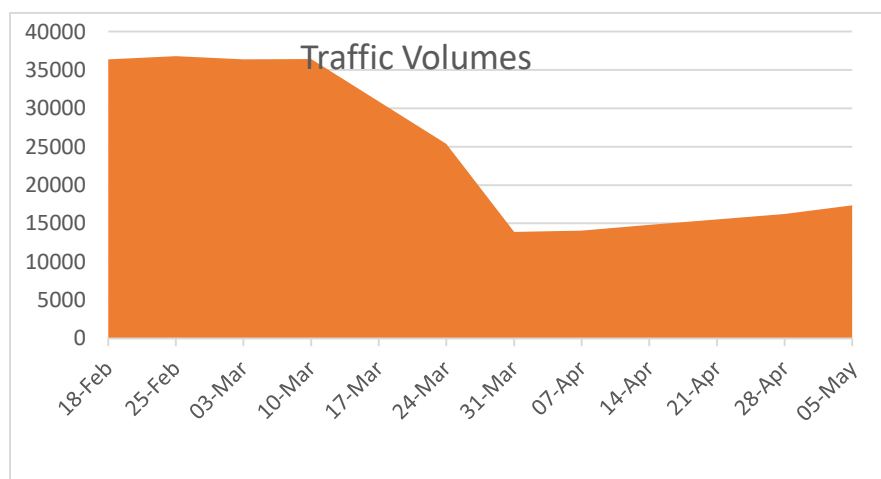

COVID-19 Traffic Measures to Allow for Social Distancing and to Facilitate Walking, Cycling and Public Transport.

The restrictions introduced in response to the COVID-19 emergency have had the following mobility impacts in the city generally and specifically within the canals:

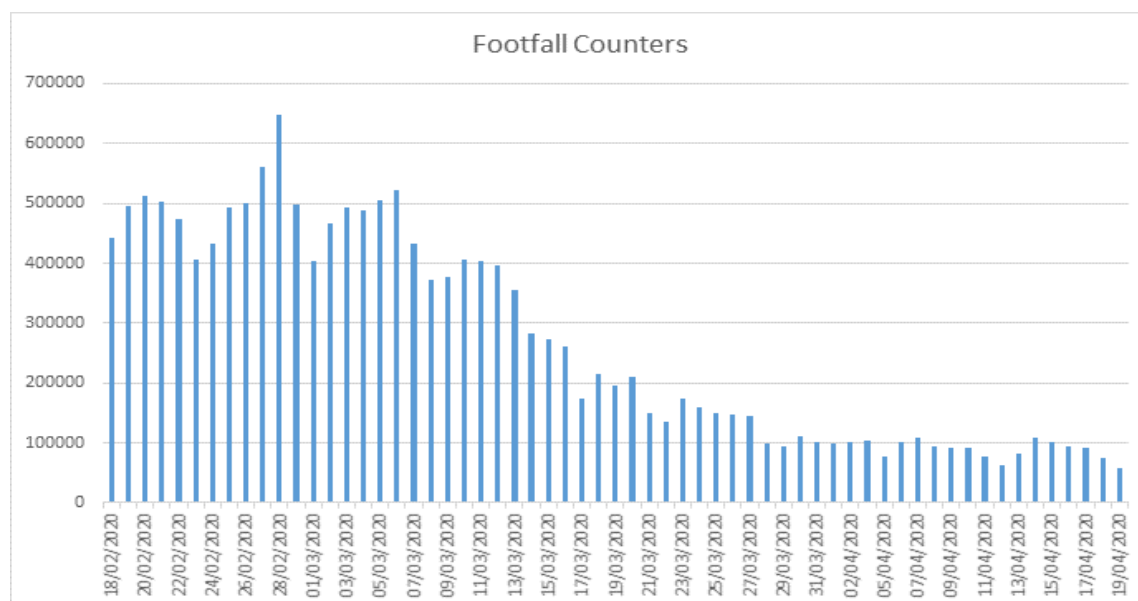
1. Substantial reductions in vehicular traffic.

There has been a substantial reduction in vehicular traffic in the order of 60 to 70%



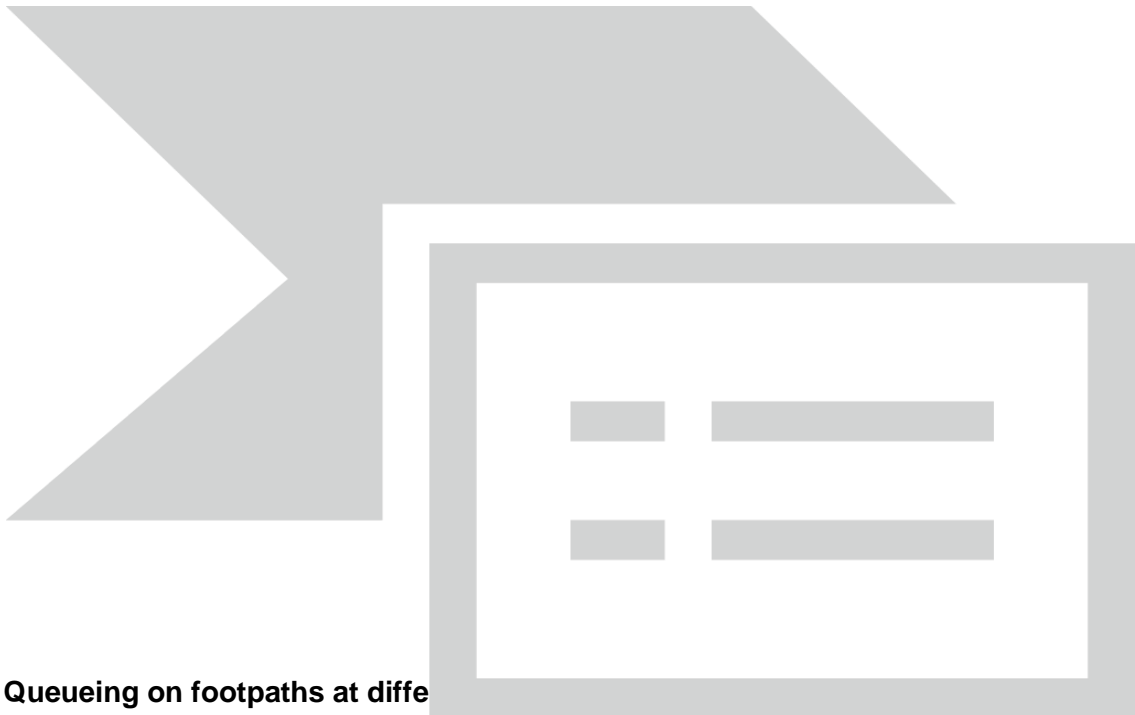
2. Substantial reduction in pedestrian footfall.

Footfall data in the city centre showed an 80% reduction



3. Reduction in Cycling

Cycle counter data showed a 62 % reduction in numbers cycling.



4. **Queueing on footpaths at different times of the day.**
5. **Reduction in public transport use and capacity compared to pre COVID-19.**
6. **Substantial reductions in bus journey times and increase in reliability.**
7. **Increased numbers of people walking in the urban villages in keeping with the 2 km restriction.**
8. **Reduction in NO₂ emissions.**
9. **Increase in perceived speeding, red light running and illegal parking.**

The response of the Environment & Transportation Department to these developments has been as follows:

1. To begin a process of closing loading bays and parking bays so they can be used by pedestrians. This has been done using bollards and orcas, which are quick and easy to install.
 2. To implement shorter waiting times for pedestrians at traffic signals and to extend the automatic introduction of pedestrian phases, which eliminates the need to press the push button.
 3. To put in some protected cycle tracks and contra flow cycle tracks
 4. To set up a process for the public and Elected Members to make representations for these measures.
 5. To set up a Working Group with the NTA to look at overall mobility in the city and the requirements of all modes especially sustainable modes.
-

Closure of Loading Bays etc.



In the first phase these measures were installed at the following locations:

Dorset Street, Capel Street, Rathmines, Stoneybatter and Fairview.

Other sites will be added as the areas are surveyed and equipment becomes available.

While some of these have worked well, unfortunately at some locations vehicles are ignoring the restrictions.



In these locations we will have to consider additional measures to better protect the spaces.

Traffic Signals

The traffic lights across the city have been reduced from a maximum cycle time of 120 seconds to 80 seconds. This reduces the maximum wait time at pedestrian crossings from 100 seconds to 60 seconds. In practice, actual wait times for pedestrians are significantly lower than 60 seconds.

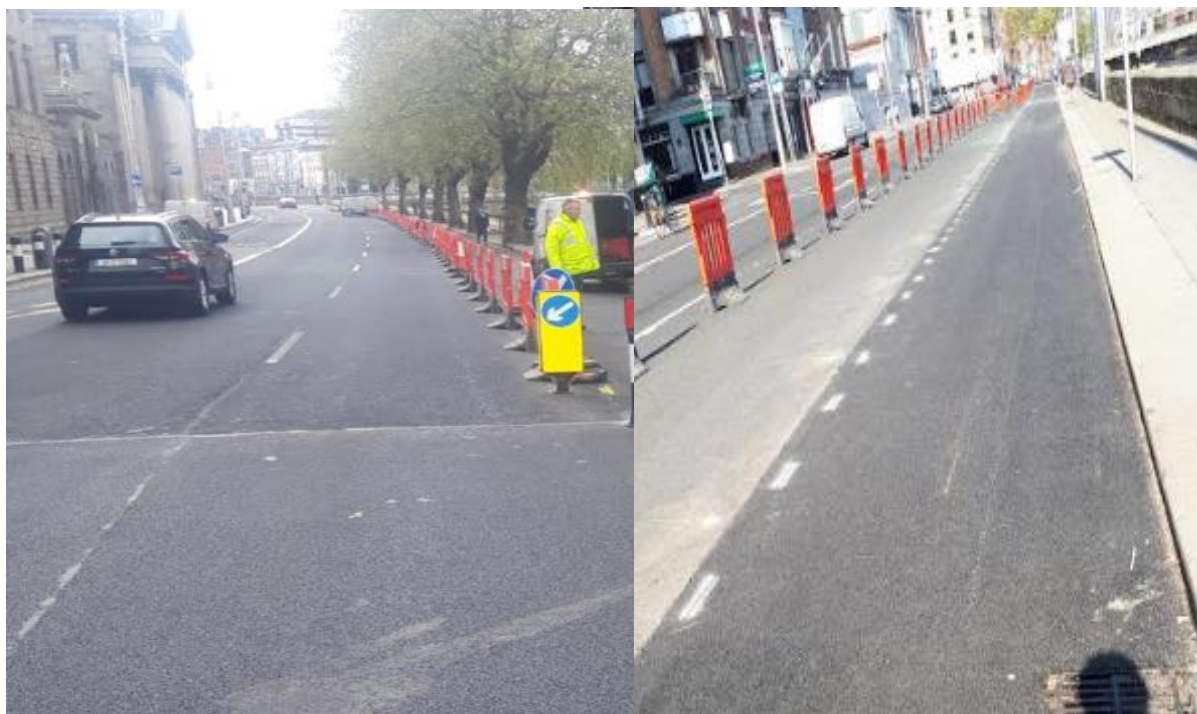
This reduction and the increased automation of push buttons has resulted in the capacity of the city traffic signal system for vehicular traffic being reduced by approximately 40%. In practice this means that the same level of vehicular traffic cannot be accommodated in the city as before. In the 2019 Canal Cordon Report a total of 46,000 private cars crossed the canal cordon between 07:00-10:00hrs. With these new settings in place the vehicular traffic capacity will reduce to circa 27,600.

Cycle Tracks

Phase 1 of the Nassau Street contraflow cycle track from Clare Street to Kildare Street has been installed. Phase 2 from Kildare Street to Dawson Street will be completed in the next week.



The Quays sections of the intended Liffey Cycle route are being installed, with car parking having been removed from Inns Quay and Ormond Quay. This section of work from Church Street Bridge to the Halfpenny Bridge will be substantially completed by 10 May. Work will then commence on other sections of the route.



Original Line

New line showing space for cyclists and pedestrians

Initially, bollards were set on line of the interim Liffey cycle route design. However, it became clear that there was a requirement for additional pedestrian space, with pedestrians stepping off the footpath and using the space provided for cyclists. The bollards were moved further out and the cycle track will be marked outside a 2 meter pedestrian area which will assist with social distancing.

The type of bollard on the Quays was chosen to ensure that vehicles do not park on the cycle and pedestrian route. We will be investigating a more aesthetically pleasing version in the coming months.

The cycle track at Camden Street/Kelly's Corner has been protected to provide safe space for cyclists, by preventing vehicles encroaching.

In areas such as Ranelagh parts of the existing cycle lane will have bollards installed to protect the cycle lane from illegal parking and to provide additional space for pedestrians.

Representations for COVID-19 traffic measures can be made by members of the public and Elected Members on the City Council website. To date we have received around 110 requests and locations to be assessed. All requests are logged. Our Area Engineers and City Centre Transport Team are in the process of assessing and prioritising each request.

DCC/NTA Working Group

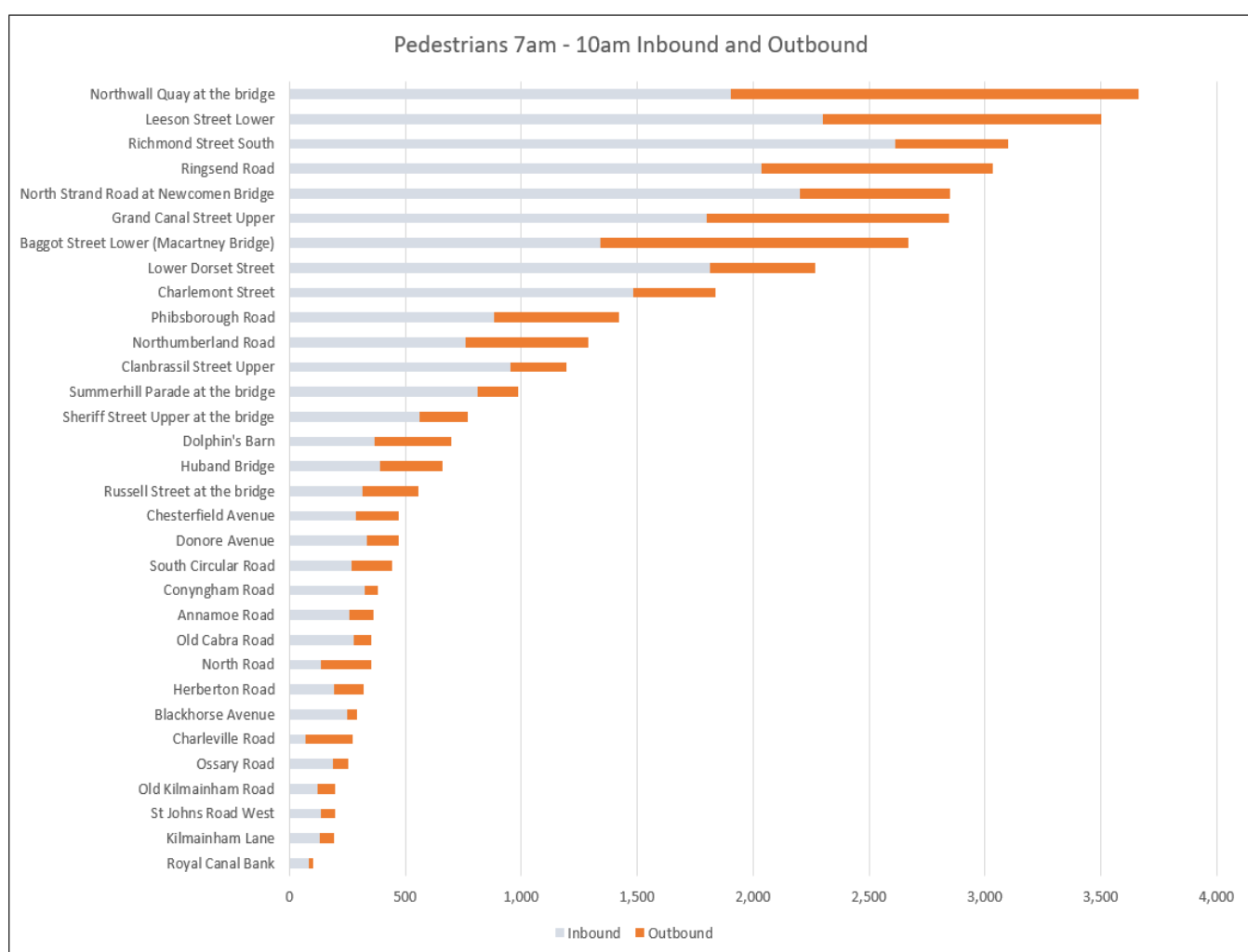
It is clear that mobility in the city and how to safely allow people to walk, cycle and use public transport will be hugely important in ensuring that the city can reopen, with a resumption of retail and leisure activities. A Working Group has been established between the City Council and the NTA to determine how mobility in the post COVID-19 restriction environment can function.

The requirements of social distancing, the reduction of emissions and the encouragement of the active modes require that our temporary mobility plan for the city is not based around any increase in private car traffic. The changes in our traffic light system to assist pedestrians and avoid build ups of pedestrians at crossings actually preclude a return to previous high levels of private car use. However mobility to/from the city, within the city centre and to/from the urban villages must be facilitated in a safe and sustainable manner.

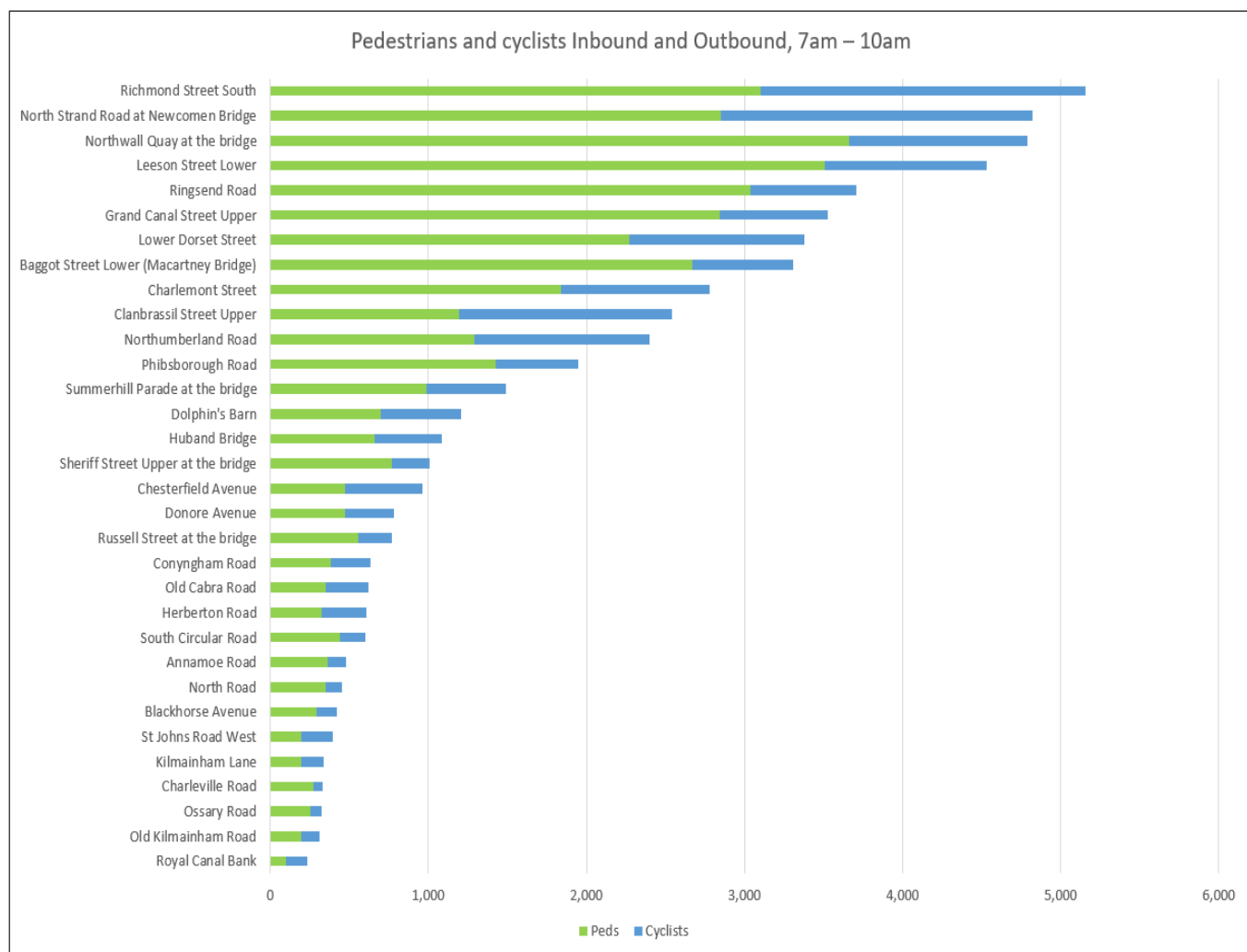
An initial report on a programme of temporary measures required is being prepared and will be available in the next two weeks. It will set out a number of temporary measures, which are deemed appropriate to reflect the new reality.

This will include how to widen footpaths on the main corridors, provide for cycling, ensure public transport is safe to use and providing increased space for boarding and alighting at bus stops in the city centre. As part of this program a number of interventions will be proposed including the use of temporary bus stop build outs to allow additional space for queuing bus passengers (e.g. at bus stops on Nassau Street).

The measures will be targeted at routes with the high active travel rates and at routes where an increase in active travel can be achieved.



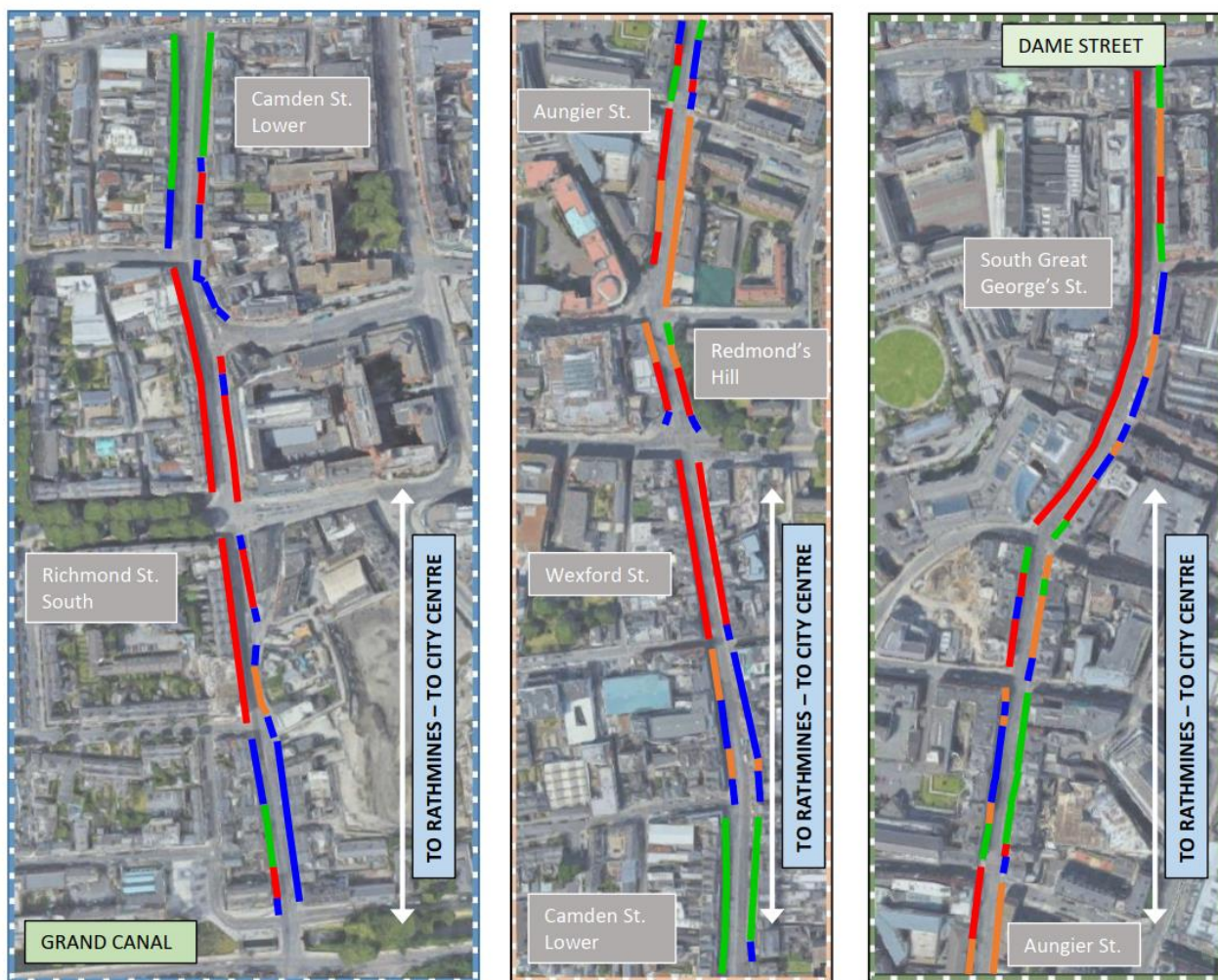
Graph showing routes with highest concentration of pedestrians



Graph showing combined pedestrian and cycling numbers on routes.

The challenges of implementing social distancing are illustrated by the route between Rathmines and the City Centre. The sections in red in the maps below show where the footpath width is below 2mt. These sections account for a significant part of the overall route.

As this route has been shown to have a high concentration of pedestrians and cyclists, providing additional space along this route will be challenging. This is replicated across the city.



Section 3

Section 4

Section 5

Legend:	
—	Footpath < 2m wide
—	Footpath 2m - 2.5m wide
—	Footpath 2.5m - 3m wide
—	Footpath > 3m wide

Within the city centre a program of changes at street level will be assessed. These changes may in some areas include removing motorised vehicles after 11.00hrs, which will assist businesses to re-open by allowing more on street space for tables and chairs and also for waiting areas.

The temporary closure of College Green and the temporary widening of footpaths along Dame Street would provide space within the city centre for pedestrians, cyclists and for businesses to be facilitated to reopen. The routing of buses onto the Dawson Street/Kildare Street corridor and making Winetavern Street two-way will be assessed to determine if these changes can/should be made on a temporary basis to provide more space for pedestrians.

The aim of the joint DCC/NTA report is to set out how each form of sustainable mobility can be assisted and how the mobility needs of the city can be met in the current COVID-19 crisis situation. We have brought together staff from a number of different Sections in the Environment & Transportation Department to work on this project alongside staff from the

NTA. It will take from 3 to 6 months to implement and will match the timeline set out in the ***'Roadmap for Reopening Society & Business'***.

I will ensure that the Elected Members are regularly updated and I would ask for your support and patience as this significant body of temporary works are being undertaken in difficult times.

Brendan O'Brien
Head of Technical Services (Traffic)

&

Owen P. Keegan
Chief Executive

7 May 2020
