

# Covid 19 Mobility programme

## Dublin City



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Dublin City Council

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>

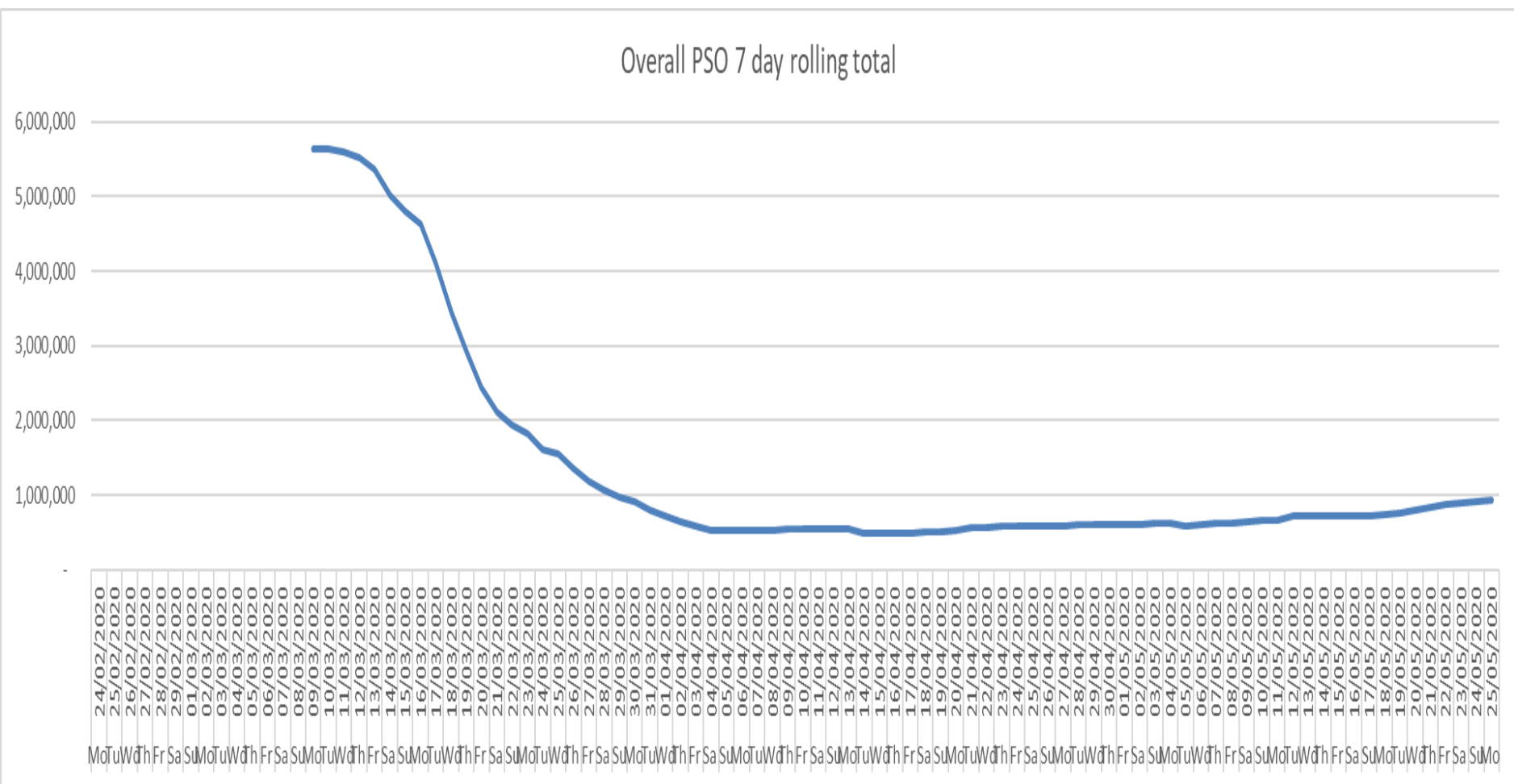
> 70% PT walking and Cycling



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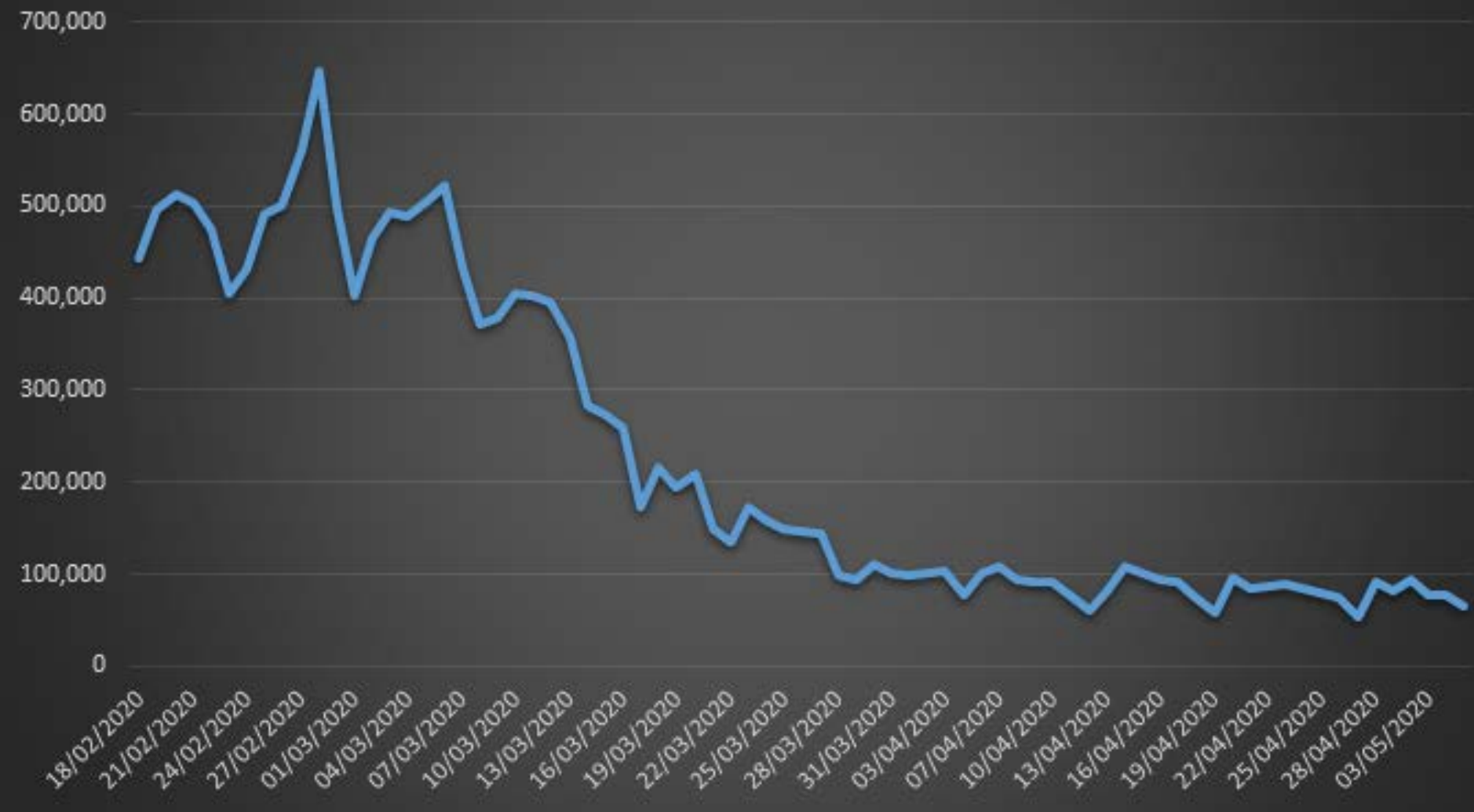
# Sharp Drop in public transport usage

Overall PSO 7 day rolling total



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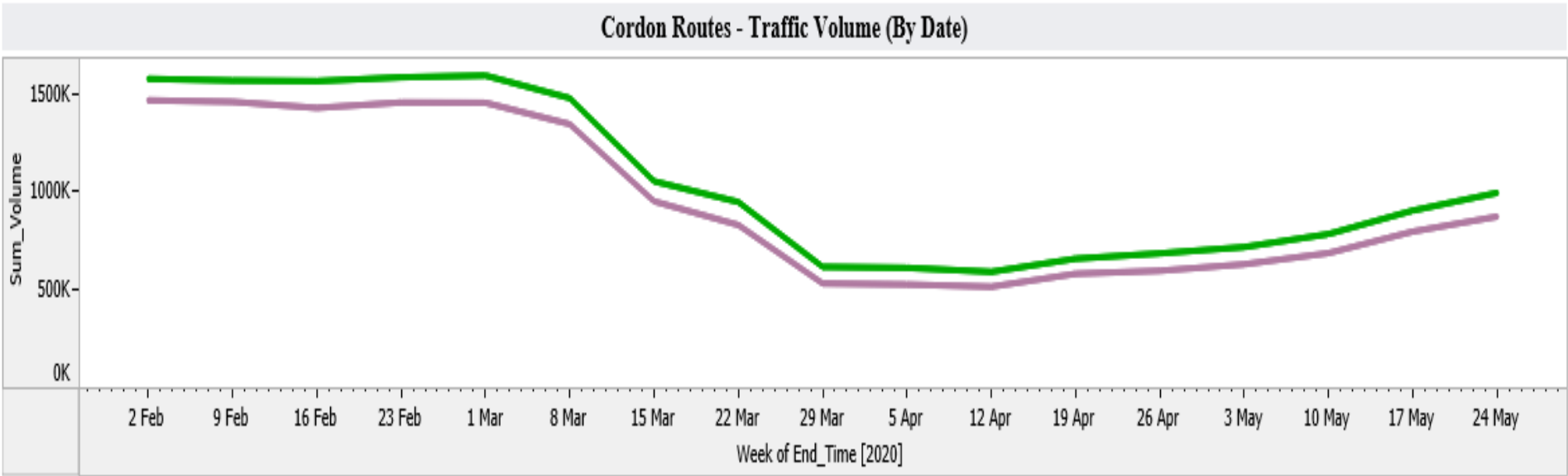
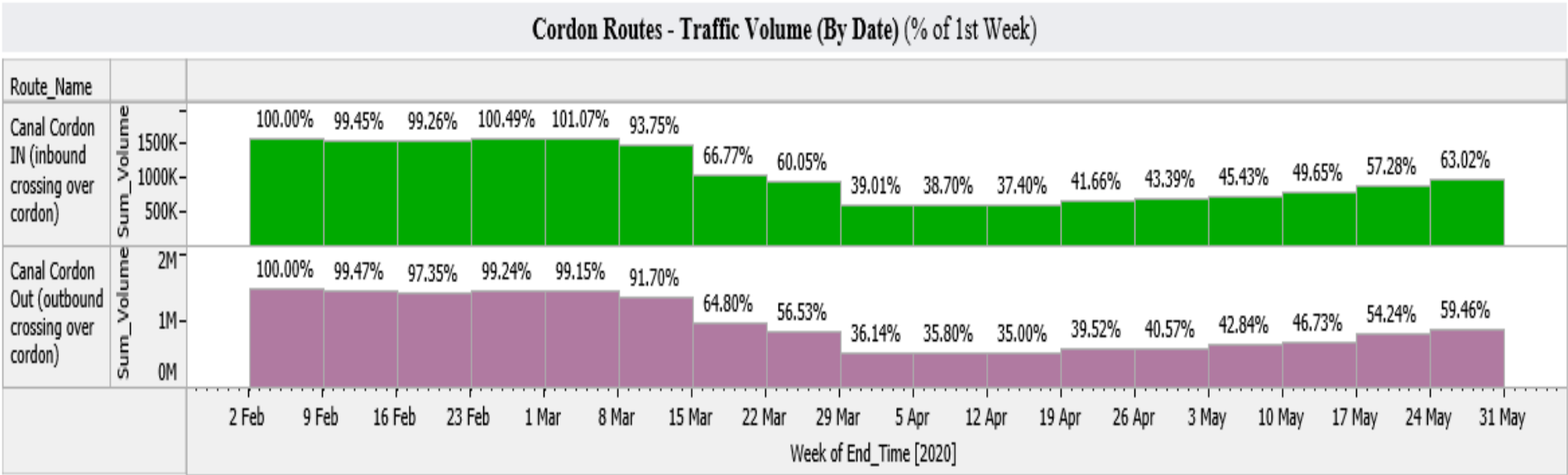
## Footfall Counters - Pedestrian numbers



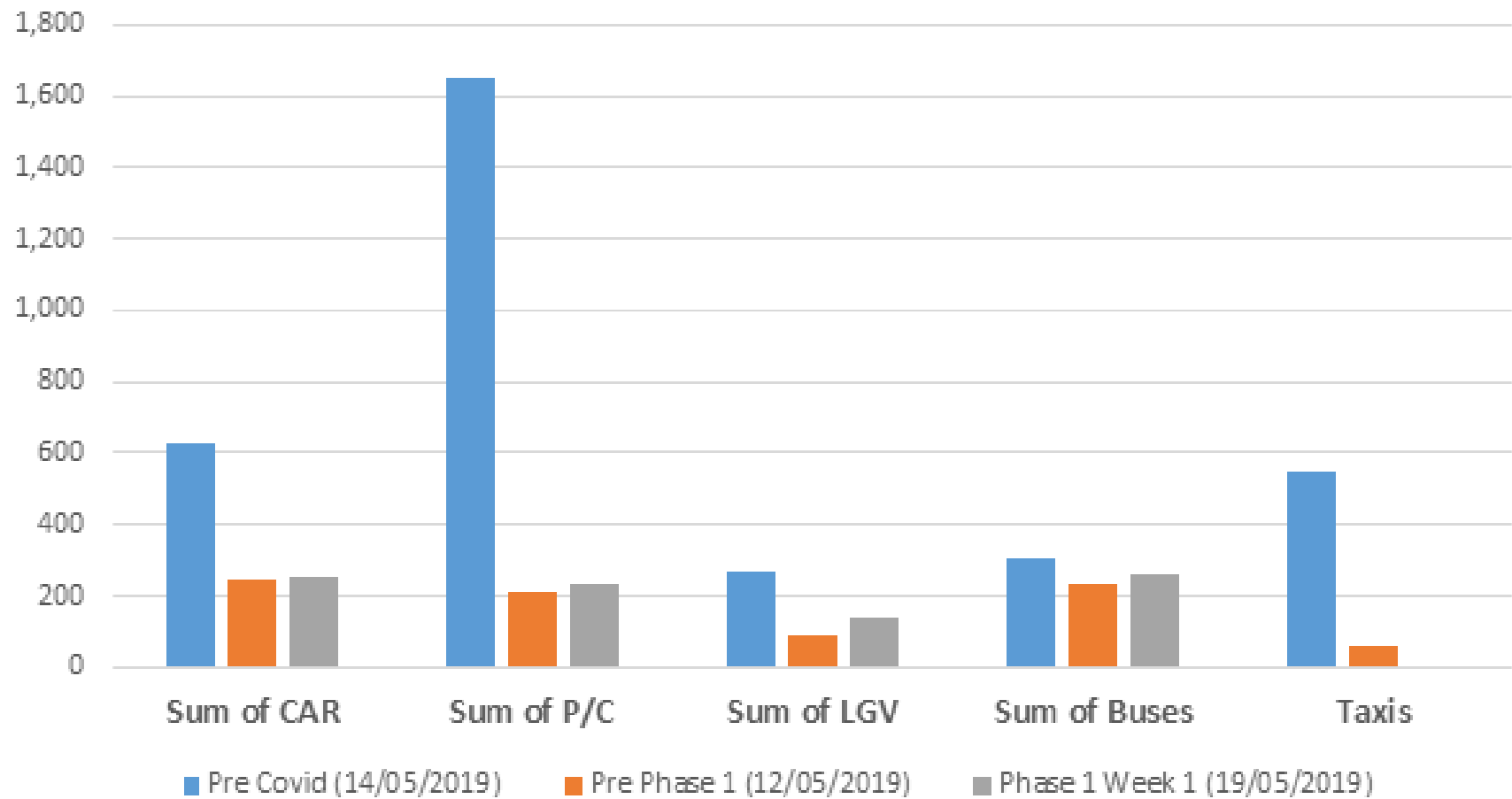
Impact of Covid 19 and Government measures



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## Dame St Eastbound 7am - 10am Inbound



# Reduction in Bus Journey times

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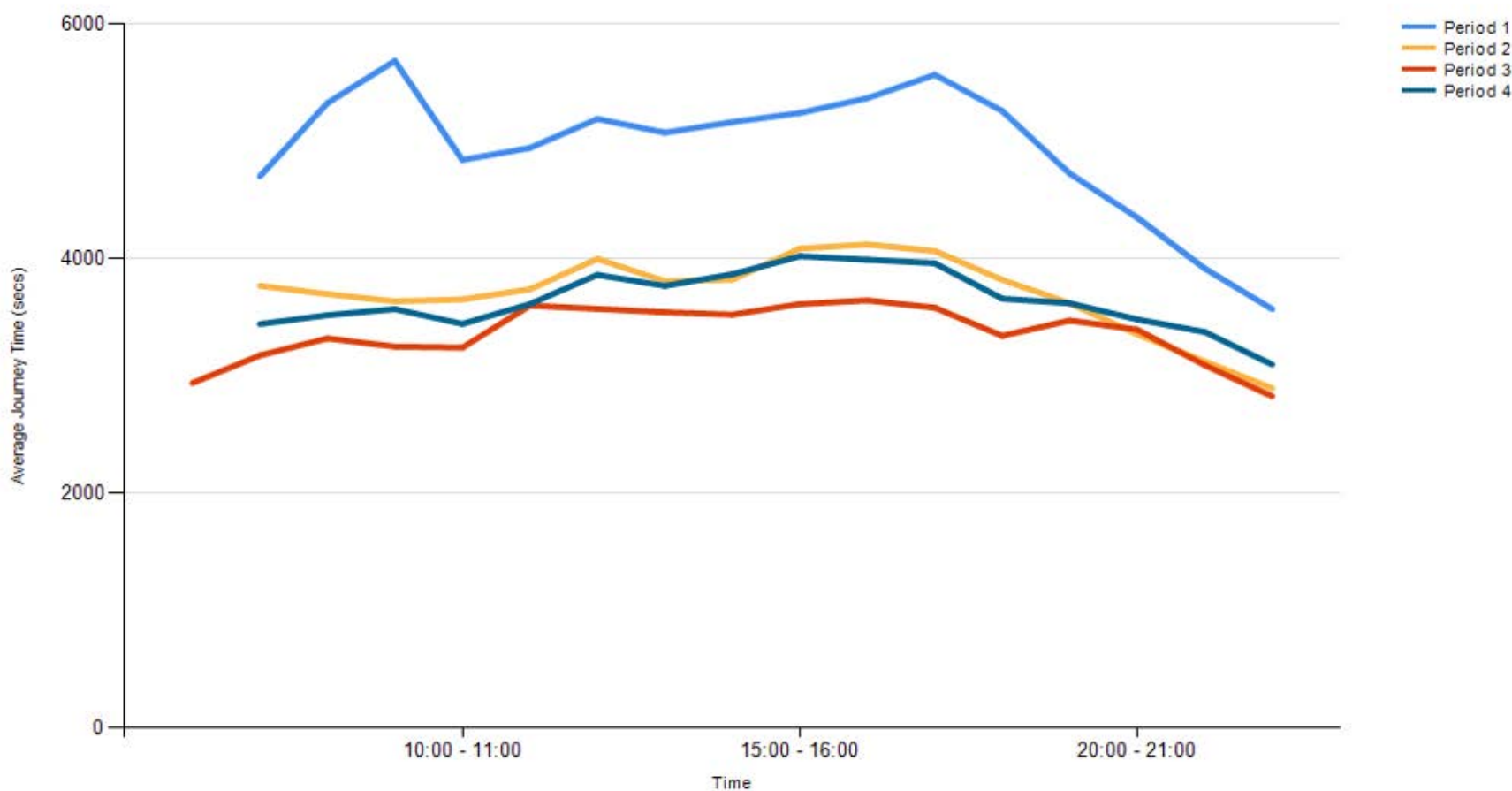
### Multiple Journey Time Comparison Report

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

**Period 3:** 13/04/2020 - 26/04/2020 **Period 4:** 11/05/2020 - 24/05/2020

**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.



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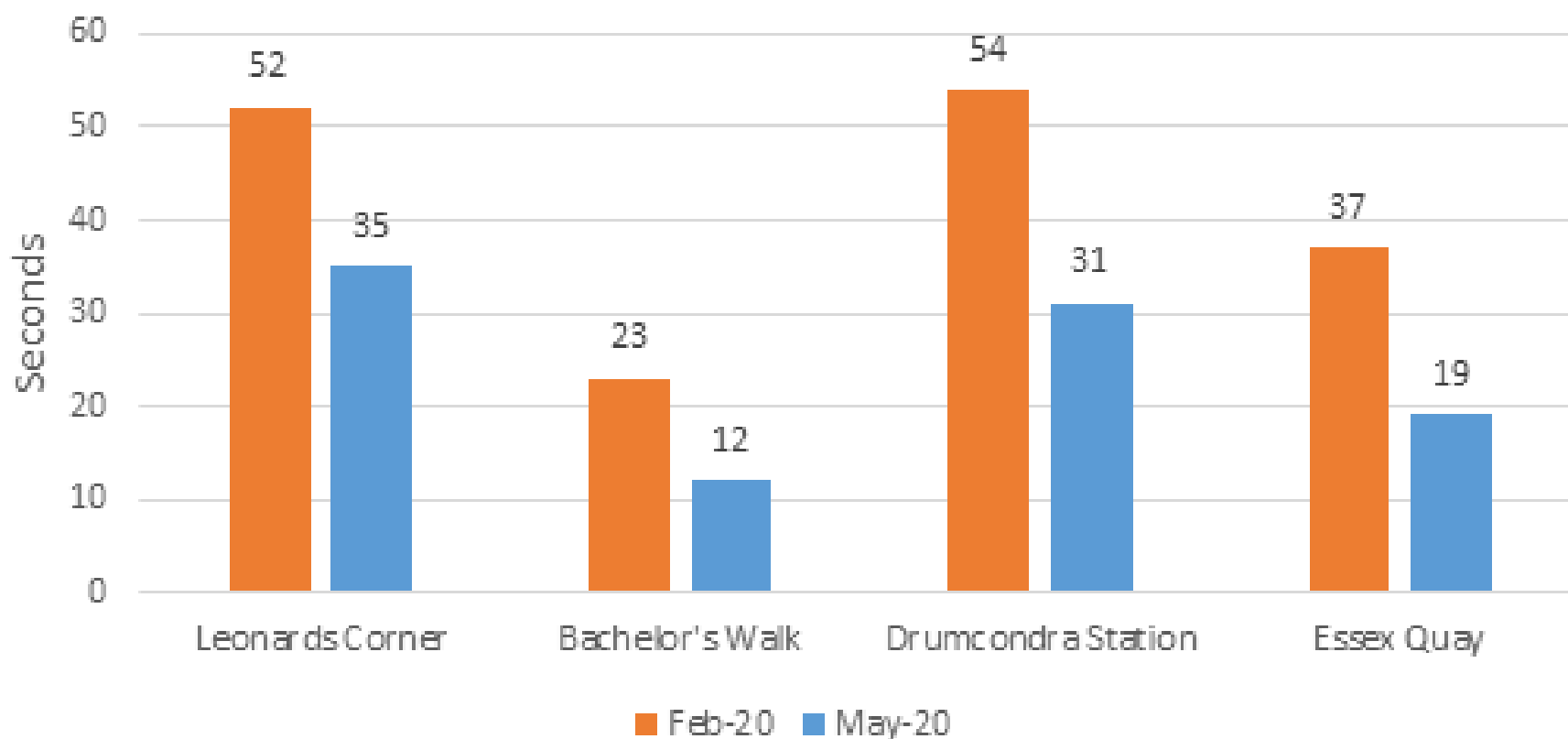


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## Average Pedestrian Wait Time February vs May 2020



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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

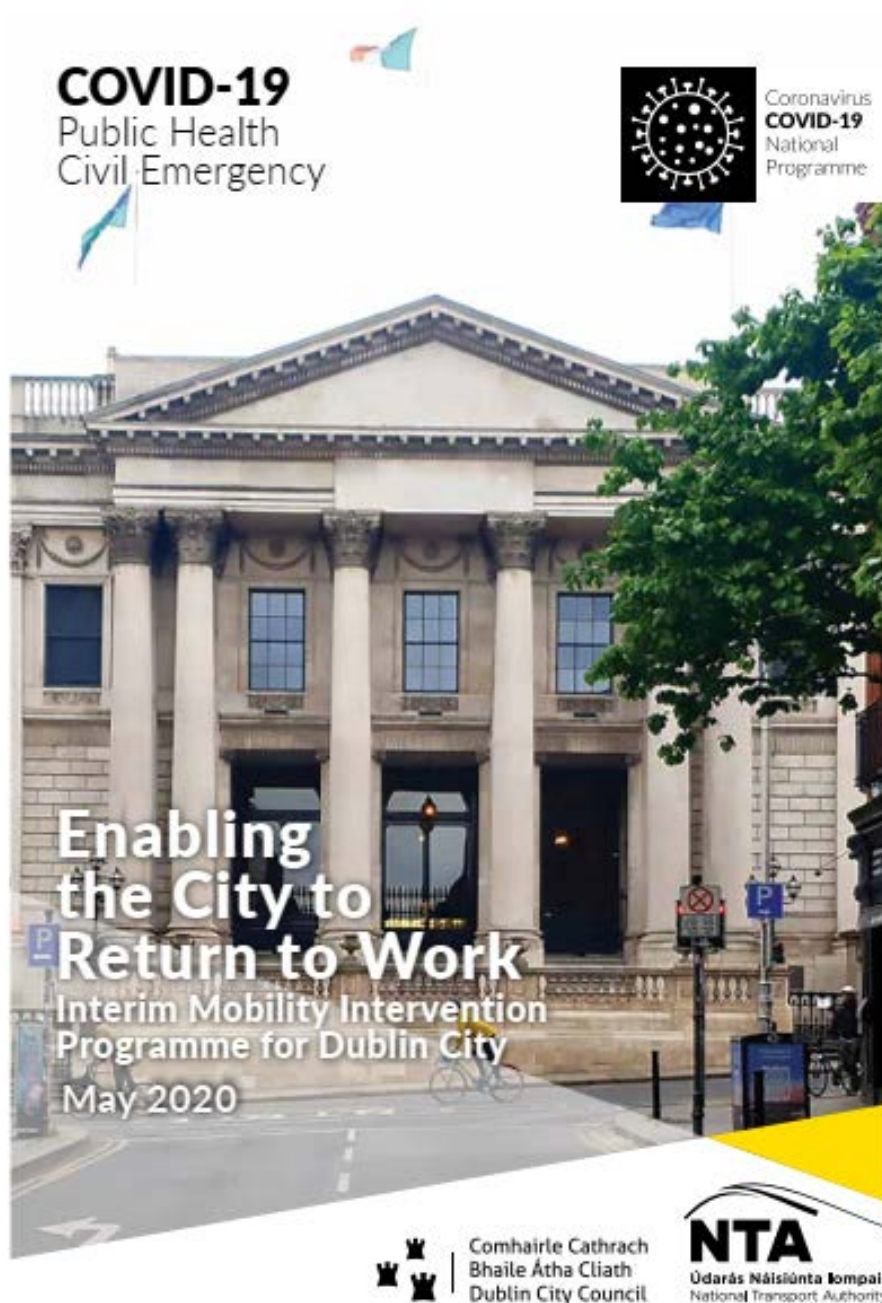


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## Protected cycle tracks



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



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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.







## 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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Nassau Street Centre flow cycle track

[385] Ranelagh

[1]



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## 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

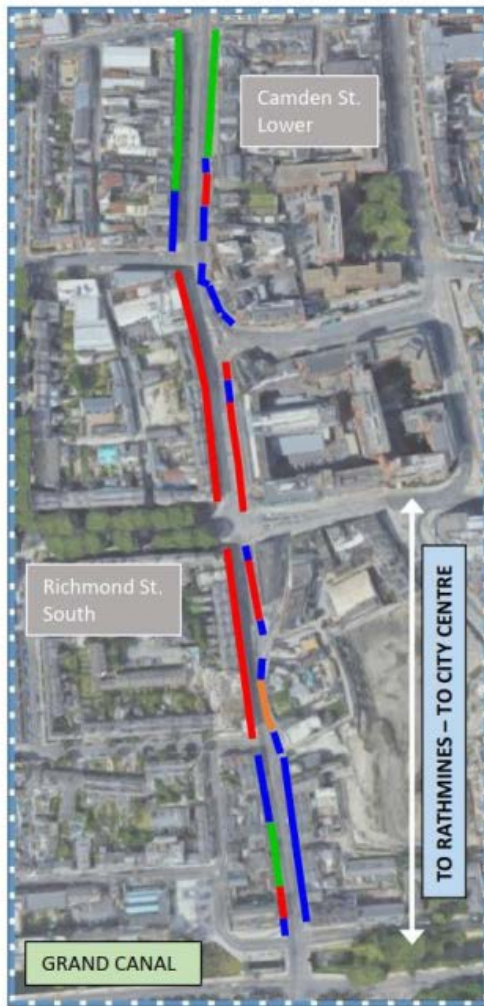




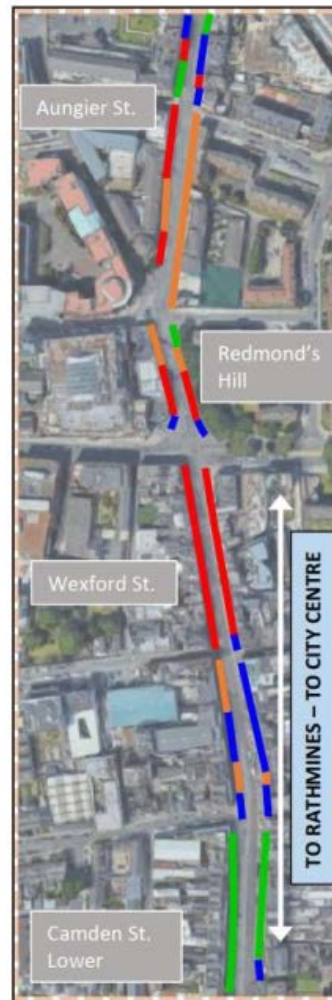
# COVID-19 RESPONSE - TEMPORARY MEASURES IN CITY CENTRE



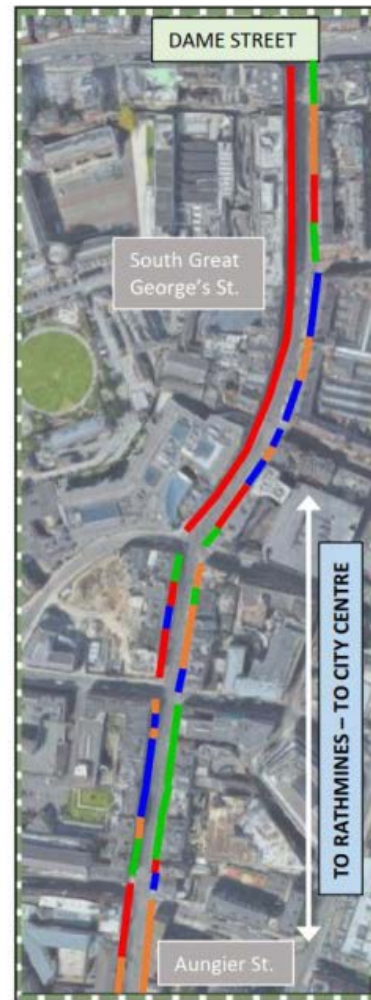




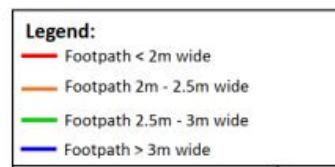
Section 3



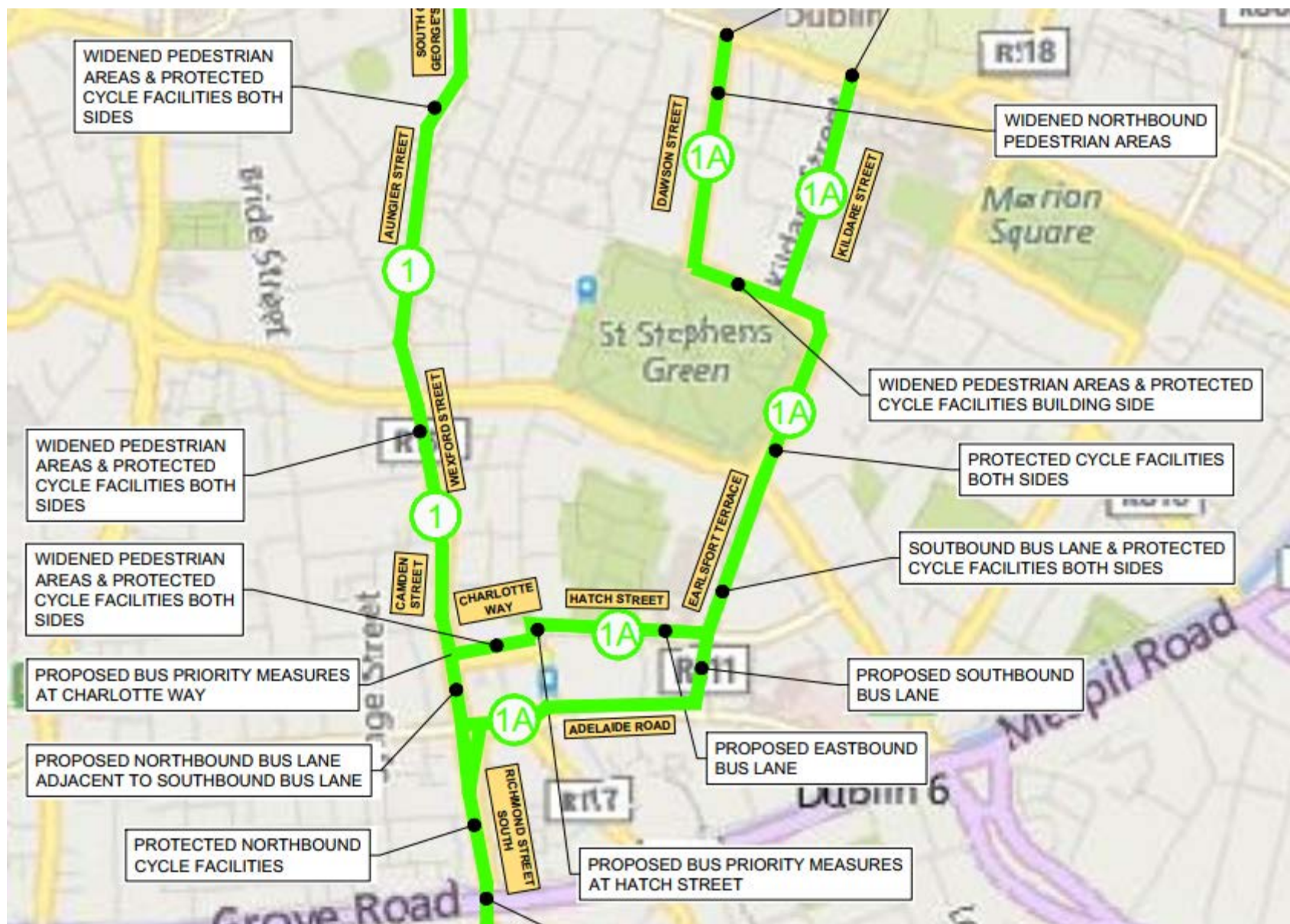
Section 4



Section 5



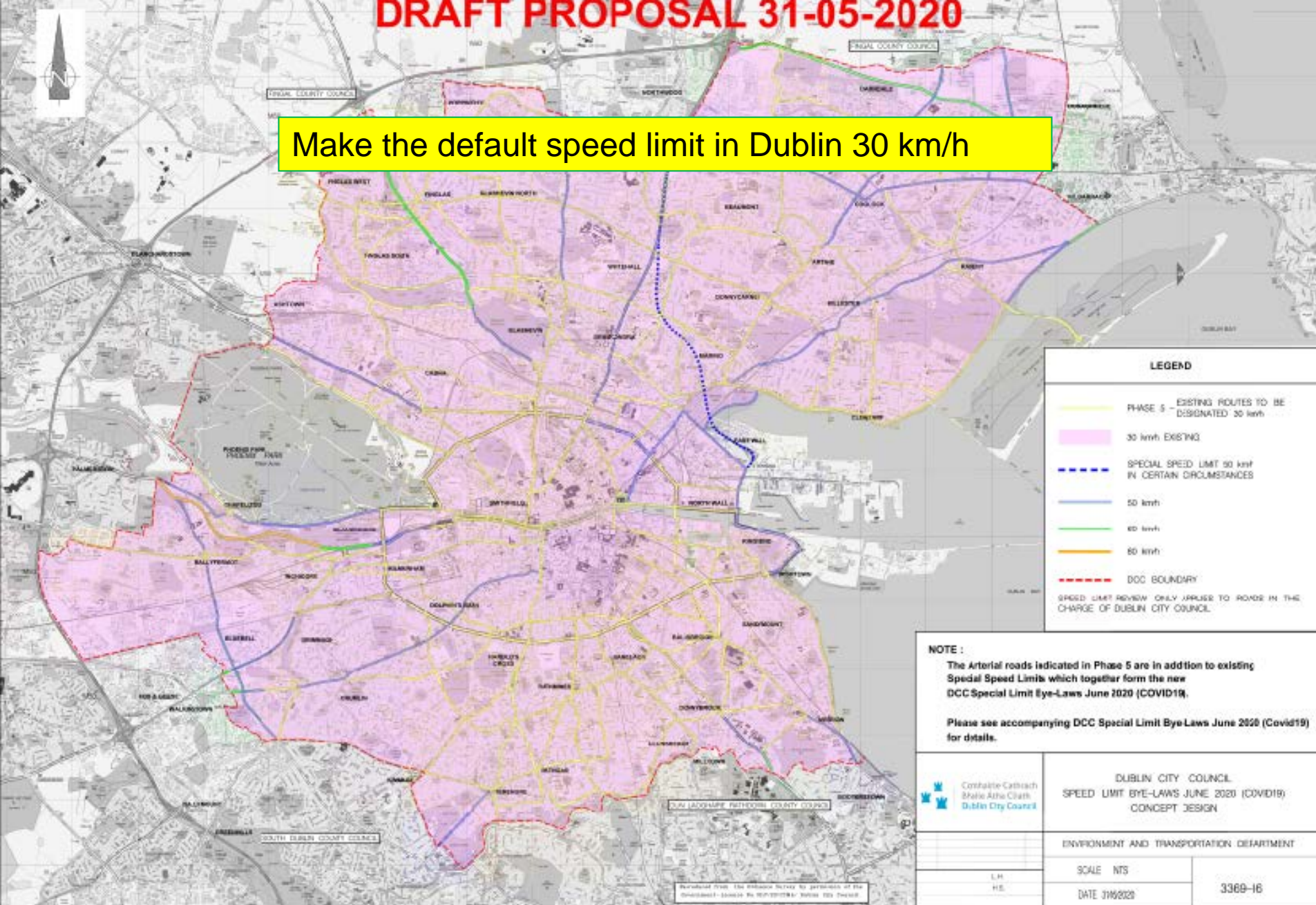
Difficulties with footpath widths all along this route.



Rathmines proposed route interventions subject to further investigation



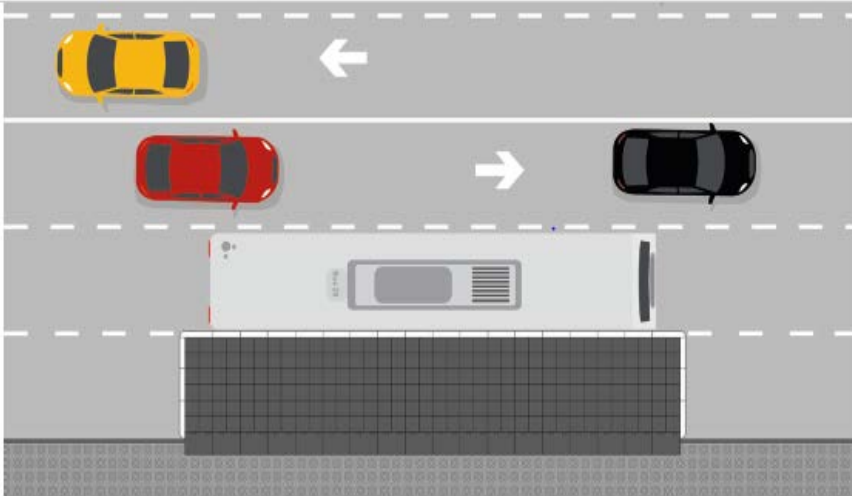
Make the default speed limit in Dublin 30 km/h





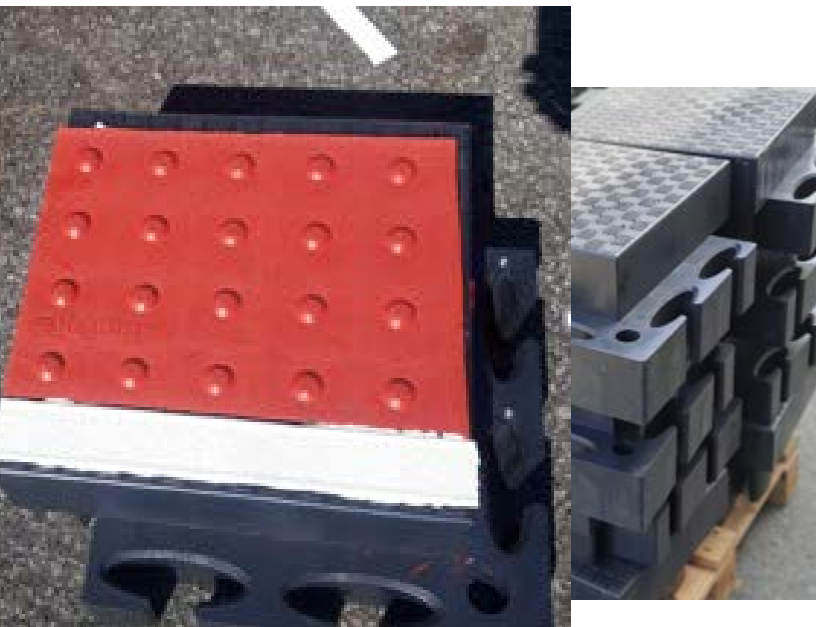
- **Bus Stop Build outs and footpath widening measures**

- Two systems to be trialled --Modular build out --- temp kerbs and asphalt.



**BOARDING BULB STOP**  
**12 m BUS** (12,87 m x 3 m).

H 180 mm





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 ( example from London )



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

Kerbs have been ordered and expected in two weeks.

First trial site will be ready for site visit shortly after.



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- Covid Mobility Intervention team now set up under to implement programme
- Area engineers are now working on Covid intervention requests – over 150 requests received to date.
- Communication team now in place with dedicated email [Covidmobility@dublincity.ie](mailto:Covidmobility@dublincity.ie) for all queries questions etc.
- New techniques and technologies being explored for both traffic signals
  - contactless pushbuttons
  - Advance head start for buses
  - Advanced detection and head start for cyclists.

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



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