

# Covid 19 Mobility programme

## Dublin City

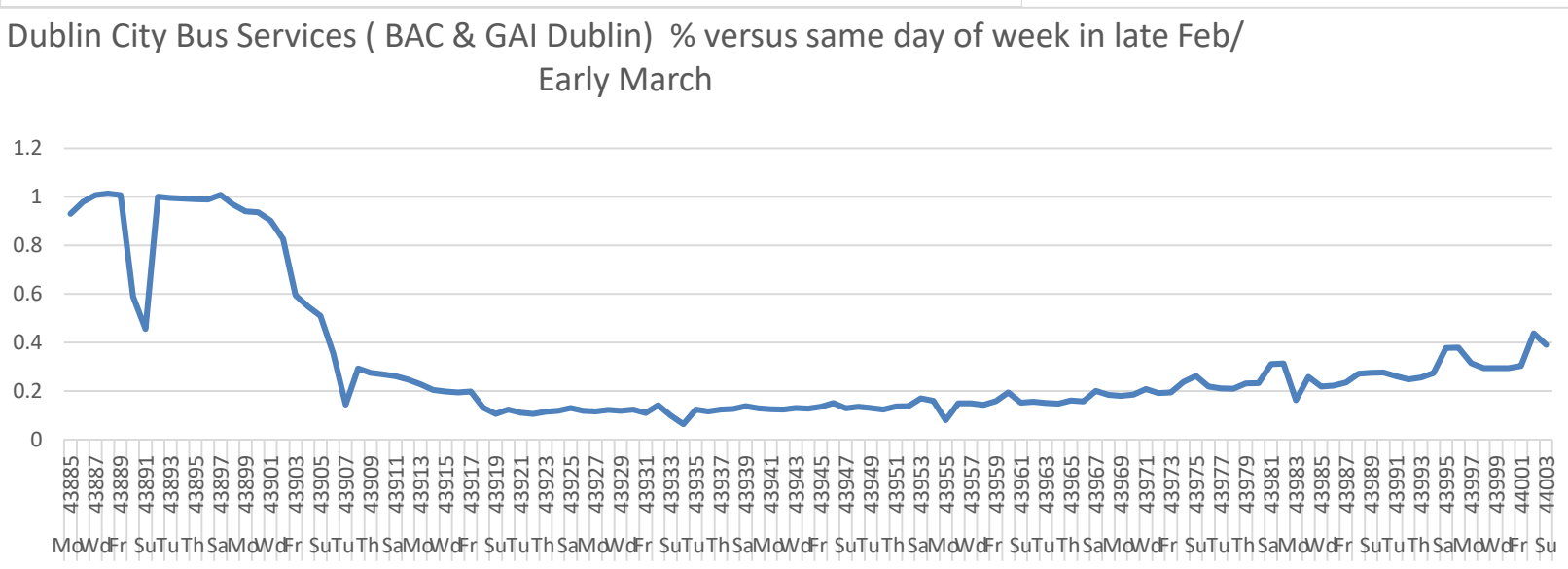
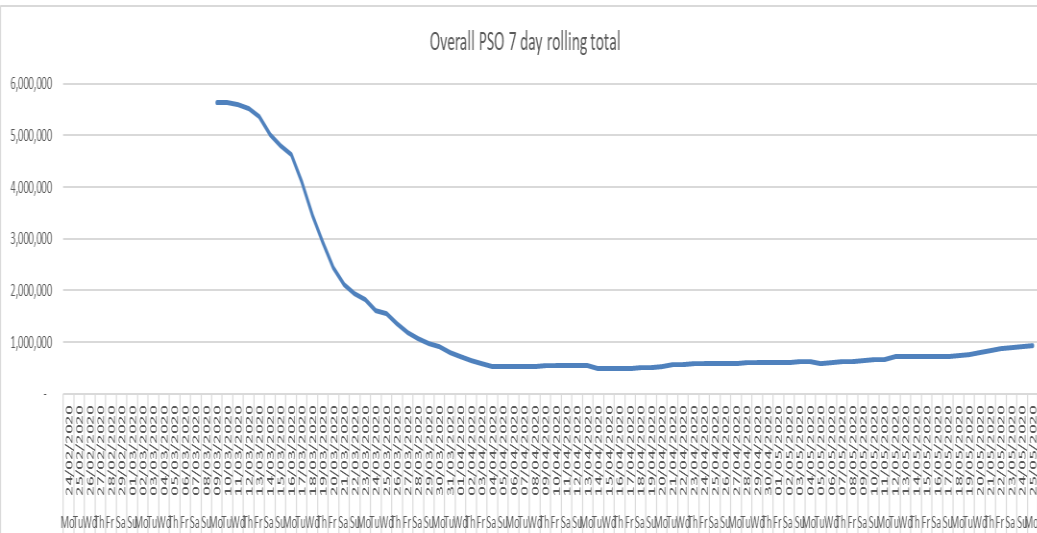


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- Strict Government Lockdown
- All business, shops ( except food shops ) construction schools etc. shut
- 2 km restriction on journey
- All except essential workers need to work from home.
- 2 metre social distancing rule and only people in same household
- Reduction in capacity to around 20% on Public transport due to Covid restrictions.
- From June 29<sup>th</sup> most restrictions removed



# Sharp Drop in public transport usage

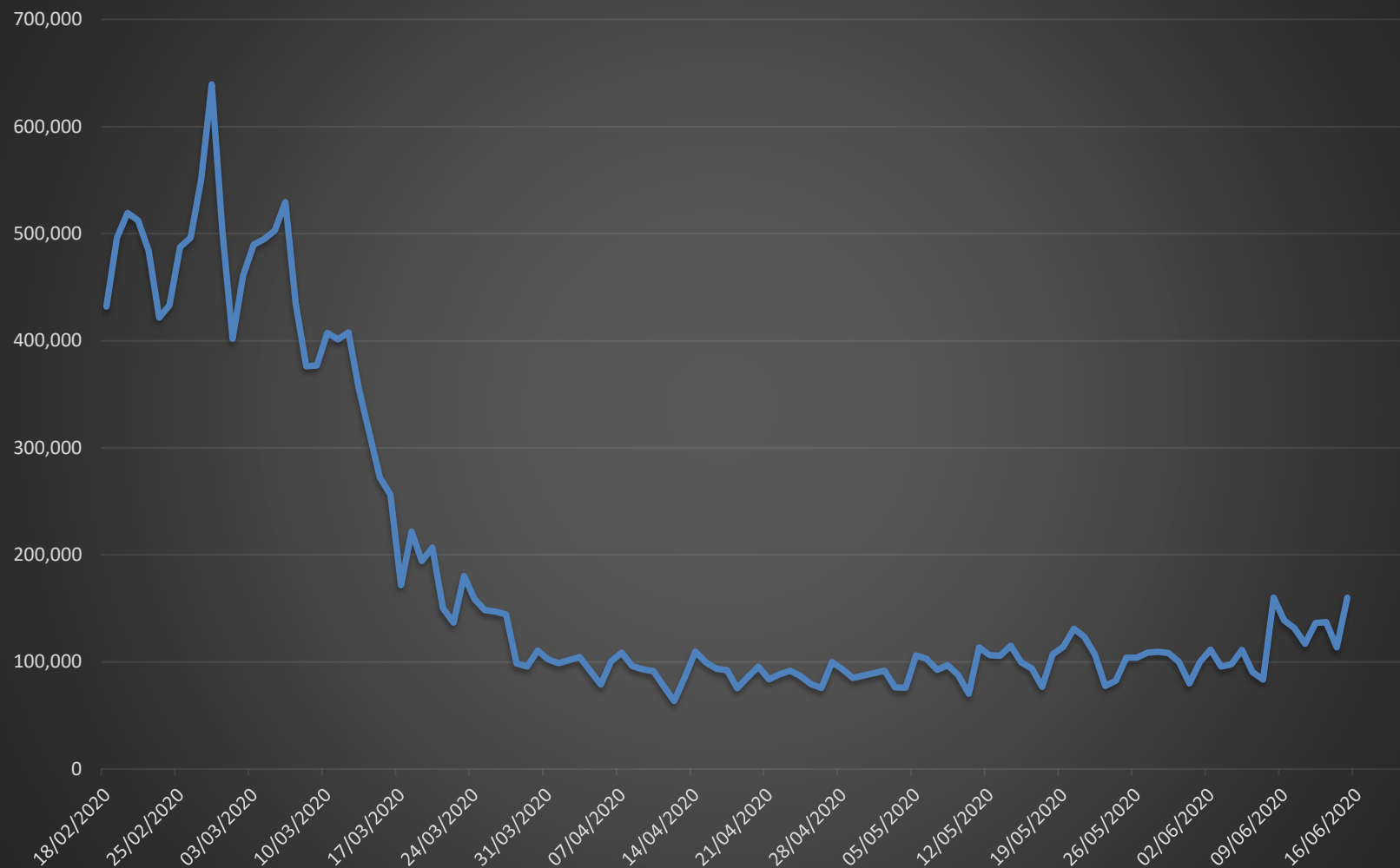


Passenger numbers in Dublin -70% at present.



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## Footfall Counters - Combined Ped daily total

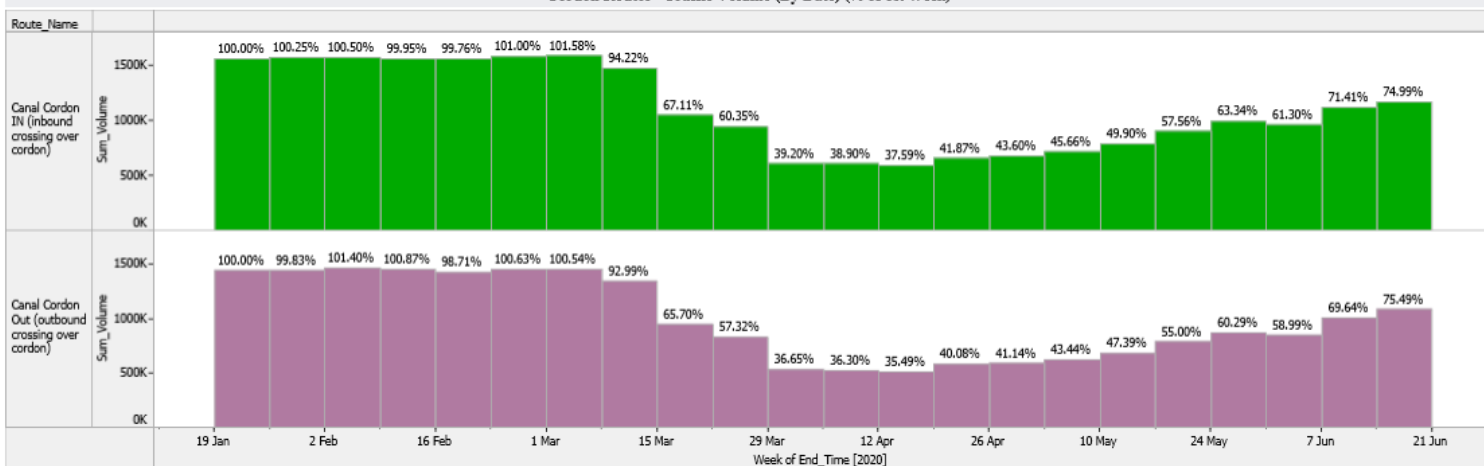


Impact of Covid 19 and Government measures



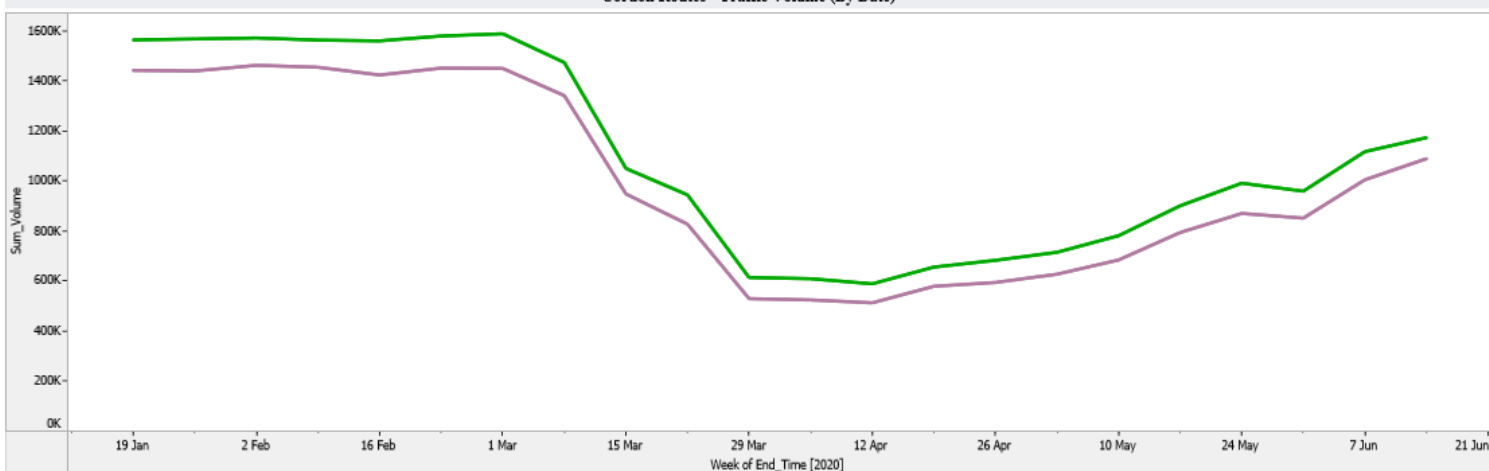
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Cordon Routes - Traffic Volume (By Date) (% of 1st Week)



- Route\_Name**
- Canal Cordon IN (inbound crossing over cordon)
  - Canal Cordon Out (outbound crossing over cordon)
- Week of End\_Time [2020]**
- ☐ (All)
  - ☐ Week 1
  - ☐ Week 2
  - ☐ Week 3
  - ☒ Week 4
  - ☒ Week 5
  - ☒ Week 6
  - ☒ Week 7
  - ☒ Week 8
  - ☒ Week 9
  - ☒ Week 10
  - ☒ Week 11
  - ☒ Week 12
  - ☒ Week 13
  - ☒ Week 14
  - ☒ Week 15
  - ☒ Week 16
  - ☒ Week 17
  - ☒ Week 18
  - ☒ Week 19
  - ☒ Week 20
  - ☒ Week 21
  - ☒ Week 22
  - ☒ Week 23
  - ☒ Week 24
  - ☒ Week 25
  - ☐ Week 26

Cordon Routes - Traffic Volume (By Date)



Traffic dropped by around 65% and is now back to 75% of pre covid volumes.



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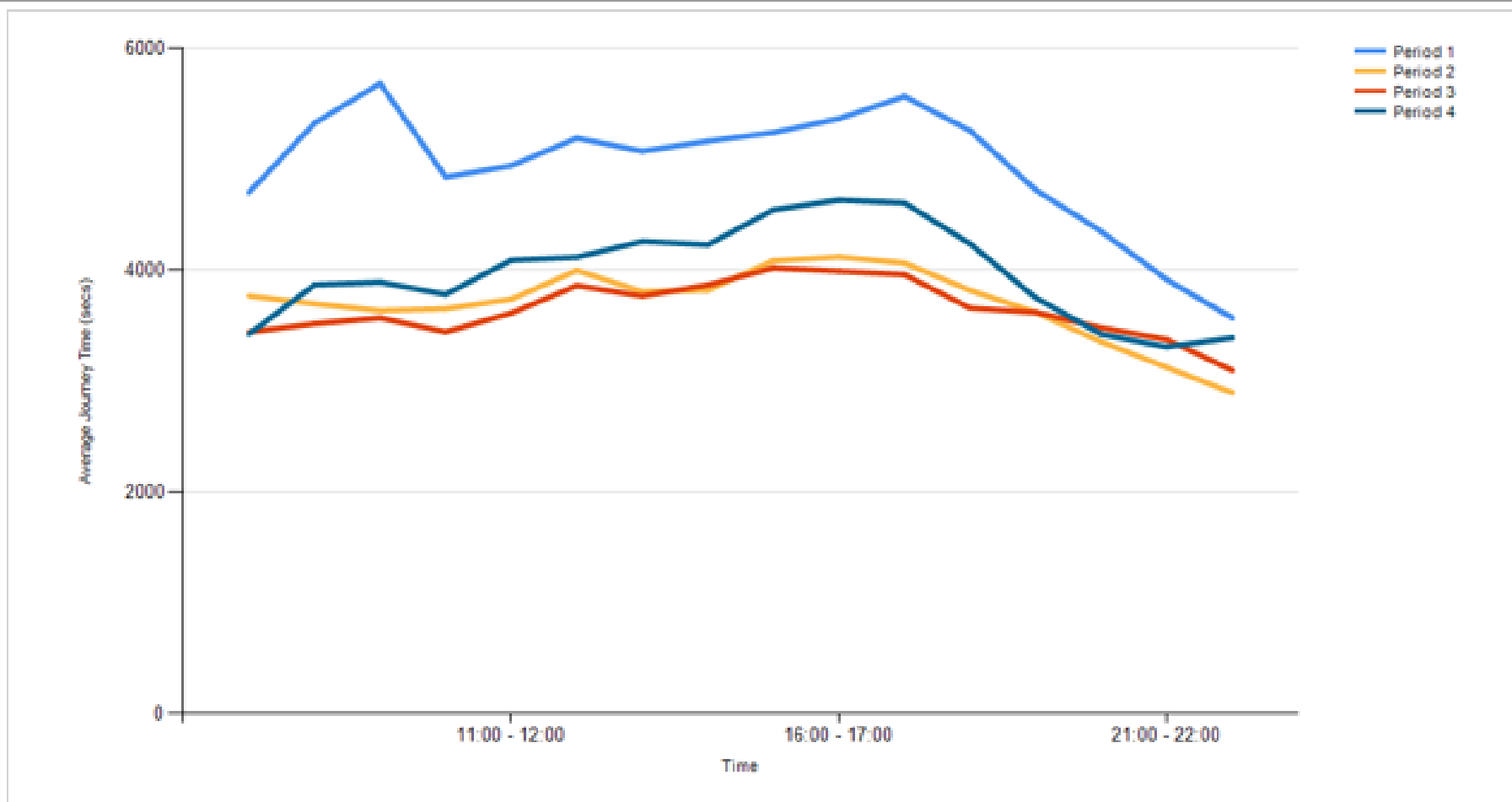
## Multiple Journey Time Comparison Report

**Period 1:** 03/02/2020 - 16/02/2020 **Period 2:** 16/03/2020 - 29/03/2020

**Period 3:** 11/05/2020 - 24/05/2020 **Period 4:** 08/06/2020 - 21/06/2020

**Time:** 06:00 - 23:00

Stop 7574: Southern Cross - Ballywaltrim - Stop 4407: Victoria Quay - Guinness Store





**Dublin City Council**  @DubCityCouncil · 30 Mar

Thanks to everyone taking Govt restrictions seriously. For those who have to travel in the city ensure you obey traffic regs, speed limits & watch for vulnerable road users. By everyone travelling safely we can prevent accidents & not add to the load of the emergency services.



Means of Travel	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Bus	28.9%	28.1%	30.3%	29.8%	27.9%	29.6%	28.0%	29.2%	29.4%	28.8%	27.8%	28.8%	30.0%	29.9%
Rail	16.2%	17.5%	16.2%	13.6%	13.0%	12.5%	12.9%	13.0%	12.9%	14.8%	15.4%	16.3%	16.1%	17.2%
LUAS	4.4%	4.5%	4.6%	4.7%	5.0%	5.4%	5.4%	5.6%	6.1%	6.3%	6.1%	6.0%	6.5%	6.4%
<b>All Public Transport</b>	<b>49.4%</b>	<b>50.0%</b>	<b>51.1%</b>	<b>48.1%</b>	<b>45.9%</b>	<b>47.5%</b>	<b>46.4%</b>	<b>47.9%</b>	<b>48.4%</b>	<b>49.8%</b>	<b>49.1%</b>	<b>50.7%</b>	<b>52.6%</b>	<b>53.5%</b>
Car	37.1%	35.1%	33.9%	37.7%	39.8%	38.0%	37.0%	35.4%	33.3%	32.6%	31.8%	29.2%	28.3%	26.7%
Taxi	0.7%	1.1%	1.0%	1.5%	1.3%	1.5%	1.8%	1.6%	1.4%	1.5%	1.3%	1.2%	1.0%	1.2%
Walk	8.3%	9.1%	9.2%	7.8%	8.3%	7.9%	9.2%	9.1%	10.2%	9.4%	10.5%	11.8%	11.2%	11.4%
Cycle	2.3%	2.8%	3.1%	3.4%	3.3%	3.7%	4.3%	4.7%	5.4%	5.4%	5.9%	5.9%	5.7%	6.0%
Goods	1.1%	0.7%	0.6%	0.6%	0.6%	0.6%	0.6%	0.5%	0.6%	0.5%	0.5%	0.5%	0.5%	0.5%
Motorcycles	1.2%	1.2%	1.2%	1.1%	0.9%	0.8%	0.8%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
<b>Total Person Trips</b>	<b>207,379</b>	<b>203,959</b>	<b>199,767</b>	<b>188,540</b>	<b>181,042</b>	<b>183,569</b>	<b>185,481</b>	<b>192,188</b>	<b>192,670</b>	<b>199,943</b>	<b>203,863</b>	<b>211,416</b>	<b>213,920</b>	<b>217,223</b>

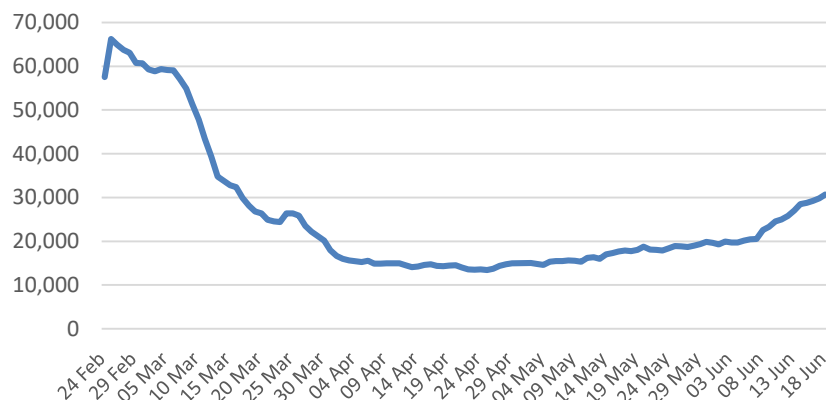
> 70% PT walking and Cycling



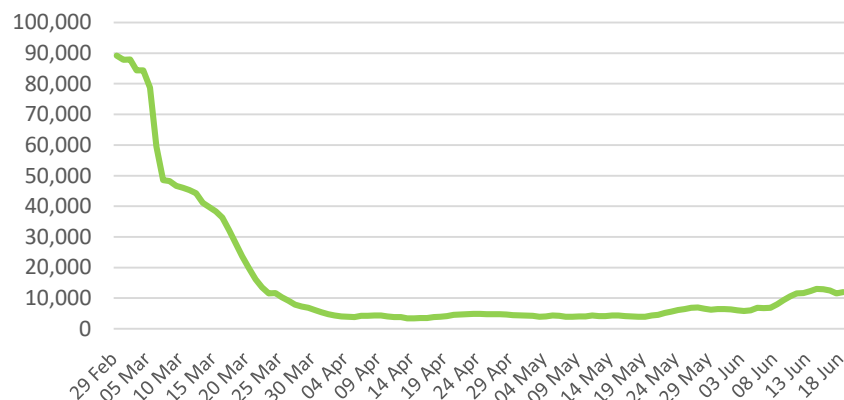
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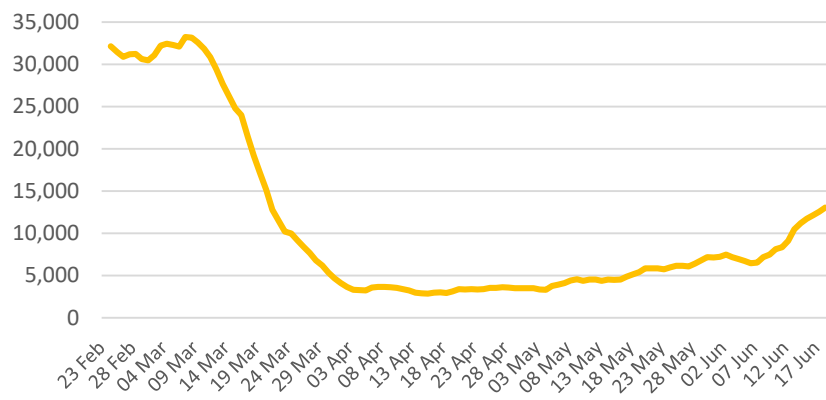
### Henry St (7 day rolling average)



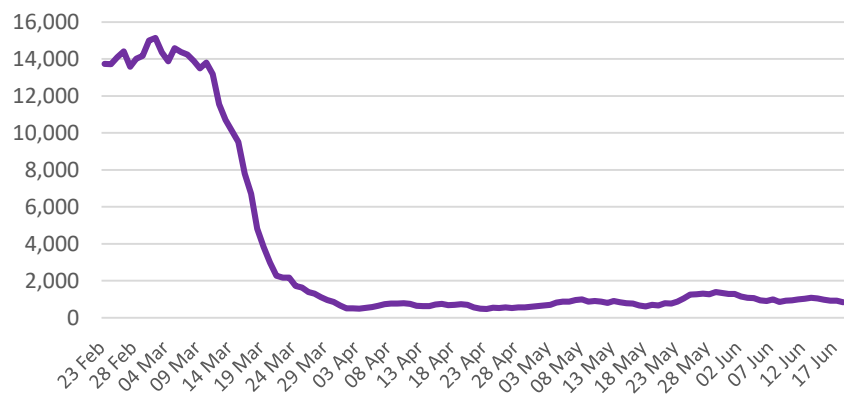
### Grafton St (7 day rolling average)



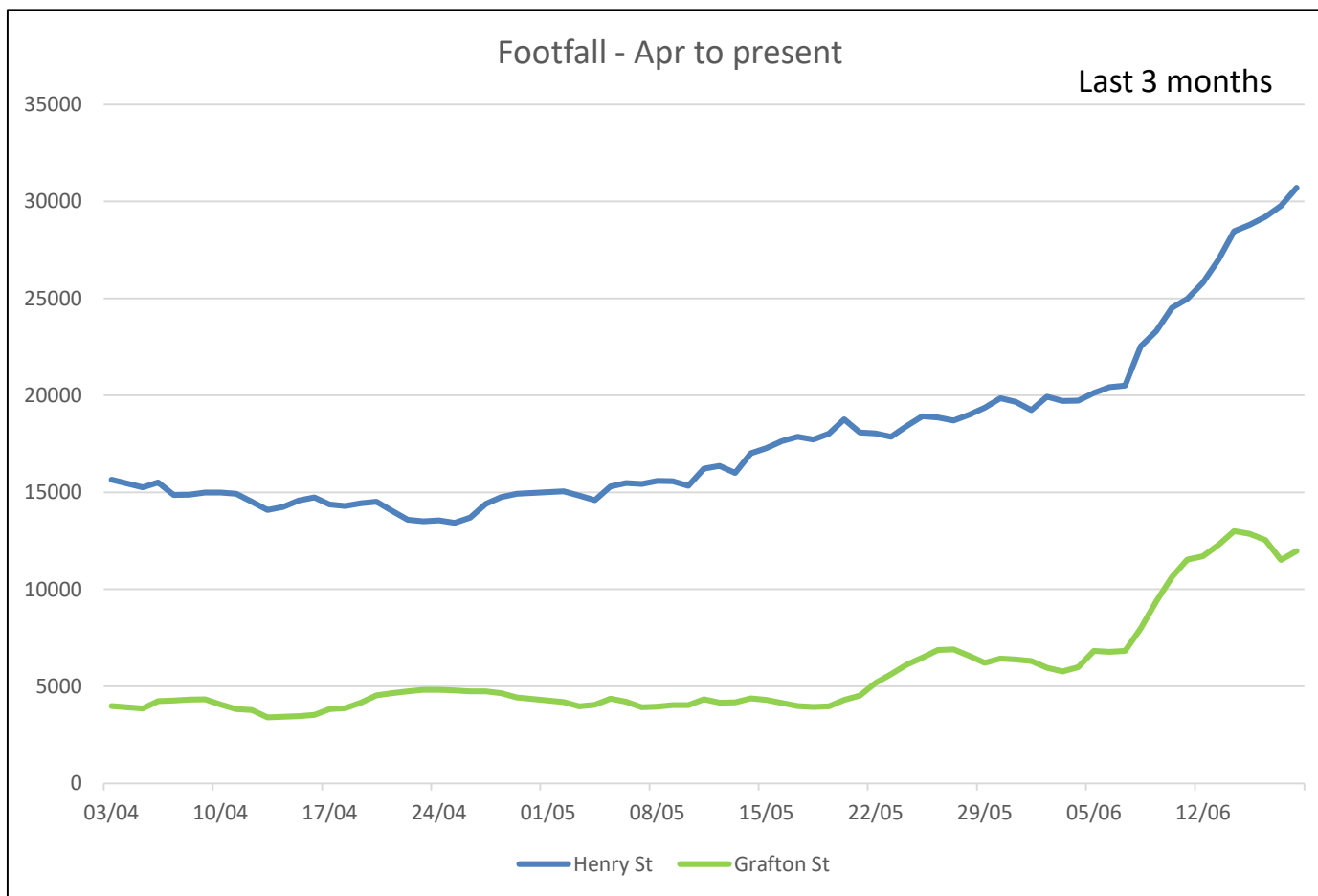
### O'Connell St (west) (7 day rolling average)



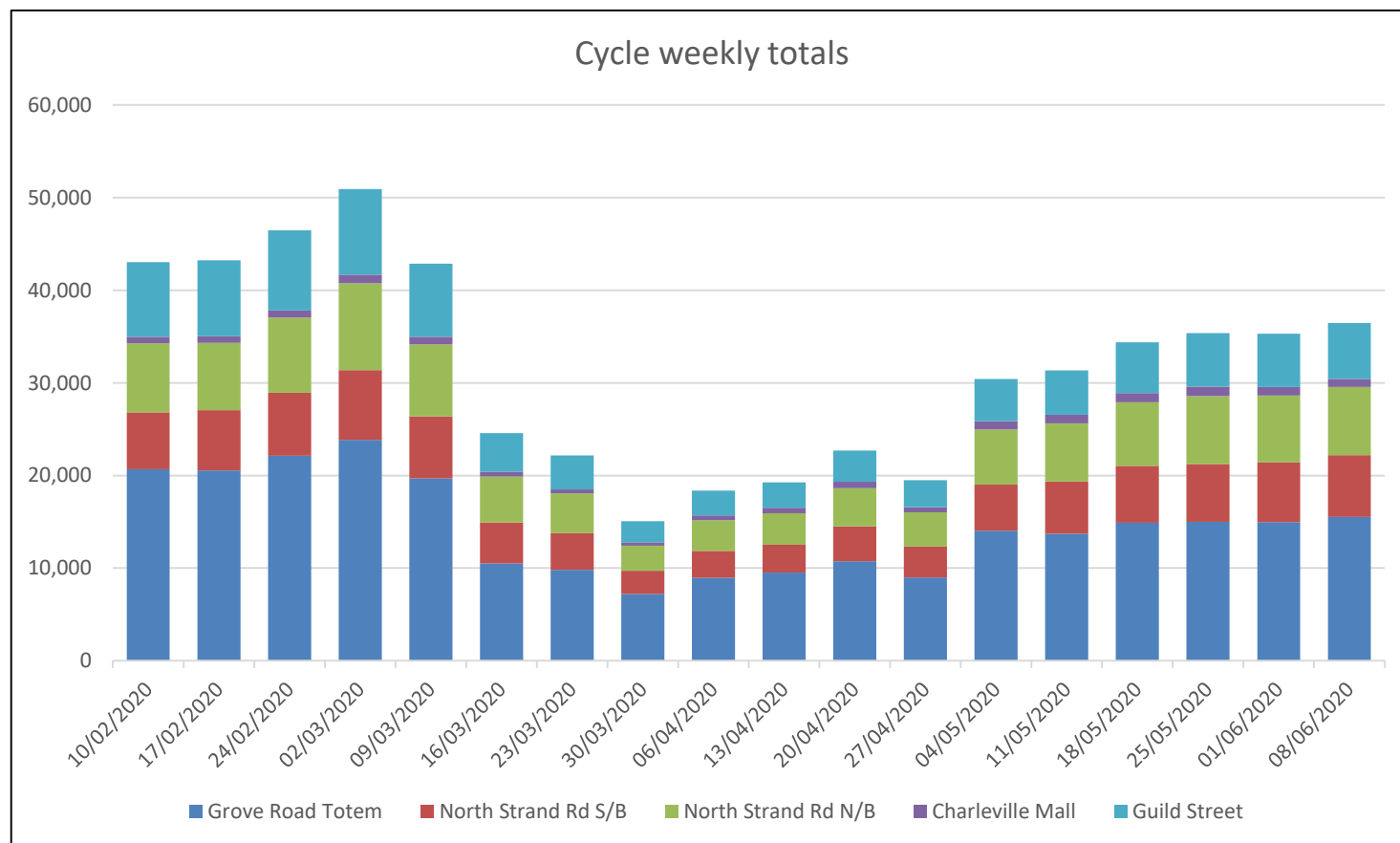
### Bachelors Walk (7 day rolling average)



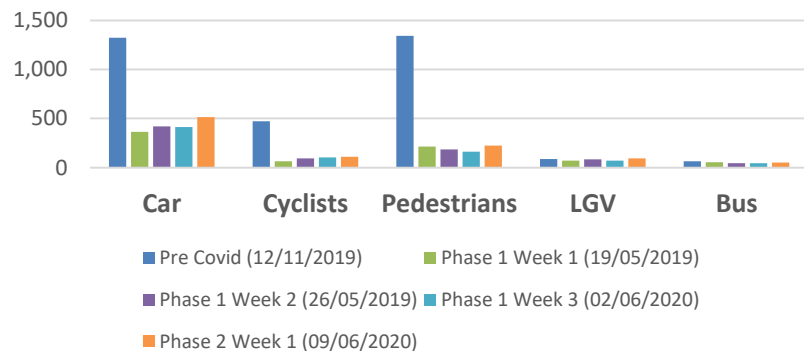
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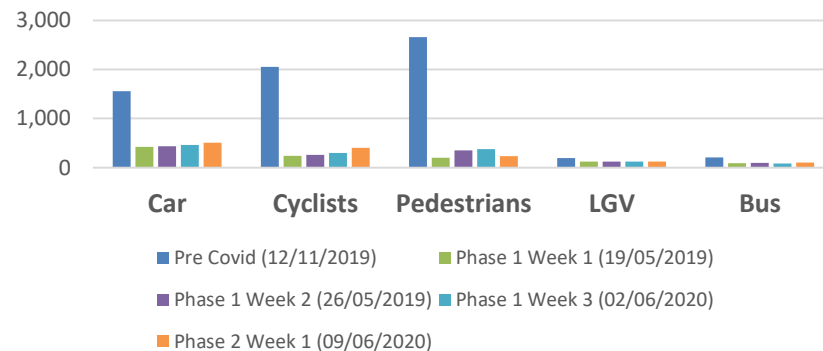
## Cyclists volumes at a number of locations



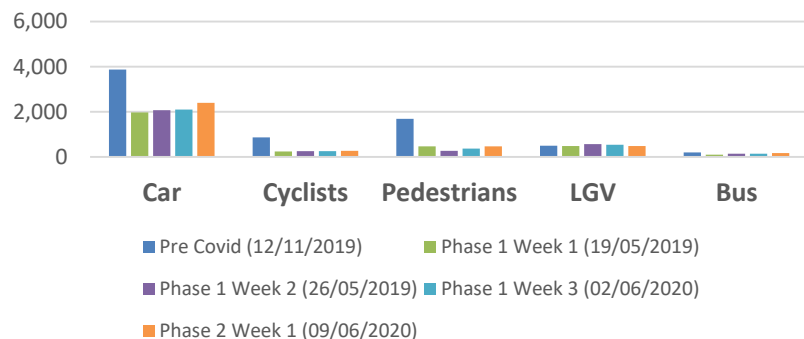
Baggot St  
7am - 10am Inbound



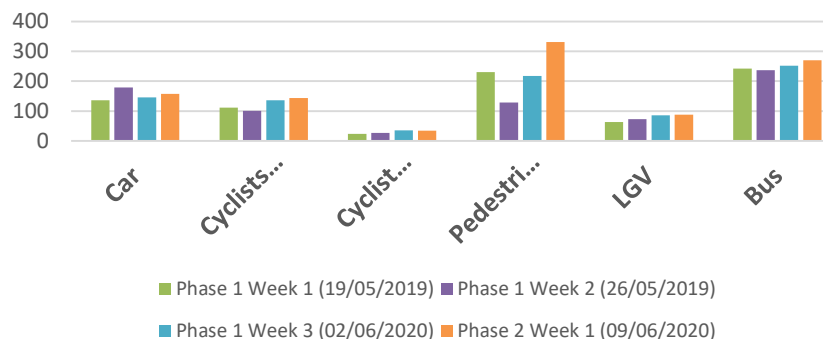
Richmond St South  
7am - 10am Inbound



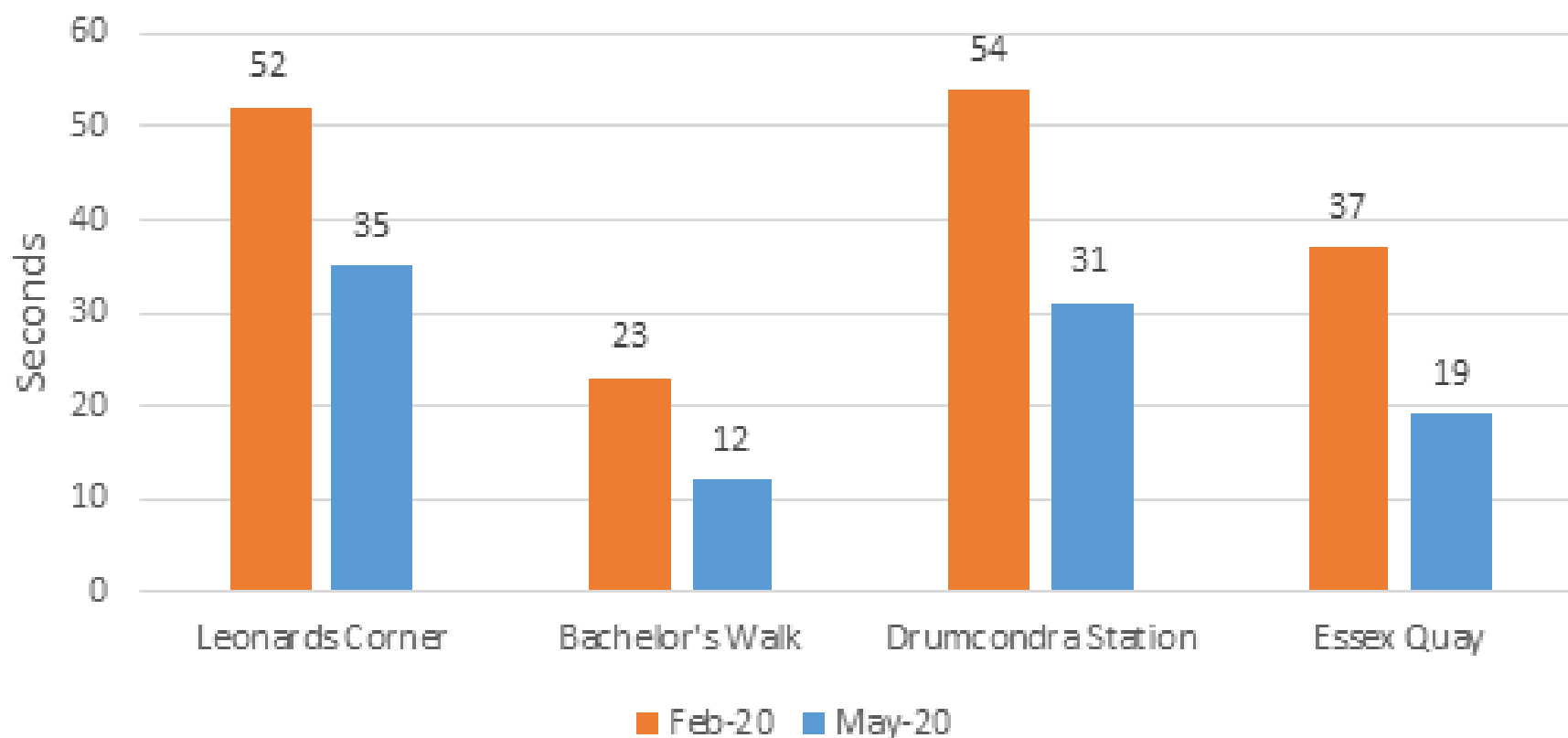
Lower Dorset St  
7am - 10am Inbound



Nassau St  
7am - 10am



## Average Pedestrian Wait Time February vs May 2020



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## First issues raised and identified

- Footpath queuing outside shops
- Social distancing requirements
- 2km restriction meant much busier urban villages than city centre.
- Identify loading bays and parking areas that could be temporary closed.



Capel Street



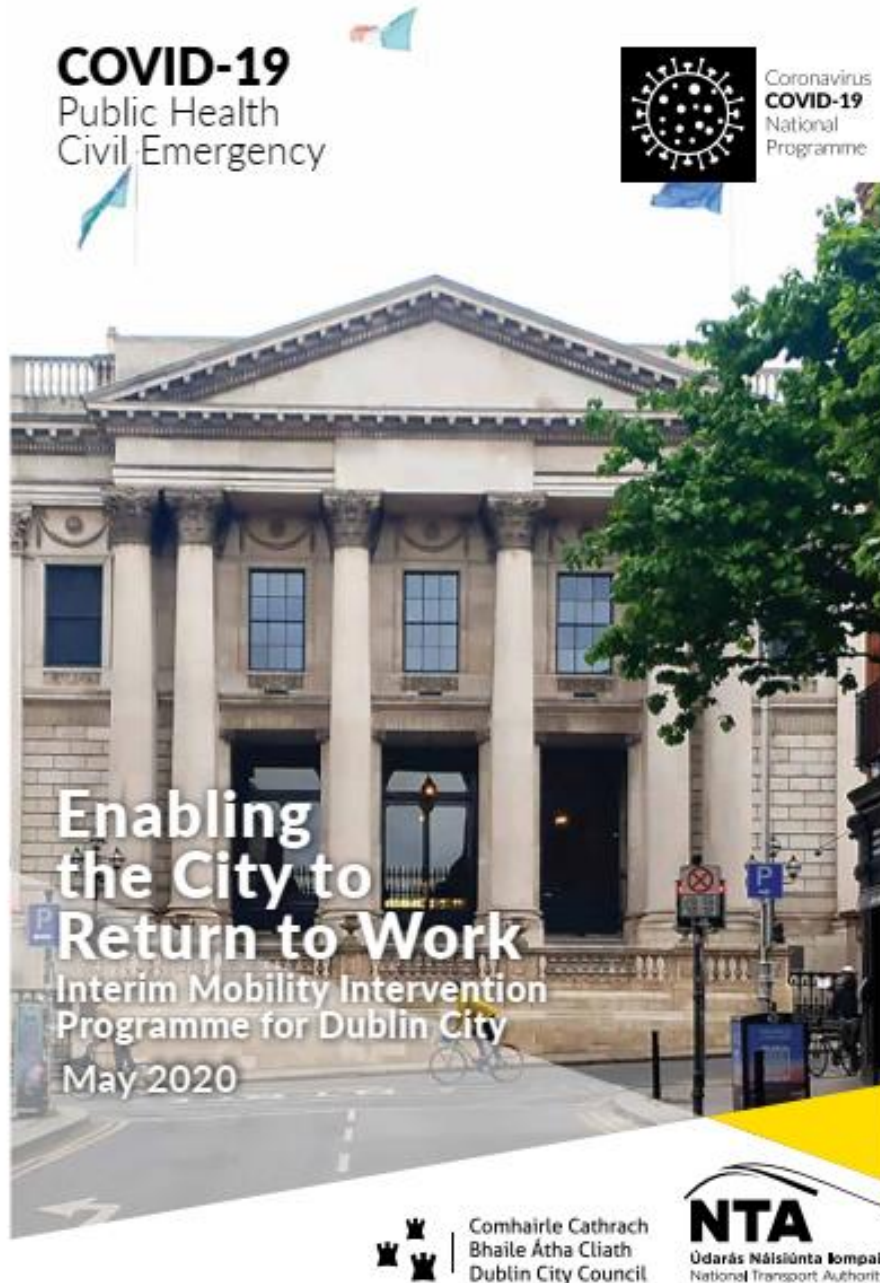
Drumcondra



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# DCC/NTA working group set up to produce a Covid Mobility Programme



## INTERIM ADVICE NOTE - Covid 19 Pandemic Response

### 1.0 Introduction

On 28th May the Department of Transport Tourism and Sport (DTTAS) announced funding for technical and financial support to deliver improved walking and cycling infrastructure across the country, in response to the Covid-19 pandemic. The National Transport Authority (NTA) has written to all 31 Local Authorities (see attached correspondence dated 22nd May 2020) to offer technical and financial support to review their current street arrangements, including:

- Widening of footpaths.
- Potential pedestrianisation of some streets.
- Potential one-way systems.
- Altering traffic signal times.
- Providing additional temporary facilities for cyclists
- Provision of some external space where appropriate to support business activities

This Interim Advice Note has been issued to provide guidance to Local Authorities in order to assist in the implementation of the measures outlined above. This Note advises that Local Authorities, when considering Covid-19 related measures, also consider the longer term alignment with the principles, approaches and measures contained within the Design Manual for Urban Roads and Streets which prioritises sustainable modes of transport (walking, cycling and public transport), advocates a multi-disciplinary approach to street design and promotes the principles of universal design. Local Authorities should also consider broader Government policies on road safety, transport planning, accessibility for people with disabilities and climate change, including the National Planning Framework, notably National Policy Objective 27:

In response to the Covid-19 pandemic many international and European cities, such as Milan, Paris and Barcelona are increasing the widths of footpaths and expanding their network of cycle lanes.<sup>1</sup> These works are being initiated with a longer term vision to increase pedestrian and cyclist modal share. These cities are members of the C40 group which has released a statement of principles that should not see a return to 'business as usual' in order to help address climate change. The UK Government has also announced plans to 'create a new era for cycling and walking' and has issued advice in the form of 'Safer Public Spaces - Urban Centres and Green Spaces', that illustrates a range of interventions that will enable social distancing within a constrained street environment and on areas which are likely to have high footfall (see also Figure 1.1).

A number of Local Authorities within Ireland are in the process of developing temporary transport plans to address the issues highlighted above. Galway City Council has set up a City Mobility Team and issued a Temporary Mobility Plan to address changing transportation. Dublin City Council and the National Transport Authority have issued an 'Interim Mobility Intervention Programme for Dublin City'. This document addresses broader strategic issues with regard to how people travel due to the modal shift that will be experienced due to reduced public transport capacity. The programme focuses on those locations where changes will provide the most benefit such as within the city centre (and other urban centres) and major connecting routes (see also Figure 1.2). Such measures will be reviewed periodically to assess their effectiveness and modified as needed to respond to changing needs.

Advice note on Covid 19 measures issued by DTTAS as  
An update to DMURS 23/06/2020



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- Deficit in mobility due to:-
  - Social Distancing on Public Transport
  - Changes in Traffic signal settings for pedestrian priority

	2019 Figures	Potential Future Figures
All Public Transport	113,382	30,000
Car	57,985	41,000
<b>TOTALS</b>	<b>171,367</b>	<b>71,000</b>

- Need to ensure that Public transport and car capacity is reserved for those who have no alternatives and need to travel.
- Target Walking and cycling modes for those within 2-5km of their destination.





## Target increases in walking and cycling

2019 Figures		Likely Future Change	Potential Future Figures
All Public Transport	116,287	80% Capacity Reduction	30,000
Car	57,985	Approx. 30% reduction	41,000
Taxi	2,661	Assume 30% reduction	1,900
Walk	24,691	Target 100% increase	50,000
Cycle	13,131	Target 300% increase	39,000
Goods	983	No change	1,000
Motorcycles	1,485	No change	1,485
TOTALS	217,223		163,385

- **Sets out the challenges and proposes temporary interventions in numerous locations in order to provide :-**
  - Space for pedestrians and for social distancing
  - Make walking and cycling a choice between 2- 5 km so that PT capacity can be for those that don't have other modes available.
  - Provide protection for cyclists and expand temporary cycle routes.
  - Ensure public transport can still function with minimum delays to ensure regular headways and short journey times to enhance capacity.
  - Bus stops and how to provide space for waiting passengers and priority boarding
  - Reduce speed limits in urban areas to assist with walking and cycling and people using carriageways to social distance.

**Interventions are made using temporary and reversible materials**

- Bollards and orcas and other lane separators
- Traffic signal changes
- Utilising parking and loading bays
- Use of modular build outs as appropriate
- Use of temporary kerbs and Asphalt to raise road levels.
- Exception to this is a number of additional pedestrian crossings proposed as part of this program, for example Mountjoy Square Gardiner Street.

**Provision of space for businesses to reopen :-**

- Use of parking bays Loading bays for tables and chairs
- One way streets to allow for additional space to be created
- Car free street proposals
- Other proposals as they arise
- Chief Executive has set up an internal group to progress
- Guidelines for queueing has been released.









Camden Street



Bridgefoot Street

Doyles corner to Monck Place



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Westland Row



Ranelagh



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## Nassau Street Contra flow cycle track



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Advanced detection and head start for cyclists.



Contactless Pedestrian button



Proximity  
sensor



## Liffey Cycle Interim route



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Works continue on this route to have complete by August as per City Council request.

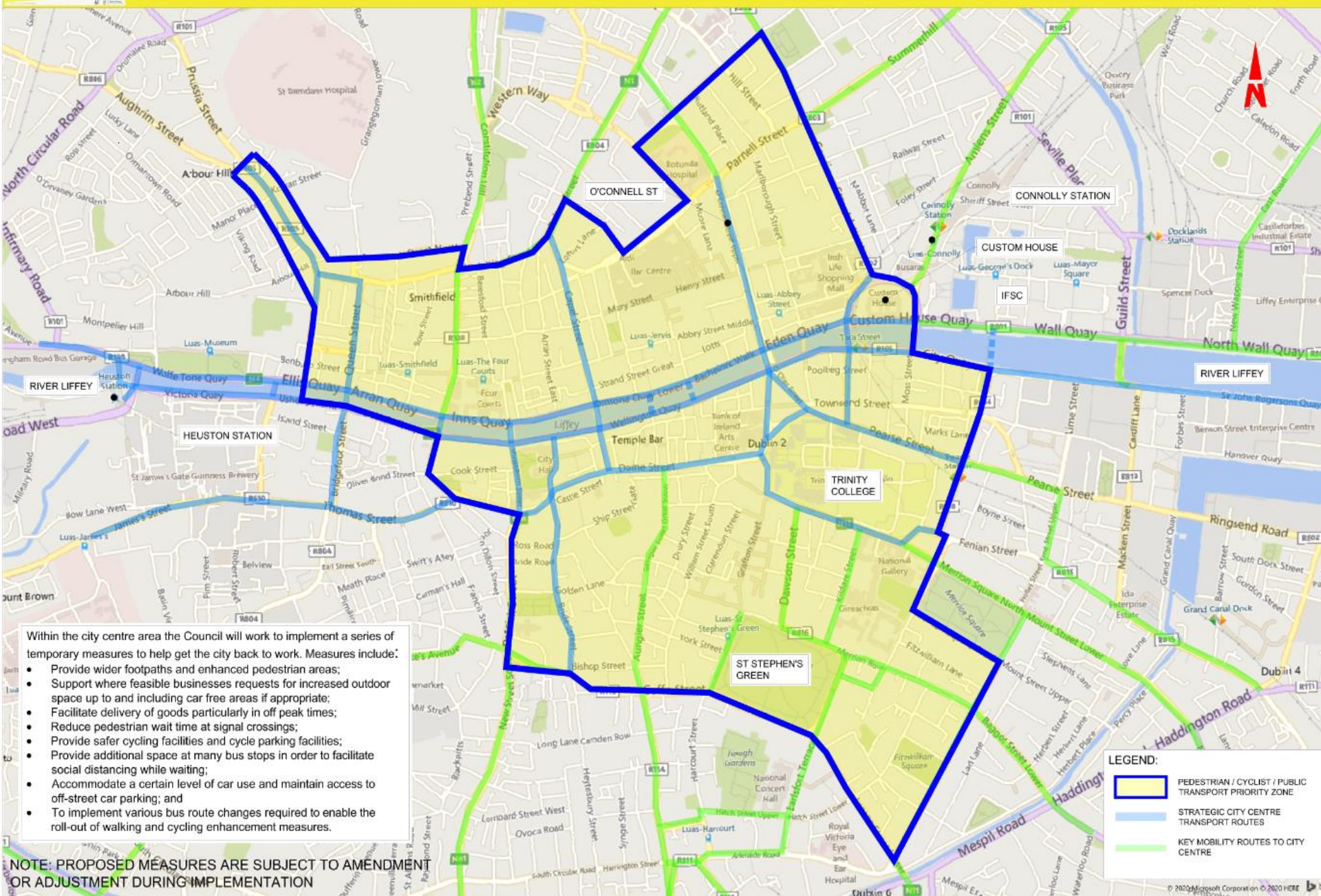


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# COVID-19 RESPONSE - TEMPORARY MEASURES IN CITY CENTRE





## Inner Zones to City Core



### Zone Distances:

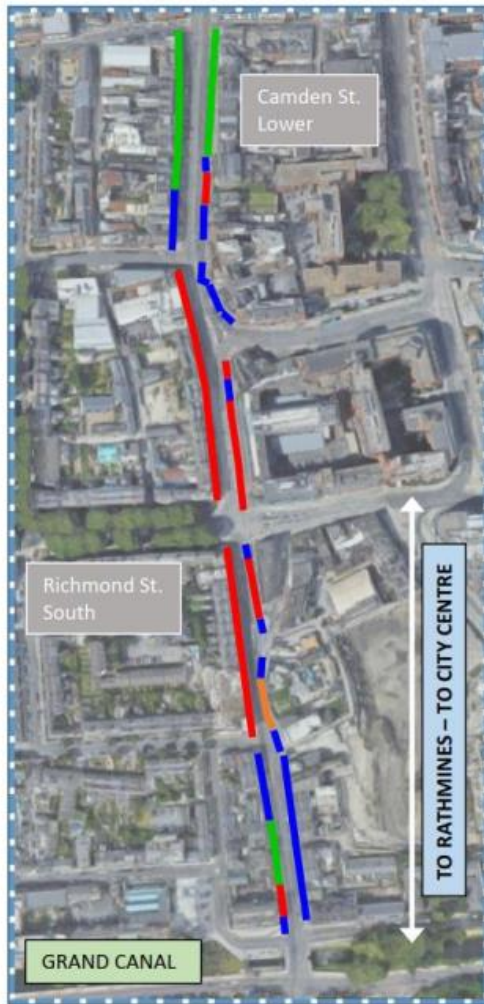
- Within 2km of City Centre
- Within 5km of City Centre
- Within 10km of City Centre
- Over 10km of City Centre

Urban Village Links - NTS

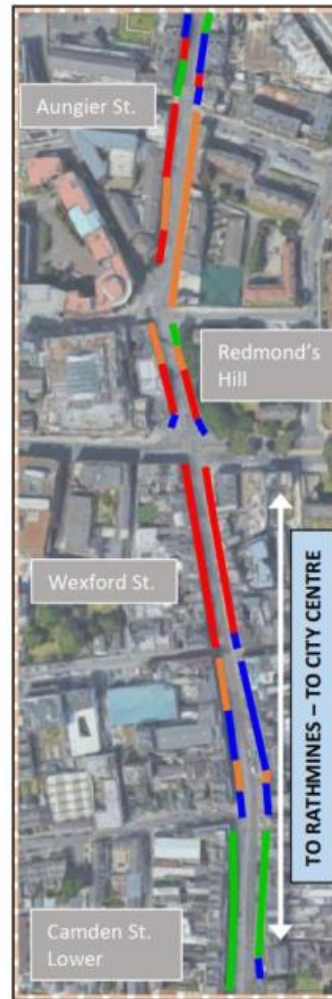
Central Point taken, O'Connell Bridge

0Km

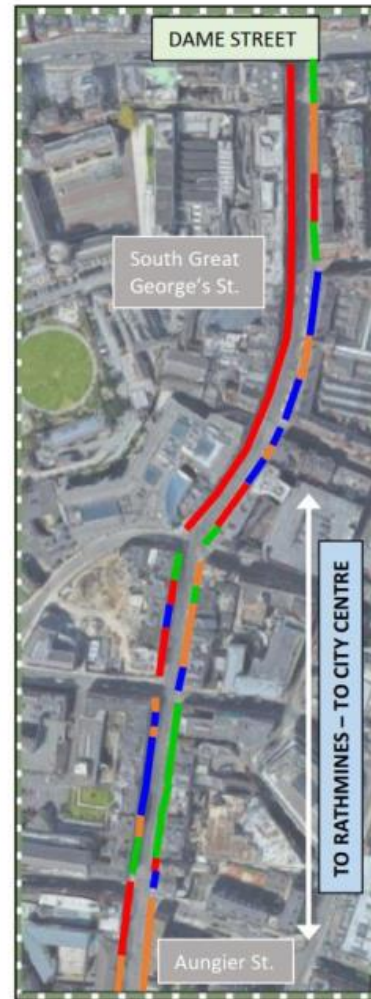
5Km



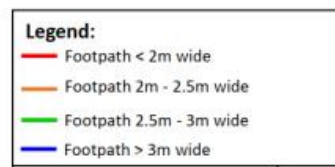
Section 3



Section 4

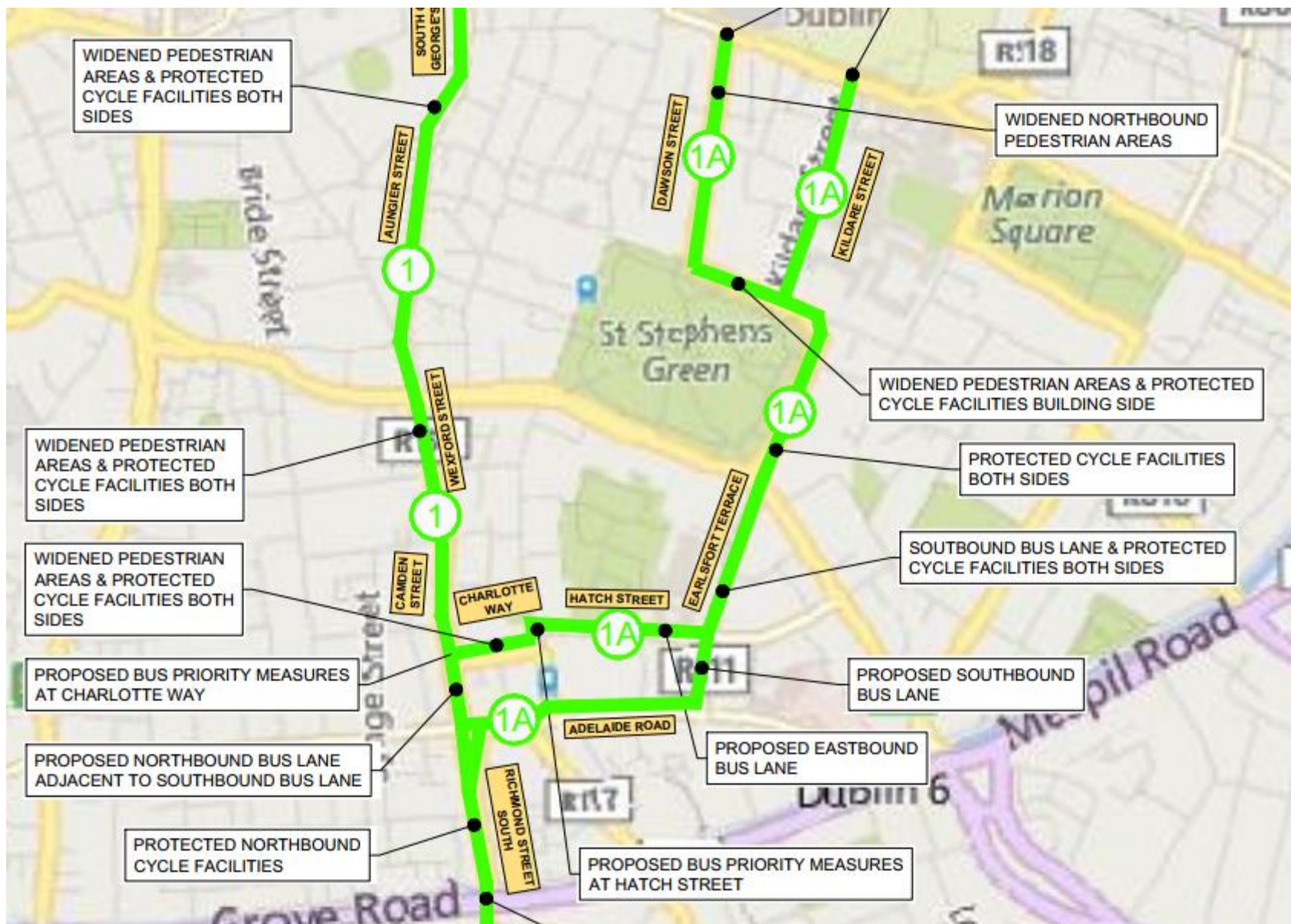


Section 5



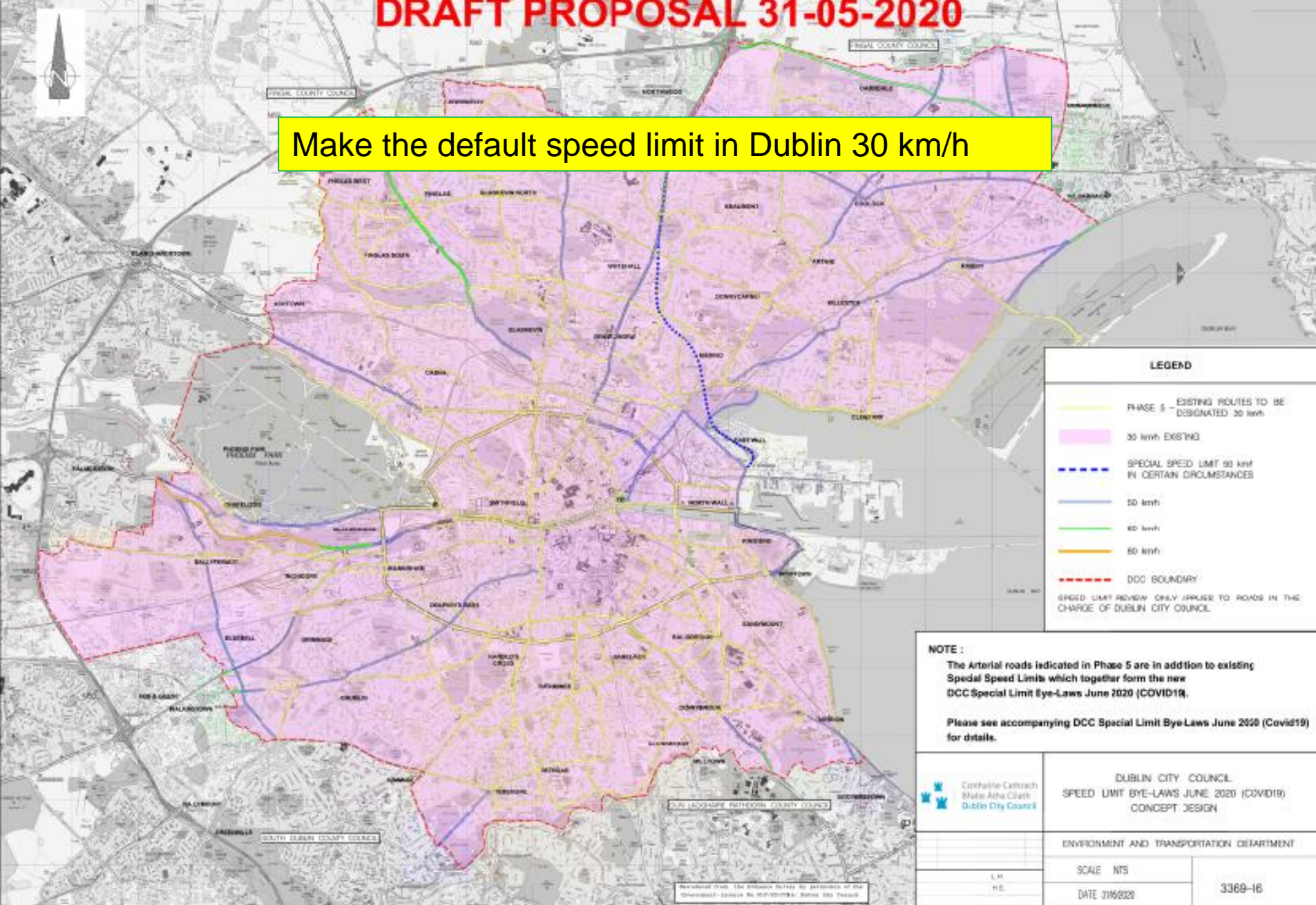
Difficulties with footpath widths all along this route.







Make the default speed limit in Dublin 30 km/h



## LEGEND

- PHASE 5 - EXISTING ROUTES TO BE DESIGNATED 30 km/h
- 30 km/h EXISTING
- SPECIAL SPEED LIMIT 50 km/h IN CERTAIN CIRCUMSTANCES
- 50 km/h
- 60 km/h
- 80 km/h
- DCC BOUNDARY

SPEED LIMIT REVIEW ONLY APPLIES TO ROADS IN THE CHARGE OF DUBLIN CITY COUNCIL

## NOTE:

The Arterial roads indicated in Phase 5 are in addition to existing Special Speed Limits which together form the new DCC Special Limit Bye-Laws June 2020 (COVID19).

Please see accompanying DCC Special Limit Bye-Laws June 2020 (Covid19) for details.



DUBLIN CITY COUNCIL  
SPEED LIMIT BYE-LAWS JUNE 2020 (COVID19)  
CONCEPT DESIGN

ENVIRONMENT AND TRANSPORTATION DEPARTMENT

SCALE NTS

DATE 31/05/2020

3369-16



Dublin City Council



# With widening measures

ld out --- temp kerbs and asphalt.







Priority seats and marking priority waiting areas at bus stops are part of planning NTA/ DCC/Dublin Bus.



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## Temp Kerbs and Asphalt (Nassau Street Trial )



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- Temp Kerbs and Asphalt (Nassau Street Trial )



This allows rapid and safe expansion of pedestrian space with 125 mm Kerb height  
Unfortunately its not suitable for everywhere due to issues with :-

- Existing Kerb Heights ( or lack of them )
- Camber of Road
- Drainage issues



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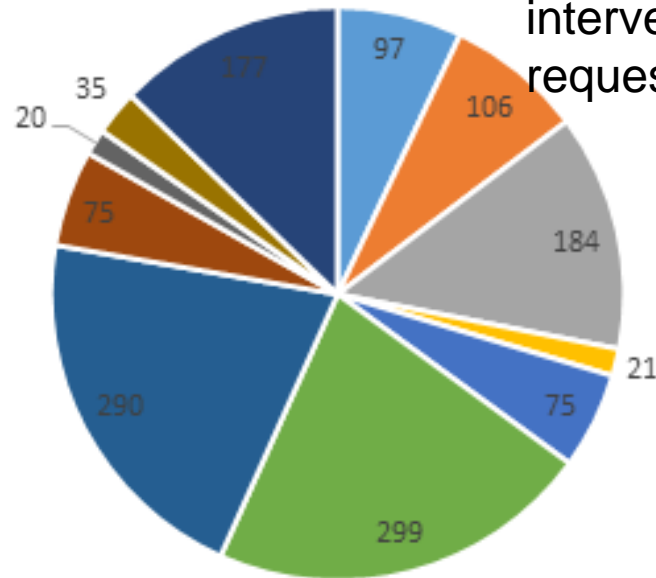
## College Green Footpath and bus stop extension works



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## Covid Mobility Requests

- Covid Mobility teams working on Covid intervention requests – over 790 requests received to date.



■ Contra-flow cycle lanes

■ Footpath widening

■ Other

■ Protected cycle lanes

■ Commercial / Retail deliveries support

■ Outdoor seating area

■ Cycle parking facilities

■ Journey planning

■ Pedestrian area

■ Support and advice for active travel (walking & cycling)

■ Increasing queuing space at bus stops



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- Challenge is to ensure City can return to work in a sustainable manner.
- That gains made in active mobility can be protected and enhanced.
- That reduction in delays to Pedestrians can be maintained.
- While ensuring space for pedestrians and businesses to reopen.
- Communication team now in place with dedicated email [Covidmobility@dublincity.ie](mailto:Covidmobility@dublincity.ie) for all queries questions etc.

Thanks for more details  
[covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie)



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