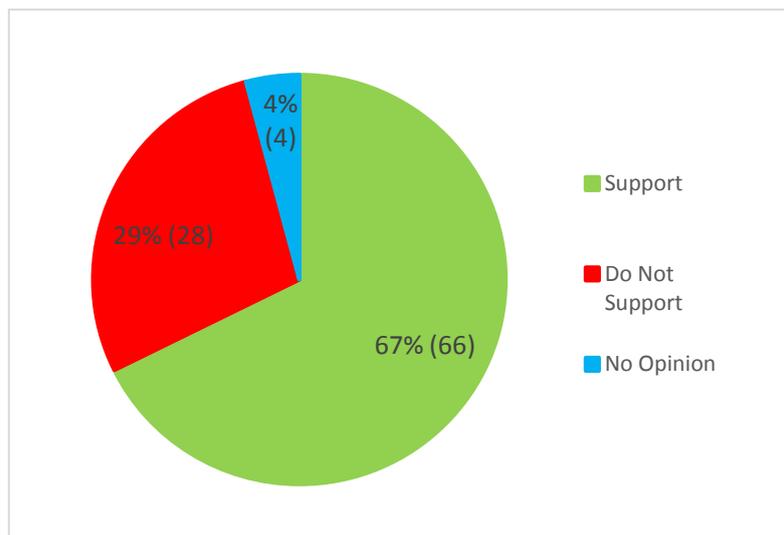


Figure 11: Pie chart showing 67% supported the trial, 29% did not support the trial, and 4% had no opinion.

Following the consultation and considering the views of all of the affected stakeholders, the amended measures have been implemented as part of the trial in order to alleviate and allay the concerns of stakeholders. It is therefore concluded that the Covid Mobility Team has considered the views of the affected population and taken on board the concerns raised and amended the design accordingly.

The trial aims to have a very positive effect on how the thousands of students expected to arrive at TUD in September 2020 and beyond can make their way to and from college, and as a result, improve the environment around the college for social distancing, road safety, and to encourage people to choose sustainable transport as a means to commute.

Furthermore, the TUD campus and Grangegorman Development Agency have stated that they consider the objectives of the Dublin City Covid Mobility Programme to provide the basis

## Interim Mobility Intervention for Grangegorman

for the rapid delivery of enhanced facilities for the modes of walking and cycling which will take on an increased role in servicing the access needs of Grangegorman.

The transport-specific objectives from the Dublin City Covid Mobility Programme are aligned to the needs of Grangegorman to improve pedestrian and cycling safety through the provision of additional space for movement and enhanced pedestrian areas, and to enable more people to cycle by providing safer cycling routes.

Observational surveys of the area during the months of July to August 2020 have initially indicated a much improved balance between all transport modes on Grangegorman including pedestrians, cyclists and motorised vehicles, and an enhanced environment in the vicinity of the TUD Campus on Grangegorman Lower (Fig. 12). However, the positive impacts of the trial cannot be fully realised until the TUD campus and Broadstone Pedestrian Plaza fully open, and when traffic patterns return to normal following the gradual lifting of Covid-19 travel restrictions.

**It is our professional opinion that the Elected Members should extend the trial by 12 months to allow the trial to continue for a full academic year and during a time when people are returning to college / schools / work and to the city centre in greater numbers.**



Figure 12: Enhanced environment in the vicinity of the TUD Campus on Grangegorman Lower

APPENDIX A

PRE-IMPLEMENTATION CONSULTATION LETTER



**Interim Mobility Intervention for Grangegorman Lower.**

Dear Resident / Business,

In response to the current Covid-19 pandemic, Dublin City Council have recently published the paper: "Enabling the City to Return to Work, Interim Mobility Intervention Programme for Dublin City"

Dublin City Council proposes to implement measures to create a pedestrian and cycling friendly zone on Grangegorman Lower for a four week trial period commencing on 6<sup>th</sup> July 2020. No changes will be made to existing footpath facilities.

The trial will include the provision of a series of bollards and temporary planters placed on Grangegorman Lower, with appropriate signage and road markings.

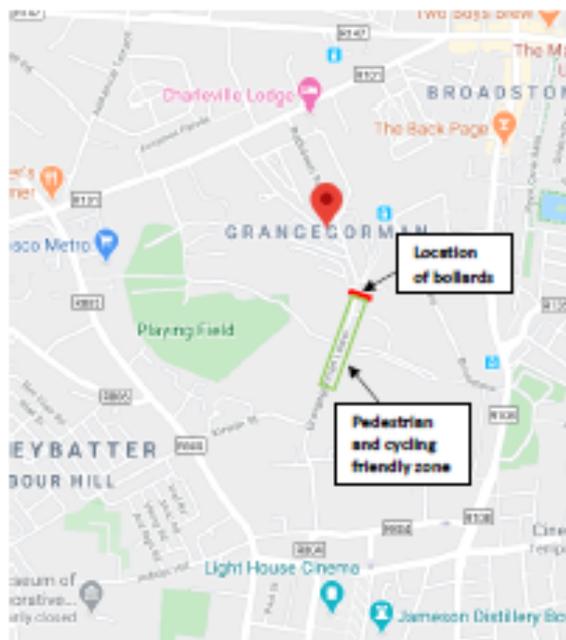
The impact of this measure would be that motorised cut-through traffic will be eliminated on Grangegorman Lower so that drivers will no longer be able to use this route as a short-cut from North Circular Road to the Quays, and vice versa.

Filtered permeability through the bollards will enable pedestrians and cyclists to take this route. This will create a safer space for local residents and for thousands of pedestrians and cyclists arriving at TUD from September 2020. Local vehicular access to Grangegorman Lower will be retained although some journeys will be required to take a more circuitous route. Vehicular access points to TUD Campus would be unaffected and access through the bollards will be maintained for emergency vehicles.

Turning Restrictions (Except Cyclists and Access) will also be introduced from North Circular Road onto Grangegorman Upper and Rathdown Road, and from North Brunswick Street onto Grangegorman Lower to minimise the amount of motorised traffic entering the wider area. These restrictions, in conjunction with the proposed measures on Grangegorman Lower, are likely to create a safer and more liveable area for residents of Grangegorman Upper & Lower, Rathdown Road, Marne Villas, Fitzwilliam Place North, Stanhope Street and Kirwan Street.

We would love to hear your feedback on the above trial at [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie)

Thank you for your time and your interest on this subject.  
Covid Mobility Team,  
Dublin City Council



## APPENDIX B

## PRE-IMPLEMENTATION TWITTER POST AND STATISTICS

## ✕ Tweet Analytics

 <p><b>Dublin City Council @DubCityCouncil</b> Following multiple submissions through our Covid Mobility request form, works are underway for a 4-week trial of a pedestrian and cycle friendly zone at Grangegorman. All comments and feedback should be sent to covidmobility@dublincity.ie #covidmobility #walkdublin #cycledublin pic.twitter.com/lu3VV69Q5y</p>	
<b>Impressions</b> times people saw this Tweet on Twitter	<b>34,527</b>
<b>Total engagements</b> times people interacted with this Tweet	<b>4,450</b>
<b>Media engagements</b> number of clicks on your media counted across videos, vines, gifs, and images	<b>2,868</b>
<b>Detail expands</b> times people viewed the details about this Tweet	<b>1,191</b>
<b>Likes</b> times people liked this Tweet	<b>247</b>
<b>Profile clicks</b> number of clicks on your name, @handle, or profile photo	<b>88</b>
<b>Retweets</b> times people retweeted this Tweet	<b>32</b>

PRE-IMPLEMENTATION FACEBOOK POST AND STATISTICS

## Post Details ✕

**Dublin City Council**

July 6 · 🌐

⋮

Following multiple submissions through our Covid Mobility request form, works are underway for a 4-week trial of a pedestrian and cycle friendly zone at Grangegorman. All comments and feedback should be sent to covidmobility@dublincity.ie  
[#covidmobility](#) [#walkdublin](#) [#cycledublin](#)

👍
🗨️
🔄
211

337 Comments

37 Shares

👍 Like
🗨️ Comment
🔄 Share
🌐

### Performance for Your Post

<b>29727</b> People Reached			
<b>1234</b> Likes, Comments & Shares			
<b>7456</b> Post Clicks			
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; padding: 5px;"><b>2477</b> Photo Views</td> <td style="width: 33%; padding: 5px;"><b>2</b> Link Clicks</td> <td style="width: 33%; padding: 5px;"><b>4977</b> Other Clicks</td> </tr> </table>	<b>2477</b> Photo Views	<b>2</b> Link Clicks	<b>4977</b> Other Clicks
<b>2477</b> Photo Views	<b>2</b> Link Clicks	<b>4977</b> Other Clicks	

### NEGATIVE FEEDBACK

<b>0</b> Hide All Posts	<b>3</b> Hide Post
<b>0</b> Report as Spam	<b>0</b> Unlike Page

**1234** Likes, Comments & Shares

### BRANDED CONTENT DISTRIBUTION View Breakdown

<b>29727</b> Total Reach	<b>29727</b> Organic Reach	<b>0</b> Paid Reach
<b>36854</b> Total Impressions	<b>36854</b> Organic Impressions	<b>0</b> Paid Impressions

APPENDIX C

POST-IMPLEMENTATION CONSULTATION LETTER



Interim Mobility Intervention for Grangegorman Lower (July Update)

Dear Resident / Business,

As you may be aware, filtered permeability measures were installed on Grangegorman Lower and the trial commenced on the morning of 6<sup>th</sup> July 2020. The trial includes the provision of a series of bollards and temporary planters placed on Grangegorman Lower, with appropriate signage and road markings. Dublin City Council carried out these measures in response to the recently published paper: "Enabling the City to Return to Work, Interim Mobility Intervention Programme for Dublin City".

Implementation of this trial results in the elimination of motorised cut-through traffic from Grangegorman Lower and drivers are no longer able to use this route as a short-cut from North Circular Road to the Quays, and vice versa. Filtered permeability through the bollards enables pedestrians and cyclists to continue to take this route. This creates a safer space for local residents and for the large numbers of pedestrians and cyclists expected to arrive at TUD from September 2020. Access through the bollards is also permitted for emergency vehicles.



Turning Restrictions (Except Cyclists and Access) were introduced from North Circular Road onto Grangegorman Upper and Rathdown Road, and from North Brunswick Street onto Grangegorman Lower to minimise the amount of motorised traffic entering the wider area. Motor vehicle access to any premises such as a house, business, service, school or college in the area is permitted, although some journeys are required to take a more circuitous route (via North Circular Road or North Brunswick Street) depending on which side of the bollards the premises is located. Dublin City Council's Traffic Department has also been continuing to monitor traffic on the surrounding road network and making changes to signal times to reduce delays for all road users.

Dublin City Council introduced this trial on Grangegorman Lower to respond to a new and unprecedented emergency caused by the Covid-19 pandemic and the need to create more space on our streets to allow for social distancing. The measures are being implemented on a temporary basis to respond to the urgent and immediate needs of the city. The trial is being reviewed periodically to assess its effectiveness and, because of the nature and type of implementation, can be modified as needed to respond to changing needs and requirements.

At the July 2020 Central Area Committee meeting, the elected members proposed and agreed that the trial should be extended until 28<sup>th</sup> September 2020 to facilitate feedback from the Councillors at the September 2020 Central Area Committee meeting. A report on this trial will be presented to Councillors at this meeting and feedback will be sought from the Councillors on whether the trial should be removed, amended or extended for a period of 12 months, etc.

We would love to hear your feedback on the above trial at [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie). We would like to assure you that any correspondence received via the [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie) email are directed to the appropriate team for consideration. However, due to the unprecedented level of emails, it is not possible to respond individually to all correspondences. Minor modifications which have been suggested are planned for the coming weeks, including provision of extra parking spaces for the Bring Centre, while more significant modifications will only be considered if the trial is to extend beyond the 28<sup>th</sup> September end date.

Thank you for your time and your interest on this subject.  
Covid Mobility Team,  
Dublin City Council

Comhairle Cathrach, An Chathair, Bhaile Átha Cliath 8, Ceol  
Heal Office, Civic Offices, Wood Quay, Dublin 8, Ireland

01 222 2222 | [www.dublincity.ie](http://www.dublincity.ie)

APPENDIX D

POST-IMPLEMENTATION TWITTER POST AND STATISTICS

**×** **Tweet Analytics**



**Dublin City Council** @DubCityCouncil  
 The filtered permeability trial at Grangegorman Lower will continue until Sept 28 2020, thanks again for all your feedback so far. All feedback on this trial must be sent to covidmobility@dublincity.ie with Grangegorman in the subject bar. #covidmobility #grangegorman pic.twitter.com/vCTEVE8XbV

<b>Impressions</b>	<b>22,805</b>
<small>times people saw this Tweet on Twitter</small>	
<b>Total engagements</b>	<b>1,464</b>
<small>times people interacted with this Tweet</small>	
<hr/>	
<b>Media engagements</b>	<b>815</b>
<small>number of clicks on your media counted across videos, vines, gifs, and images</small>	
<b>Detail expands</b>	<b>422</b>
<small>times people viewed the details about this Tweet</small>	
<b>Likes</b>	<b>115</b>
<small>times people liked this Tweet</small>	
<b>Profile clicks</b>	<b>59</b>
<small>number of clicks on your name, @handle, or profile photo</small>	
<b>Retweets</b>	<b>29</b>
<small>times people retweeted this Tweet</small>	

POST-IMPLEMENTATION FACEBOOK POST AND STATISTICS

### Post Details ✕

**Dublin City Council**

August 10 at 12:26 PM · 🌐

The filtered permeability trial at Grangegorman Lower will continue until Sept 28 2020, thanks again for all your feedback so far. All feedback on this trial must be sent to covidmobility@dublincity.ie with Grangegorman in the subject bar. #covidmobility #grangegorman

**Reach More People With This Post** ✕

You could reach up to 1,514 people daily by boosting your post for €10.

80
126 Comments 15 Shares

#### Performance for Your Post

<b>13997</b> People Reached		
<b>374</b> Likes, Comments & Shares		
<b>1794</b> Post Clicks		
<b>214</b>	<b>0</b>	<b>1580</b>
Photo Views	Link Clicks	Other Clicks

#### NEGATIVE FEEDBACK

<b>0</b> Hide All Posts	<b>1</b> Hide Post
<b>0</b> Report as Spam	<b>0</b> Unlike Page

**374** Likes, Comments & Shares

#### BRANDED CONTENT DISTRIBUTION View Breakdown

<b>13997</b>	<b>13997</b>	<b>0</b>
Total Reach	Organic Reach	Paid Reach
<b>15436</b>	<b>15436</b>	<b>0</b>
Total Impressions	Organic Impressions	Paid Impressions