



Covid Mobility Interventions 2020

Introduction:

Impact of Covid-19 Pandemic on Transport:

The Covid-19 pandemic, which began to take hold in Ireland in March 2020, 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 in March and April, 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%. During this period, we saw a large increase in the number of people walking and cycling for leisure in their local communities.

As the restrictions eased, with workplaces, schools and shops re-opening, the numbers of people travelling and moving around the City started to increase again. Despite the level of restriction, ongoing social distancing requirements mean there is a vastly reduced capacity on our public transport system, meaning that the overall patterns of travel are due to remain, in the short term at least, significantly different from those that existed pre-Covid.

The following report outlines Dublin City Council's response to this unprecedented pandemic situation.

Brendan O'Brien
Head of Technical Services
1st December 2020

Contents

Executive Summary of Covid Mobility Measures Implemented.....	3
1. Introduction – Impact of Covid-19 Pandemic on Transport	5
2. Response of Dublin City Council.....	5
2.1 Covid Mobility Programme.....	5
2.1.1 Challenges to implement on street measures	6
2.1.2 Innovative solutions	7
2.1.3 Rationale for interventions.....	12
2.1.4 Identification of locations for measures	12
2.2 Covid Mobility Team – Composition, Set up & Programme of Works.....	12
3. Covid Mobility Measures introduced.....	13
3.1 Pedestrian Friendly Measures	13
3.1.1 Pedestrian signal crossings	13
3.1.2 Increased Pedestrian Space	13
3.1.3 Pedestrian Crossings	13
3.1.4 Protection of Temple Bar Pedestrian Zone	14
3.1.5 Pedestrian Friendly Trials	14
3.2 Cycle Friendly Measures	16
3.2.1 Protected cycle lanes	16
3.2.2 Contra-Flow Cycle Lanes	18
3.2.3 Strand Road Cycle Route Trial.....	18
3.2.4 Griffith Avenue Protected Cycle Track.....	18
3.2.5 On-Street Cycle parking	19
3.3. Filtered Permeability Trials	20
3.3.1 Grangegorman Filtered Permeability Trial	20
3.3.2 Pigeon House Road Filtered Permeability Trial	21
3.4 School Mobility Programme.....	22
3.4.1 School Zones	23
3.4.2 School Cycle parking	24
3.4.3 School Support & Resources	24
4. Communication	24
4.1 Website.....	24
4.2 DCC Consultation Hub/Citizen Space	24
4.3 COVID-19 Mobility E-Mail	25

4.4	COVID-19 Mobility Measure Request Form.....	25
4.5	Weekly Councillor Covid Mobility Reports	26
4.6	Business Liaison	26
4.7	Promotion.....	27
4.7.1	Social Media	27
4.7.2	Promotional Videos	27
4.7.3	Billboard Campaign	27
4.7.4	Webinars	28
4.7.5	Community Engagement.....	28
5.	Next Steps and Staffing Resources.....	28

Executive Summary of Covid Mobility Measures Implemented

The following table highlight the outputs achieved by the Covid Mobility Team from March to December 2020

MEASURE IMPLEMENTED	NO. OF LOCATIONS/ ROUTES	LENGTH (M)
Pedestrian friendly measures		
Pedestrian crossings	3	-----
Signal time changes to give greater time to pedestrians	All pedestrian signals in the DCC area.	-----
Contactless pedestrian push button	240	-----
Increased pedestrian Space by bollards	6	228m ²
Increased pedestrian Space footpath buildouts	4	399 m ²
Bus Stop Buildouts - asphalt	6	540 m ²
Bus Stop Buildouts – modular material	2	64 m ²
Pedestrian Trials	6	-----
Cycle friendly measures		-----
Protected cycle lanes installed	11	10km
Cycle lanes assessed for protection	26	28km
Contra flow cycle lanes installed	2	-----
On-street cycle parking	137 locations; 671 stands	-----
Filtered Permeability		
Filtered Permeability Trials	2	
Schools Mobility Programme		-----
School Zones completed	20	-----
School Zones designs completed	34	-----
School Zone applications received	92	-----
School cycle parking requests received	76	
Schools cycle parking racks supplied	71 schools; 1,530 spaces	-----
Schools Cycle Buses engagement & support	4	-----
School Park & Ride engagement & support	2	-----
Promotion		-----
Promotional videos created & published	10	
Participation in webinars to promote Covid Mobility	5	
Active travel billboard campaign	22	-----
Communication & Business Liaison		-----
Weekly Covid Mobility Reports to Councillors	25	
Covid Mobility Requests received	5,007	
Covid Mobility emails received from covidmobility@dublincity.ie	30-40 per day	
Schemes published on Consultation Hub	8	-----
Submissions received from Consultation Hub	8,653	
Business Liaisons	2,008	
Covid Mobility posts on social media	140 approximately	-----
Councillor Questions received and responded	136	

1. Introduction – Impact of Covid-19 Pandemic on Transport

The Covid-19 pandemic, which began to take hold in Ireland in March 2020, 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 in March and April, 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%. During this period, we saw a large increase in the number of people walking and cycling for leisure in their local communities. As the restrictions eased, with workplaces, schools and shops re-opening, the numbers of people travelling and moving around the City started to increase again. Despite the level of restriction, ongoing social distancing requirements mean there is a vastly reduced capacity on our public transport system, meaning that the overall patterns of travel are due to remain, in the short term at least, significantly different from those that existed pre-Covid.

2. Response of Dublin City Council

2.1 Covid Mobility Programme

In the unprecedented pandemic situation it was a struggle to begin to formulate a response and to try and determine just where the efforts should be put in. It was clear from the start that there was a range of interventions which were needed and at the start the first concern was safety of the public and the issues caused by speeding in the city as the traffic volumes fell.

The first response of the city council was to immediately lower the cycle times across the city and to work with other stakeholders on providing messaging around road safety.



2.1.1 Challenges to implement on street measures

The immediate challenge was to begin work in a situation where the vast majority of contractors, suppliers etc. were closed and so the only staff available were some of the direct labour traffic crews and the materials used were what was already in stock. In addition and crucially a safe means of staff working outdoors on these projects had to be worked through, and agreement reached that the works being undertaken were classified as essential.

It is a great tribute to the outdoor staff, traffic officers and technical staff in the traffic department that these arrangements and safe methods of work could be put in place so quickly and safely.

The initial interventions were around closing off loading bays and trying to make some space in the urban villages for social distancing and queuing.

To ensure that all interventions are implemented in an integrated and co-ordinated way across all transport modes, Dublin City Council (DCC) and the National Transport Authority (NTA) jointly developed and published "*Enabling the City to Return to Work, Interim Covid Mobility Intervention Programme for Dublin City*" in May 2020. This programme sets out a framework of proposals and innovations to address the urgent mobility needs and challenges that have emerged as a result of the Covid-19 Public Health Emergency.

At the Council Meeting in June, this programme was presented and noted by the City Councillors. The elected members are kept informed of the measures implemented and proposed on a weekly report issued by the Chief Executive. In total, there have been 25 weekly Covid Mobility Reports issued to-date.

The goal of the programme is to allow the city to function under the new arrangements arising from the Covid-19 pandemic, both in terms of providing space for safe movement plus business activities, and in accommodating the changed transport patterns. At the heart of the plan are the 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 changes 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;
- In line with government advice to walk and cycle, there was an emphasis on enable more people to walk and cycle by providing safer facilities;
- To provide additional space at many bus stops in order to facilitate social distancing while waiting;
- To assist business with their requirements for more outdoor space for queueing and for serving food.

The government issued guidance to all local authorities in the form of an interim advice note on Covid 19 and the changes in mobility measures required. Funding was also approved by the NTA for these measures and the NTA supported throughout with guidance and technical assistance.

A number of innovative solutions were deployed quickly by the team assembled to work in the area of Covid Mobility headed by Patricia Reidy A/ Senior Engineer. This team comprised a number of staff drawn together from different sections within traffic as well as with the active assistance of colleagues from across the Environment and Transportation department especially the Sustainable mobility and the ITS sections.

2.1.2 Innovative solutions

Temporary buildouts

It became very clear that while it was quick and easy to bollard off some space either at a loading bay or parking area, it was more complicated to then make this space accessible to all and that a quick rapid deployment solution would have to be found in order to do this.



Pedestrian Space increased on Dorset Street by use of bollards

Two approaches have been pioneered by the Covid Mobility team successfully in Dublin, the first was a modular build out which was manufactured in Spain and had the advantage of not requiring any civil works. This was first put in place at a bus stop on the North Circular Road and also at Townsend Street, this solution was assessed by members from the Public Participation Network, Irish Wheelchair Association and the National Council for the Blind of Ireland and found suitable with some modification.



Modular bus stop buildout on North Circular Road

However this modular build out was expensive and due to its height could only be used at certain types of bus stops and locations, its main advantage was that it didn't interfere with drainage.

The second type was to put in place temporary kerbs and fill with asphalt, the main issues relate to drainage and the new type of drainage solution which had to be designed in close cooperation with our drainage department. This was trialled in Nassau Street, again with representatives from the disability community. Various suggestions and modifications were made and the first proper one of this type was put in place in College Green and again assessed by the disability groups and agreed that it would be the template for all of this type going forward.



Construction and completed footpath buildout on Nassau Street

These buildouts are more flexible and now have been used in multiple locations, both for bus stops and to create temporary pedestrian space. They are temporary and laid on sand they do not require the extensive utility and drainage works that a normal footpath build out would need and so can be rolled out within a number of days.



Footpath buildout on College Green

This type of build out has also been used successfully in St Anne Street, Drury Street and South William Street to enable additional space for pedestrians to be made available and allow premises to make use of additional space for outdoor dining.



Footpath buildout on Anne Street South

Contactless Pedestrian units

Initially a lot of the pedestrian crossings throughout the city were put on permanent demand to avoid the need for pedestrians to touch the buttons and this coupled with a much lower cycle length initially worked well, however a number of disadvantages to this approach became apparent. In DCC all the signalised crossings are equipped with audio and tactile indicators and this now meant that the audio sounders were going off every 60 seconds whether anyone was crossing or not. The continuous calling of the pedestrian crossings also introduced delays for traffic, as unlike in Europe, all conflicting traffic must be halted during a green pedestrian phase. As traffic volumes rose as restrictions were eased this became more of an issue.

A solution which was trialled over the summer was the introduction of an additional sensor which detected the presence of a hand but did not require touching the button. This was demonstrated again to the various disability groups and the reaction was positive and a roll out of these units has commenced across the city.

School Zones

An issue that had been identified for some time was the problem caused by unregulated parking outside schools, with issues of footpaths being parked on and entrances blocked. All of this created situations where vehicles were unnecessarily too close to schools and acting as an active discouragement for walking and cycling to schools. Working with the NTA and An Taisce Green-Schools, an innovative approach was designed and pioneered in Dublin with the first location of a School Zone opened by the Lord Mayor.



First School Zone installed at Francis Street School, John Dillon Street, Dublin 8

School Zones aim to:

- Highlight the presence of the school and students to drivers.
- Discourage vehicle drop off / pick up at school gates and areas to reduce congestion and air pollution.

- Prevent parked or stopped cars blocking visibility of pedestrians crossing and increase safety at the front of school.
- Make it easier for school children to cycle to school by keeping the school zones clear.
- Encourage drivers to slow down via specific and eye catching traffic calming measures.
- Prioritise active travel to and from school.

The use of colourful and distinctive markings on the road combined with eye catching bollards all help to create a sense that this zone is for children and their safety.

Extruded kerbs to protect cycle tracks

The use of extruded kerbs is new in Dublin and was first trialled by the NTA and DLRCC, the advantages of the extruded kerb is the level of protection it offers cyclists and that the depth of excavation required is such that services do not need to be moved. In addition, as the length of the extruded kerb can vary site specific drainage issues can be avoided. These have been used in Griffith Avenue, Constitution Hill and Ormonde Quay along with road markings and colour surfacing to ensure a high contrast.



Extruded kerb on cycle lane on Griffith Avenue

Consultation hub and weekly report to councillors

Undertaking consultation in a pandemic around changes in road use and layout was understandably more difficult than pre-Covid. Physical meetings, leaflet drops, community engagement were all not possible in the manner previously used. The use of the consultation hub aligned with the weekly updates to all councillors allowed us to ensure that the next designs for deployment could be made available and comments sought. The use of multi stage consultation in Griffith Avenue, allowed us to break the project into discrete sections and consult about each section in turn.

Meetings with interested parties via Team or Zoom were also facilitated as were some leaflet drops in areas to ensure as many people as possible were aware of the proposals.

2.1.3 Rationale for interventions

To ensure that people can continue to travel to, from and around the City & Urban Villages in a safe manner during the pandemic, a range of measures including the re-allocation of road space to facilitate increased pedestrian and cycling numbers are being implemented across the City by the Covid Mobility Team as part of the Interim Covid Mobility Intervention Programme.

Measures implemented to-date include the installation of multiple footpath widening and protected cycle lanes, contra flow cycle lanes, bus build outs, filtered permeability and pedestrian trials, School Zone roll out, contactless push buttons and pedestrian priority at signal crossings.

In tandem with these physical interventions, an Active Travel campaign has been launched as part of the Programme in order to encourage people to consider walking or cycling as an alternative transport means where feasible..

In addition, measures to assist businesses and retailers in the City Centre have been undertaken as part of the Covid Mobility interventions. For example, in response to the difficulties faced by retailers due to the drop in footfall in the city centre, a six weekend trial of pedestrian areas in the Grafton Street Area was undertaken along with the provision of additional footpath space to accommodate outdoor tables and chairs for Cafés and Restaurants.

2.1.4 Identification of locations for measures

The initial scope of the programme focussed on optimising access to and movement within the City Centre, Urban Villages and radial routes with the highest levels of walking and cycling movement (as recorded in the Canal Cordon Count) . However, the programme is very much live and dynamic and additional locations are being introduced as new challenges arise and new locations are identified.

To facilitate this, a dedicated Covid Mobility Request Form was developed to enable Councillors and members of the public to highlight additional locations in need of Covid Mobility Interventions. Over 5,000 requests for Covid Mobility Measures have been received to-date.

2.2 Covid Mobility Team – Composition, Set up & Programme of Works

A dedicated multi-disciplined Covid Mobility Team was set up by DCC Traffic Section in order to deliver the Covid Mobility Programme and respond to the immediate and significant mobility challenges that needed to be addressed due to the covid-19 public health emergency. In addition, due to the immediate scale, nature and time pressured aspect of the body of work to be undertaken, additional staff from other Traffic Sections were redeployed with immediate effect including the Area Engineers from the TAG Office and some of the staff from the Sustainability Mobility Section.

In tandem with this, a dedicated Covid Mobility Business & Communication Section was set up and consists mainly of redeployed administrative staff from the TAG Office in addition to the Active Travel Promotion Office Team.

As the staff from the TAG Office were fully redeployed to assist with the emergency delivery of the Covid Mobility Programme, the TAG Office had to be temporarily substantially scaled back with requests for disabled parking, safety issues and responses to councillor queries being prioritised.

Under the Covid Mobility brief, the Area Engineers primary focus is on the delivery of Urban Village interventions and roll out of School Zones to all primary schools in the DCC Area and there is a natural alignment and cross over between these interventions under Covid Mobility and the work of the Area Engineers pre pandemic. As restrictions ease, the recommencement of the TAG Office is to be prioritised and this will be discussed further in the next steps section of this report.

3. Covid Mobility Measures introduced

3.1 Pedestrian Friendly Measures

The following Covid Mobility Measures for pedestrians was necessary to:

- encourage more walking in the city and relieve pressure on public transport modes; and
- avoid pedestrian congestion on footpaths, pinch points and narrow islands at crossings thereby better allowing for social distancing to occur.

3.1.1 Pedestrian signal crossings

The cycle times across the city have been reduced and in general this has continued to be the case except for a small number of locations. This is to encourage walking and provide safety at pedestrian crossings.

3.1.2 Increased Pedestrian Space

Measures to increase pedestrian space such as footpath widening, footpath and bus stop build outs have been implemented at 22 locations across the DCC area to-date.

Locations were prioritised in the City Core and in the Urban Villages, where there is both a high pedestrian footfall and where footpath widths are constrained.

3.1.3 Pedestrian Crossings

Works have commenced on new pedestrian crossings in both Finglas Village and Sandymount Green.

It is also intended to install four new pedestrian crossings on the north western corner of Mountjoy Square. Preliminary design for two pedestrian crossings above were available on the DCC Consultation Hub from September 24 to October 8.

3.1.4 Protection of Temple Bar Pedestrian Zone

Bollards have been installed around the Temple Bar area to protect the existing Pedestrian Zone. These are removed daily between 6am and 11am to allow access for deliveries



Bollards protected pedestrian zone in Temple Bar

3.1.5 Pedestrian Friendly Trials

The initial lockdown had a dramatic impact on footfall in the city centre as would be expected. As restrictions lifted it was clear that recovery in footfall was unevenly spread across the city and while Henry Street was recovering well the Grafton Street area was not showing the same increases.

In response, the City Council decided to undertake some trials of pedestrianising some streets in the Grafton Street area at the weekend to attempt to increase footfall and to identify any issues that arise due to the removal of vehicular traffic. It was clear that deliveries would have to be facilitated up to 11:00 and also that access to car parks in the area would need to be maintained.

The Grafton Street area weekend pedestrianisation trials commenced on the 25th/26th July and ran for 6 weeks at the following locations:

- Anne Street South from the junction of Dawson Street
- Duke Street from the junction of Dawson Street
- South William Street from the Brown Thomas carpark exit to Chatham Row
- Drury Street from Fade Street to the Drury Street carpark
- Dame Court from Exchequer Street with Dame Lane also closed off to traffic.

The measures were taken to support the economic recovery of the city by providing more space for pedestrians during weekends to encourage people to return for shopping and to make use of the many cafes and restaurants in the area and so enjoy the city centre.



Outdoor seating areas provided on Anne Street South and Drury Street

Evaluation and Consultation

Data was collected during trial from a number of sources including footfall figures, DCC online survey and retailer surveys carried out by Dublin Town and Dublin Can be Heaven. Feedback was overwhelmingly positive with 96% of people who completed the DCC online survey saying that the pedestrianisation improved their experience and 95% of people in favour of permanently pedestrianising these streets. A full report with recommendations for next steps was widely circulated in October.

Next Steps – Permanent Measures

Following on from the recommendations of the Trial Report, an online survey for the proposed permanent pedestrianisation of a number of streets in the Grafton Street area was published on our Consultation Hub on November 6 and this will remain open until December 11th.

Our colleagues in the Road Maintenance division undertook a comprehensive range of resurfacing work across the city and during November all 5 streets that were trialled for pedestrianisation were resurfaced. Further footpath buildouts have been completed on Drury Street and South William Street.



New footpath buildout on Drury Street

3.2 Cycle Friendly Measures

The following Covid Mobility Measures for cyclists were implemented to:

- encourage more cycling in the city and relieve pressure on public transport modes; and
- make the cycling experience more attractive to new cyclists through safer infrastructure, more direct routes and increased on-street cycle parking locations.

3.2.1 Protected cycle lanes

Analysis of the Canal Cordon Count identified the 14 key routes with highest level of cyclists. These routes were prioritised for installation of protected cycle lanes. Implementation of the interim Liffey Cycle Route and Fitzwilliam Cycle route has progressed in tandem with Covid Mobility Measures and led by our sustainable mobility section.

Additional locations were identified as submitted requests were reviewed and deemed appropriate for intervention.

As part of the Government Stimulus Package, DCC received funding for resurfacing works.

Covid Mobility Team are continuing to working closely with Road Maintenance to review all locations scheduled for resurfacing in order to enhance walking and cycling facilities where feasible. Examples of this collaboration include the recent resurfacing of Kildare Street which included the widening of the cycle lane and the resurfacing works on Constitution Hill which included new road markings for cyclists with extruded kerb installation.

Over 10 km of protected cycle lanes have been installed to-date.



Inns Quay before



Inns Quay initially with plastic bollards and then planters



College Green



Church Street



Extruded kerb with bollards and buff surfacing on Constitution Hill following road resurfacing

3.2.2 Contra-Flow Cycle Lanes

Contra-flow cycle lanes allow cyclists to ride against the flow of traffic on one-way streets. This creates more direct routes and shorter journey times for cyclists. The Covid Mobility Team has installed contra-flow cycle lanes on both South Leinster Street and Werbergh Street.



South Leinster Street



Werbergh Street

3.2.3 Strand Road Cycle Route Trial

Dublin City Council in conjunction with the NTA are proposing to improve cycle facilities along the Strand Road to offer an alternative transport option for people to get to work and school. A two way separated cycle route along Strand Road between Sean Moore Road and Merrion gates (2.7km) is to be trialed for six months. It is also proposed to provide a connection between Merrion Gates and the DCC boundary. Almost 3,000 submissions were received as part of the non-statutory public consultation process and DCC have been meeting with stakeholder and residents groups. A consultative forum being chaired by the Lord Mayor has been set up and will meet on a monthly basis.

3.2.4 Griffith Avenue Protected Cycle Track

The main aim of the Griffith Avenue Protected Cycle Track is to provide protected, safe and continuous cycling for all ages and abilities along this route. This is especially important with the numbers of schools in the area as well as the different DCU campus locations. Works on the scheme commenced in late August. The route was broken into sections to allow for stakeholder engagement and submissions to inform design as it progressed.

The designs for the entire length of the scheme between Ballymun Road and the Malahide Road have been published on the consultation hub with the exception of the how the route passes through the main junctions with Ballymun/St Mobhi Road, Drumcondra/Swords Road and the Malahide Road. The designs for these 3 locations are more challenging and are being developed separately. To date we have installed:

- 550 m of protected cycle lane on the northern of the Griffith Avenue Extension between the Ballymun Road and Ballygall Road East. A new type of extruded concrete kerb was successfully trialled in this location
- Approximately 500m of protected cycle lanes on both the northern and southern side of Griffith Avenue between St. Mobhi Road and Walnut Rise. The cycle lanes have initially being protect using bollards but it is intended to replace these with more durable materials once the cycle lanes have become established and any design issues have been addressed.
- We are currently in the process of install the road markings for the next 500m section between Walnut Rise and Drumcondra Road/Swords Road.



Protected Cycle Lane – Griffith Avenue

3.2.5 On-Street Cycle parking

To date, a total of 671 stands at 137 locations across the Dublin City Council area have been installed this year in conjunction with our sustainable mobility section.



Synge Street, Dublin 8



Earlsfort Terrace, Dublin 2

3.3. Filtered Permeability Trials

Filtered permeability refers to the elimination of through traffic on a particular road in order to create a more attractive and safer environment for all by limiting through traffic to pedestrians and cyclists.



Planters preventing through traffic at filtered permeability trial, Grangegorman Lower

3.3.1 Grangegorman Filtered Permeability Trial

Following requests from a number of Councillors and Residents Groups, and in light of the projected increased levels of footfall and cycling due to proximity of the TUD Campus, an initial four week temporary trial of 'filtered permeability' was implemented on Grangegorman Road Lower.

The trial commenced on the morning of 6th July and was set to run for a four week period until 2nd August 2020. Prior to the proposed end of trial date, the Central Area Committee proposed and agreed that the end-date of the trial should be extended to facilitate feedback from the Councillors on whether the trial should be removed, amended or extended for a specific period.



School children cycling to school, Grangegorman

The current end-date of the trial is set for 31st January 2021, and a report on the trial is due to be presented to the members at the January 2021 Central Area Committee Meeting. In this report and subsequent presentation, Dublin City Council will make recommendations on the future of the scheme. The report will capture among other things, the feedback of residents and other stakeholders. Following the presentation of the report, Councillors will provide feedback on whether the trial should be removed, extended for a specific period or made permanent.

Consultation

We have carried out and continue to carry out extensive consultation on this scheme. Since the commencement of the Grangegorman Filtered Permeability Trial, Public Consultation has involved elements such as:

- Over 11,000 Leaflets distributed to local residents & stakeholders
- Consultation with local schools, the University, health care centres and other relevant stakeholders via phone and email.
- Covid Mobility updates issued by the Chief Executive at Area Committee Meetings.
- Presentations at Central Area Committee Meetings.
- Updates on the trial publicised via the Dublin City Council Twitter and Facebook accounts.
- Information published on the [DCC Consultation Hub](#).

3.3.2 Pigeon House Road Filtered Permeability Trial

Filtered permeability measures were installed on Pigeon House Road and the trial commenced on the morning of August 16, 2020 for an initial 4 week period. The trial includes the provision of a series of bollards and temporary planters placed on Pigeon House Road, with appropriate signage and road markings.

Implementation of this trial results in the elimination of motorised cut-through traffic from Pigeon House Road and drivers are no longer able to use this route as a short-cut from York/Cambridge Road to the Sean Moore roundabout, 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 pedestrians. Access through the bollards is also permitted for emergency vehicles.



Cyclist permeating through bollards at Pigeon House Road

Consultation : We have carried out and continue to carry out extensive consultation on this scheme. Since the commencement of the Pigeon House Road Filtered Permeability Trial, Public Consultation has involved elements such as:

- Approx. 600 No. Leaflets distributed to local residents & stakeholders on 3 No. occasions.
- Consultation with local schools and other relevant stakeholders via phone and email.
- Presentation and Detailed Report given at the November South East Area Meeting.
- Updates on the trial published via the Dublin City Council Twitter and Facebook accounts.

The Pigeon House Road filtered permeability trial was implemented for an initial 4-week trial commencing August 16, 2020. Following a South East Area Committee Meeting a within the initial trial period, it was agreed to extend the trial to allow for further monitoring and assessment. A detailed report and a presentation was given to Councillors at the November Area Committee meeting. It was agreed by Councillors at this meeting to extend the trial for 1 year.

3.4 School Mobility Programme

On 1st July 2020, the Health Service Executive (HSE) released 'Interim Recommendations' for the reopening of schools including promoting of active travel to school and encouraging parents to park further away from the school and then walk with their children to avoid congestion. High volumes of vehicles at school gates mean small children have no safe access to school, often having to maneuver around parked and turning vehicles to get into the school grounds.

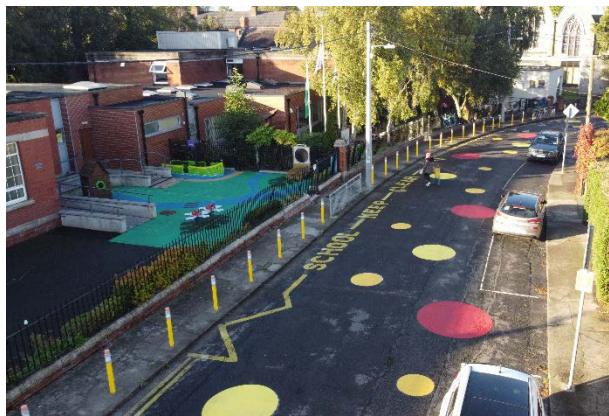
The purpose of the Dublin City Council School Mobility Programme is to reduce the number of drop offs and pickups by private vehicle at the school gate will free up space at school gates to allow for safe physical distancing while reducing hazards for children walking, cycling and scooting to school. The programme includes the following:

- Schools Zones
- School Bike Parking
- Support for school Cycle Buses
- Support for school Walk & Stride initiatives
- Online signposting to school Active Travel resources

We have recently recruited a dedicated Covid Mobility School Outreach Officer to further develop out School Mobility Programme.

3.4.1 School Zones

We initially piloted two School Zones in the Dublin City Council administrative area; one in Francis Street School, D8 and one at Central Model School, D1. Following extremely positive feedback for the schools and parents, we contacted all primary and special schools in DCC (213 schools) inviting all interested schools to complete an application form for a School Zone. We have received 92 applications to date and 20 School Zones have been completed and a further 14 are at the design stage.



School Zones at Central Modal School,D1 and Star of the Sea, Sandymount D4



Greenlanes Cycle Bus enjoying the newly installed School Zone in Clontarf, D3

3.4.2 School Cycle parking

To date we have delivered cycle parking to 71 schools in the city catering for 1,530 bikes and this has catered for the majority of the requests received, however the application process remains open.



Grangegorman Educate Together



Greenlanes National School

3.4.3 School Support & Resources

The Team has engaged and supported 4 cycle buses and facilitated 2 park and stride initiatives. We continue to update our webpage, to assist schools in creating a safer school gate environment and to promote and increase active travel to school.

4. Communication

4.1 Website

An overview of the Covid Mobility programme plus weekly updates are placed on the DCC webpage. This website also includes advice, links and resources for Active Travel including School Mobility

4.2 DCC Consultation Hub/Citizen Space

Eight schemes have been published to date on the DCC Consultation hub. These included:

- Grafton Street Area Weekend Pedestrianisation Trials
- Grafton Street Area Permanent Pedestrianisation
- Grangegorman Filtered Permeability Trial
- Strand Road Cycle Route Trial
- Griffith Avenue Cycle Track
- Werbergh Street
- Mountjoy/Gardiner Street junction
- Parnell Sq East Contraflow

4.3 COVID-19 Mobility E-Mail

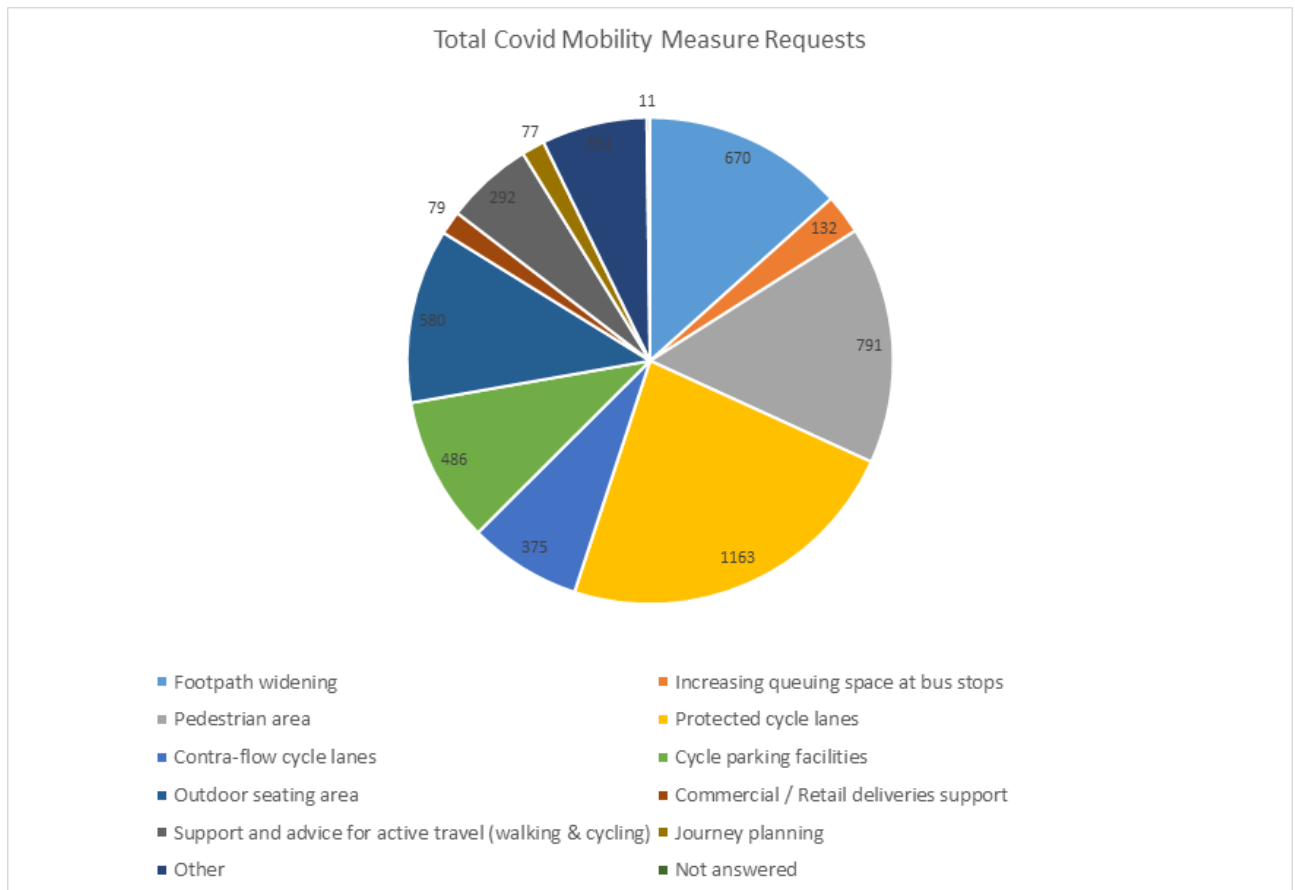
A dedicated e-mail address was set up to act as the primary channel to contact the COVID Mobility Team. This account receives on average 30-40 emails per day. Due to this high volume, it is not possible to respond to each email individually and as such we have an automated response to advise the public of this. All emails which are classed as submissions for a specific scheme are sent to the project team directly to inform reports and recommendations. Emails which require an individual response are directed to the appropriate person for input to allow for a response within 2-3 working days.

4.4 COVID-19 Mobility Measure Request Form

A dedicated Covid Mobility Request Form was established to allow members of the public. 5,007 submissions have been received to date. As can be seen in the breakdown below, the majority of requests (2,024 requests) are for cycle lanes and cycle parking. While it has not been possible to assess all requests to date, we intend to use the submissions to inform future Active Travel Plans on a city and community basis.

Mobility measure requested

Footpath widening	670
Increasing queuing space at bus stops	132
Pedestrian area	791
Protected cycle lanes	1163
Contra-flow cycle lanes	375
Cycle parking facilities	486
Outdoor seating area	580
Commercial / Retail deliveries support	79
Support and advice for active travel (walking & cycling)	292
Journey planning	77
Other	351
Not answered	11
Total requests	5007



4.5 Weekly Councillor Covid Mobility Reports

To date, we have issued 25 weekly updates on COVID-19 mobility measures to Elected Members. These updates are published on the website and are also circulated via e-mail and issued to stakeholders via the Transport SPC and the NTA accessibility network.

4.6 Business Liaison

We have a dedicated Covid Mobility Business Liaison Officer on board to engage and consult with businesses on a number of Covid Mobility Measures citywide and to provide advice to cafés, restaurants and bars on the process for street furniture (tables and chairs) applications.

To-date there have been circa 2,080 business liaisons carried out from June to November 2020 inclusive. This includes:

- business queries to the Covid Mobility email account or ones sent to my own account
- business queries to the Covid Mobility online form,
- directly contacting specific businesses in relation to a Covid Mobility scheme
- Public Space Working Group related queries.

4.7 Promotion

4.7.1 Social Media

We regularly utilise Dublin City Council **Social Media Channels**:

- to highlight COVID-19 mobility measures that have been implemented;
- to encourage the public to walk or cycle, where possible;
- to encourage social distancing as people move around the city and
- to encourage more respect for vulnerable road users

On average, we publish 20 posts per month per month.

We also continue to evolve our Active Travel Campaign in collaboration with key strategic partners (e.g. NTA Smarter Travel, Healthy Ireland, Green- Schools and third level institutions).

4.7.2 Promotional Videos

A promotional video¹ was produced in June to highlight the Covid Mobility Measures being introduced and to encourage people to walk or cycle where possible. A second promotional video, featuring Dublin's Junior Bicycle Mayor, was produced in September as part of Bike Week. These videos can be viewed at:

- Covid Mobility Measures Overview, <https://www.youtube.com/watch?v=mZqeCqj56DA>
- Bike Week, Junior Bicycle Mayor 8 Reasons to Cycle, <https://twitter.com/DubCityCouncil/status/1306991574455382016>
- Grafton Street Pedestrian Trials, <https://www.youtube.com/user/DublinCityCouncil>

4.7.3 Billboard Campaign

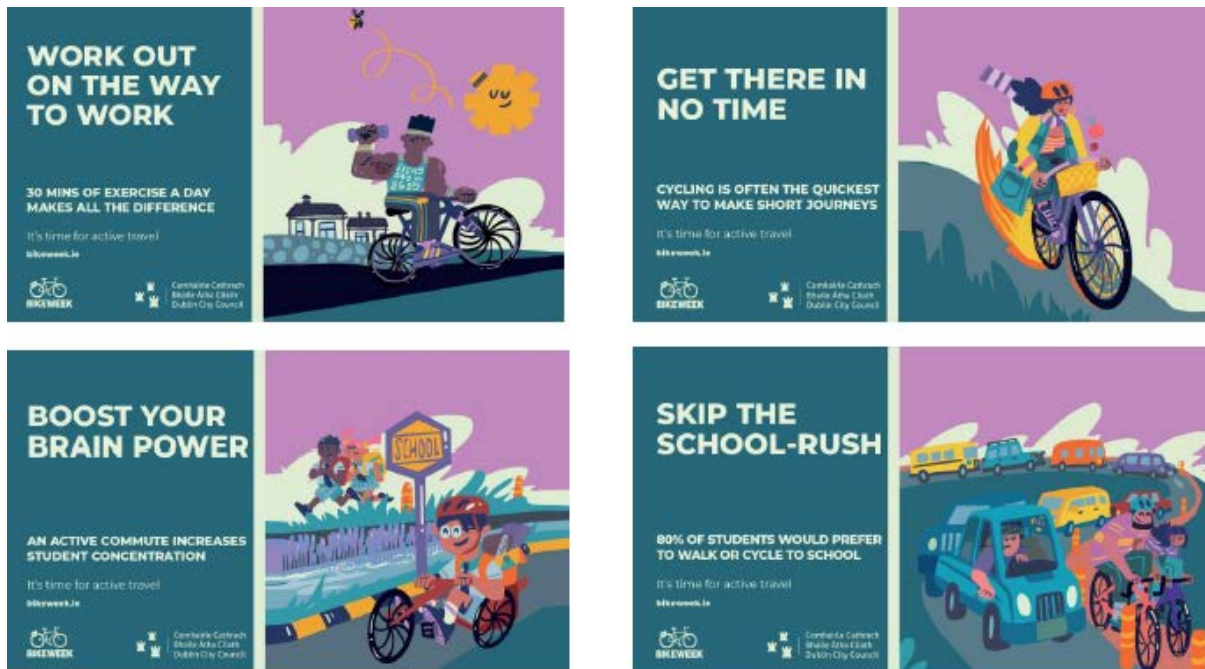
A series of billboard posters were put up in 22 locations around the city to further promote active travel during Bike Week.



Poster on display on digi-panel



Location of display boards



Promotional designs and messages

4.7.4 Webinars

The Covid Mobility Team have presented at 5 webinars both nationally and internationally to showcase the Covid Mobility Programme

4.7.5 Community Engagement

We supported the Dublin City Sport & Wellbeing Partnership to deliver a bike maintenance workshop and a community cycle. Both took place with small groups during bike week while adhering to social distance guidelines.

In addition to collaborating with the NTA on the initial development of the Programme, DCC has worked with a number of collaborative organisations in order to achieve the successful implementation of many of the specific innovations, including An Garda Síochána, Dublin Bus, Dublin Fire Brigade, Public Participation Network, various Disability Groups, Retail Bodies and their individual members.

5. Next Steps and Staffing Resources

The Covid situation is expected to improve next year, when and if vaccination programs start to be rolled out across the country. However, the likely timelines for this and when any semblance of normality will return is still unknown. Traffic volumes are still at 70% of normal and public transport capacity is now limited to 50%, there is uncertainty about the numbers of staff who will continue to work from home. The aims of the programme to allow the city to return to work and to still provide for mobility under the challenges that Covid 19 presents, are still valid and will remain so for some time to come.

Therefore, most of the existing team will continue to work on projects and assessing the backlog of requests which have been received. Of particular focus for the team has been the School Zones and providing safe routes to school and this work will continue. In the city centre, the team has been engaged with the pedestrian trials and the building out of footpaths at various locations and, depending on the outcome of the current consultation, the team will be implementing pedestrian streets within the Grafton Street area.

The roll out of the TAG approved pedestrian crossing program in 2021 will also be undertaken by this team in order to ensure a speedy roll out and ensure the maximum draw down of funding in 2021 and the list of locations have also been circulated. In addition, this team will work on the neighbourhood schemes and also on the provision of cycle parking.

Notwithstanding this extensive program it is proposed to transfer a number of engineers back to Tag with effect from the start of January, to ensure that each area has an area engineer who will deal with requests and attend the area meetings. A recruitment process is also commencing for executive and assistant engineers which will allow better resourcing of the TAG team during 2021.

The Parking Enforcement section will have some additional resources allocated to it to allow parking schemes to be proceed as soon as possible

The work undertaken since the end of March 2020 has helped to make the city a safer place during this time of uncertainty and has assisted pedestrians, cyclist, public transport users, schools, businesses and all the travelling public in these unprecedented times. I would like to thank all the staff across the Environment & Transportation department and the other departments who have assisted us throughout this time and also the assistance and support of the elected members.

Brendan O'Brien
Head of Technical Services
1st December 2020