

[18 June 2020](#)  
[24 June 2020](#)  
[02 July 2020](#)  
[09 July 2020](#)  
[16 July 2020](#)  
[23 July 2020](#)  
[30 July 2020](#)  
[07 August 2020](#)  
[21 August 2020](#)  
[28 August 2020](#)  
[04 September 2020](#)  
[11 September 2020](#)  
[18 September 2020](#)  
[25 September 2020](#)  
[02 October 2020](#)  
[09 October 2020](#)  
[16 October 2020](#)  
[23 October 2020](#)  
[30 October 2020](#)  
[06 November 2020](#)  
[13 November 2020](#)  
[20 November 2020](#)  
[28 November 2020](#)  
[04 December 2020](#)  
[22 December 2020](#)



18 June 2020

To the Lord Mayor and Elected Members of the City Council

## COVID-19 Mobility Measures Update

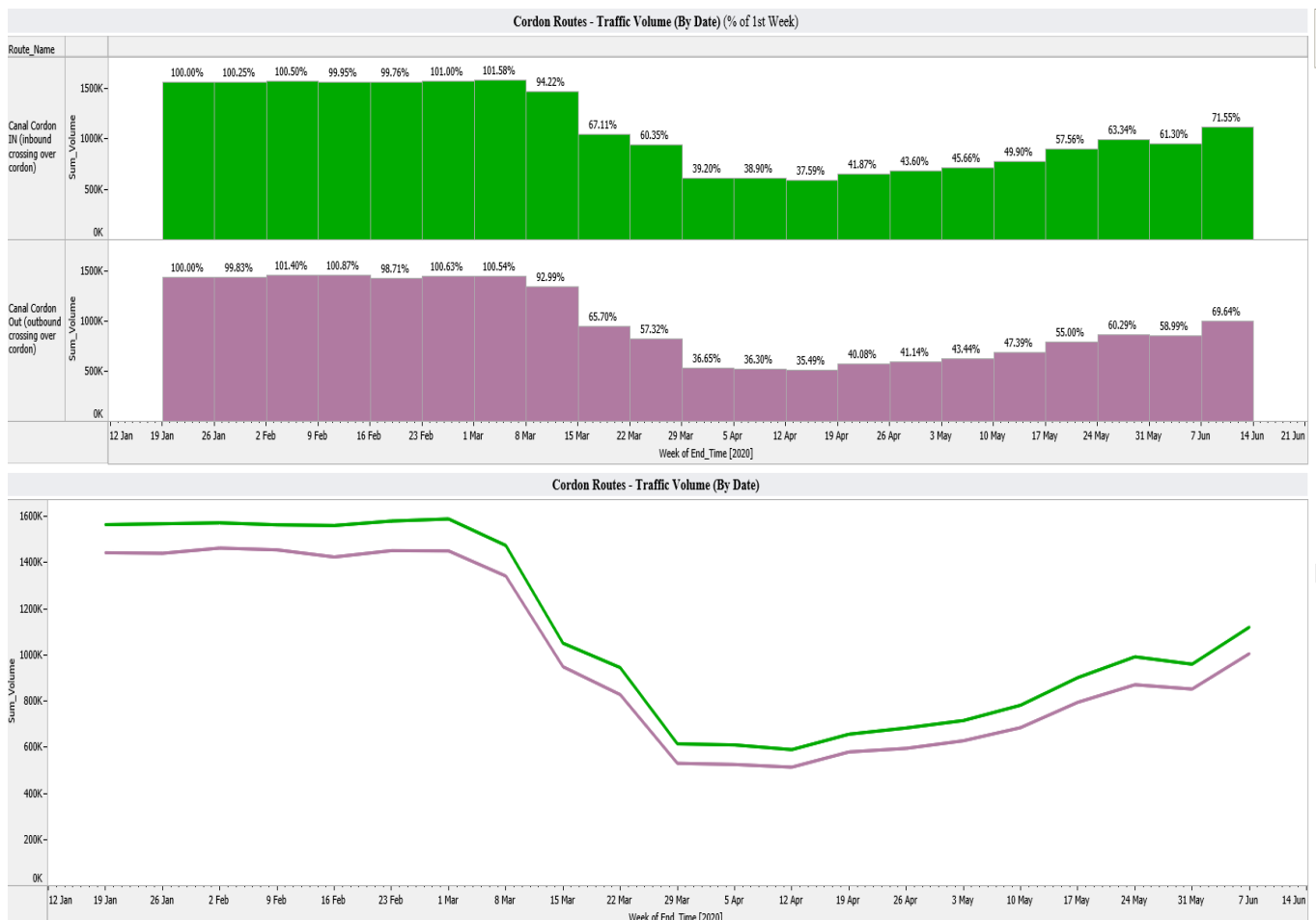
### 1. Introduction

We are currently implementing Phase 1 of the COVID-19 Mobility Programme for the City Council area. This focuses on the following:

- areas with high footfall within the city centre;
- key radial routes into the city with highest cycling & pedestrian numbers (based on cordon counts) and
- busy retail locations in urban villages with footpath pinch points (i.e. a row of shops etc.)

Traffic volumes across the city have recovered and are now at 70% of pre-COVID-19 levels.

< 1 2 3 4 5 6 7 8 >



## **2. Implementation of Measures**

The following measures have been completed to date:

### **2.1 Pedestrian Areas**

Space has been re-allocated at the following locations:

<b>Location</b>	<b>Means</b>
Capel Street	Suspension of on-street parking
Dorset Street	Suspension of on-street parking
Fairview	Suspension of loading bay
Stoneybatter	Suspension of loading bay
Rathmines	Suspension of loading bay
North Circular Road	Trial of bus stop build out with modular material
Nassau Street	Trial of footpath build out with asphalt

### **2.2 Pedestrian Signal Crossings and Waiting Times**

To reduce the time that people are waiting for pedestrian crossings to turn green, the maximum amount of time allocated to a complete traffic signal cycle, (allowing all movements in the junction to operate, if demanded) has been reduced from 120 seconds to 80 seconds throughout the City Council area. As the amount of time for the pedestrian green and amber man is based on the time taken to safely cross the road, and therefore remains the same, the additional time has been taken from that allocated to vehicles.

A new type of pedestrian button which has contactless activation is currently being trialled and if successful will be rolled out at a number of locations along with information notices advising that there is no necessity to make physical contact.

### **2.3 Protected Cycle Facilities, Contra-Flow Facilities and Cycle Parking**

<b>Contraflow cycle</b>	<b>Protected Cycle Facility</b>	<b>Cycle Parking</b>
South Leinster Street	College Green	Bull Island
Nassau Street	Richmond Street	Botanic Gardens
	Camden Street	Roll out of 1,000 cycle spaces across the city
	Bridgefoot Street	
	Westland Row	
	Ranelagh Village	
	North Quays	

### **2.4 Car Parking Spaces and Loading Bays**

Car parking spaces and loading bays have been removed in the areas listed in 2.1 above to allow for greater provision for pedestrians.

## **2.5 *Reduced Speed Limits***

The concept proposal of the draft for the ‘Dublin City Council Special Speed Limit Bye-Laws June, 2020 (COVID-19)’ was noted at the June Transportation Strategic Policy Committee meeting and approved at the June City Council meeting. The public consultation phase will take place over the period July to August.

## **2.6 *Queueing Space at Bus Stops***

A temporary modular bus stop build out, to accommodate increased space for queueing at bus stops was trialled on the North Circular Road on 10 June. Representatives from disability organisations were invited to give feedback on the accessibility of the measure and also were present at a further trial of a footpath build out using asphalt and temporary kerbs which was implemented on Nassau Street on 16 June. Feedback is being taken on board to inform further roll out with the busy bus stops in the city centre the focus for the next roll out.

## **2.7 *Outdoor Areas/Business Liaison***

There is a dedicated Business Liaison Team in the COVID-19 Mobility Section, dealing specifically with requests and queries from businesses and retailers and it is also engaging with them on a number of particular mobility proposals. As part of dealing with these requests, the Business Liaison Team co-ordinates with colleagues in the Area Offices, Dublin Fire Brigade and the Environment & Transportation Department, including the Street Furniture Unit.

We are currently finalising the structures for processing these various business requests and this will shortly enable us to have improved reporting mechanisms on the type and areas that the requests relate to.

At this stage, we can report that we have received a sizeable number of outdoor seating requests, including suggestions on areas that would benefit from outdoor seating, and pedestrianisation and wider footpaths requests. We have also received various other types of business requests such as queries on deliveries, queuing systems and loading bays.

## **2.8 *School Mobility Programme***

A survey has been disseminated via the Green-Schools Programme inviting schools to communicate any concerns they may have plus potential solutions in relation to pupils accessing the school grounds when schools resume in September. Feedback from schools will be used to inform a ‘**Return to School**’ mobility strategy.

# **3. Communications**

## **3.1 *Website***

A dedicated webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme), has been developed to provide information on all aspects of the programme and will be updated regularly to keep the general public informed of COVID-19 mobility interventions.



### **3.2 *Dedicated COVID-19 Mobility Measure Request Form***

To prioritise requests under the COVID-19 Mobility Programme, we have set up a dedicated request form. To date, we have had 596 requests for COVID-19 Mobility Measures via this dedicated form. Prior to the set-up of this form, we received 119 requests for COVID-19 Mobility Measures via the Transport Request Form. We are currently merging the two request systems to give us a full overview and breakdown of requests as follows:

- by type of requestor,
- by area and
- by measure

Given the high number of requests and the unprecedented workload that has arisen due to the COVID-19 pandemic, the TAG Service Request form for non-COVID-19 mobility related requests has been temporarily suspended. Notification has been put on our website and directly on the form advising the public of this suspension and directing them to the new form. An exception has been made for the processing of disabled car parking requests and these will continue to be facilitated.

### **3.3 *COVID-19 Mobility E-mail***

A dedicated e-mail address has been set up to receive and respond to all COVID-19 mobility related queries. To date, many of the queries received by this email are actual COVID-19 mobility intervention requests and these are inputted manually by the COVID-19 Mobility Team into the COVID-19 Mobility Request form. We are encouraging the public and Councillors to input requests directly via the dedicated form to free up time for the team to respond to other queries that arise. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### **3.4 *Councillor Updates***

Updates on COVID-19 mobility measures will be included in the COVID-19 Updates to Elected Members issued by the Chief Executive and Lord Mayor. Updates via email will also be issued to all appropriate stakeholders via the Transport SPC and the NTA accessibility network.

### **3.5 *Social Media***

We are utilising the Dublin City Council Social Media Channels for the following:

- 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.

Tom Brabazon  
***Lord Mayor***

Owen P Keegan  
***Chief Executive***

24 June 2020

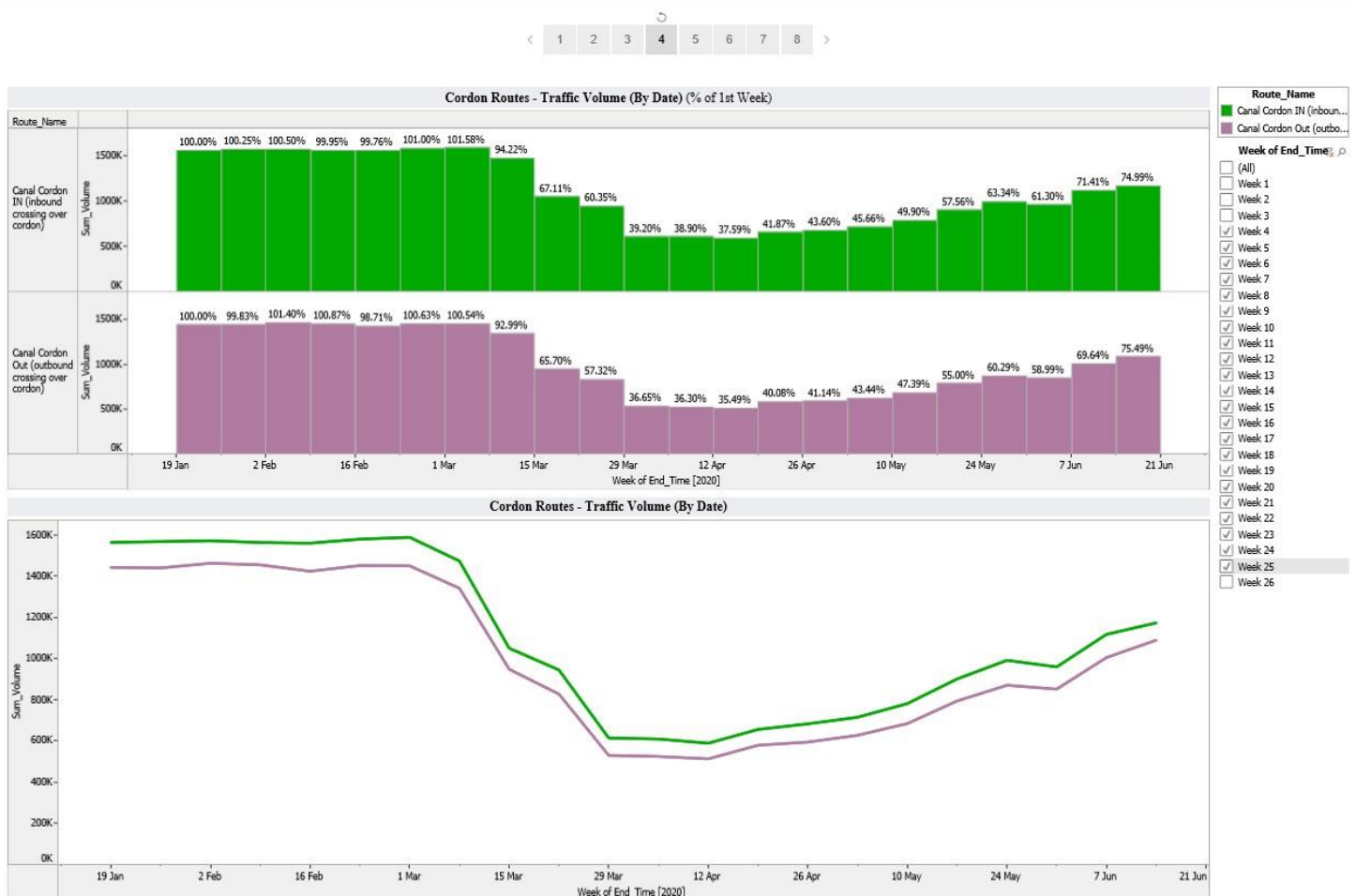
*To the Elected Members of the City Council*

## **COVID-19 - City Council Response (20)** **Mobility Measures Update**

### 1. Introduction

Implementation of Phase 1 of the COVID-19 Mobility Programme for the City Council area continues.

Traffic volumes across the city have increased and are now at 75 % of pre-COVID-19 levels.



## 2. Implementation of Measures

The following measures have been completed.

### 2.1 *Pedestrian Areas*

Space has been re-allocated at the following locations:

<b>Location</b>	<b>Means</b>
Capel Street	Suspension of on-street parking
Dorset Street	Suspension of on-street parking
Fairview	Suspension of loading bay
Stoneybatter	Suspension of loading bay
Rathmines	Suspension of loading bay
North Circular Road	Trial of bus stop build out with modular material
Nassau Street	Trial of footpath build out with asphalt

### 2.2 *Pedestrian Priority*

The reduced cycle times and shorter waiting times for pedestrians remain in place. A new type of pedestrian button which has contactless activation is in place at Nassau Street. Its operation is being assessed.

### 2.3 *Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and ‘Filtered Permeability’*

The following measures have been implemented.

<b>Contraflow cycle</b>	<b>Protected Cycle Facility</b>	<b>Cycle Parking</b>
South Leinster Street	Doyle’s Corner to Monck Place	Bull Island
Nassau Street	Clontarf Road inbound (Alfie Byrne Road to Railway Bridge)	Botanic Gardens
	Fairview outbound (Malahide Rd to Railway Bridge)	Roll out of 1,000 cycle spaces across the city
	College Green	
	Richmond Street	
	Camden Street	
	Bridgefoot Street	
	Park Gate Street	
	Wolfe Tone Quay	
	Westland Row	
	Ranelagh Village	
	North Quays	

It is proposed to implement the following measures:

#### Filtered Permeability

Filtered permeability in this case is like a ‘cycle gate’ which means that cyclists will be able to travel through the ‘cycle gate’ but private cars will not. Implementation of filtered permeability will not result in any changes to existing footpath facilities.

#### Grangegorman Trial

Following the recent request from a number of Councillors and Residents Groups and in light of the current COVID-19 pandemic, it is our intention to carry out an initial four week temporary trial of ‘filtered permeability’ at a location close to the Clocktower on Grangegorman Road Lower.

Given that this area is projected to have high footfall and cyclist numbers due to proximity of the TUD Campus, it is important that active mobility and public transport are optimised at this particular location and that social distancing is facilitated.

The exact location and design of the intervention is currently being finalised. It is likely to involve a series of bollards and planters across the carriageway along with street furniture and associated line markings and signage. From a cost benefit standpoint we intend re- using planters which are currently in storage, which contain a palm tree, for the initial trial. If the trial is successful bespoke planters which contain flowers and/or trees can be considered.

The trial is expected to commence in early July. Feedback can be submitted during the four week trial period on [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie). Following the four week trial period, a review based on the feedback received will be carried out and the option to extend the trial for a 12-month period can be considered.

#### Pigeon House Road Trial

A proposal to carry out a ‘filtered permeability trial on Pigeon House Road was circulated to all South East Area Councillors. Closing date for comments and observations is Friday 26 June.

If agreed by Councillors, the intervention will be trialled for an initial four week period, in the first instance. Following the four week trial period, based on feedback and review, the option to extend the trial for a 12-month period can be considered.

## ***2.4 Car Parking Spaces and Loading Bays***

Car parking spaces and loading bays have been removed in the areas listed in 2.1 above to allow for greater provision for pedestrians.

In addition to areas listed in 2.1, on-street parking has been rescinded on sections of South William Street with bollards to be erected shortly.

## ***2.5 Reduced Speed Limits***

The concept proposal of the draft for the '***Dublin City Council Special Speed Limit Bye-Laws June, 2020 (COVID-19)***' was noted at the June Transportation Strategic Policy Committee meeting and approved at the June City Council meeting. The public consultation phase will take place over the period 2 July to 12 August.

## ***2.6 Bus Stop and Footpath Extensions***

A modular bus stop build out (below) is now in place on the NCR.



At Nassau Street a trial of temporary footpath widening is now in place (below)



Following on from this, works are now being undertaken to widen the footpath at College Green between Trinity College and Church Lane to create additional space for queueing at bus stops at this location while leaving the footpath clear for pedestrians.

Works will take place from 10am on Wednesday 24 June until midnight on Saturday 27 June.

While works are being carried out, outbound bus services at bus stops 4521 and 4522, will be moved to stops 1278 and 1279 located on the adjacent street to the west. This will affect routes 13, 27, 40, 49, 56a, 65/b, 77a & 151 for the period of works only, after this usual service will resume with enhanced footpath space available.



Location of Footpath extension at College Green

Pre COVID-19 an average of **20,000** pedestrians walked on the footpath outside Abercrombie every day.

New measures will maintain a lane for other buses and for traffic to overtake buses stopped at the enhanced bus stop. Bollards and any other unnecessary street clutter will be removed to provide as much space as possible.

## **2.7 Outdoor Areas/Business Liaison**

The dedicated Business Liaison Team in the COVID Mobility Section continues to deal with a high number of requests and queries from businesses and retailers. ‘Tables and chairs’ requests are one of the most common form of submissions that we have received to date. These requests are primarily dealt with by the Street Furniture Unit in the Environment & Transportation Department, but the COVID Business Liaison Team feeds these requests into the existing approval process. Also, some applications for ‘tables and chairs’ will only become a possibility, from a space perspective alone, if road space is re-allocated to facilitate this.

The Business Liaison Team has also completed consultation with businesses regarding two traffic proposals for the north-eastern section of Sandymount Green and also continues to liaise with businesses along some of the 14 key routes identified in *‘Enabling the City to Return to Work - Interim Mobility Intervention Programme for Dublin City’*. One of the key tasks of the COVID Business Liaison Team is to support the retailers at locations where mobility interventions have been carried out in order to facilitate their deliveries either by identifying alternative loading areas or timing deliveries to occur off-peak.

## **2.8 School Mobility Programme**

A survey has been disseminated via the Green-Schools Programme inviting schools to communicate any concerns they may have plus potential solutions in relation to pupils travelling to school when schools resume in September. This is due back next week. Feedback from schools will be used to inform a '**Return to School**' mobility strategy. Green-Schools are producing a '**Front of School Solutions**' document to go with the results, which will be disseminated to all local authorities next week.

## **3. Communications**

### **3.1 Website**

A dedicated webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme), has been developed to provide information on all aspects of the programme and will be updated regularly to keep the general public informed of COVID-19 mobility interventions.

### **3.2 Dedicated COVID-19 Mobility Measure Request Form**

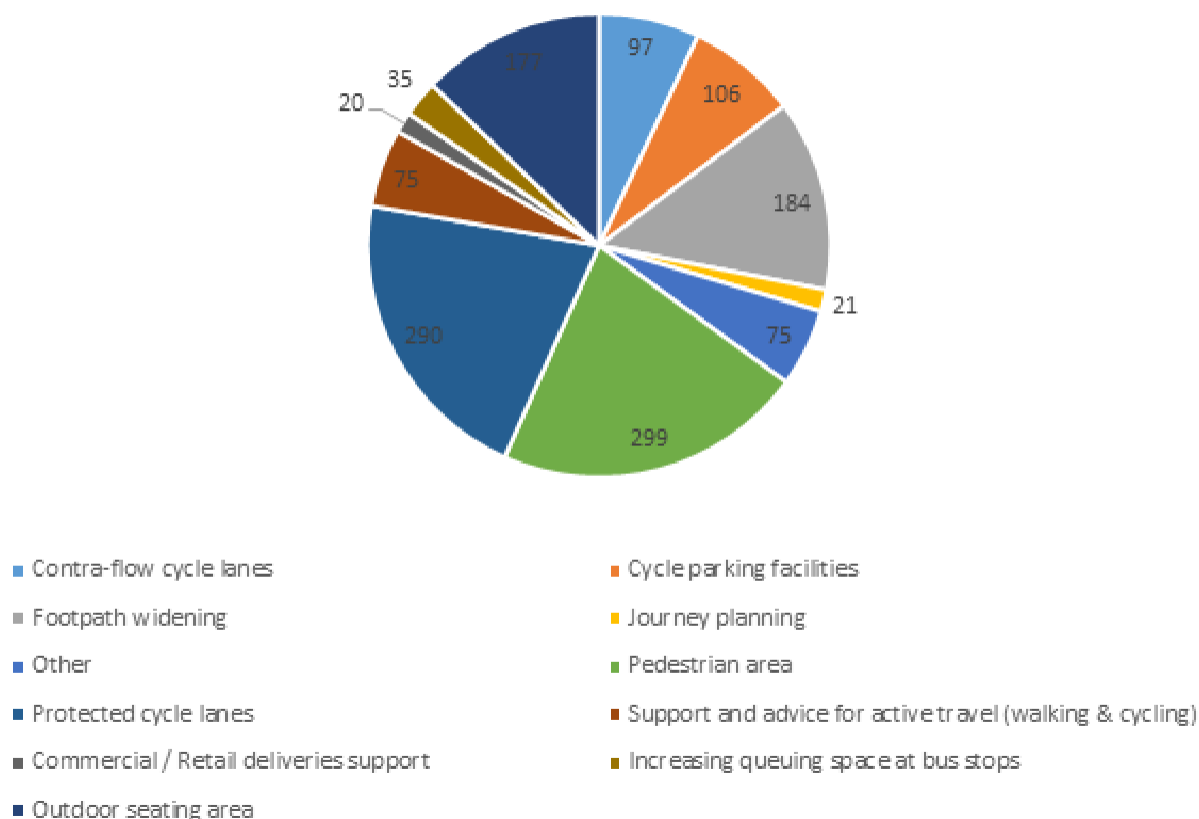
To prioritise requests under the COVID-19 Mobility Programme, we have set up a dedicated Request Form. To date, we have had 901 requests for COVID-19 Mobility Measures (782 via the dedicated Covid Mobility Request Form and 119 via the Service Request Form). The measures requested are broken down as follows:

<b><u>Requested Measures</u></b>	<b><u>Number</u></b>
Contra-flow cycle lanes	97
Cycle parking facilities	106
Footpath widening	184
Journey planning	21
Other	75
Pedestrian area	299
Protected cycle lanes	290
Support/advice for active travel (walk/cycle)	75
Commercial/Retail deliveries support	20
Increasing queuing space at bus stops	35
Outdoor seating area	177

Note: Some Request Forms sought the implementation of a number of measures.



Covid Mobility Requests



Given the high number of requests and the unprecedented workload that has arisen due to the COVID-19 pandemic, the TAG Service Request Form for non-COVID-19 mobility related requests has been temporarily suspended. Notification has been put on our website and directly on the form advising the public of this suspension and directing them to the new form. An exception has been made for the processing of disabled car parking requests which will continue to be facilitated.

### 3.3 COVID-19 Mobility E-mail

A dedicated e-mail address has been set up to receive and respond to all COVID-19 mobility related queries. To date, many of the queries received by this e-mail are actual COVID-19 mobility intervention requests and these are inputted manually by the COVID-19 Mobility Team into the COVID-19 Mobility Request Form. We are encouraging the public and Councillors to input requests directly via the dedicated Form to free up time for the Team to respond to other queries that arise. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.



### **3.4 Councillor Updates**

Updates on COVID-19 mobility measures will be included in the COVID-19 Updates to Elected Members issued by the Chief Executive and Lord Mayor every week. Updates via e- mail will also be issued to all appropriate stakeholders via the Transport SPC and the NTA accessibility network.

### **3.5 Social Media**

We are utilising the Dublin City Council Social Media channels for the following:

- 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.

### **3.6 Active Travel Promotion Campaign**

The COVID Mobility Section is putting together a social media campaign to promote and encourage active travel, and cycling in particular. Key messages include the following;

- If you live within 2km of the City Centre, consider walking if you are able to
- If you live within 5km of the City Centre, consider cycling if you are able to
- Leave space on public transport for those who really need it
- Encourage all road users to “*Share with Care*”
- Highlight the benefits of active travel: health, environment, economy

We will collaborate with key strategic partners (e.g. NTA, Healthy Ireland, Schools & 3<sup>rd</sup> level Institutions) to promote these messages.

Tom Brabazon  
Keegan  
**Lord Mayor**  
**Executive**

Owen P  
  
**Chief**

2 July 2020

**To the Lord Mayor and  
Elected Members of the City Council**

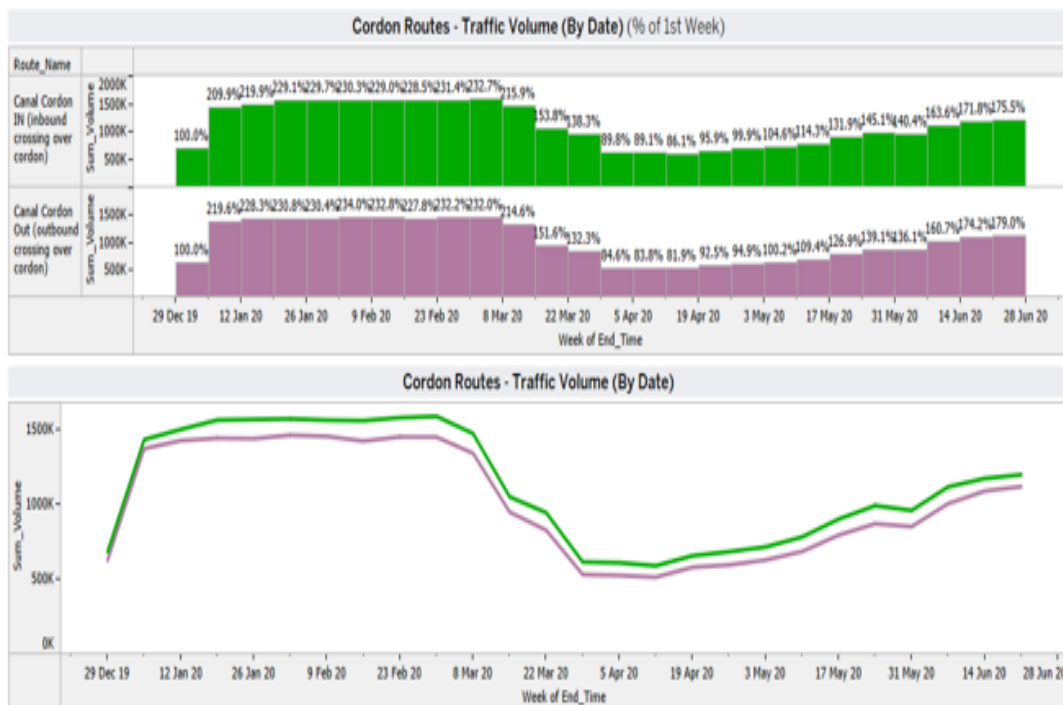
## COVID-19 Mobility Measures Update

### 1. Introduction

Implementation of Phase 1 of the COVID Mobility Programme for the City Council area continues.

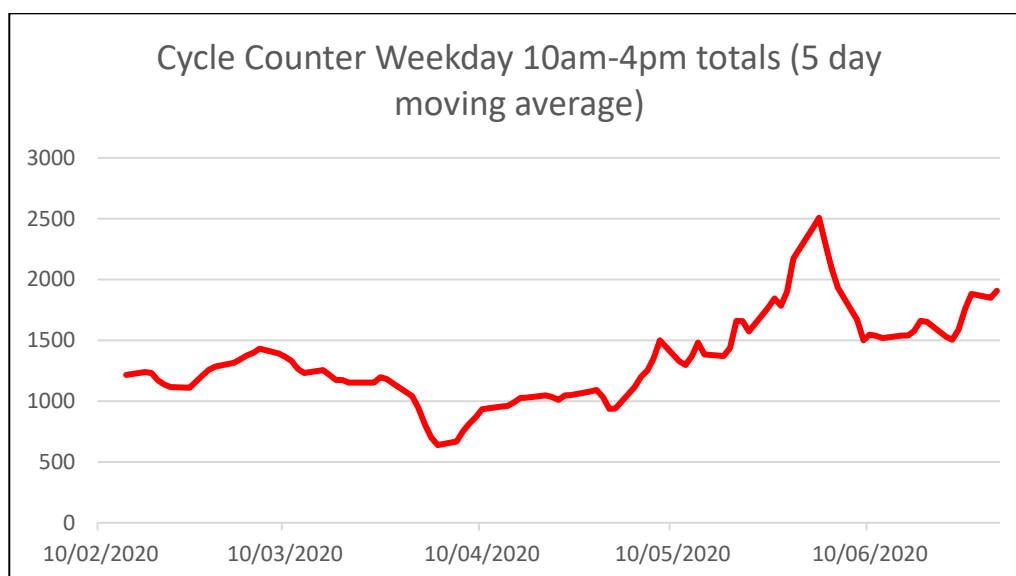
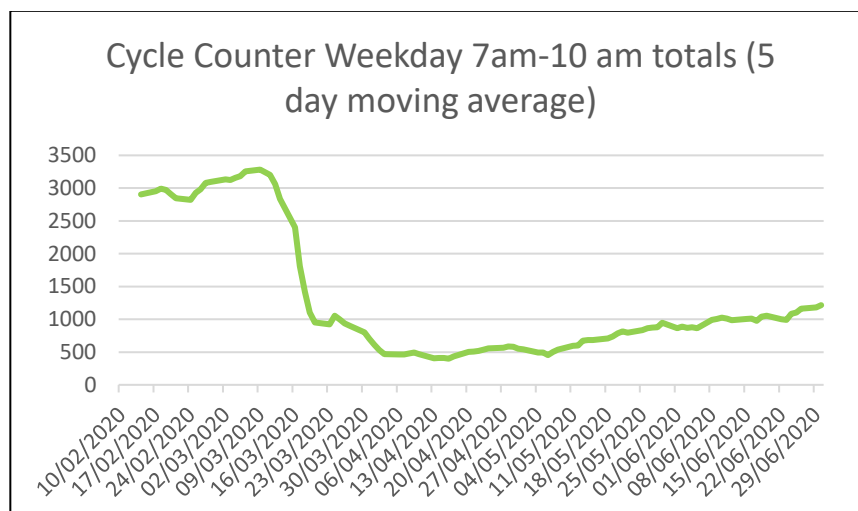
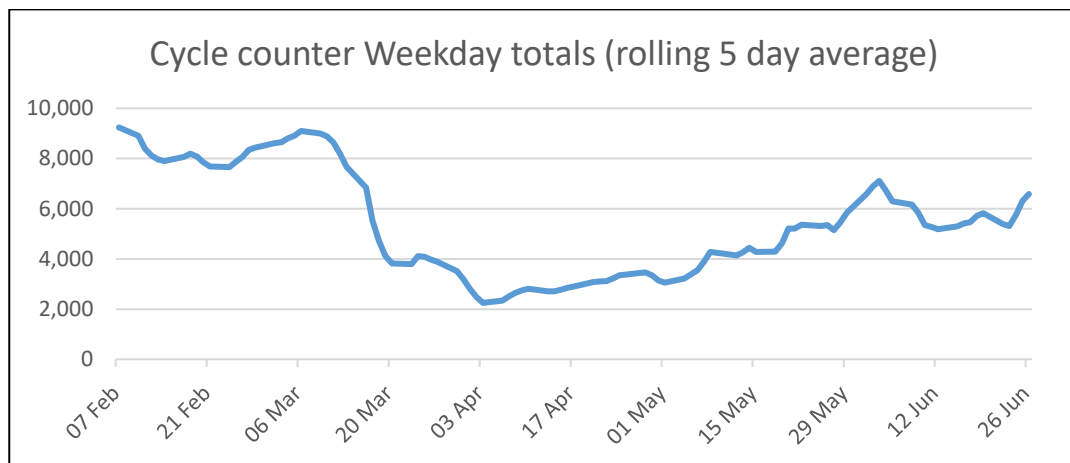
#### 1.1 General Traffic Volumes

Traffic volumes across the city have now risen to over 75% of pre-COVID levels.



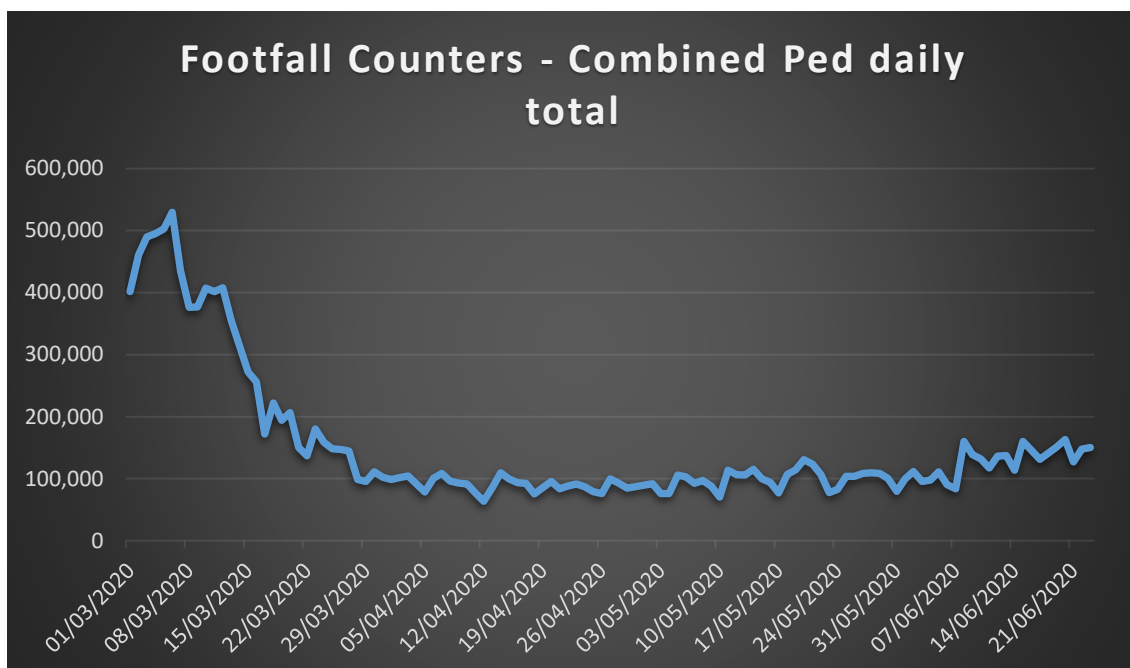
## 1.2 Cycling Volumes

Total weekday cycling volumes have also recovered to 75% of pre-COVID levels. However, morning peak cycling levels are still only a third of pre-COVID levels, while off peak cycling volumes are 50% above pre-COVID levels.



## 1.3 Pedestrian Volumes

Pedestrian numbers throughout the city have fallen dramatically since early March and although numbers have increased slightly in the last number of weeks, footfall is still well below pre-COVID levels.



## 2. Implementation of Measures

### 2.1 Pedestrian Areas

Space has been re-allocated to pedestrians at the following locations:

Location	Means
Capel Street	Suspension of on-street parking
Dorset Street	Suspension of on-street parking
Fairview	Suspension of loading bay
Stoneybatter	Suspension of loading bay
Rathmines	Suspension of loading bay
North Circular Road	Trial of bus stop build out with modular material
Nassau Street	Trial of footpath build out with asphalt
Fairview Road	Suspension of on-street parking and footpath build out
Rathgar Road	Suspension of on-street parking
Orwell Road, Rathgar	Wands inserted to prevent parking on footpath

#### *Fairview Road*

Works were completed on 3 indented parking bays on the park side of Fairview Road. One indented parking bay was completely infilled with tarmacadam to provide a wider footpath (Image 1). One indented parking bay was bollarded-off, to allow pedestrians to step off the narrow footpath as required. The existing kerb heights meant that it wasn't possible to infill this area with tarmacadam. (Image 2). The corner of a third bay was partially infilled to remove a pinch point in the footpath.



*Image 1*



*Image 2*

### ***Rathgar Road***

Six on-street parking bays have been suspended on Rathgar Road.





### ***Orwell Road, Rathgar***

Wands have been inserted (from Churchtown Road to the centre of Rathgar Village) to prevent cars mounting the footpath. Cars partially parked on the footpath were restricting pedestrian movement in the area.



### ***Vernon Avenue***

An attempt was made to change on-street parking on Vernon Avenue, on the approach to the junction with the Clontarf Road, from ‘nose-to-kerb’ to parallel parking. This would have reduced a traffic hazard and provided a safer environment and additional space for pedestrians. Unfortunately, before the works were complete and the new parking bays installed, the bollards were illegally removed. The City Council is engaging with the relevant businesses to explain the changes being made. A report will be brought to the next Area Committee meeting before the proposed measures are implemented.

## ***2.2 Pedestrian Traffic Signal Priority***

The reduced cycle times and shorter waiting times for pedestrians remains in place. Some increase in cycle lengths are being made where there is evidence of serious congestion delaying buses and where the additional time is required to allow cyclists clear the junction.

Assessment continues on a new type of pedestrian button installed at a pedestrian crossing on Nassau Street, which has contactless activation.

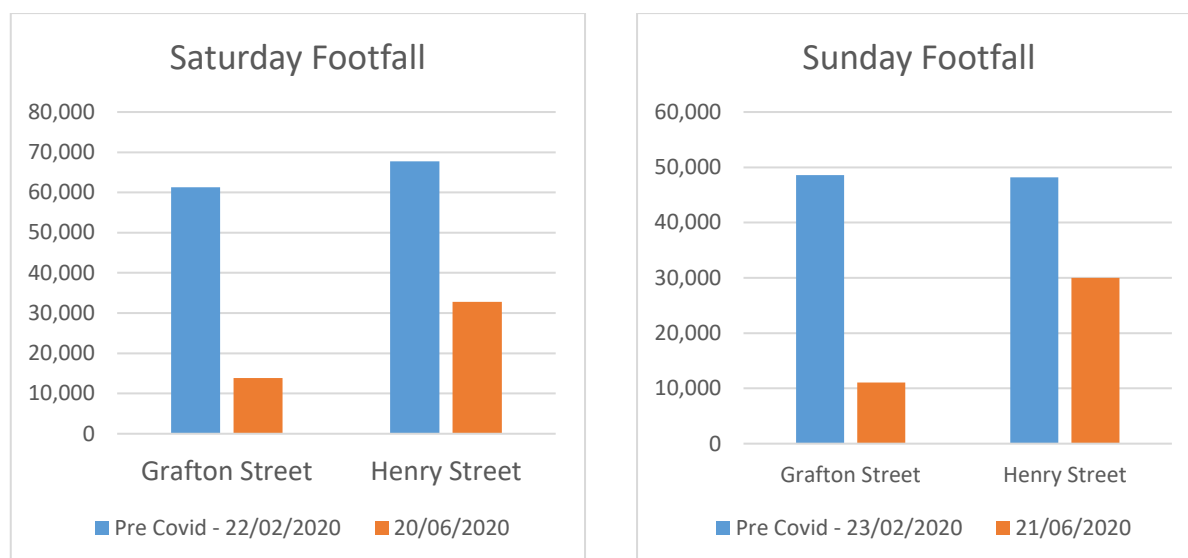
## ***2.3 Grafton Street Area – Weekend Pedestrian Friendly Proposal***

It is proposed to close a number of streets around Grafton Street to vehicular traffic for four weekends beginning on 25 July from 11:00hrs to 19:00hrs. The streets are as follows:

- 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

(See Attached map)

Footfall around the Grafton Street area has not recovered as well as the Henry Street area. At the weekends, footfall in Henry Street is at approximately 50% of pre-COVID levels but it is at only 20% around Grafton Street. In addition, 65% of all business requests that have been received for Covid Mobility measures are in Dublin 2, mainly in the streets around the Grafton Street area.



### 2.3 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and 'Filtered Permeability'

The following measures have been implemented.

Contra-flow Cycle Facilities	Protected Cycle Facilities
South Leinster Street	Doyle's Corner to Monck Place
Nassau Street	Clontarf Road inbound (Alfie Byrne Road to Railway Bridge)
	Fairview outbound (Malahide Rd to Railway Bridge)
	College Green
	Richmond Street
	Camden Street
	Bridgefoot Street
	Park Gate Street
	Wolfe Tone Quay
	Westland Row
	Ranelagh Village
	North Quays

#### Temporary Cycle Parking

Temporary cycle parking was implemented at Bull Island and the Botanic Gardens during the COVID-19 restrictions.

#### On-street Cycle Parking – Sheffield Stands

Due to lockdown restrictions, cycle parking installations were on hold from 30 March to 25 May

2020. Cycle parking was installed at the following locations between 20 March 2020 and 30 March 2020:

- Haddington Road
- Clancarthy Road
- Northumberland Road
- Anglesea Road,
- Cork Street

Cycle parking was installed at the following locations between 25 May 2020 and 19 June 2020:

- Kevin Street Lower
- Trinity Business School, Pearse Street
- Daniel Street
- Erne Street Upper
- Lennox Street
- Merrion Square South
- Pearse Street
- Ravensdale Park
- Bishop Street
- Bride Road
- New Street South
- New Street South 2
- Lombard Street East
- Flye fit Gym Macken Street
- Centra, Pearse Street
- Fit4less, Cork Street
- Intreo, Cork Street
- Southside Angling, Cork Street
- All Saints Drive, Raheny
- Maldern hotel, New Street South
- Causeway Road, Clontarf

Cycle parking is due to be installed before week ending 5 July 2020 at the following locations.

- Brunos Newsagent, Cowper Street
- The Mascott, Oxmantown Road

### ***Filtered Permeability***

Filtered permeability is effectively a ‘cycle gate’ - cyclists are able to travel through the ‘cycle gate’ but other vehicles cannot. Implementation of filtered permeability will not result in any changes to existing footpath facilities.

The filtered permeability trial on ***Grangegorman Lower*** is due to commence on 6 July 2020. The measure will use bollards to prevent motorised through traffic in order to create a pedestrian and cycle friendly zone and a safer space for local residents and for thousands of pedestrians and cyclists arriving at TUD from September 2020.



Drivers will no longer be able to use this route as a short-cut from North Circular Road to the Quays, and vice versa. 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. No changes will be made to existing footpaths.

Turning restrictions (except for 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.



Feedback received from Councillors in regards to a filtered permeability trial on *Pigeon House Road* is currently being assessed.

## 2.4 Car Parking Spaces and Loading Bays

Car parking spaces and loading bays have been removed in the areas listed in 2.1 above to allow for greater provision for pedestrians.

## 2.5 Reduced Speed Limits

A six week public consultation period on the extension of the 30km/h zones in the city will run from 2 July 2 to 13 August 13. All details can be found at:

<https://consultation.dublincity.ie/traffic-and-transport/consultation-proposed-special-speed-limit-2020/>

As part of the public consultation process, a survey has been created which explores public perception of driver behaviour and speed limit compliance. Click the link [here](#) to go directly to the survey (scroll to the bottom of the page).

## **2.6 Bus Stop and Footpath Extensions**

Works to widen the footpath at College Green between Trinity College and Church Lane to create additional space for queueing at bus stops at this location while leaving the footpath clear for pedestrians are now complete. As part of these works a number of items of street furniture were removed and bus stops were moved further out towards the edge of the new kerb

A site visit was organised for PPN thematic members as well as members of other disability groups and reaction has been strongly positive, this will now be the template design for further temporary footpath and bus stop build outs.



## **2.7 Outdoor Areas/Business Liaison**

The Business Liaison Team in the COVID Mobility Section continues to deal with requests received via the online COVID Mobility consultation form and also queries from businesses and retailers received via the COVID Mobility Measures email [COVIDMOBILITY@dublincity.ie](mailto:COVIDMOBILITY@dublincity.ie). 'Tables and chairs' requests are the most common form of submissions that we have received to date. These requests are primarily dealt with by the Street Furniture Unit in the Environment & Transportation Department and the COVID Mobility Section feeds into the existing approval process for any such requests. Some applications for 'tables and chairs' will only become a possibility, from a space perspective alone, if road space is re-allocated to facilitate this.

The planned trial pedestrianisation for the Grafton Area from the last weekend in July, will open up the possibility for some tables and chairs applications to be granted, subject to them meeting the Street Furniture Unit's conditions and receiving their approval. This planned trial pedestrianisation will also require additional communication with businesses and retailers regarding the operation of their deliveries, given that deliveries will not be possible in the pedestrianised areas between the hours of 11:00am and 7:00pm on Saturdays and Sundays during the trial. Instead, deliveries required during the hours of the trial pedestrianisation will have to use alternative loading areas or change the

deliveries to occur off-peak.

The Business Liaison Team has engaged with businesses and other stakeholders in a number of ongoing COVID mobility schemes across the city and with businesses along some of the 14 key routes identified in *‘Enabling the City to Return to Work - Interim Mobility Intervention Programme for Dublin City’*.

## **2.8 School Mobility Programme**

Feedback from the survey disseminated via the Green-Schools Programme inviting schools to communicate any concerns they may have plus potential solutions in relation to pupils accessing the school grounds when schools resume in September is due to be circulated to local authorities next week. Feedback from schools will be used to inform a *‘Return to School’* mobility strategy. Green Schools are also compiling a ‘front of school ideas’ pack for schools.

## **3. Communications**

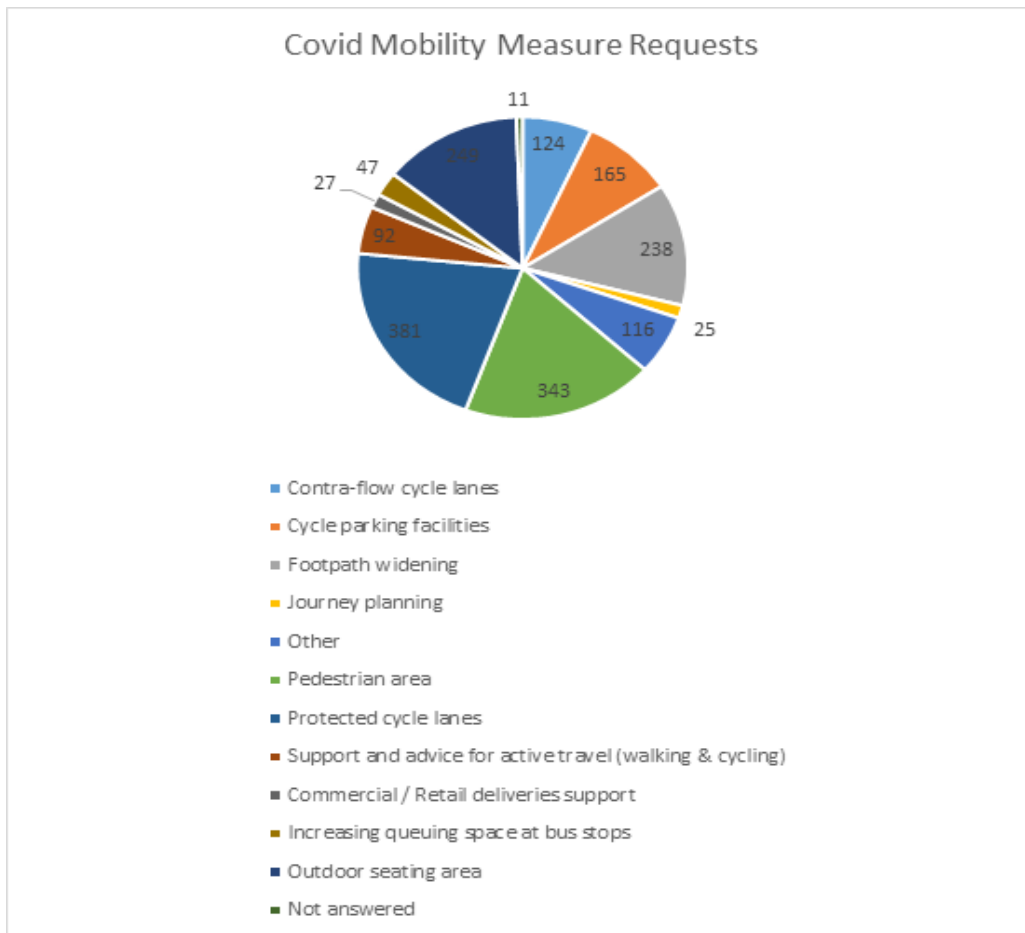
### **3.1 Website**

The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme), is being updated regularly to keep the general public informed of COVID-19 mobility interventions.

### **3.2 Dedicated COVID-19 Mobility Measure Request Form**

In the past week, we have received 169 new submissions. We recently updated the form to allow people to make multiple submissions on one form. The total new requests received in the past week is 346. This brings the total number of COVID Mobility submissions to 1,070 and the total number of requests to 1,818. A breakdown of these requests is given below:

<b>Mobility Measure Requested</b>	<b>Number</b>
Contra-flow cycle lanes	124
Cycle parking facilities	165
Footpath widening	238
Journey planning	25
Other	116
Pedestrian area	343
Protected cycle lanes	381
Support and advice for active travel (walking & cycling)	92
Commercial / Retail deliveries support	27
Increasing queuing space at bus stops	47
Outdoor seating area	249
Not answered	11



### 3.3 COVID-19 Mobility E-mail

The dedicated e-mail address continues as the primary channel to contact the Covid Mobility Team. We continue to encourage the public and Councillors to input requests directly via the dedicated form to free up time for the Team to respond to other queries that arise. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### 3.4 Councillor Updates

Updates on COVID-19 mobility measures will be issued on a weekly basis to Elected Members. Updates via email will also be issued to all appropriate stakeholders via the Transport SPC and the NTA accessibility network.

### 3.5 Social Media

We are continuing to utilise the Dublin City Council Social Media Channels for the following:

- 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.

### 3.6 Active Travel Promotion Campaign

Filming of a short video to highlight the new COVID Mobility Measures and to encourage Active Travel took place on Friday 26 June at 4 locations, Nassau Street, College Green, Capel Street and Stoneybatter. The primary purpose of the video is to encourage those who can to walk or cycle to their workplace and to save space on public transport and on the road for those who really need it. The video highlights the new COVID Mobility Measures that have been put in place and features pedestrians and cyclists moving around the city.

A cycling promotional strategy is being finalised to support the ambitious aims for increasing cycling numbers. The promotional campaign will target three main audiences:

1. Commuters – to encourage workers to use active travel for their commute to work. CSO data shows that 29% of travel is for work purposes.
2. Car drivers – 26% of car journeys are less than 2km (CSO), which for many people would be doable by walking or cycling. This group will be encouraged to leave their car at home for short journeys which will free up space on the road for those who need it most.
3. Parents – our Safe Routes to School promotional campaign will focus on encouraging more parents to allow their children to walk or cycle to school. Green-Schools surveys show that 80% of students would prefer to walk or cycle to school.

We are collaborating with key strategic partners (e.g. NTA Smarter Travel, Healthy Ireland, Green-Schools and third level institutions) to share our message.

Owen P Keegan  
**Chief Executive**

9 July 2020

**To the Lord Mayor and  
Elected Members of the City Council**

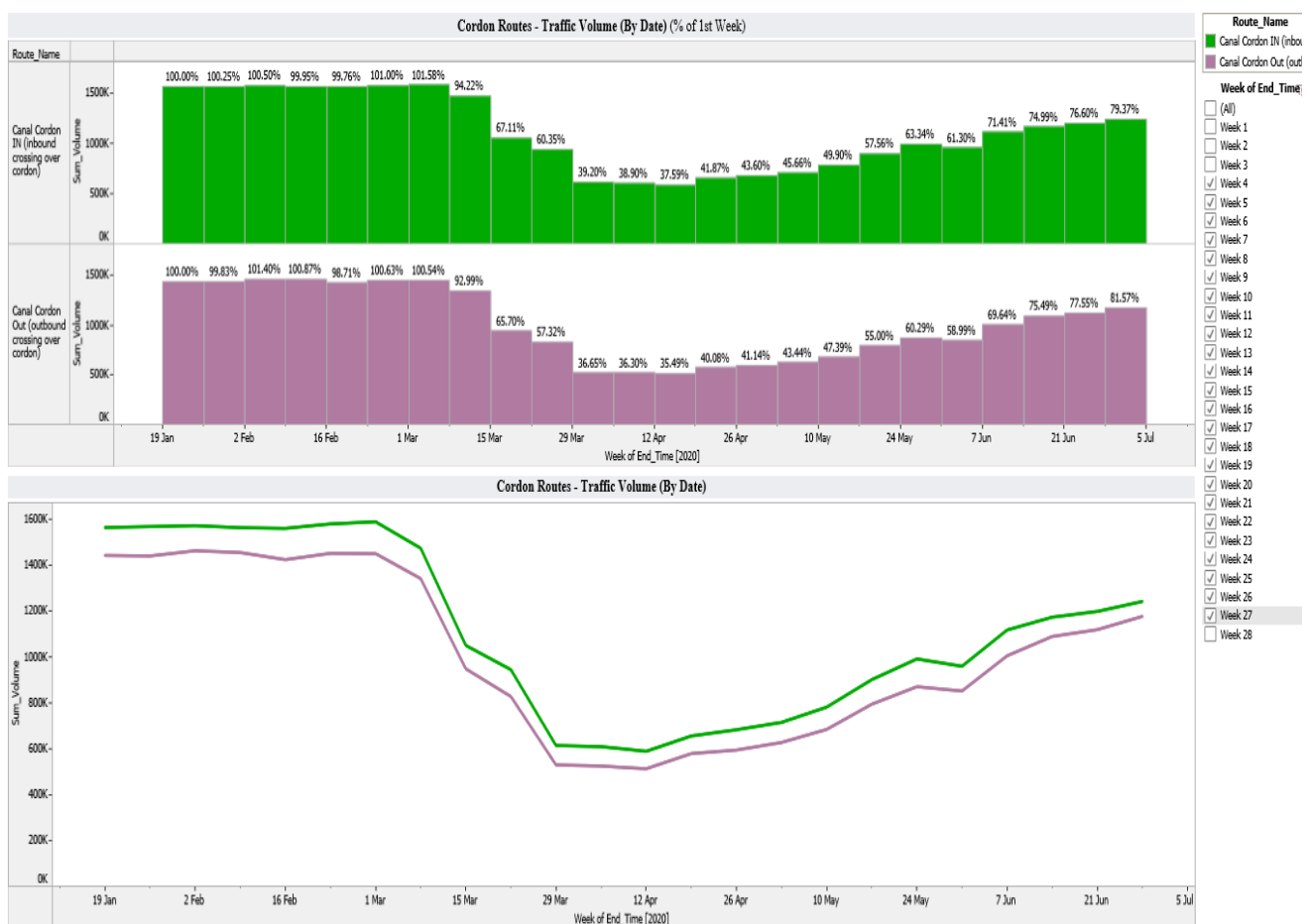
## COVID-19 Mobility Measures Update

### 1. Introduction

Implementation of Phase 1 of the COVID Mobility Programme for the City Council area continues.

#### 1.1 General Traffic Volumes

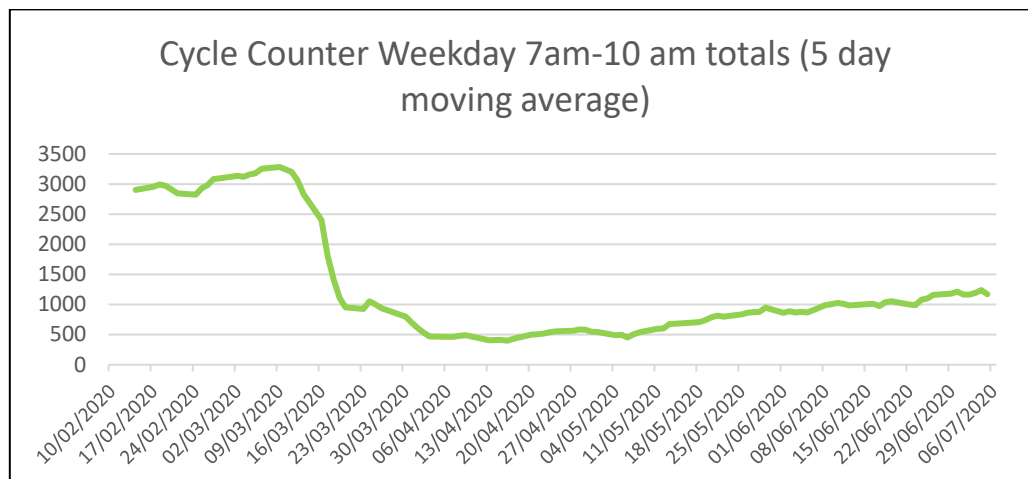
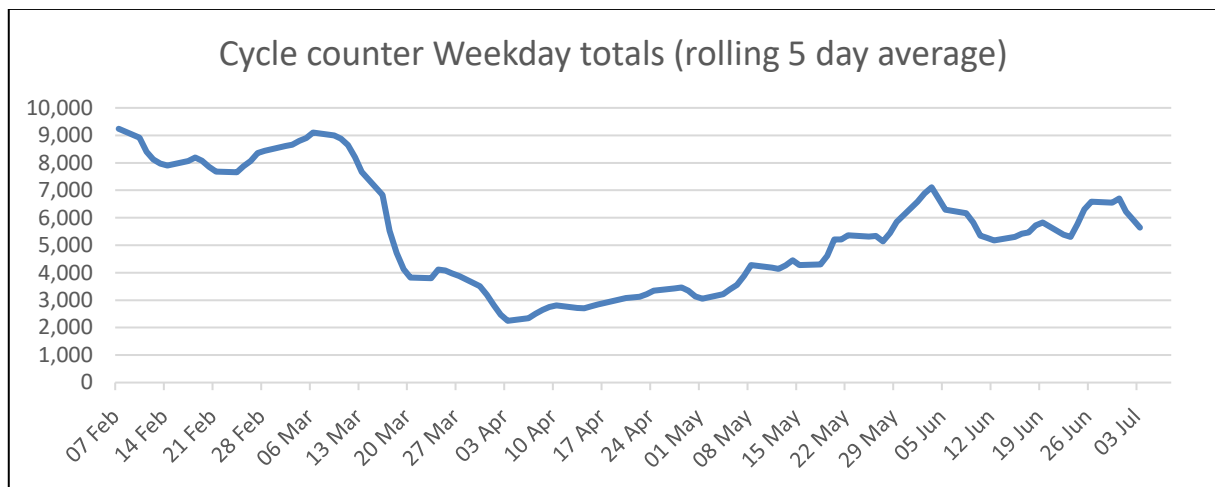
Traffic volumes across the city continue to increase and are now at approximately 80% of pre-COVID-19 levels.





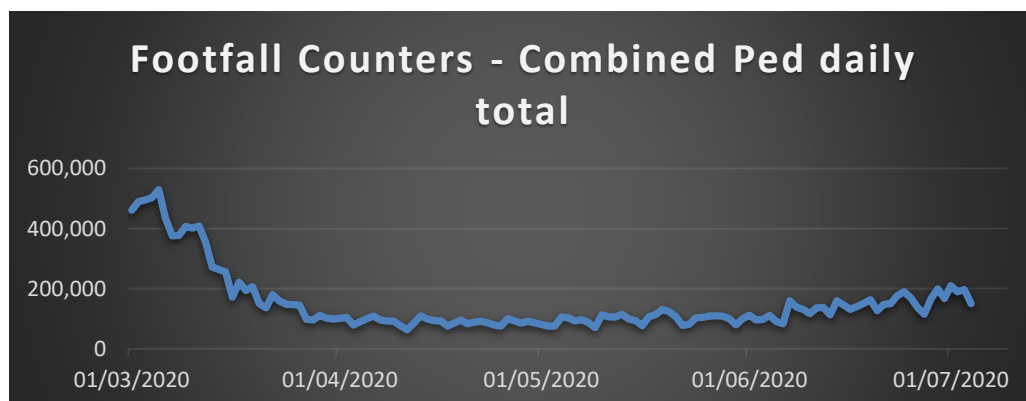
### 1.2 Cycling Volumes

Total weekday cycling volumes have also recovered to 75% of pre-COVID levels. However, morning peak cycling levels are still only a third of pre-COVID levels, while off peak cycling volumes are 50% above pre-COVID levels.



### 1.3 Pedestrian Volumes

Pedestrian numbers throughout the city have fallen dramatically since early March and although numbers have increased slightly in the last number of weeks, footfall is still well below pre-COVID levels.



## 2. Implementation of Measures

## 2.1 Pedestrian Areas

Space has been re-allocated to pedestrians at the following locations:

Location	Means
Capel Street	Suspension of on-street parking
Dorset Street	Suspension of on-street parking
Fairview	Suspension of loading bay
Stoneybatter	Suspension of loading bay
Rathmines	Suspension of loading bay
North Circular Road	Trial of bus stop build out with modular material
Nassau Street	Trial of footpath build out with asphalt
Fairview Road	Suspension of on-street parking and footpath build out
Rathgar Road	Suspension of on-street parking
Orwell Road, Rathgar	Wands inserted to prevent parking on footpath

## 2.2 Pedestrian Traffic Signal Priority

The reduced cycle times and shorter waiting times for pedestrians remains in place. Some increase in cycle lengths are being made where there is evidence of serious congestion, delaying buses and where the additional time is required to allow cyclists clear the junction.

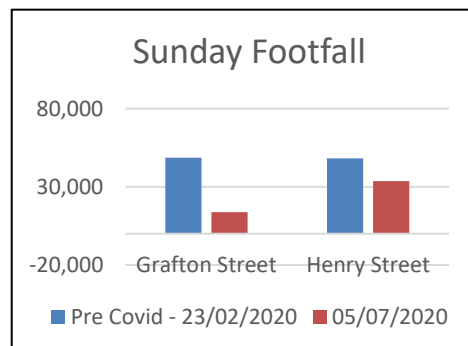
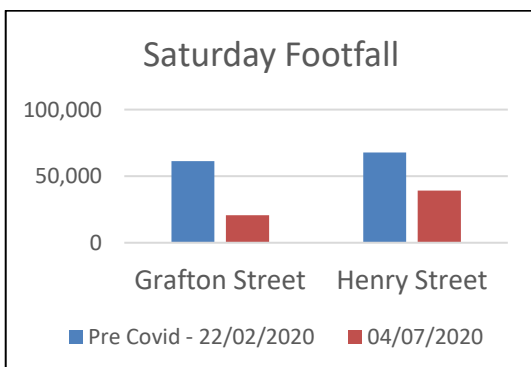
Assessment continues on a new type of pedestrian button installed at a pedestrian crossing on Nassau Street, which has contactless activation.

## 2.3 Grafton Street Area – Weekend Pedestrian Friendly Proposal

Consultation is on-going with stakeholders regarding the proposed pedestrian trials in the Grafton Street Area. The trials are proposed for four weekends from 25 July until 16 August for the following streets:

- 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

Footfall in this area remains significantly lower than pre-Covid levels.



## 2.3 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and 'Filtered



### ***Permeability'***

***Protected cycle facilities and contra-flow cycle facilities*** have been implemented at the following locations:

South Leinster Street  
Nassau Street (Contra-Flow)  
Doyle's Corner to Monck Place  
Clontarf Road inbound (Alfie Byrne Road to Railway Bridge)  
Fairview outbound (Malahide Road to Railway Bridge)  
College Green  
Richmond Street  
Camden Street  
Bridgefoot Street  
Parkgate Street  
Wolfe Tone Quay  
Westland Row  
Ranelagh Village  
North Quays  
Manor Street, Stoneybatter  
Rathmines – part of route 1, Swan Centre to Canal



*New protected cycle lanes on Manor Street, Stoneybatter.*



*New protected cycle lanes, Rathmines Road*

116 additional new *Sheffield stands* have been installed at the following locations:

Brunos Newsagent, Cowper Street – 5 Stands  
The Mascott, Oxmantown Road – 4 Stands  
Military Road, Rathmines – 7 Stands  
Blessington Street – 7 Stands  
Goldsmith Hall, Pearse Street – 4 Stands  
North Circular Road, Phibsborough – 6 Stands  
Moss Street – 4 Stands  
Spar, North Circular Road – 5 stands  
Phibsborough Road – 3 Stands  
Cabra Road – 4 Stands  
Daniel Street – 5 Stands  
Lennox Street – 4 Stands  
Ravensdale Park – 6 Stands  
Military Road, Rathmines – 7 Stands  
Goldsmith Hall, Pearse Street – 4 Stands  
Bride Road – 5 Stands  
Blessington Street – 7 Stands  
Euro Car Park, North Circular Road – 6 Stands  
Macken Street – 5 Stands  
Moss Street – 4 Stands  
Oxmantown Road – 4 Stands  
Cowper Street – 5 Stands  
North Circular Road – 5 Stands

The *filtered permeability measures* were installed at Grangegorman Lower and the trial commenced on the morning of 6 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. Some supplementary signage is also being added in the coming days.



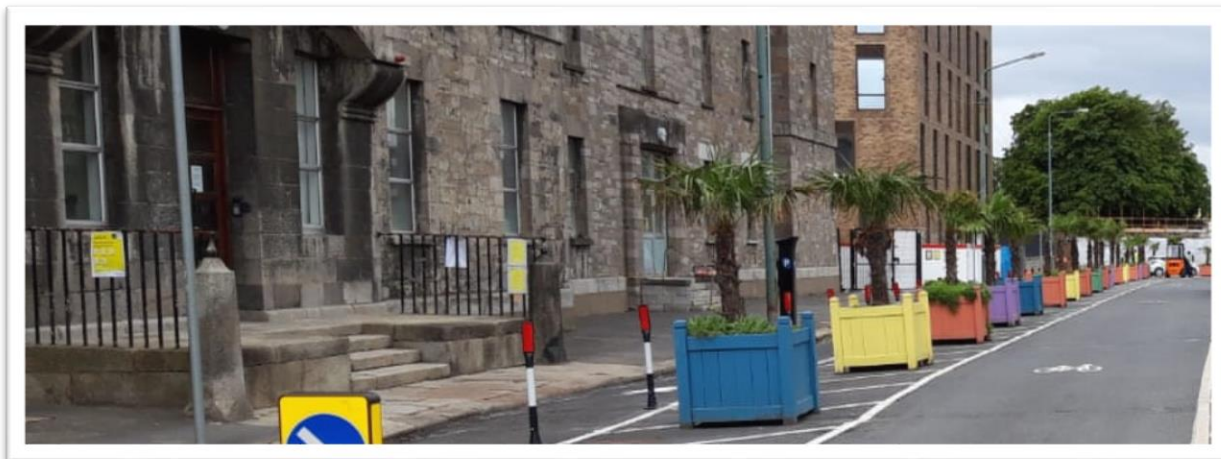
Implementation of this trial results in the elimination of motorised through traffic from Grangegorman Lower and drivers are no longer able to use this route as a short-cut from North Circular Road to the Quays, and vice versa.

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 at TUD.

Local vehicular access to Grangegorman Lower is retained, although some journeys are required to take a more circuitous route. Vehicular access points to TUD Campus are unaffected and access through the bollards is maintained for emergency vehicles.

Consultation with local residents was initiated with notification leaflets informing them of the upcoming trial due for commencement and the temporary changes to traffic movements on Grangegorman Lower. This information leaflet was delivered between Thursday 2 July and Friday 3 July to all households on Grangegorman Upper & Lower, Rathdown Road, Marne Villas, Fitzwilliam Place North, Stanhope Street and Kirwan Street. In the leaflet, residents are invited to provide feedback on the trial to our dedicated email address.

A review of this measure and of the feedback submitted will be carried out after the four week trial period and the option to either remove or extend the measure will be considered.



A proposal to carry out a ***filtered permeability trial on Pigeon House Road*** was circulated to all South East Area Councillors for comments and observations by Friday 26 June. Following feedback received, the location of the trial has been moved from Cambridge Avenue to east of the entrance to the Poolbeg Quay Apartments. The draft design should be ready for review on Friday 10 July 2020.

#### ***2.4 Car Parking Spaces and Loading Bays***

Car parking spaces and loading bays have been removed in the areas listed in 2.1 above to allow for greater provision for pedestrians.

#### ***2.5 Reduced Speed Limits***

A six week public consultation period on the extension of the 30km/h zones in the city will run from 2 July to 13 August 2020. All details can be found at:

<https://consultation.dublincity.ie/traffic-and-transport/consultation-proposed-special-speed-limit-2020/>

As part of the public consultation process, a survey has been created which explores public

perception of driver behaviour and speed limit compliance. Click the link [here](#) to go directly to the survey (scroll to the bottom of the page).

## **2.6 *Bus Stop and Footpath Extensions***

Works to widen the footpath at College Green between Trinity College and Church Lane to create additional space for queueing at bus stops at this location while leaving the footpath clear for pedestrians are now complete. As part of these works a number of items of street furniture were removed and bus stops were moved further out towards the edge of the new kerb. Feedback from accessibility advocates on this measure has been extremely positive.

## **2.7 *Outdoor Areas/Business Liaison***

The Business Liaison Team in the COVID Mobility Section continues to deal with requests received via the online COVID Mobility request form and also queries from businesses and retailers received via the COVID Mobility Measures email [COVIDMOBILITY@dublincity.ie](mailto:COVIDMOBILITY@dublincity.ie). ‘Tables and chairs’ requests remain the most common form of submissions that we have received to date. These requests are primarily dealt with by the Street Furniture Unit in the Environment & Transportation Department and the COVID Mobility Section feeds into the existing approval process for any such requests. Some applications for ‘tables and chairs’ will only become a possibility, from a space perspective alone, if road space is re-allocated to facilitate this.

The planned trial pedestrianisation for the Grafton Street Area from the last weekend in July, will open up the possibility for some tables and chairs applications to be granted, subject to them meeting the Street Furniture Unit’s conditions and receiving their approval. This planned trial pedestrianisation will also require additional communication with businesses and retailers regarding the operation of their deliveries, given that deliveries will not be possible in the pedestrianised areas between the hours of 11:00am and 7:00pm on Saturdays and Sundays during the trial. Instead, deliveries required during the hours of the trial pedestrianisation will have to use alternative loading areas or change the deliveries to occur off-peak.

The Business Liaison Team has engaged with businesses and other stakeholders in a number of ongoing COVID mobility schemes across the city and specifically with nearby businesses and retailers where new COVID mobility measures were initiated at the following locations: Vernon Avenue, Rathgar Road, Orwell Road, Grangegorman Lower, Manor Street and South William Street.

## **2.8 *School Mobility Programme***

Initial feedback from Green-Schools reveals that only 11 of the 307 Dublin City based schools on the Green-Schools database completed the return to school mobility survey.

These survey results plus the TAG Area Engineers in-depth local knowledge of all schools in Dublin City will be used to develop a ‘Return to School’ mobility strategy. This strategy will include both hard and soft measures.

# **3. Communications**

## **3.1 *Website***

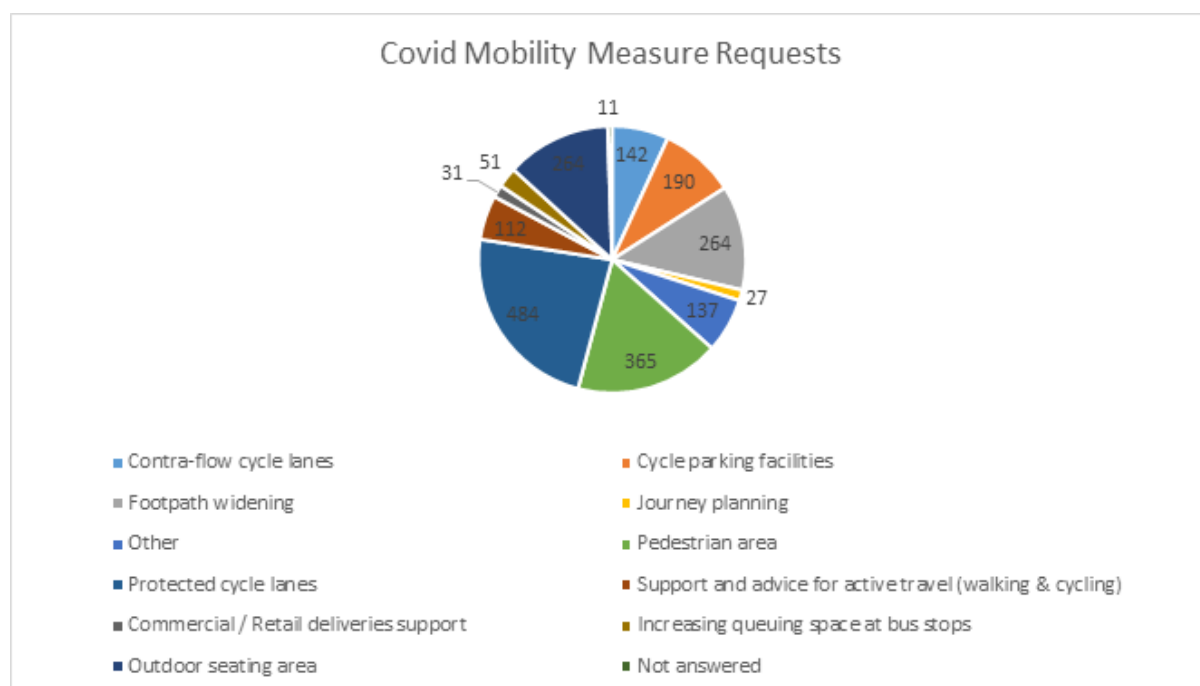
The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme), is being updated regularly to keep the general public informed of COVID-19 mobility interventions.



### 3.2 Dedicated COVID-19 Mobility Measure Request Form

In the past week, we have received 260 new requests for Covid Mobility Measures. This brings the total number of COVID Mobility requests to 2,078. A breakdown of these requests is given below:

Mobility measure requested	Number
Contra-flow cycle lanes	142
Cycle parking facilities	190
Footpath widening	264
Journey planning	27
Other	137
Pedestrian area	365
Protected cycle lanes	484
Support and advice for act. travel (walking & cycling)	112
Commercial / Retail deliveries support	31
Increasing queuing space at bus stops	51
Outdoor seating area	264
Not answered	11
	2078



### 3.3 COVID-19 Mobility E-mail

The dedicated e-mail address continues as the primary channel to contact the Covid Mobility Team. We continue to encourage the public and Councillors to input requests directly via the dedicated form, to free up time for the Team to respond to other queries that arise. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### 3.4 Councillor Updates

Updates on COVID-19 mobility measures will be issued on a weekly basis to Elected Members.

Updates via email will also be issued to all appropriate stakeholders via the Transport SPC and the NTA accessibility network.

### **3.5 Social Media**

We are continuing to utilise the Dublin City Council Social Media Channels for the following:

- 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.

### **3.6 Active Travel Promotion Campaign**

A short video, filmed over 2 days (26 June and 8 July), highlighting the new COVID Mobility Measures and to encourage Active Travel, is due to be finalised this week and published online the week commencing June 13.

A cycling promotional strategy is being finalised to support the ambitious aims for increasing cycling numbers. The promotional campaign will target three main audiences:

4. Commuters – to encourage workers to use active travel for their commute to work. CSO data shows that 29% of travel is for work purposes.
5. Car drivers – 26% of car journeys are less than 2km (CSO), which for many people would be doable by walking or cycling. This group will be encouraged to leave their car at home for short journeys which will free up space on the road for those who need it most.
6. Parents – our Safe Routes to School promotional campaign will focus on encouraging more parents to allow their children to walk or cycle to school. Green-Schools surveys show that 80% of students would prefer to walk or cycle to school.

We are collaborating with key strategic partners (e.g. NTA Smarter Travel, Healthy Ireland, Green-Schools and third level institutions) to share our message.

Owen P Keegan  
**Chief Executive**

16 July 2020

**To the Lord Mayor and  
Elected Members of the City Council**

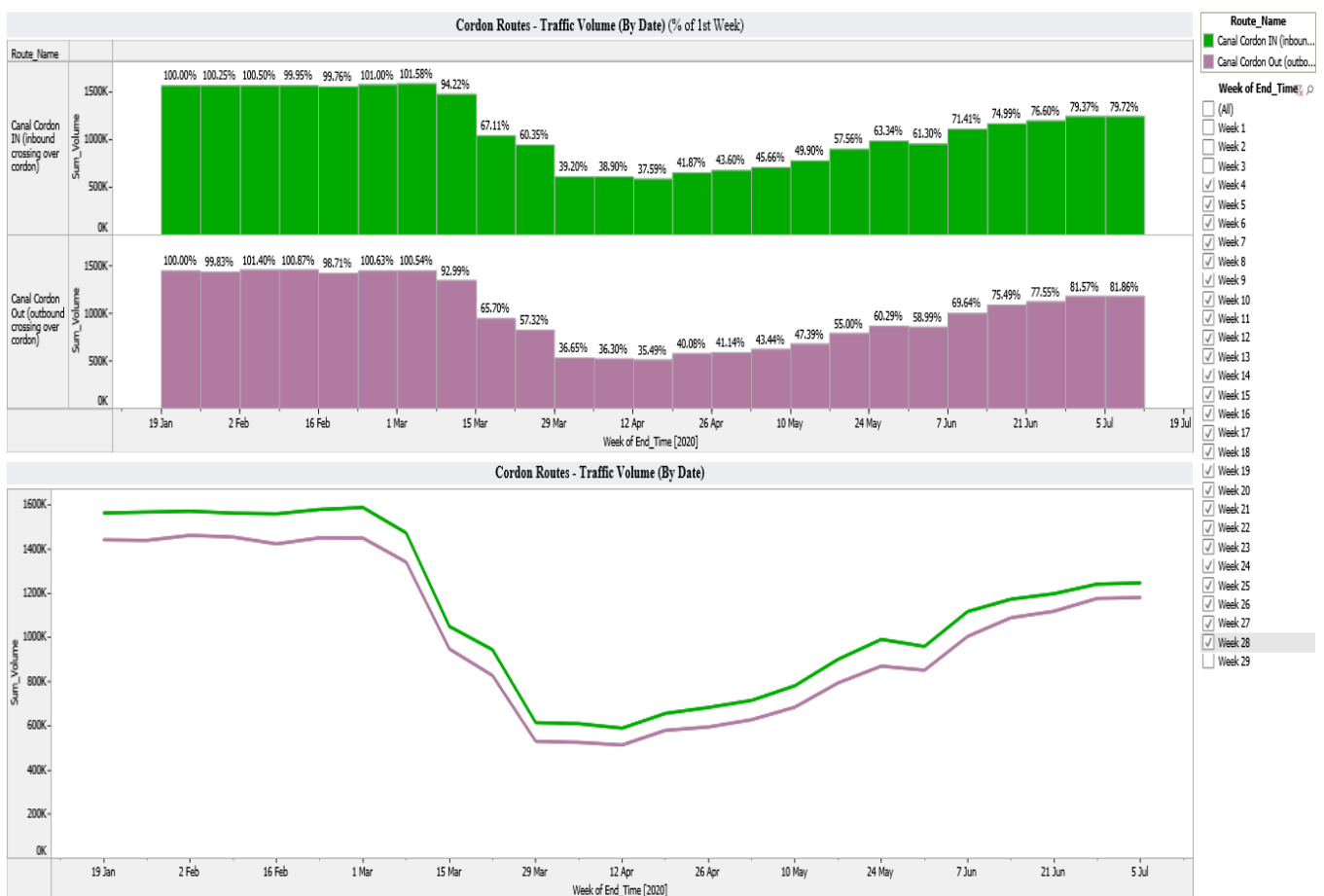
## COVID-19 Mobility Measures Update

### 1. Introduction

Implementation of Phase 1 of the COVID Mobility Programme for the City Council area continues.

#### 1.1 General Traffic Volumes

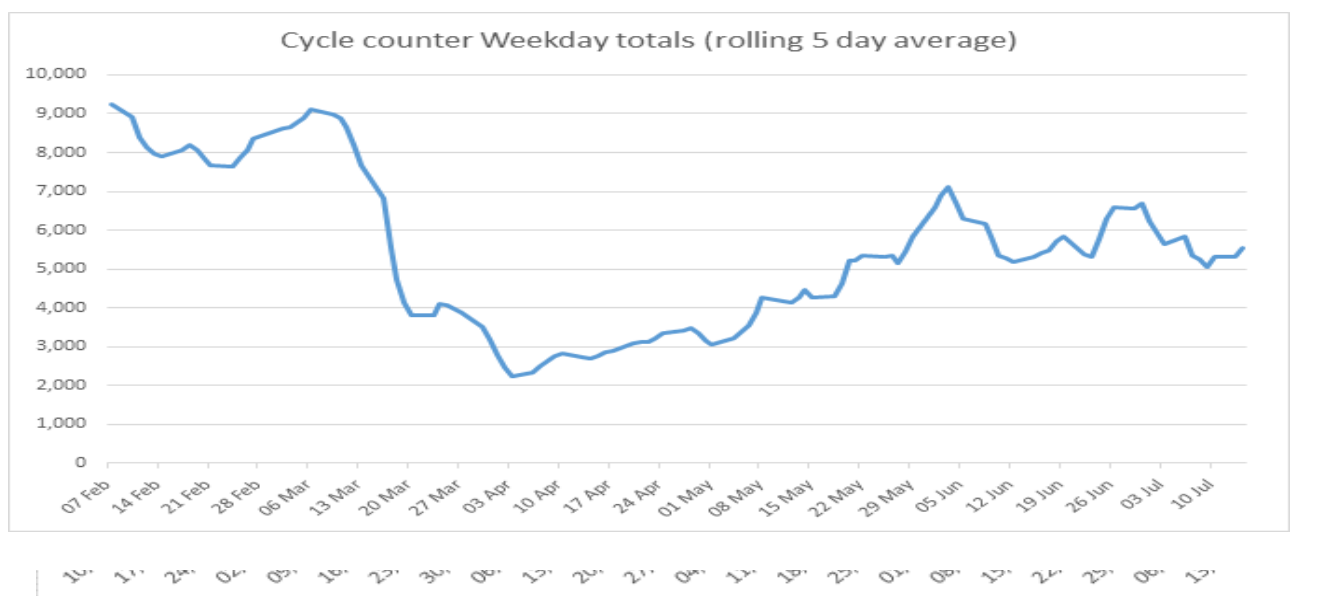
There has been no significant increase in traffic volumes across the city in comparison to last week. Traffic volumes are at approximately 80% of pre-COVID-19 levels.



#### 1.2 Cycling Volumes

Total weekday cycling volumes have also recovered to approximately 65% of pre-COVID levels.

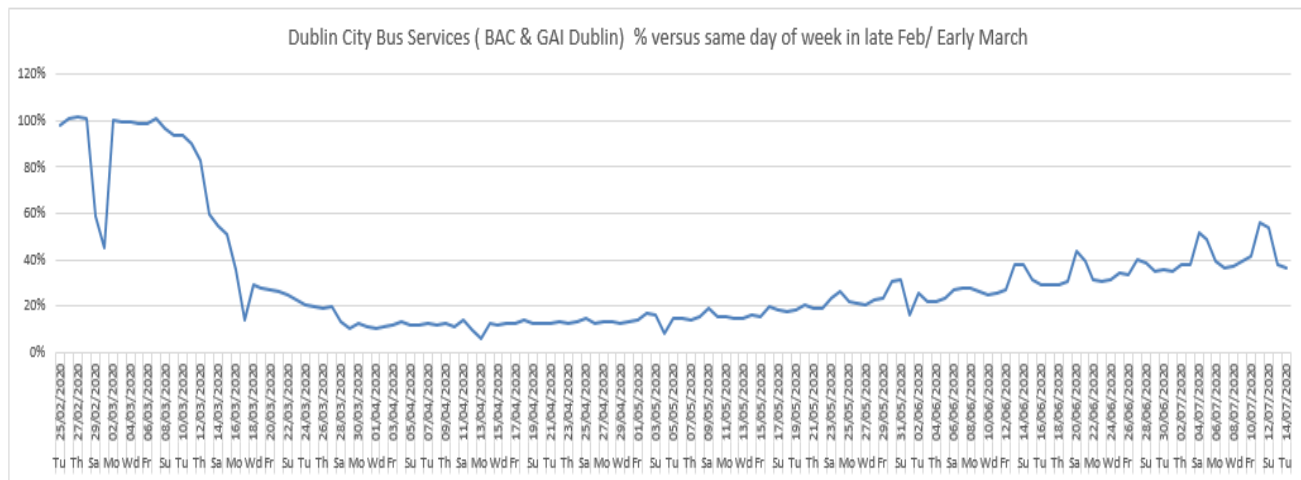
However, morning peak cycling levels are just over a third of pre-COVID levels.





### 1.3 Bus Passenger Numbers

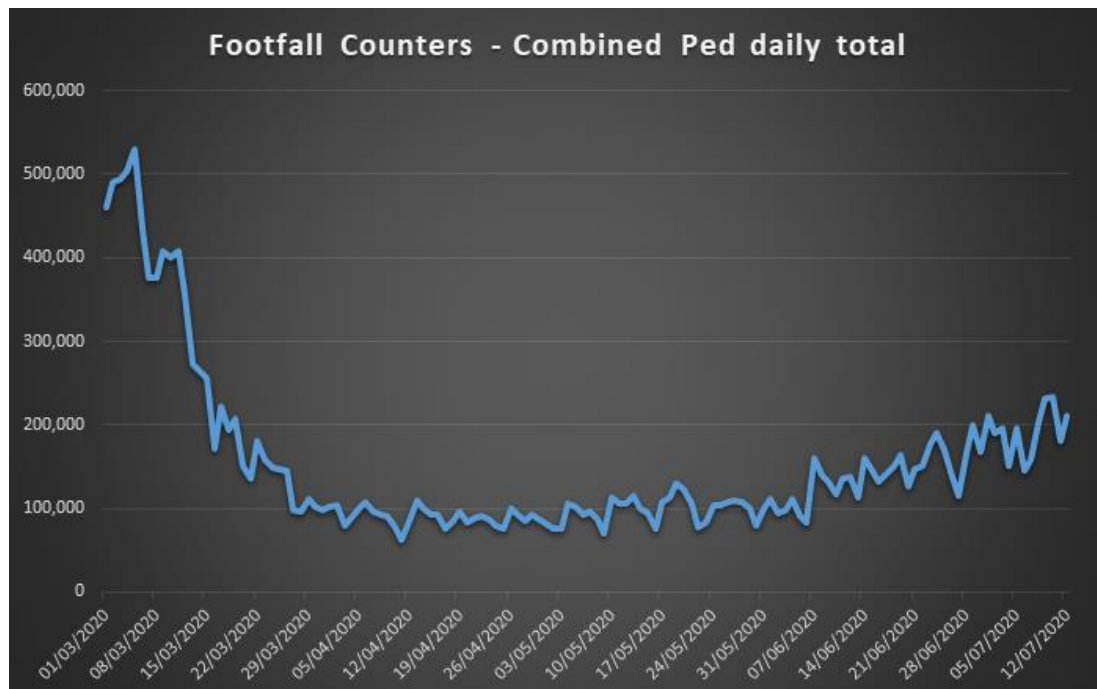
The trend in bus passenger numbers (BAC and GAI) shows continuing recovery. Weekday passenger numbers are now at 40% of pre COVID levels with an even stronger recovery at weekends.



Percentage of passenger numbers comparing with same day in pre-COVID times.

### 1.4 Pedestrian Volumes

Pedestrian numbers throughout the city have fallen dramatically since early March. There has been another slight increase in pedestrian numbers in the past week but footfall is still well below pre-COVID levels.



## 2. Implementation of Measures

### 2.1 Pedestrian Areas

In the past week, on-street parking has been suspended and space has been re-allocated to

pedestrians on South Anne Street.



*New Covid Mobility Measure on South Anne Street*

## **2.2 Pedestrian Traffic Signal Priority**

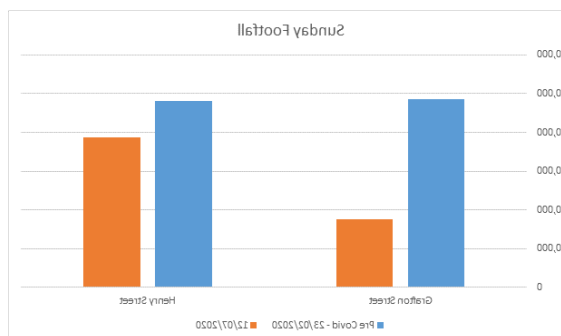
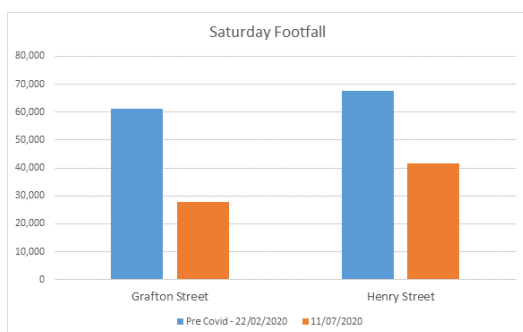
The reduced cycle times and shorter waiting times for pedestrians remain in place except where there is evidence of serious congestion. Assessment continues on a new type of pedestrian button installed at a pedestrian crossing on Nassau Street, which has contactless activation.

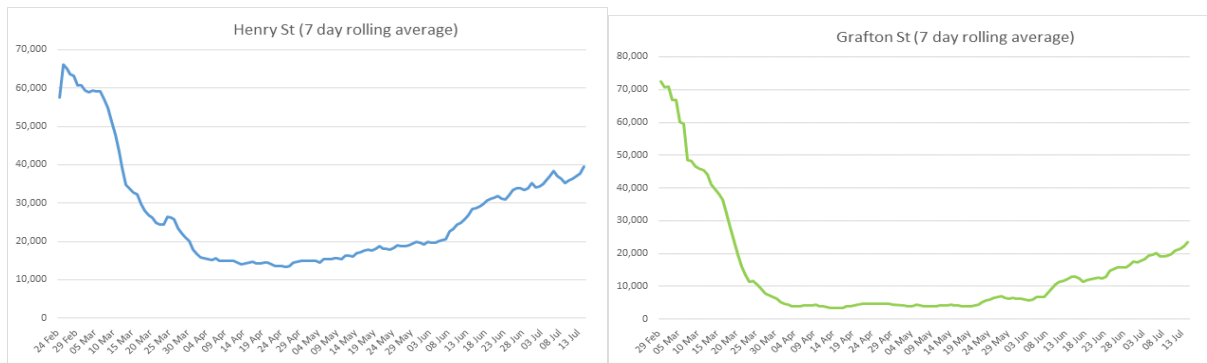
## **2.3 Grafton Street Area – Weekend Pedestrian Friendly Proposal**

Consultation is on-going with stakeholders regarding the proposed pedestrian trials in the Grafton Street Area for four weekends from 25 July until 16 August.

Five disabled parking bays will be moved to alternative locations during the times of the trials. The three disabled parking bays on Drury Street and the one disabled parking bay on Dame Court will be moved to Exchequer Street. The disabled parking bay on South Anne Street will be moved to Molesworth Street.

Footfall in this area has risen slightly in the past week but still remains significantly lower than pre-Covid levels.





## 2.4 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and ‘Filtered Permeability’

**Protected cycle facilities** have been introduced on Parnell Street in the past week.



*New protected cycle lanes on Parnell Street.*

Two hundred and twenty new **Sheffield stands** have now been installed since 25 March. A full list of locations is set out in the Appendix.

The trial of the **filtered permeability measures** installed at Grangegorman Lower on 6 July 2020 continues. The trial includes the provision of a series of bollards and temporary planters placed on Grangegorman Lower, with appropriate signage and road markings. A review of this measure and of the feedback submitted will be carried out after the four week trial period and the option to either remove or extend the measure will be considered.

A proposal to carry out a **filtered permeability trial on Pigeon House Road** was circulated to all South East Area Councillors for comments and observations by Friday 26 June. Following feedback received, the location of the trial has been moved from Cambridge Avenue to east of the entrance to the Poolbeg Quay Apartments. The final design is currently being reviewed.

## 2.5 Reduced Speed Limits

The six week public consultation period on the extension of the 30km/h zones continues until 13 August 2020. All details can be found at:

<https://consultation.dublincity.ie/traffic-and-transport/consultation-proposed-special-speed-limit-2020/>

## **2.6 Bus Stop and Footpath Extensions**

The additional space created at the bus stop at College Green, by building out the footpath has been extremely well received.

## **2.7 Outdoor Areas/Business Liaison**

The Business Liaison Team has engaged with businesses and other stakeholders in a number of ongoing COVID mobility schemes across the city and specifically with nearby businesses and retailers where new COVID mobility measures were initiated. 'Tables and chairs' requests remain the most common form of submissions that we have received to date.

## **2.8 School Mobility Programme**

The Covid Mobility Team are currently developing a 'Return to School' mobility strategy. This strategy will include both hard and soft measures.

# **3. Communications**

## **3.1 Website**

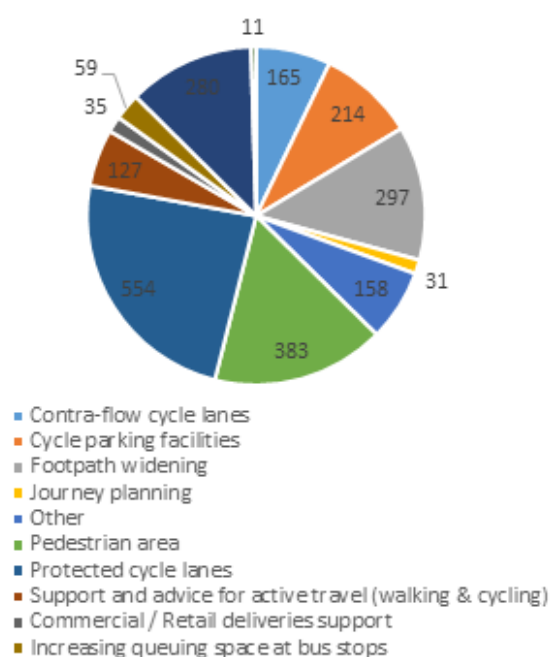
The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions.

## **3.2 Dedicated COVID-19 Mobility Measure Request Form**

In the past week, we have received 236 new requests for Covid Mobility Measures. This brings the total number of COVID Mobility requests to 2,314. A breakdown of these requests is given below:

<b>Mobility measure requested</b>	<b>Number</b>
Contra-flow cycle lanes	165
Cycle parking facilities	214
Footpath widening	297
Journey planning	31
Other	158
Pedestrian area	383
Protected cycle lanes	554
Support and advice for active travel (walking & cycling)	127
Commercial / Retail deliveries support	35
Increasing queuing space at bus stops	59
Outdoor seating area	280
Not answered	11
	<hr/>
	2314

Covid Mobility Requests - total requests



### 3.3 COVID-19 Mobility E-mail

The dedicated e-mail address continues as the primary channel to contact the Covid Mobility Team and is attracting huge volumes of queries and feedback. We continue to encourage the public and Councillors to input requests directly via the dedicated form, to free up time for the Team to respond to other queries that arise. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### 3.4 Councillor Updates

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via email are also be issued to stakeholders via the Transport SPC and the NTA accessibility network.

### 3.5 Social Media

We are continuing to utilise the Dublin City Council Social Media Channels for the following:

- 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.

### 3.6 Active Travel Promotion Campaign

A short video, filmed over 2 days (26 June and 8 July), highlighting the new COVID Mobility Measures and to encourage Active Travel, was published on the Dublin City Council website and on social media this week. The video has receive great interaction to date. I would encourage all Councillors to help us promote the message. Please see links below and please like, share and re-tweet!

<https://www.facebook.com/watch/?v=609238513312629>

[https://twitter.com/DubCityCouncil/status/1282703981710577664?ref\\_src=twsrc%5Egoogle%7Ctwcamp%5Eserp%7Ctwgr%5Etweet](https://twitter.com/DubCityCouncil/status/1282703981710577664?ref_src=twsrc%5Egoogle%7Ctwcamp%5Eserp%7Ctwgr%5Etweet)

<https://www.youtube.com/watch?v=mZqeCqj56DA&feature=youtu.be>

Our cycling promotional strategy supports the ambitious aims for increasing cycling numbers. The promotional campaign is initially targeting commuters. We are liaising with Green Schools to develop a Safe Routes to School promotional campaign focusing on encouraging more parents to allow their children to walk or cycle to school.

We are also collaborating with key strategic partners (e.g. NTA Smarter Travel, Healthy Ireland, Green- Schools and third level institutions) to share our message.

### ***3.7 Frequently Asked Questions***

Answers to some of the most frequently asked questions from a disability and accessibility perspective are now available on our website. <https://www.dublincity.ie/covidmobilityprogramme> The document is available in accessible format.

Owen P Keegan  
**Chief Executive**

## **Appendix Locations of newly installed Sheffield Stands**

Two hundred and twenty new *Sheffield stands* have now been installed and a full list of locations are detailed in the Appendix.

	Pay and Display Removed
	Free Parking Removed

25th March 2020 - 30th March			
Location	No of Stands	Pay & Display	Free Parking
Haddinton Road	5	1	0
Northumberland Road	8	0	0
Clancarthy Road	5	0	1
Angelesea Road	5	0	0
Centrz, Cork Street	4	0	0
<b>Total</b>	<b>27</b>	<b>1</b>	<b>1</b>

30th March 2020 - 25th May 2020		Cycle Parking Suspended due to lockdown		
25th May - 10th June 2020				
Location	No of Stands	Pay & Display	Free Parking	
Kevin Street Lower	10	2	0	
Trinity Business School, Pearse Street	10	0	0	
Erne Street Upper	5	1	0	
Merrion Square South	9	2	0	
Pearse Street	3	0	0	
Bishop Street	9	2	0	
New Street South	4	0	0	
New Street South 2	4	0	0	
Lombard Street East	3	0	0	
Centra, Pearse Street	4	0	0	
Intreo, Cork Street	4	0	0	
Southside Angling, Cork Street	5	0	0	
Causeway Road	27	0	4	
<b>Total</b>	<b>97</b>	<b>7</b>	<b>4</b>	

10th June 2020 - 8th July			
Location	No of Stands	Pay & Display	Free Parking
Fit4less, Cork Street	6	0	0
All Saints Drive, Raheny	5	0	1
Cabra Road	4	0	0
Daniel Street	5	1	0
Lennox Street	4	1	0
Ravensdale Park	6	0	1
Military Road, Rathmines	7	0	0



Goldsmith Hall, Pearse Street	4	0	0
Bride Road	5	1	0
Blessington Street	7	0	0
North Circular Road, Phibsborough	6	0	0
Flye fit Gym Macken Street	5	0	0
Moss Street	4	0	0
Brunos Newsagents, Cowper Street	5	0	1
The Mascot, Oxmantown Road	4	0	0
Spar, North Circular Road	5	0	0
Maldern hotel, New Street South	4	0	0
Phibsborough Road	3	0	0
<b>Total</b>	<b>89</b>	<b>3</b>	<b>3</b>

9th July			
Location	No of Stands	Pay & Display	Free Parking
Wilde & Green, Milltown	4	0	0
Conrad Hotel, Earlsfort Terrace	3	0	0
<b>Total</b>	<b>7</b>	<b>0</b>	<b>0</b>

<b>Total installed so far in Batch 13</b>	<b>220</b>	<b>11</b>	<b>8</b>
---	------------	-----------	----------

23 July 2020

**To the Lord Mayor and  
Elected Members of the City Council**

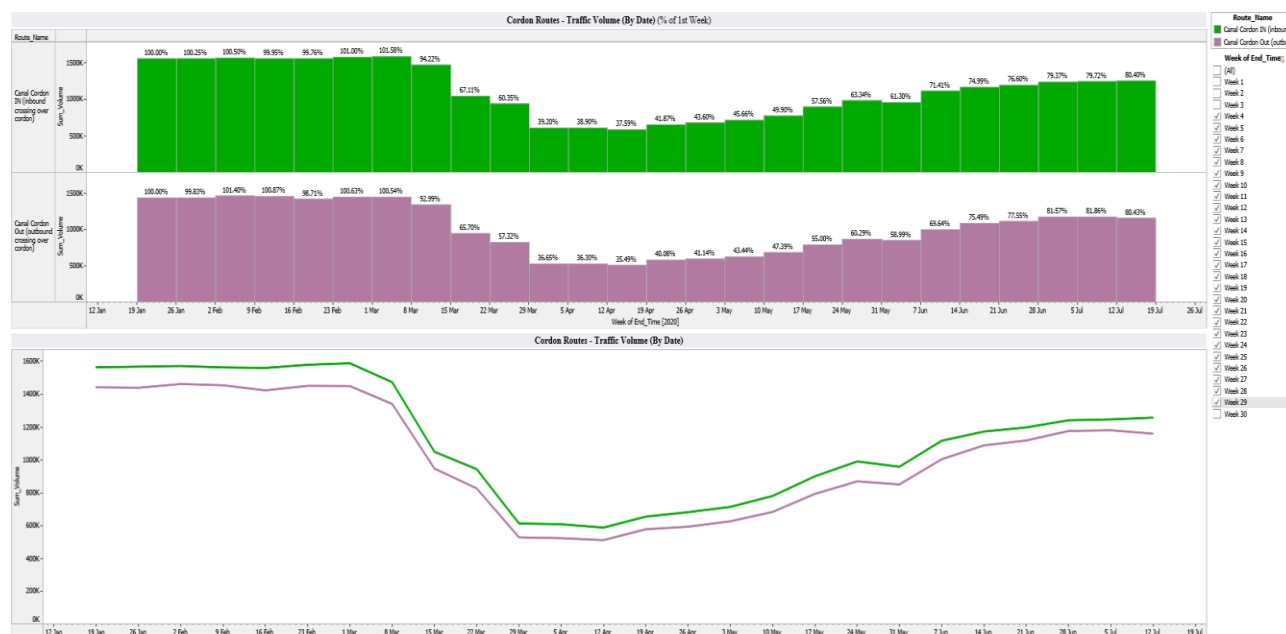
## COVID-19 Mobility Measures Update

### 1. Introduction

Implementation of Phase 1 of the COVID Mobility Programme for the City Council area continues.

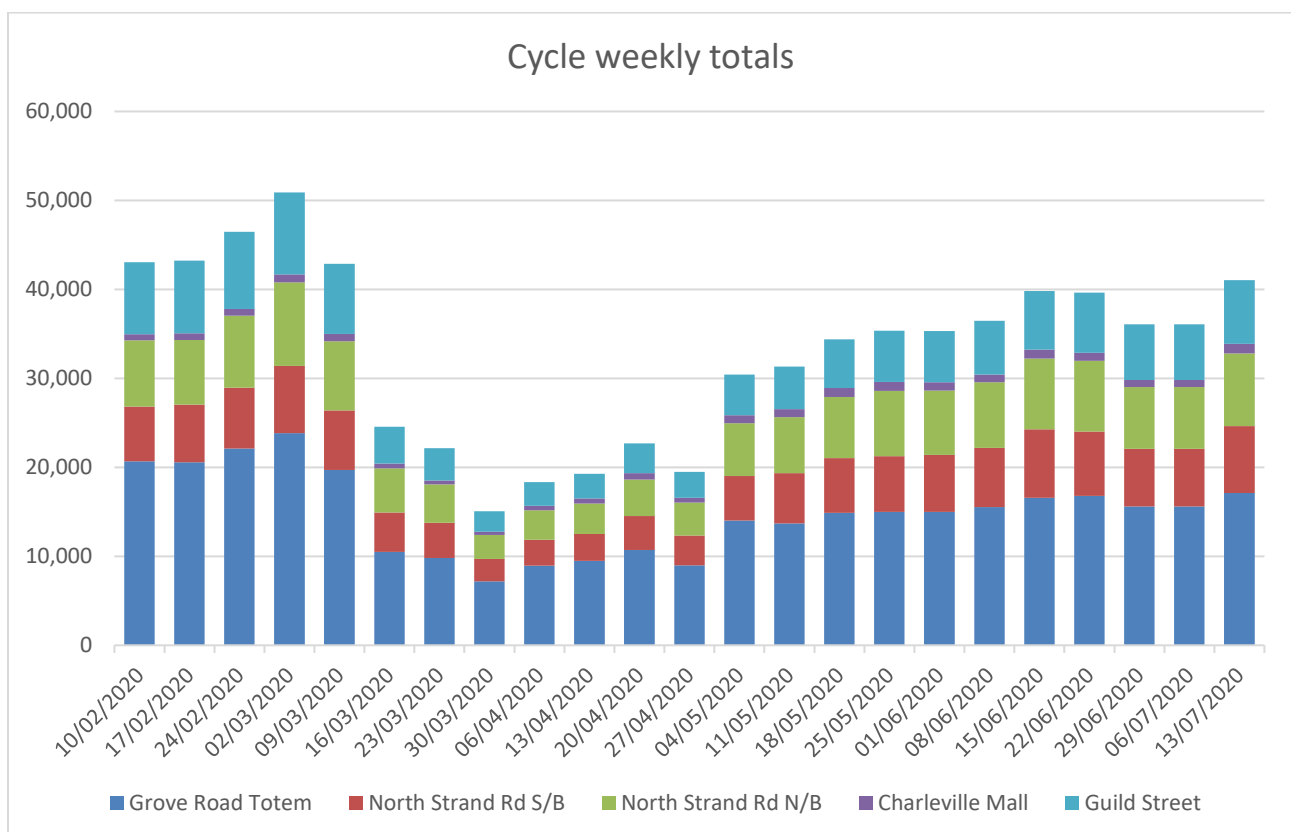
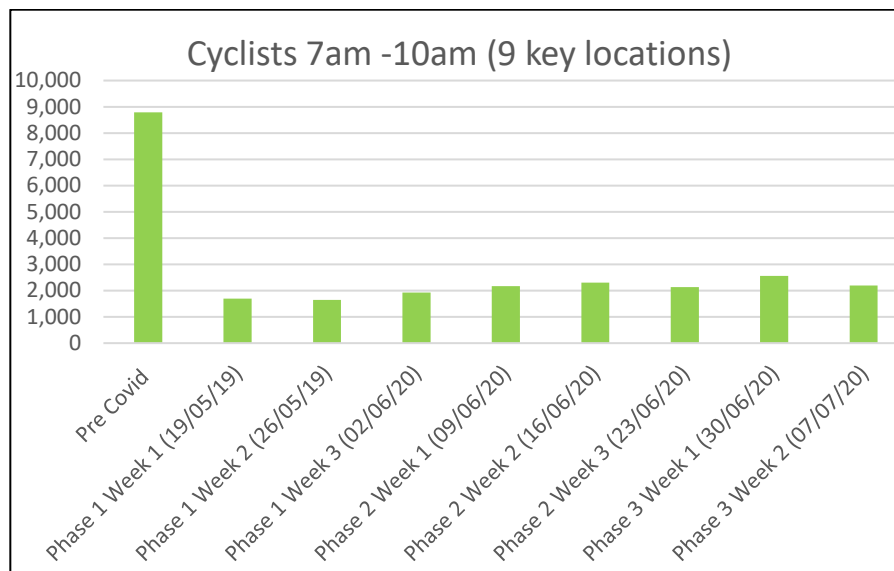
#### 1.1 General Traffic Volumes

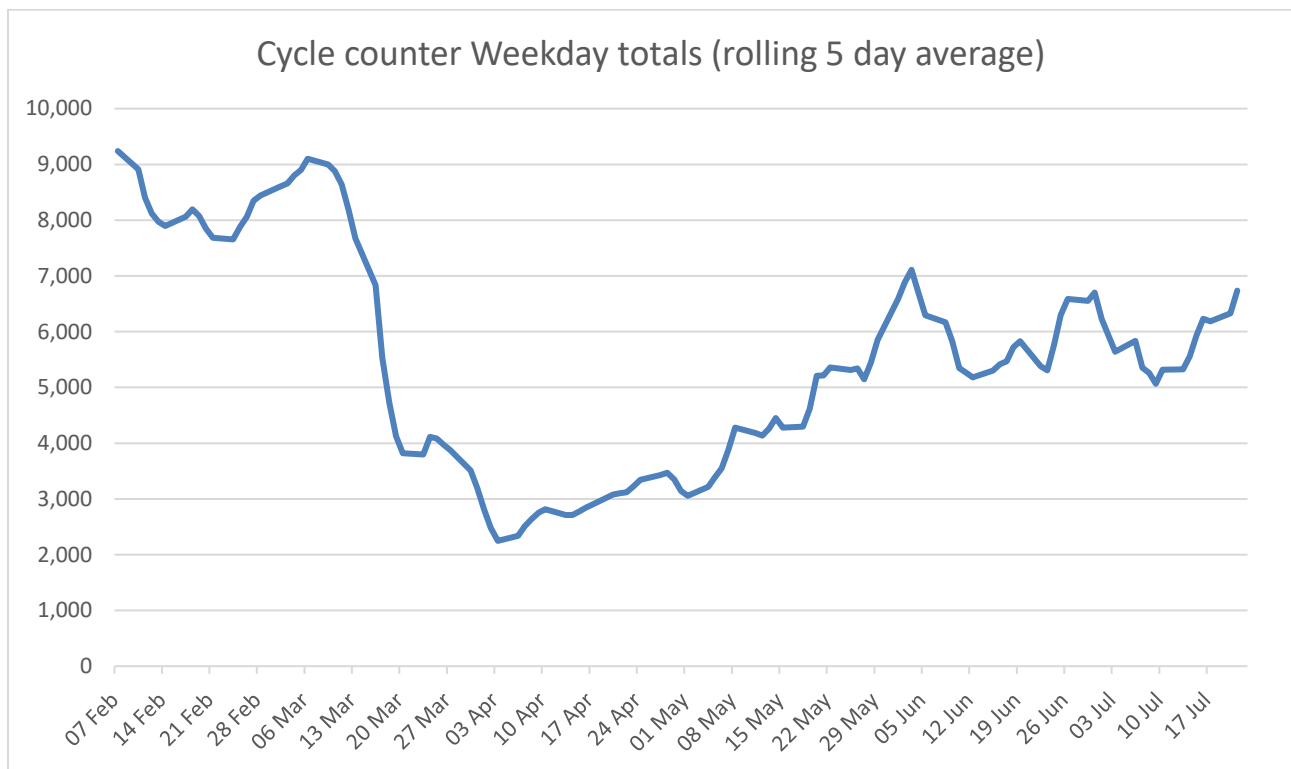
There has been no significant increase in traffic volumes across the city in comparison to last week. Traffic volumes are at approximately 80% of pre-COVID levels.



#### 1.2 Cycling Volumes

The City Council has been carrying out traffic counts at 9 key cordon locations (Baggot Street, Richmond Street South, Phibsborough Road, Clanbrassil Street Upper, Dorset Street, Ringsend Bridge, Ormond Quay, Newcommon Bridge, Dolphins Road) since early May. For the am peak (7am – 10am) commuting by bike is at 25% of pre COVID levels, pedestrian volumes are at 20%, whilst car traffic is at 75%.

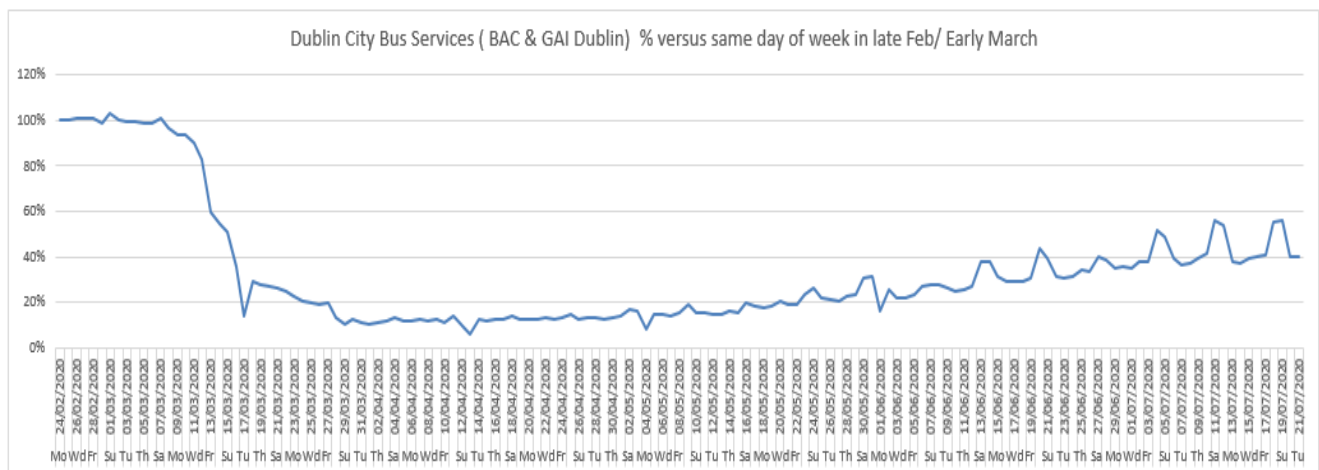




*Counts from Grove Road, North Strand Road and Charleville Mall*

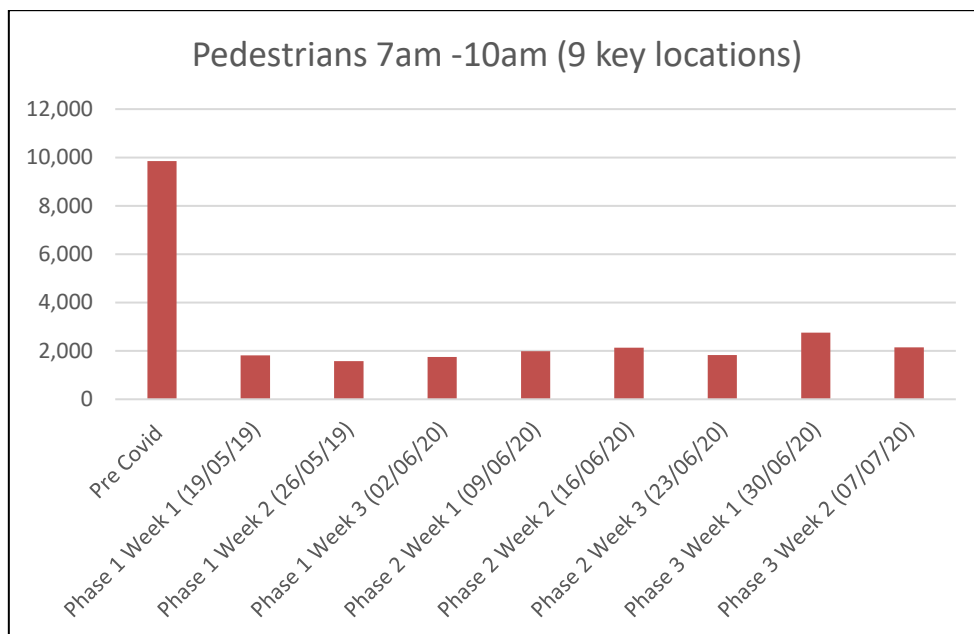
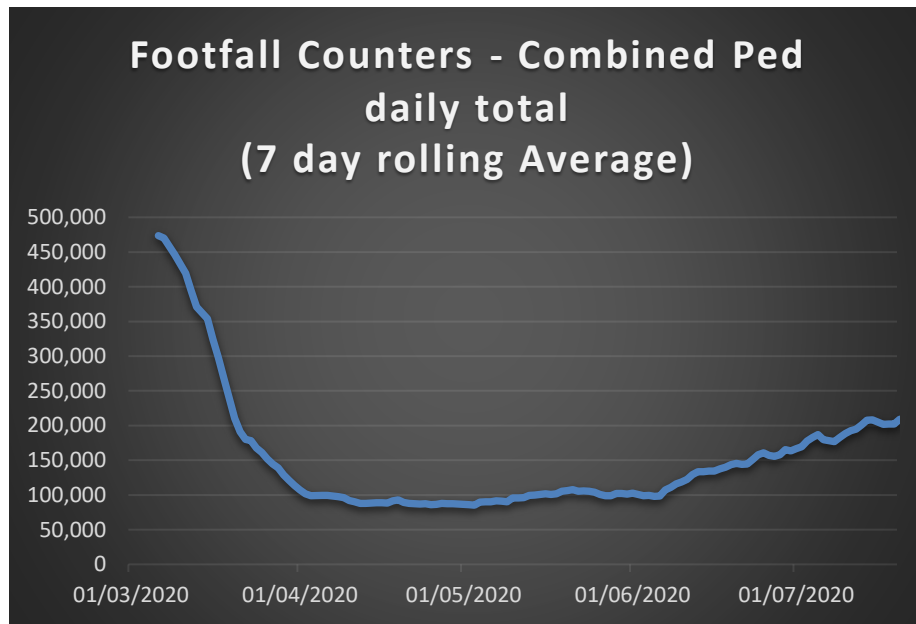
### 1.3 Bus Passenger Numbers

The trend in bus passenger numbers (BAC and GAI) shows continuing recovery. Weekday passenger numbers are just over 40% of pre-COVID levels with an even stronger recovery at weekends.



### 1.4 Pedestrian Volumes

Pedestrian numbers throughout the city have fallen dramatically since early March. For the am peak (7am – 10am) pedestrian traffic is at 20% of pre COVID levels.



## 2. Implementation of Measures

### 2.1 Pedestrian Areas

Parking has been removed from South William Street and protection has been added to the extra pedestrian space. Loading facilities are still being provided.

Extra pedestrian space and space for outdoor seating have been made on Drury Street. Two loading bays have been retained.



*New Covid mobility measures on South William Street (left) and Drury Street (right)*

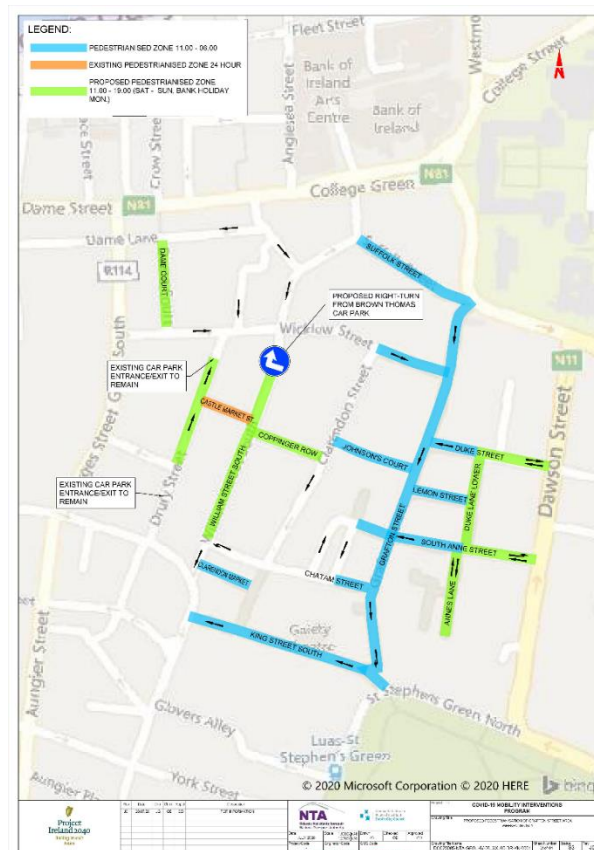
## **2.2 Grafton Street Area – Weekend Pedestrian Friendly Proposal**

The Grafton Street area pedestrianisation trials are scheduled to take place over four weekends beginning on Saturday 25 July and ending on Sunday 16 August. The trials will take place each Saturday and Sunday from 11am – 7pm.

The pedestrianisation trial locations are as follows:

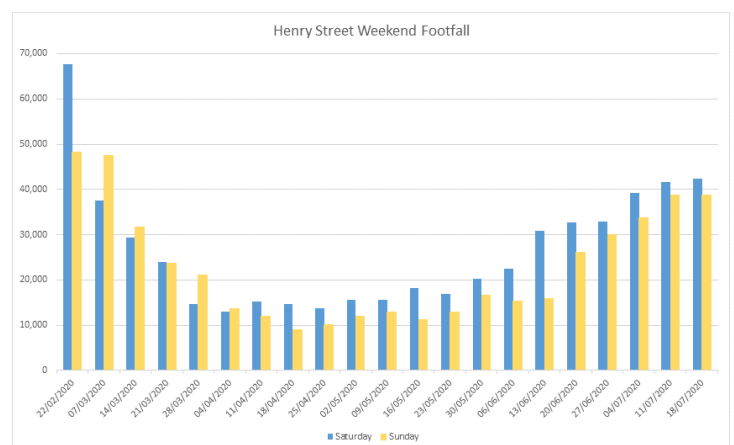
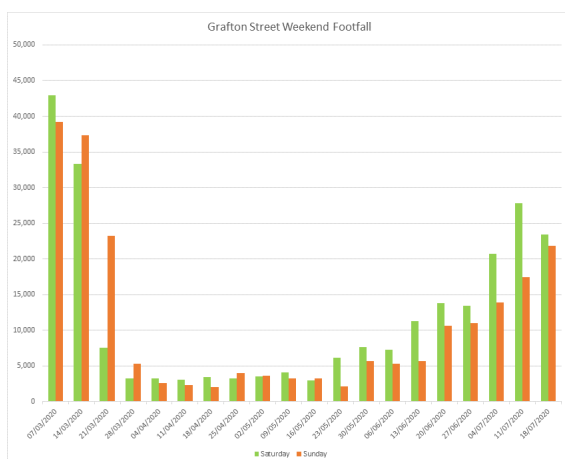
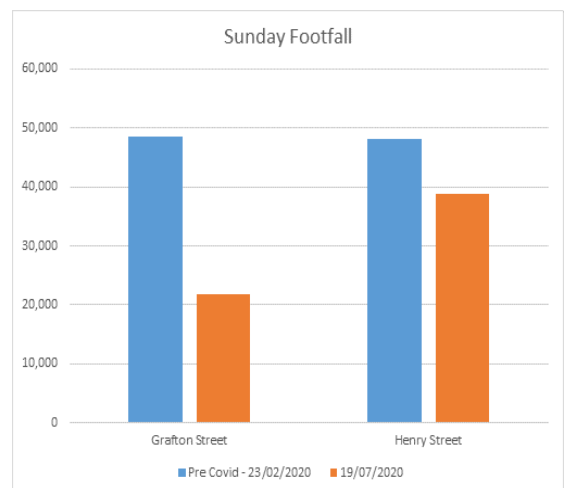
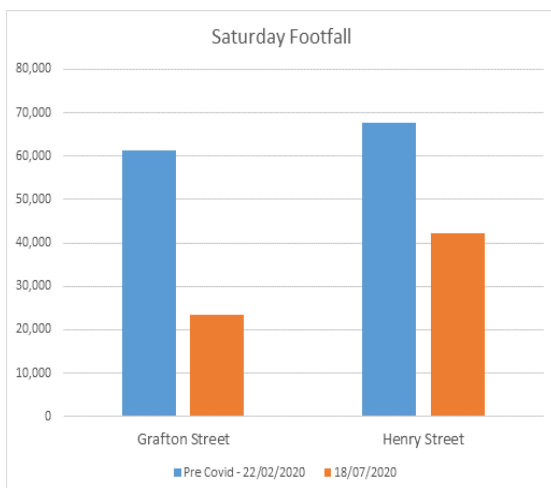
- Anne Street South from the junction of Dawson Street
- Duke Street from the junction of Dawson Street
- South William Street from the Brown Thomas carpark exit to Chatham Row
- Drury Street from Fade Street to the Drury Street carpark
- Dame Court From Exchequer Street

Five disabled parking bays will be moved to alternative locations during the times of the trials. The three disabled parking bays on Drury Street and the one disabled parking bay on Dame Court will be moved to Exchequer Street. The disabled parking bay on South Anne Street will be moved to Molesworth Street. More information is available [on our website](#).



*Pedestrianisation Trials Map*

Footfall in this area in both Henry Street and Grafton Street remains significantly lower than pre-COVID levels.





### **2.3 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and ‘Filtered Permeability’**

Temporary cycle parking has been installed, with 30 parking spaces at Liffey Street Lower, adjacent to Arnott’s and 26 parking spaces at Prince’s Street North, off O’Connell Street.



*Temporary cycle parking at Prince’s Street North*



*Cycle lane between Tomas and Bonham Street*

Since 25 March, 252 new Sheffield stands have been installed. A full list of locations is set out in the Appendix.

A new section of protected cycle lanes has been installed between Thomas Street and Bonham Street.

On Route 2 (Fairview), cycle protection has been installed outbound on both sides of Annesley Bridge, adjacent to the shops.

As agreed at the July Central Area Committee meeting, the trial of the **filtered permeability measures at Grangegorman Lower** has been extended to 28 September 2020 to facilitate feedback from the Councillors at the September Area Committee meeting. A report on this trial will be presented to Councillors at the September 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.

The final design for a **filtered permeability trial on Pigeon House Road** has been approved. The bollards, signs, poles and planters have been ordered. The expected date for the beginning of this trial is the 4th of August 2020. This date is dependent on the delivery of all the bollards, signs, poles and planters.

### **2.4 Bus Stop and Footpath Extensions**

The footpath buildout works on Parnell Square West (opposite the Rotunda Hospital) started last week with the lower section to be completed this week (circa 70m). The buildout of the upper section is due to start this Monday.



*Footpath buildout works on Parnell Square West*

### **2.5 School Mobility Programme**

The Covid Mobility Team are currently developing a ‘Return to School’ mobility strategy. This strategy will include both hard and soft measures. The team is working with the NTA and Green schools to identify schools for interventions.

### **2.6 Deliveries**

A new 2 hour loading bay has been installed on the west side of Manor Street in Stoneybatter. The hours of operation are 11.00 – 12.00hrs from Monday to Friday.

## **3. Communications**

### **3.1 Website**

The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions.

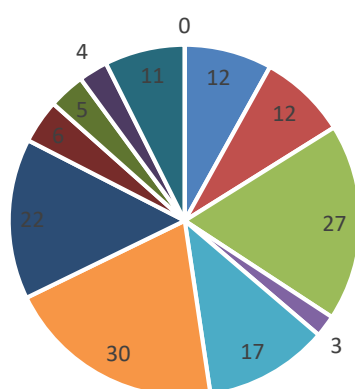
### **3.2 Dedicated COVID-19 Mobility Measure Request Form**

In the past week, we have received 149 new requests for Covid Mobility Measures. This brings the total number of COVID Mobility requests to 2,463. A breakdown of these requests is given on the next page:

<b>New requests</b>	
<b>Mobility measure requested</b>	<b>Number</b>
Contra-flow cycle lanes	12
Cycle parking facilities	12
Footpath widening	27

Journey planning	3
Other	17
Pedestrian area	30
Protected cycle lanes	22
Support and advice for active travel (walking & cycling)	6
Commercial / Retail deliveries support	5
Increasing queuing space at bus stops	4
Outdoor seating area	11
Not answered	0
	<hr/>
	149
	<hr/>

New Mobility Measure Requests



- 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
- Not answered

### ***3.3 COVID-19 Mobility E-mail***

The dedicated e-mail address continues as the primary channel to contact the Covid Mobility Team and is attracting huge volumes of queries and feedback. We continue to encourage the public and Councillors to input requests directly via the dedicated form, to free up time for the Team to respond to other queries that arise. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### ***3.4 Councillor Updates***

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via email are also be issued to stakeholders via the Transport SPC and the NTA accessibility network.

### ***3.5 Social Media***

We are continuing to utilise the Dublin City Council Social Media Channels for the following:

- 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.

### ***3.6 Active Travel Promotion Campaign***

Our cycling promotional strategy supports the ambitious aims for increasing cycling numbers. The promotional campaign is initially targeting commuters. We are liaising with Green Schools to develop a Safe Routes to School promotional campaign focusing on encouraging more parents to allow their children to walk or cycle to school.

We are also collaborating with key strategic partners (e.g. NTA Smarter Travel, Healthy Ireland, Green- Schools and third level institutions) to share our message.

### ***3.7 Frequently Asked Questions***

Answers to some of the most frequently asked questions from a disability and accessibility perspective are now available on our website. <https://www.dublincity.ie/covidmobilityprogramme>  
The document is available in accessible format.

Owen P Keegan  
**Chief Executive**

## Appendix Locations of newly installed Sheffield Stands

*Full list of locations for 252 Sheffield stands installed since 25 March.*

	Pay and Display Removed
	Free Parking Removed

25th March 2020 - 30th March			
Location	No of Stands	Pay & Display	Free Parking
Haddinton Road	5	1	0
Northumberland Road	8	0	0
Clancarthy Road	5	0	1
Angelesea Road	5	0	0
Centrz, Cork Street	4	0	0
<b>Total</b>	<b>27</b>	<b>1</b>	<b>1</b>

	<b>Cycle Parking Suspended due to lockdown</b>		
<b>30th March 2020 - 25th May 2020</b>			

25th May - 10th June 2020			
Location	No of Stands	Pay & Display	Free Parking
Kevin Street Lower	10	2	0
Trinity Business School, Pearse Street	10	0	0
Erne Street Upper	5	1	0
Merrion Square South	9	2	0
Pearse Street	3	0	0
Bishop Street	9	2	0
New Street South	4	0	0
New Street South 2	4	0	0
Lombard Street East	3	0	0
Centra, Pearse Street	4	0	0
Intreo, Cork Street	4	0	0
Southside Angling, Cork Street	5	0	0
Causeway Road	27	0	4
<b>Total</b>	<b>97</b>	<b>7</b>	<b>4</b>

<b>10th June 2020 - 8th July</b>
----------------------------------

<b>Location</b>	<b>No of Stands</b>	<b>Pay &amp; Display</b>	<b>Free Parking</b>
Fit4less, Cork Street	6	0	0
All Saints Drive, Raheny	5	0	1
Cabra Road	4	0	0
Daniel Street	5	1	0
Lennox Street	4	1	0
Ravensdale Park	6	0	1
Military Road, Rathmines	7	0	0
Goldsmith Hall, Pearse Street	4	0	0
Bride Road	5	1	0
Blessington Street	7	0	0
North Circular Road, Phibsborough	6	0	0
Flye fit Gym Macken Street	5	0	0
Moss Street	4	0	0
Brunos Newsagents, Cowper Street	5	0	1
The Mascot, Oxmantown Road	4	0	0
Spar, North Circular Road	5	0	0
Maldern hotel, New Street South	4	0	0
Phibsborough Road	3	0	0
<b>Total</b>	<b>89</b>	<b>3</b>	<b>3</b>

<b>9th July</b>			
<b>Location</b>	<b>No of Stands</b>	<b>Pay &amp; Display</b>	<b>Free Parking</b>
Wilde & Green, Milltown	4	0	0
Conrad Hotel, Earlsfort Terrace	3	0	0
<b>Total</b>	<b>7</b>	<b>0</b>	<b>0</b>

<b>10th July - 17th July</b>			
<b>Location</b>	<b>No of Stands</b>	<b>Pay &amp; Display</b>	<b>Free Parking</b>
Macro Community Resource centre, King Street North	5	0	0
Mount Prospect Avenue	5		
RSCI, St Stephens Green	4		
The Law Society, Blackhall Place	4		
<b>Total</b>	<b>18</b>	<b>0</b>	<b>0</b>

<b>20th July - 23rd July</b>			
<b>Location</b>	<b>No of Stands</b>	<b>Pay &amp; Display</b>	<b>Free Parking</b>
St Agns Road, Crumlin	4	0	0
Bridgfoot Street	10	0	0
<b>Total</b>	<b>14</b>	<b>0</b>	<b>0</b>

<b>Total installed so far in Batch 13</b>	<b>252</b>	<b>11</b>	<b>8</b>
---	------------	-----------	----------



30 July 2020

**To the Lord Mayor and  
Elected Members of the City Council**

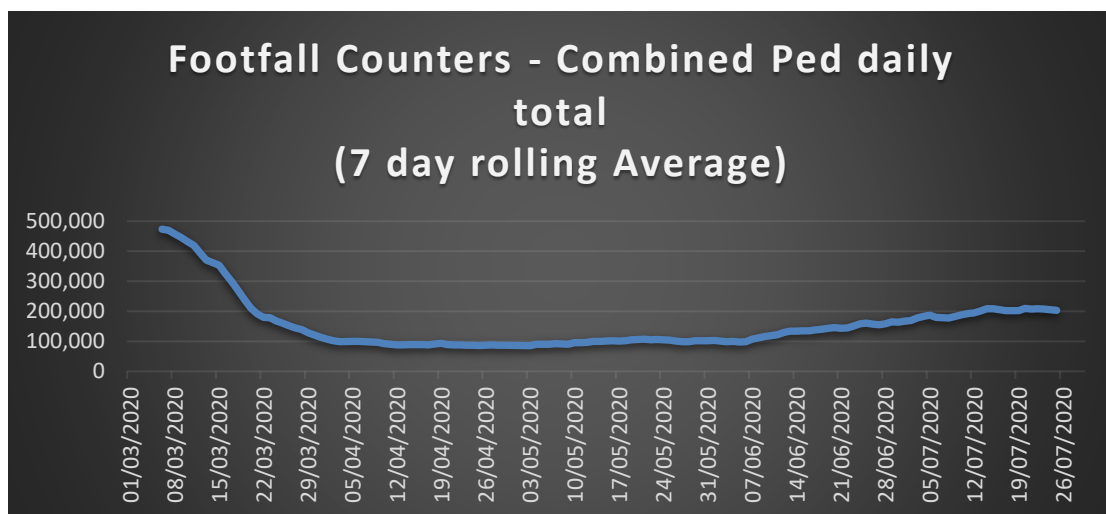
## **COVID-19 Mobility Measures Update**

### **1. Introduction**

Implementation of Phase 1 of the COVID Mobility Programme for the City Council area continues.

#### ***1.1 Pedestrian Volumes***

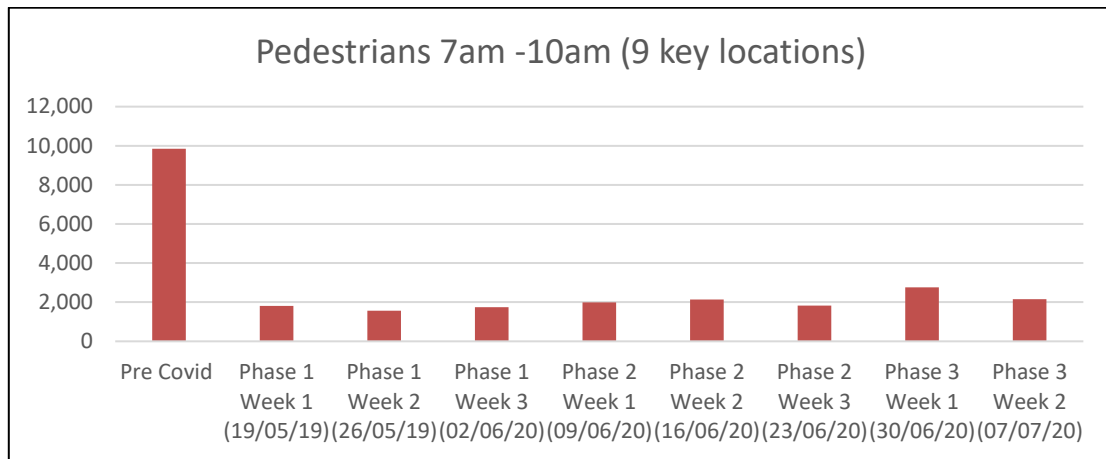
Pedestrian numbers throughout the city have fallen dramatically since early March. There are two data sources that the City Council monitors. Firstly, there are the footfall counters which count continuously and provide 24 hour data. These counters are located between Stephen's Green and Henry St. These show that the footfall in this core area is back to just 50% of pre-COVID levels.



For the am peak (7am – 10am) pedestrian traffic is at just 20% of pre-COVID levels.

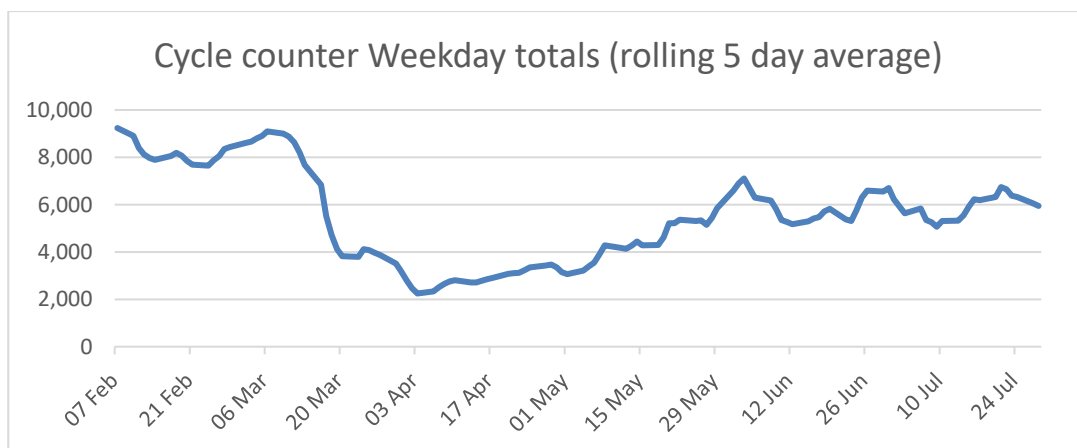
Secondly pedestrian counts at 9 key cordon locations that have been carried out. These show that the numbers commuting by foot in the morning peak are also only at 20% of pre-COVID levels.



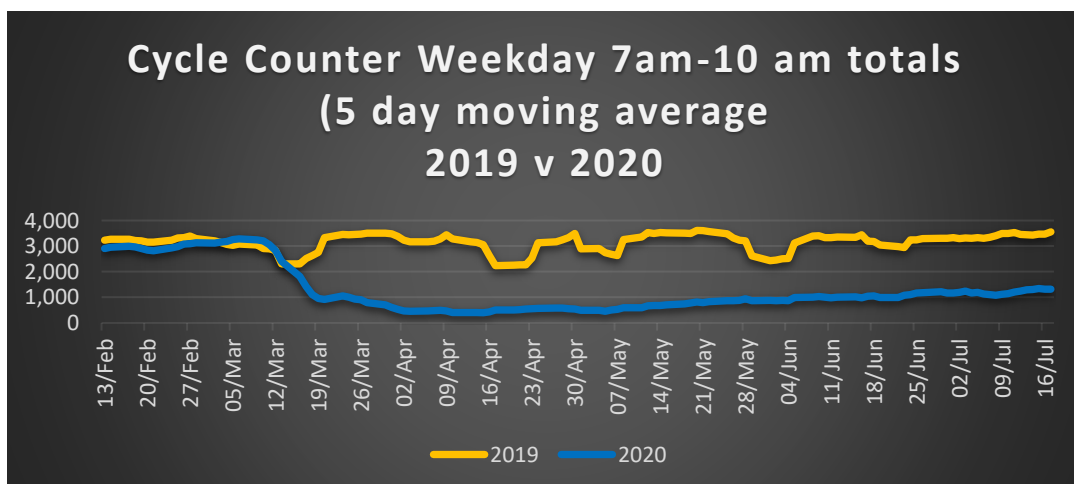


## 1.2 Cycling Volumes

Cycling volumes have been monitored by two methods. Firstly, using the City Council's counters which are located at Grove Road, North Strand Road, Charleville Mall and Guild Street which monitor volumes continuously. This shows overall cycling numbers at approximately 70% of pre-Covid numbers.

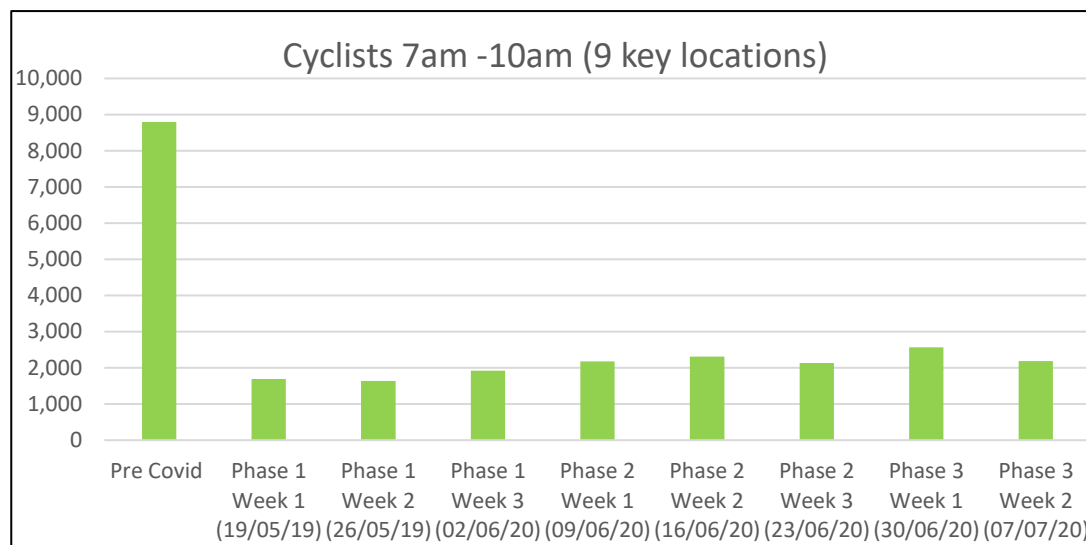


However at the peak morning time, 7am to 10am, cycling numbers are at approx. 30% of pre-COVID levels. Comparing February to July of this year, to last year we can see that morning commuter cycling numbers remain significantly reduced.



The City Council has also been carrying out traffic counts at 9 key cordon locations (Baggot Street, Richmond Street South, Phibsborough Road, Clanbrassil Street Upper, Dorset Street, Ringsend

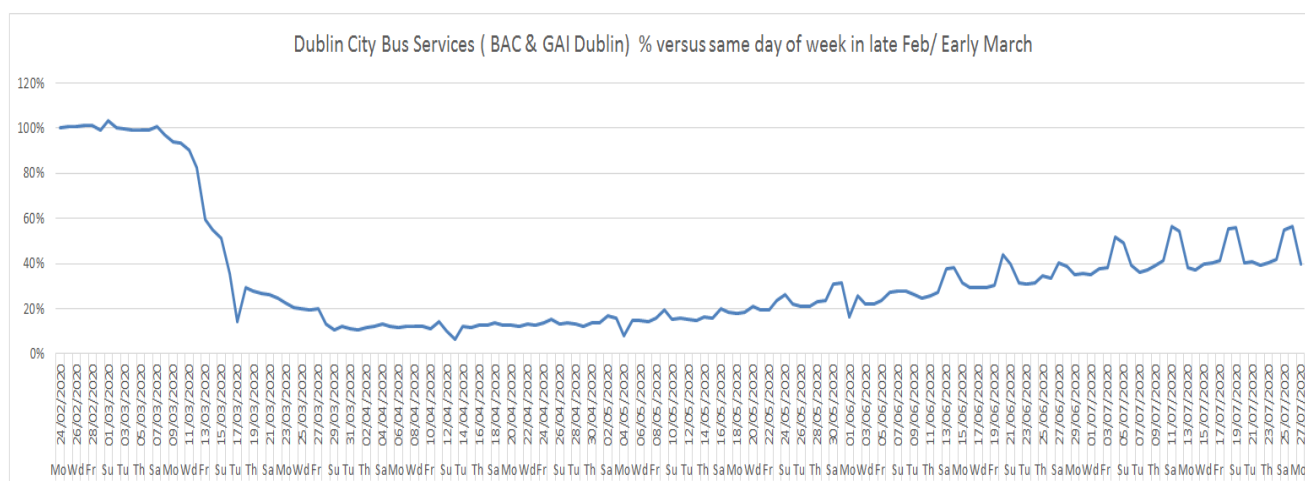
Bridge, Ormond Quay, Newcommon Bridge, Dolphins Road) since early May. For the am peak (7am – 10am) commuting by bike is at 25% of pre-Covid levels, pedestrian volumes are at 20%, whilst car traffic is at 75%.



### 1.3 Bus Passenger Numbers

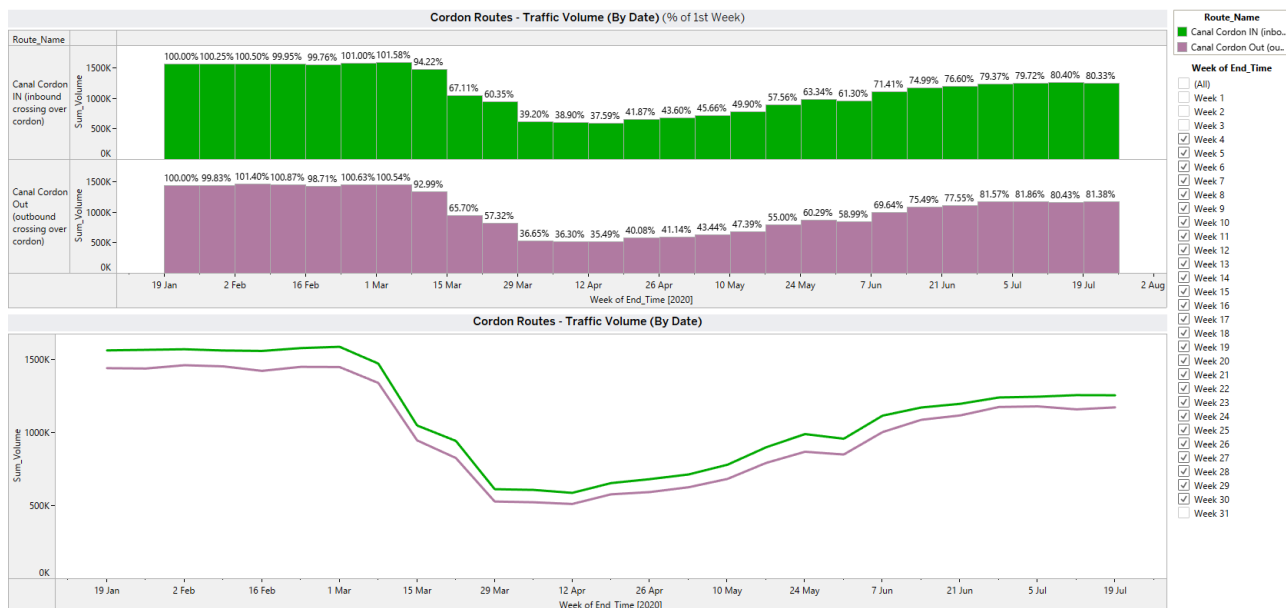
The trend in bus passenger numbers (BAC and GAI) shows continuing recovery. Weekday passenger numbers are just over 40% of pre-COVID levels with an even stronger recovery at weekends.

Data shown up to: 27/07/2020



### 1.4 General Traffic Volumes

There has been no significant increase in traffic volumes across the city in comparison to last week. Traffic volumes are at approximately 80% of pre-COVID levels.



## 2. Implementation of Measures

### 2.1 Grafton Street Area – Weekend Pedestrian Friendly Trials

The Grafton Street area pedestrianisation trial commenced last weekend (25 and 26 July). These measures are being 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 to enjoy the city centre.

Temporary street furniture permits were granted to the following cafes/restaurants on South Anne Street, Drury Street and Dame Court:

South Anne Street: Coffee Angel, Isabelle's Restaurant and Dolce Sicily  
All parking bays, loading bay and disabled bay.

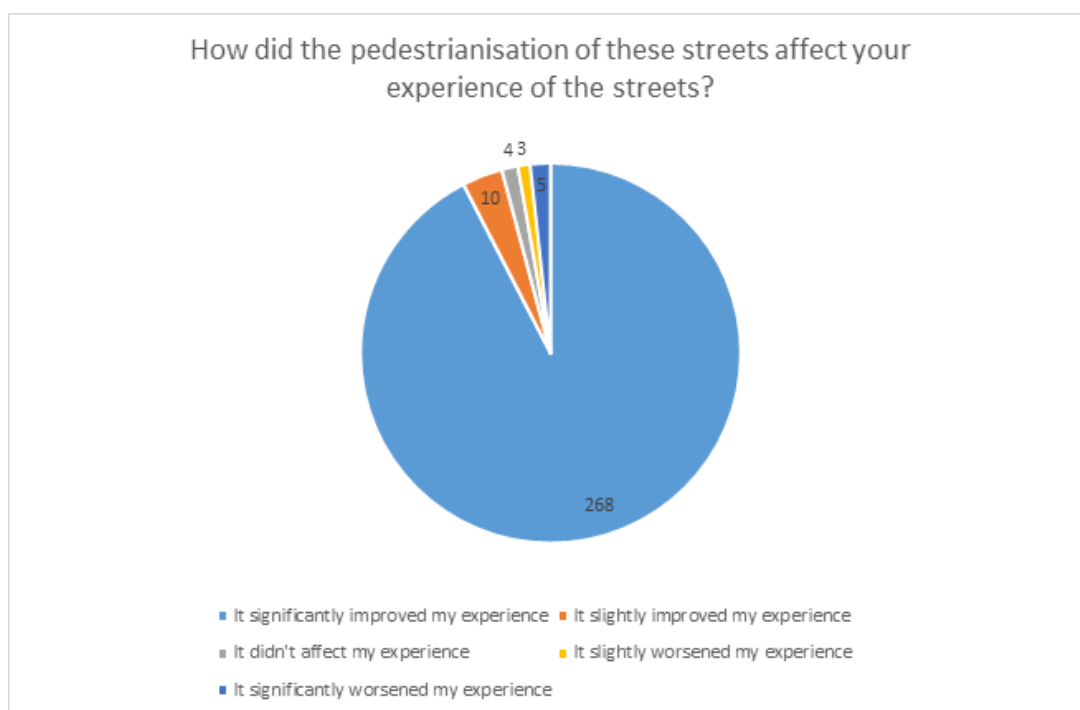
Dame Court: UKIYO Restaurant Exchequer Street  
5 parking spaces on Dame Court East side

Drury Street: Industry Café  
Loading Bay outside their premises

In addition to these a number of further applications are currently being assessed by the Street Furniture Unit for the upcoming Bank Holiday weekend. The Street Furniture Unit had 10 staff on duty (on rotas) ensuring an on-street presence from 10am to 11pm on both days.



Reaction over the weekend was largely positive and businesses in the area certainly seemed to benefit from these measures. We have received 290 responses to our online survey on the trials and feedback has been overwhelmingly positive.



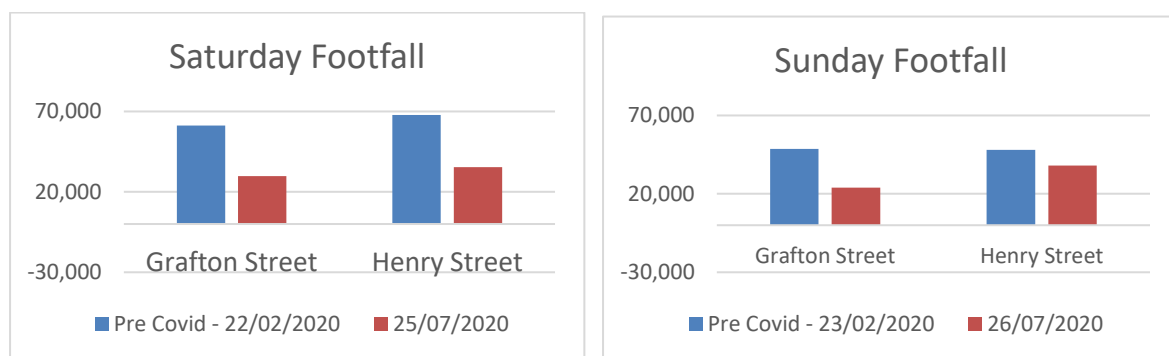
***How do you feel about permanently pedestrianising these streets?***

	South William Street	South Anne Street	Duke Street	Drury Street	Dame Court
Strongly agree	268	266	263	262	260
Agree	9	11	13	11	10
Neutral	2	4	5	6	12
Disagree	4	3	2	3	1
Strongly disagree	6	5	5	6	5
<i>Total responses</i>	289	289	288	288	288

A survey of traders showed takings up from anything between 40% to almost 100%.

In response to feedback received to date, we are extending the hours of the trial to 11pm this weekend (i.e. 11am to 11pm). We will continue to review the feedback to assess if other changes are required.

Footfall in this area in both Henry Street and Grafton Street remains lower than pre-COVID levels but has been rising and is now at approx. 50% pre-Covid levels on Grafton St and up to 80% on a Sunday on Henry St. The weekend of the trials was the highest footfall in the Grafton St area since early March.



## ***2.2 Bus Stop and Footpath Extensions***

The bus stop buildout on Parnell Square West between Parnell Street and Granby Row was completed and opened last Friday. Works on the bus stop buildout north of Granby Row started on Monday and is due to be completed this coming Friday.

## ***2.3 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and 'Filtered Permeability'***

The new road marking for protected cycle lanes on the lower end of Church Street have been installed. Installation of bollards to protect these cycle lanes have begun. This is part of the Phibsborough to City Centre route.

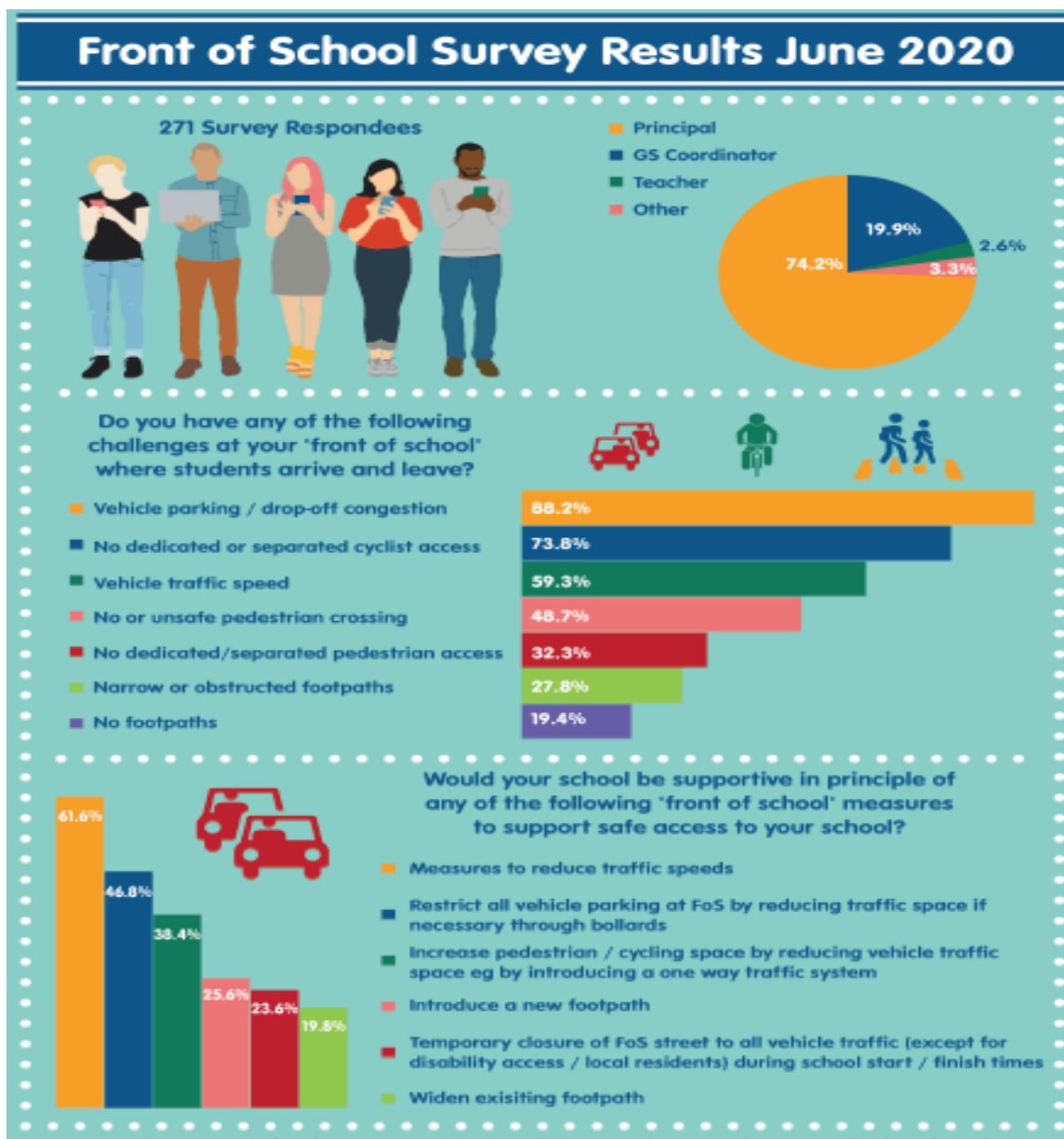
Modifications to the protected cycle lanes on Annesley Bridge are on-going.





## 2.4 School Mobility Programme

A recent survey conducted by Green-Schools sought feedback from Principals across Ireland about the main challenges at their 'front of school', as well as supported measures to address challenges. One of the survey's main findings is that vehicle-induced traffic congestion is a major concern of schools.



*Out of the 271 responses nationwide, 11 were from schools within the Dublin City Council*

*administrative area. The Covid Mobility Team is assessing the requests from these 11 schools and will implement any appropriate interventions. In addition, we have received 99 requests via the Covid Mobility Request Form that mention schools. These requests are also being reviewed by the Team.*

In response to the survey results, Green-Schools published a [Safe to School - An Ideas Document for Safe Access to Schools](#). The objective for the publication is to encourage schools to take the initiative and plan creatively (with Green-Schools support) towards a return to school that allows for safe physical distancing and vehicle-free spaces at the school gate.

Although School-led initiatives are the focus here, it is noted that some measures presented will require local authority involvement. The document looks at the following 8 measures:

- Measure 1: Create a vehicle-free entrance for pedestrians and cyclists
- Measure 2: Visual or creative initiatives at front of school
- Measure 3: Discouraging or preventing illegal parking
- Measure 4: Park 'n' stride – an alternative to front of school congestion
- Measure 5: The cycle bus – a parent-led initiative
- Measure 6: Temporary or informal car-free zones
- Measure 7: Implement a 'school street' – a formal vehicle-free zone during peak times
- Measure 8: New or widened footpaths, pedestrian crossings and cycleways

### **2.5 Street Furniture Temporary Permits**

In addition to the temporary permits listed in item 2.2 above (Grafton Street Area – Weekend Pedestrian Friendly Trials), 19 permits have been issued citywide, 4 are awaiting further information, 54 are closed as they are not suitable and 7 are currently with the Public Spaces Working Group for final approval. Forty additional applications can be accommodated but only if additional on-street interventions are implemented.

## **3. Communications**

### **3.1 Website**

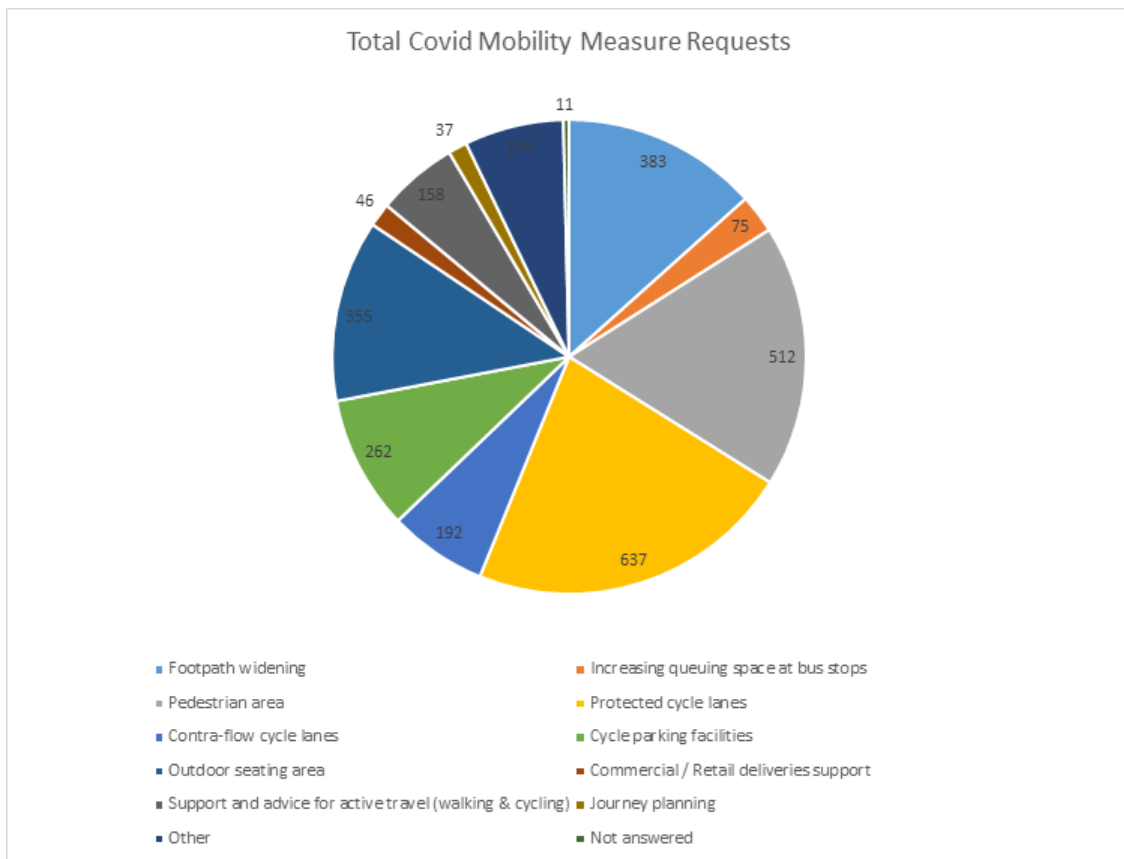
The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions.

### **3.2 Dedicated COVID-19 Mobility Measure Request Form**

In the past week, we have received 399 new requests for Covid Mobility Measures. This brings the total number of COVID Mobility requests to 2,862. A breakdown of these requests is as follows:



<b>Total Covid Mobility Requests</b>	<b>Number</b>
Footpath widening	383
Increasing queuing space at bus stops	75
Pedestrian area	512
Protected cycle lanes	637
Contra-flow cycle lanes	192
Cycle parking facilities	262
Outdoor seating area	355
Commercial / Retail deliveries support	46
Support and advice for active travel (walking & cycling)	158
Journey planning	37
Other	194
Not answered	11
<b>TOTAL</b>	<b>2862</b>



### 3.3 COVID-19 Mobility E-mail

The dedicated e-mail address continues as the primary channel to contact the Covid Mobility Team and is attracting huge volumes of queries and feedback. We continue to encourage the public and Councillors to input requests directly via the dedicated form, to free up time for the Team to respond to other queries that arise. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### 3.4 Councillor Updates

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via email are also being issued to stakeholders via the Transport SPC and the NTA accessibility network.

### **3.5 *Social Media***

We are continuing to utilise the Dublin City Council Social Media Channels for the following:

- 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.

### **3.6 *Active Travel Promotion Campaign***

Dublin City Council has signed up to take part in the NTA Smarter Travel Cycle Local challenge. Cycle Local is a workplace team-based challenge encouraging staff to cycle in their local areas. The City Council has 8 teams taking part in the challenge, despite many staff members continuing to work remotely. The challenge runs from 20 July to 9 August.

We 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).

Owen P Keegan  
**Chief Executive**

14 August 2020

*To the Lord Mayor and*  
**Elected Members of the City Council**

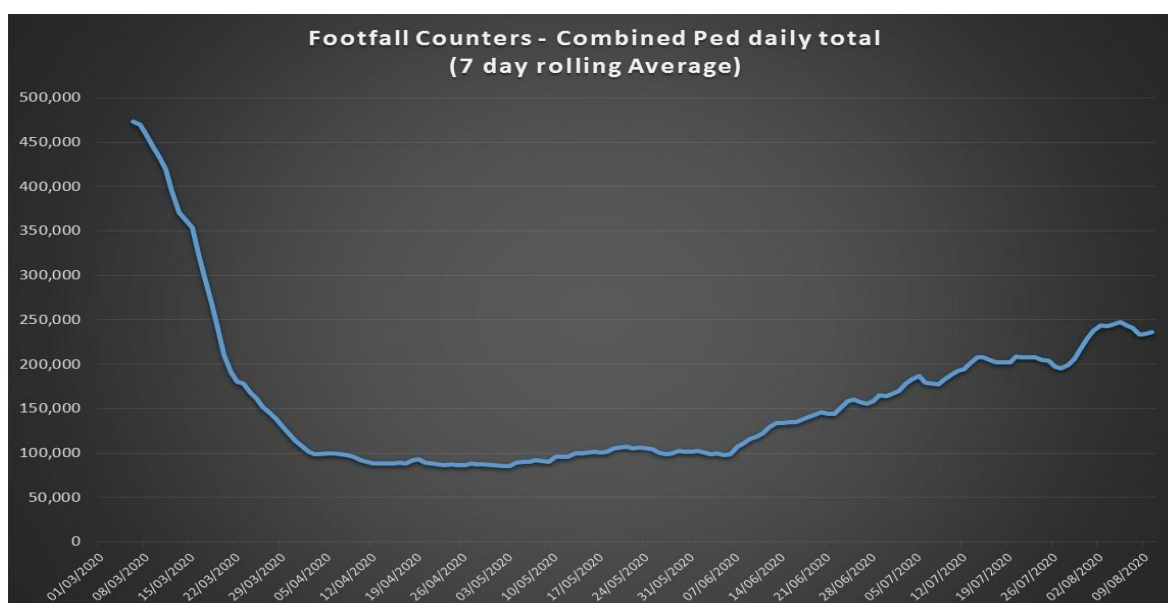
## COVID-19 Mobility Measures Update

### 1. Introduction

Implementation of Phase 1 of the COVID Mobility Programme for the City Council area continues.

#### 1.1 Pedestrian Volumes

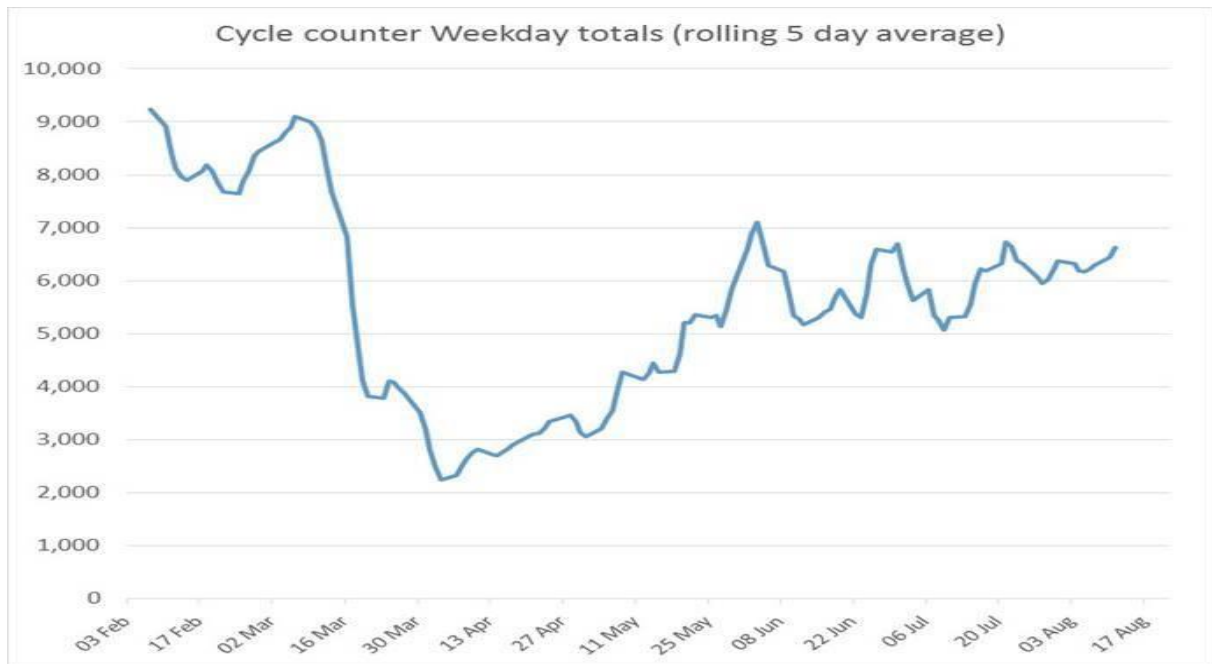
Pedestrian numbers throughout the city have fallen dramatically since early March. There are two data sources that the City Council monitors. Firstly, there are the footfall counters which count continuously and provide 24 hour data. These counters are located between Stephen's Green and Henry St. These show that the footfall in this core area is back to just 50% of pre-COVID levels.



Secondly, pedestrian counts at 9 key cordon locations have been carried out. These showed that the number commuting by foot in the morning peak was only at 20% of pre-COVID levels at the start of July. Further counts will be taking place over the coming weeks to monitor any further changes in pedestrian volumes.

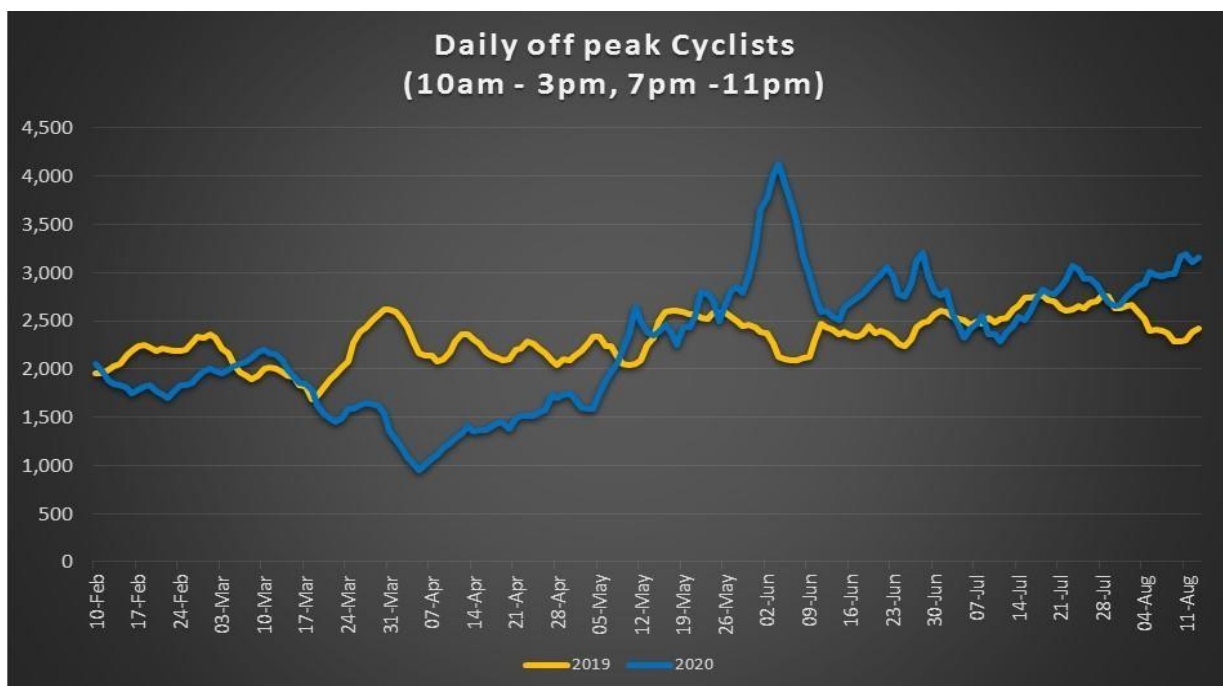
## 1.2 Cycling Volumes

Cycling volumes, continuously monitored by City Council's counters, which are located at Grove Road, North Strand Road, Charleville Mall and Guild Street, show overall cycling numbers at approximately 70% of pre-COVID numbers with this level holding steady since the start of June.



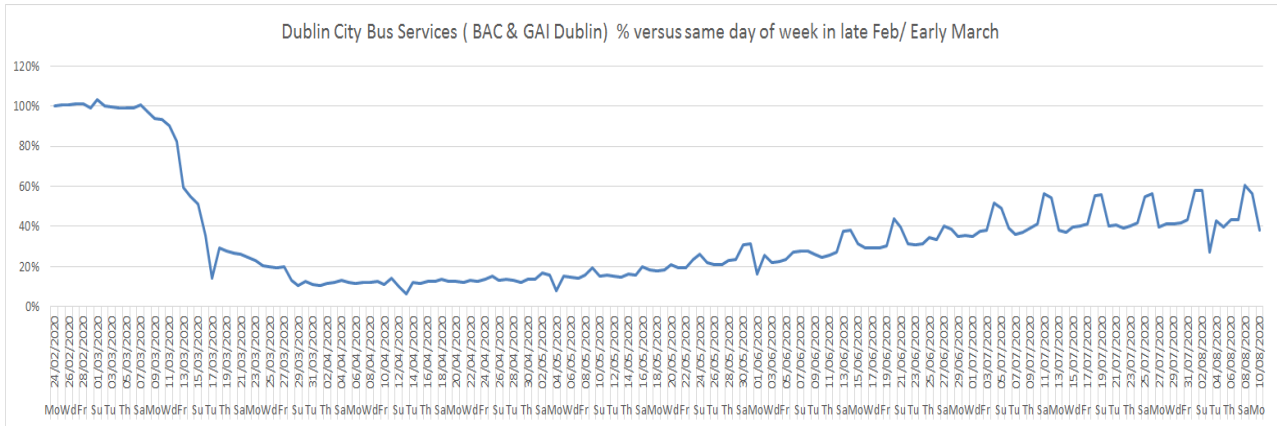
However at the peak morning time, 7am to 10am, cycling numbers are at approx. 30% of pre-COVID levels. Comparing February to August of this year, to last year, we can see that morning commuter cycling numbers remain significantly reduced.

In contrast the off peak cycling figures have recovered to the same levels as in 2019, occasionally surpassing 2019 levels.



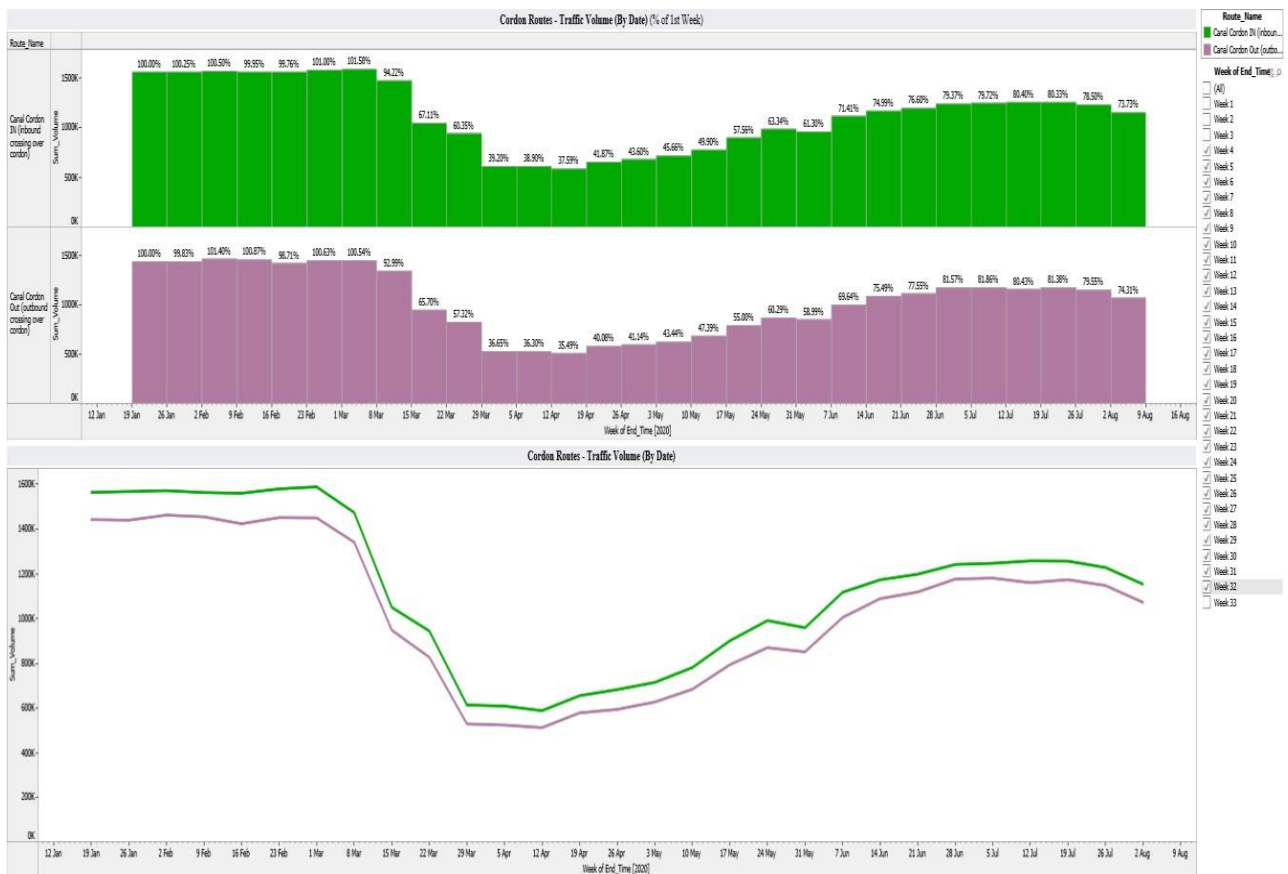
### 1.3 *Bus Passenger Numbers*

The trend in bus passenger numbers (BAC and GAI) shows continuing recovery. Weekday passenger numbers are at just over 40% of pre-COVID levels with a stronger recovery in weekend numbers.



### 1.4 General Traffic Volumes

Traffic volumes have reduced slightly (by approximately 5%) compared with the trend over the last 4 weeks and are similar to mid-June levels.



## 2. Implementation of Measures

### 2.1 Grafton Street Area – Weekend Pedestrian Friendly Trials

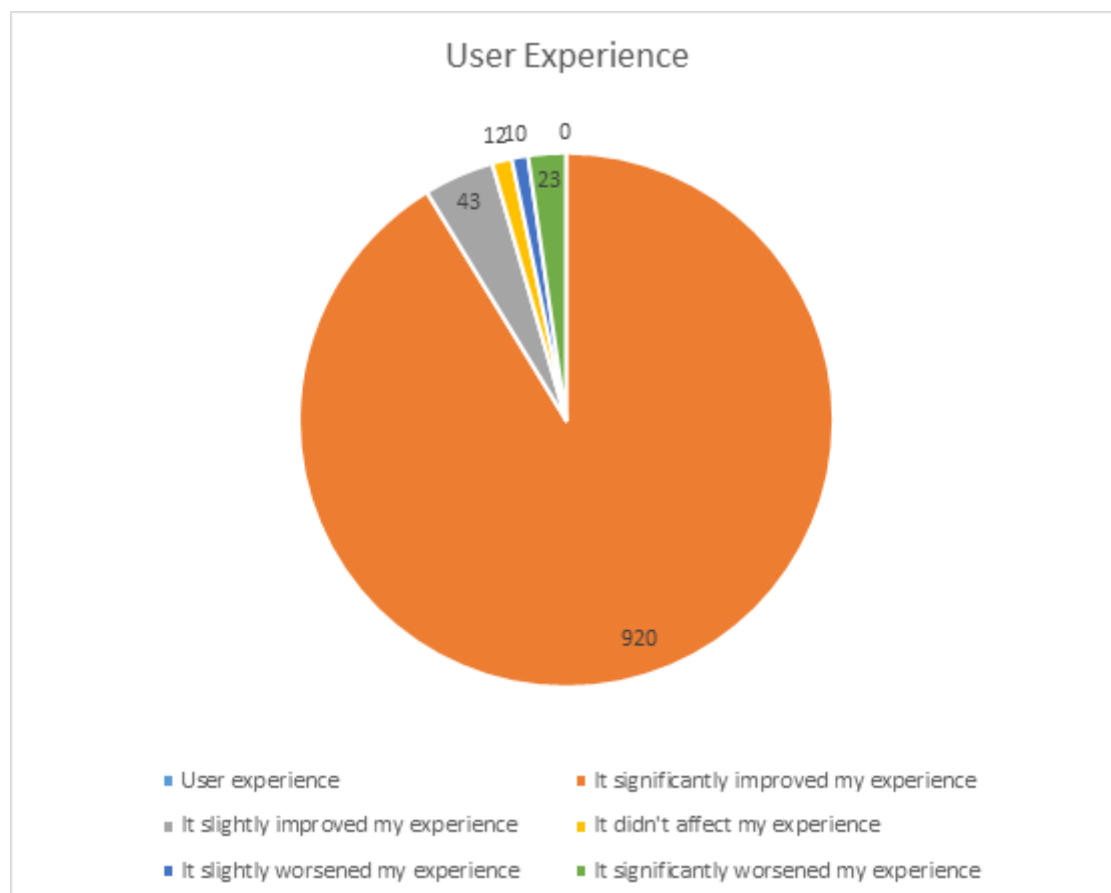
The third week of the Grafton Street area weekend pedestrianisation trial took place on 8 and 9 August with an extended time until 11pm. These measures are being taken to support the economic recovery of the city by providing more space for pedestrians during weekends to encourage people to return for shopping, to make use of the many cafes and restaurants in the area and to enjoy the city centre.

Temporary street furniture permits were granted to the following cafes/restaurants:

South Anne Street:	Coffee Angel, Isabelle's Restaurant and Dolce Sicily
Dame Court:	UKIYO Restaurant Exchequer Street
Drury Street:	Industry Café
Duke Street:	Butlers Chocolate Cafe
South William St:	Sole Seafood & Grill and Platform 61

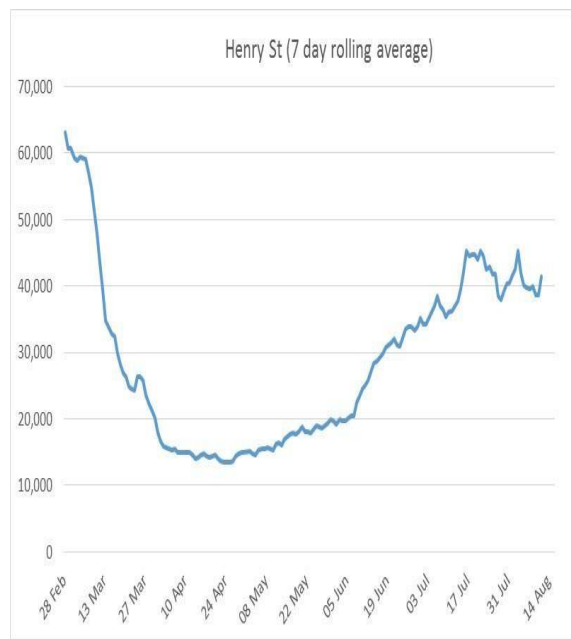
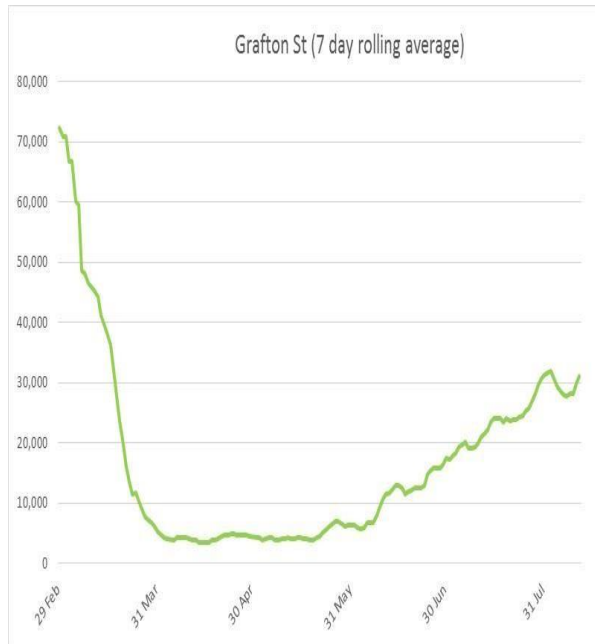
Reaction over the weekend was largely positive and businesses in the area certainly seemed to benefit from these measures. We have received 1,010 responses to our online survey on the trials and feedback remains overwhelmingly positive with over 90% of respondents in favour of pedestrianising these streets on a permanent basis.

The pedestrian trials will be extended to the remaining two weekends in August and from next week 7 day permissions for tables and chairs will be given at a number of locations.



Footfall in both Henry Street and Grafton Street remains below pre-COVID levels but is recovering steadily. Levels are currently at approximately 50% pre-COVID levels on Grafton St and up to 80% on a Sunday on Henry St. The three weekends of trials to date have shown the highest footfall in the Grafton St area since early March.

The data also shows footfall in the Grafton Street area on the August Bank Holiday Saturday was higher this year than for the same Bank Holiday Saturday in 2019. Feedback from some retailers has also indicated higher sales volumes over the Bank Holiday this year compared to last year.





## 2.2 Bus Stop and Footpath Extensions

The buildout on South Anne St was completed on Friday. This has allowed retailers to use the space not just during the pedestrianisation trials but also during the week



*West to east before and after footpath build out*



*(Area now in use 7 days a week)*

A bus buildout is currently underway on College Green at Stop 1,359 between Anglesea Street and Foster's Place to provide more space for bus users. Work on a second build out across the street will start shortly.

### ***2.3 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and ‘Filtered Permeability’***

Two hundred and ninety new **cycle parking stands providing** 580 cycle parking spaces have been installed since 25 March 2020. (Please see attached Excel file with details of locations)

The final design for a **filtered permeability trial on Pigeon House Road** has been approved. Signage for the trial is due to commence on 14 August with full bollards, signs, poles and planters in place on 16 August. The trial will run from 16 August to 27 September. A letter drop was carried out informing all local residents and businesses of the trial. The aim of the trial is to create a safer space for local residents and for the large volumes of pedestrians and cyclists using this route. Local vehicular access to Pigeon House Road will be retained although some journeys will be required to take a more circuitous route. Access will be maintained for emergency vehicles.

Design work continues on the Strand Road two way cycle track. A detailed report on the scheme, details of the layout etc. will be circulated to Councillors next week. The report will set out the consultation process that is being proposed.

Design work is underway on a contra flow cycle track on Parnell Square East linking O’Connell Street to North Frederick Street as well as on a contra flow cycle track on Werburgh Street. The provision of pedestrian crossings at the Mountjoy Square/Gardiner Street intersection is currently being progressed.

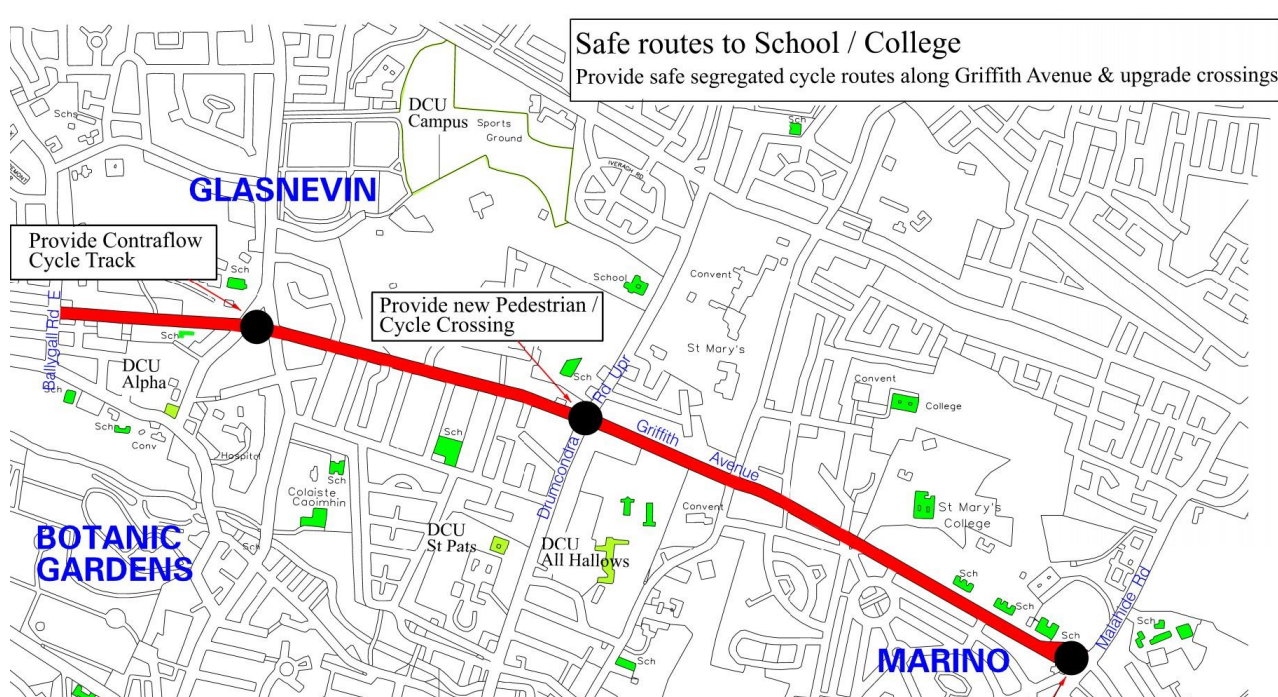
Constitution Hill will be resurfaced by Road Maintenance over the coming weeks and once completed protected cycle tracks will be put in place.

### ***2.4 School Mobility Programme***

The COVID Mobility Team is currently assessing the feasibility of interventions to create vehicle-free entrances and discourage or prevent illegal parking at school gates. The aim of any intervention implemented will be to increase safety for children. The Team will also be assessing the implementation of bespoke solutions for a number of schools over the coming weeks.

A project is underway to provide a 3.5km rapid deployment segregated cycling route initially from Ballygall Road to Malahide Road. This will require provision of additional crossings and a contra flow cycling facility from Griffith Avenue extension to Griffith Avenue. The green areas in the map below shows the schools and colleges on or near this route and this link will act as a main spine with extensions either side over time to enable safe cycling to schools and colleges in the area along this route. Work on the first element of the route at Griffith Avenue extension will begin next week. Regular updates will be given as the design and installation progress.

## **Griffith Avenue Safe Routes to School and College**



We have added a page on our website with links to tips and resources on increasing active travel to school and creating a safer school gate environment, including how to set up a walking bus or a cycle bus. Please visit, [Make the School Gate Safe, Tips and Resources](#)

We have written to all schools in the Dublin City Council administrative area directing them to our webpage and asking them to communicate with parents to encourage them, where possible, to choose active modes for the school run.

### ***2.5 Outdoor Areas/Business Liaison***

In addition to the temporary permits listed in item 2.1 above (Grafton Street Area – Weekend Pedestrian Friendly Trials), 22 street furniture permits have been issued citywide with a further 10 approved and awaiting return of application form, 15 are awaiting further information, 62 are closed as they are not suitable and 4 are currently with the Public Spaces Working Group for final approval. 43 additional applications can be accommodated, but only if additional on-street interventions are implemented.

The Business Liaison Team continues to deal with requests for interventions to facilitate ‘*tables and chairs*’ applications and various other COVID mobility measures. We have engaged with a number of businesses on Manor Street regarding issues that have arisen for the businesses from the newly installed bollards protecting the cycle lane and enforcing the clearway. We will now proceed to survey the remainder of the relevant businesses and provide a summary of the feedback.



### 3. Communications

#### 3.1 Website

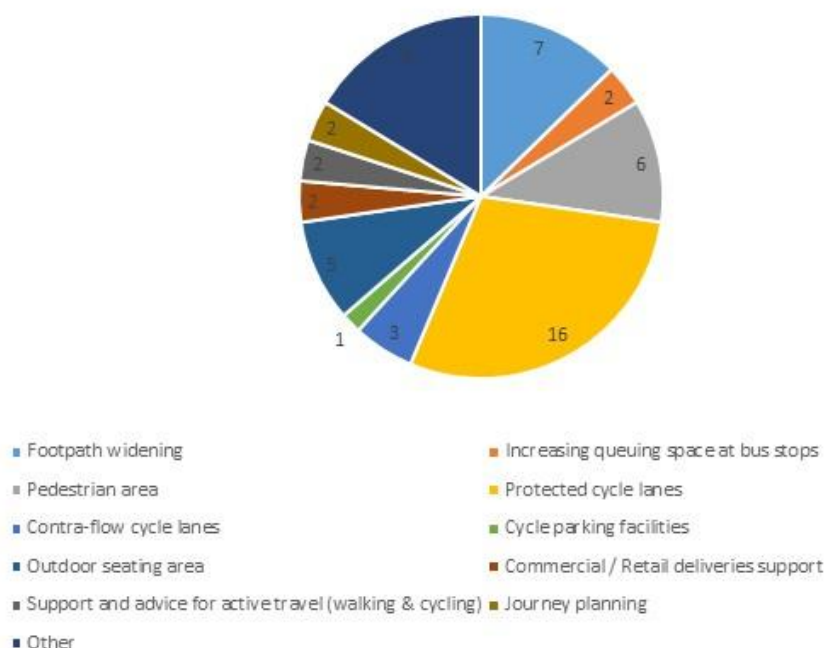
The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions.

#### 3.2 Dedicated COVID-19 Mobility Measure Request Form

In the past week, we have received 55 new requests for COVID Mobility Measures. This brings the total number of COVID Mobility requests to 3,023. A breakdown of these requests is given below:

Mobility measure requested	Number
Footpath widening	405
Increasing queuing space at bus stops	85
Pedestrian area	526
Protected cycle lanes	680
Contra-flow cycle lanes	203
Cycle parking facilities	270
Outdoor seating area	366
Commercial / Retail deliveries support	48
Support and advice for active travel (walking & cycling)	165
Journey planning	39
Other	225
Not answered	11
<b>Total requests</b>	<b>3023</b>

New Covid Mobility Measure Requests



### **3.3 COVID-19 Mobility E-mail**

The dedicated e-mail address continues as the primary channel to contact the COVID Mobility Team and is attracting huge volumes of queries and feedback. We continue to encourage the public and Councillors to input requests directly via the dedicated form, to free up time for the Team to respond to other queries that arise. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### **3.4 Councillor Updates**

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via e-mail are also being issued to stakeholders via the Transport SPC and the NTA accessibility network.

### **3.5 Social Media**

We are continuing to utilise Dublin City Council Social Media Channels for the following:

- 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.

### **3.6 Active Travel Promotion Campaign**

In addition to continuing to encourage commuters to choose active travel, we are placing a strong focus on active commute to school over the coming weeks.

We 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).



Owen P Keegan  
**Chief Executive**

7 August 2020

***To the Lord Mayor and  
Elected Members of the City Council***

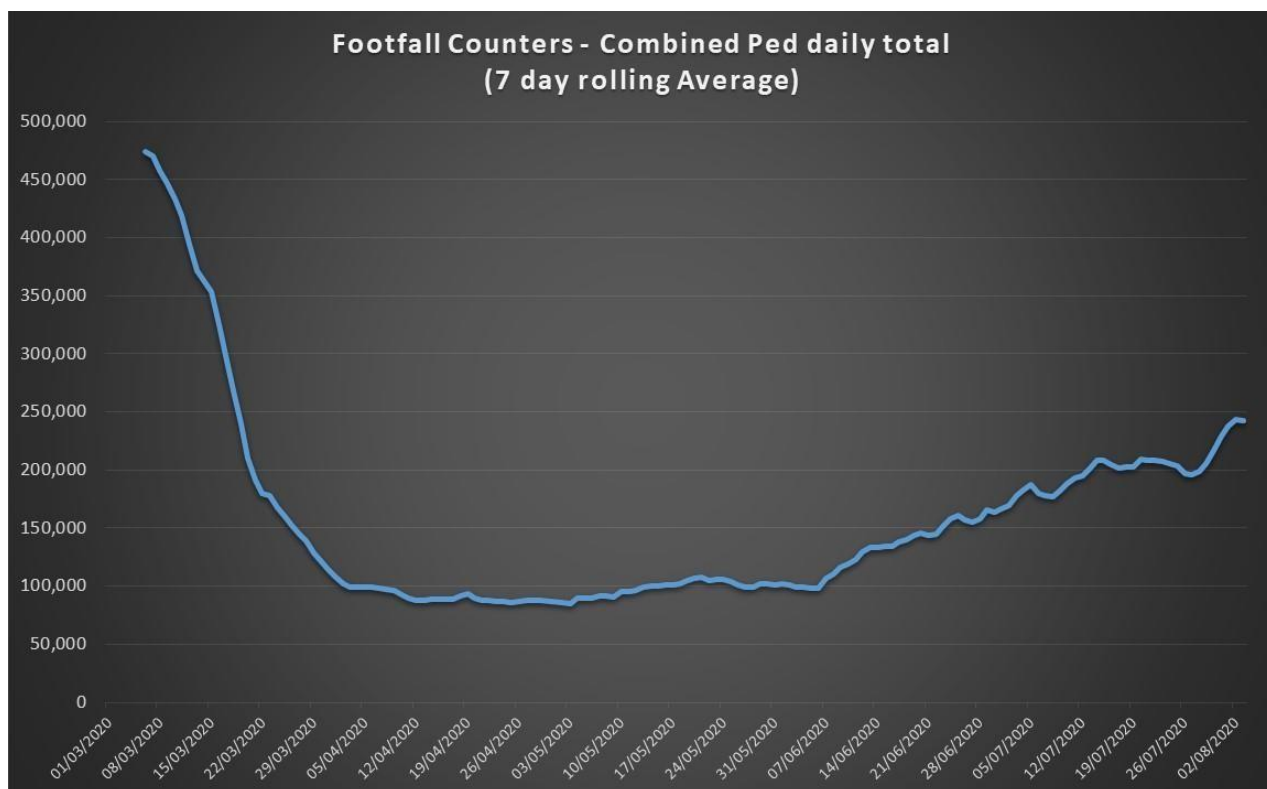
## **COVID-19 Mobility Measures Update**

### **1. Introduction**

Implementation of Phase 1 of the COVID Mobility Programme for the City Council area continues.

#### ***1.1 Pedestrian Volumes***

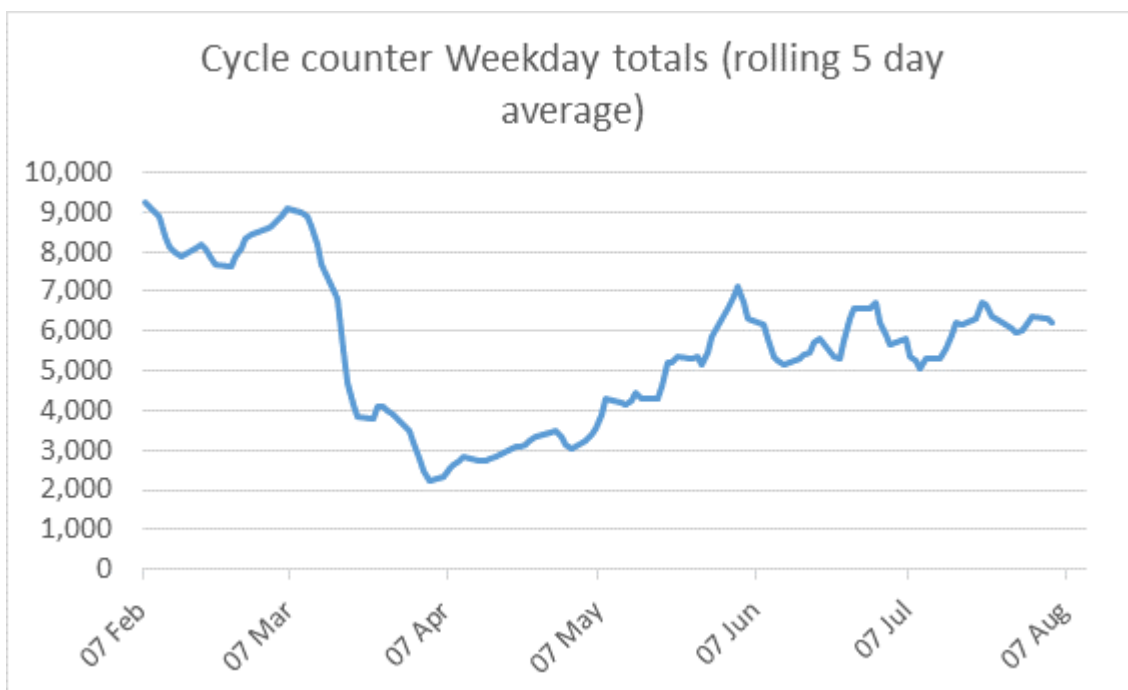
Pedestrian numbers throughout the city have fallen dramatically since early March. There are two data sources that the City Council monitors. Firstly, there are the footfall counters which count continuously and provide 24 hour data. These counters are located between St. Stephen's Green and Henry St. These show that the footfall in this core area is back to just 50% of pre-COVID levels.



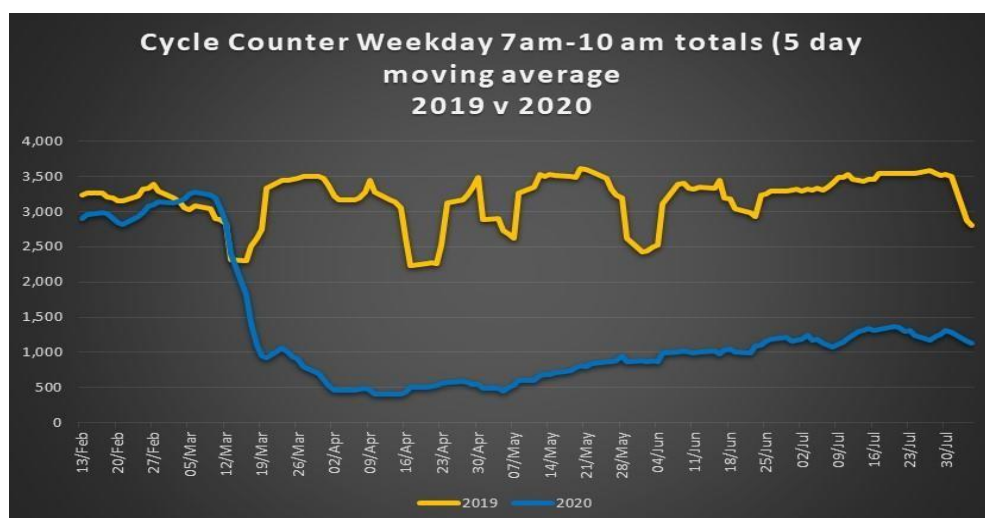
Secondly, pedestrian counts at 9 key cordon locations have been carried out. These showed that the number of pedestrians commuting by foot in the morning peak period was only 20% of pre-COVID levels at the start of July. Further counts will be undertaken for late August and early September to monitor any changes.

## 1.2 Cycling Volumes

Cycling volumes are being monitored by two methods. Firstly, using the City Council's counters which are located at Grove Road, North Strand Road, Charleville Mall and Guild Street which monitor volumes continuously. This shows overall cycling numbers at approximately 70% of pre-COVID levels.



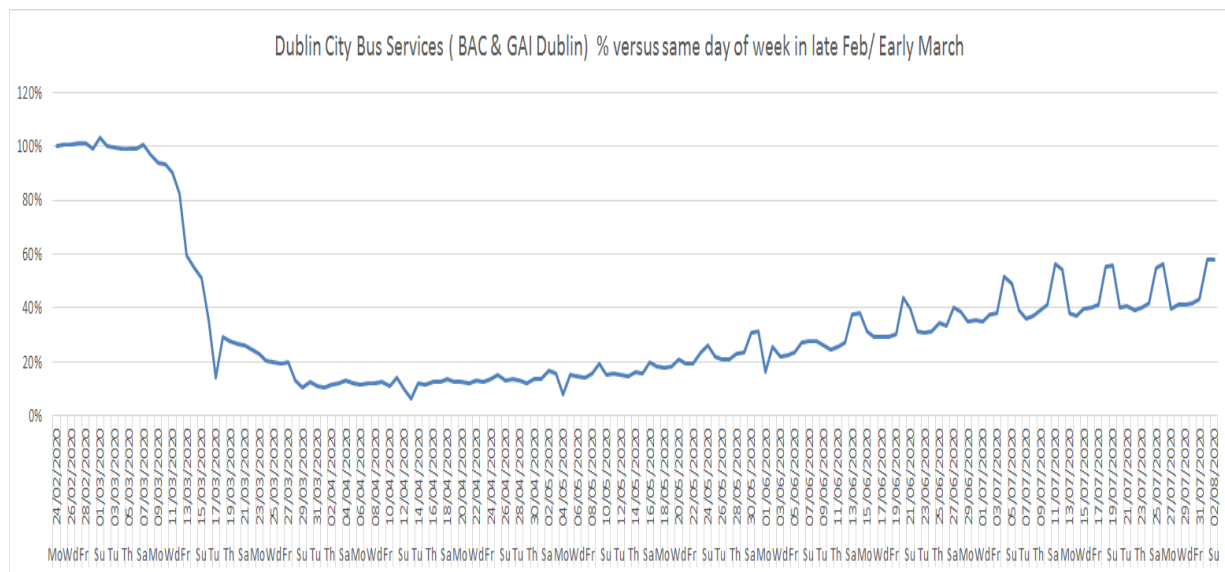
However, during the peak morning time, 7am to 10am, cycling numbers are at approx. 30% of pre-COVID levels. Comparing February to July of this year, to last year we can see that morning commuter cycling numbers remain significantly reduced compared with 2019 levels.





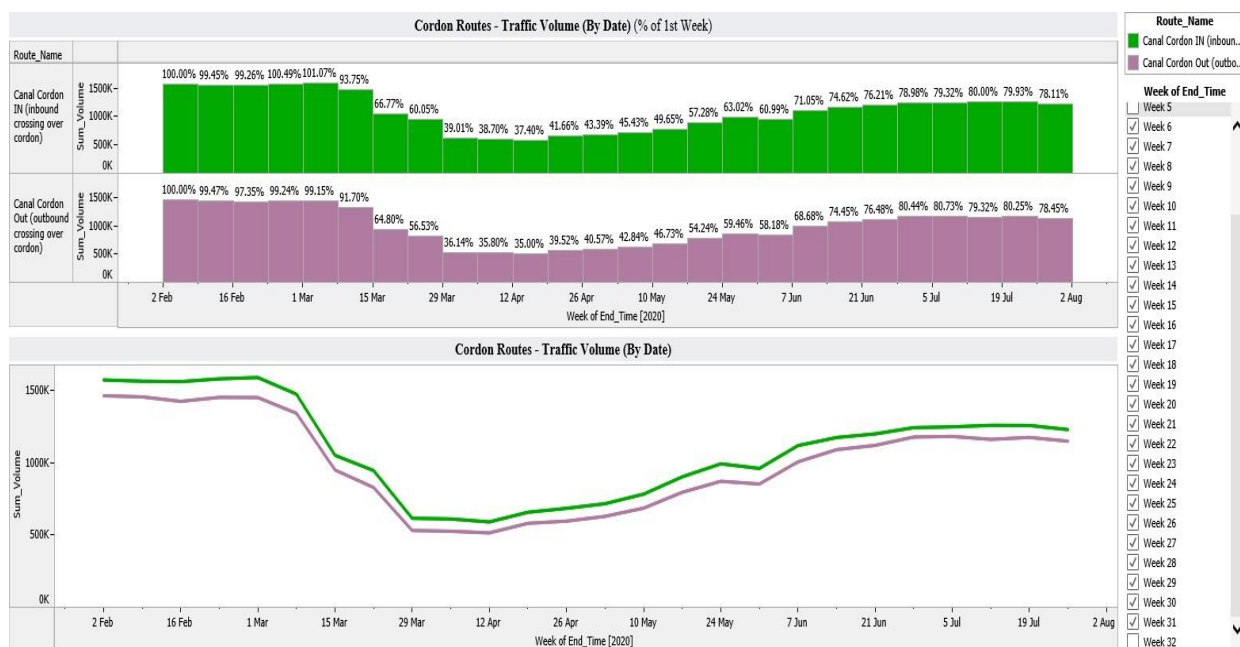
### 1.3 Bus Passenger Numbers

The trend in bus passenger numbers (BAC and GAI) shows continuing recovery. Weekday passenger numbers are just over 40% of pre-COVID levels, with an even stronger recovery at weekends.

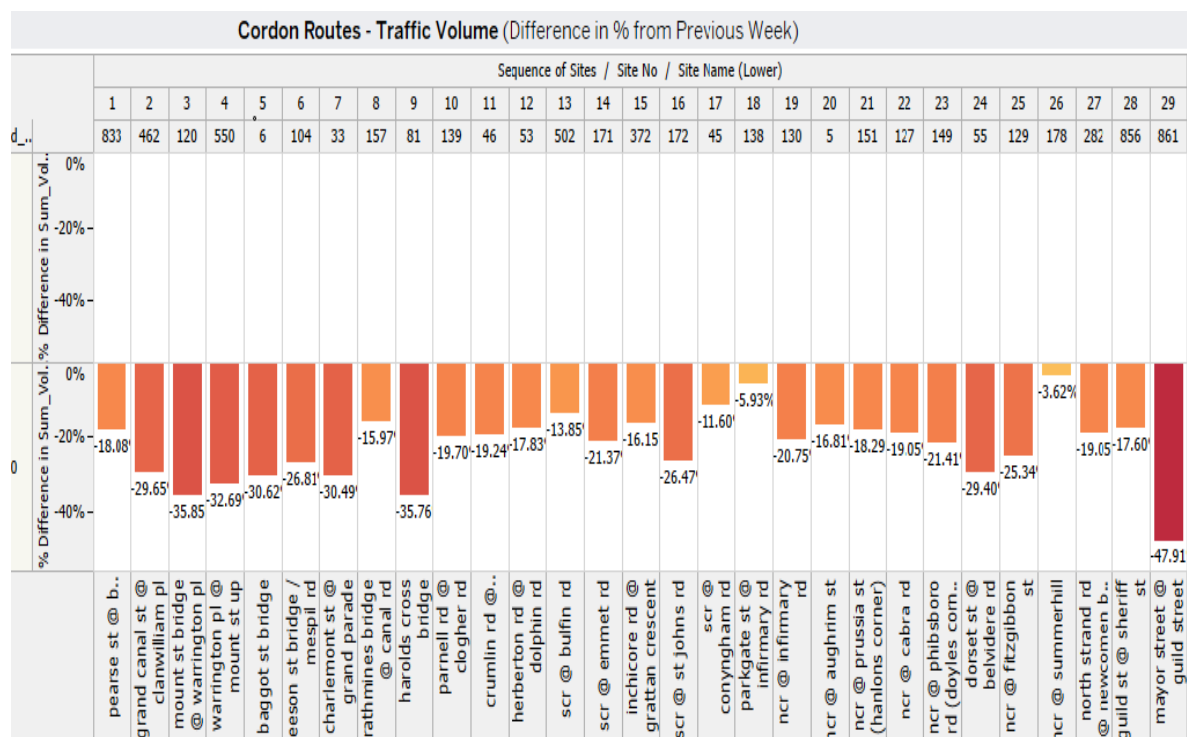


### 1.4 General Traffic Volumes

There has been a very slight reduction in traffic volumes across the city in comparison with last week. Traffic volumes are at approximately 78% of pre-COVID levels.



The volumes though are uneven across the various cordon crossing points as can be seen in the chart below.



## 2. Implementation of Measures

### 2.1 *Grafton Street Area – Weekend Pedestrian Trial*

The second week of the Grafton Street area pedestrianisation trial took place last weekend (from 1 to 3 August) with an extended time until 11pm. These measures are being taken to support the economic recovery of the city by providing more space for pedestrians during weekends to encourage people to return for shopping, to make use of the many cafes and restaurants in the area and to enjoy the city centre. The extended times will continue this weekend.

Temporary street furniture permits were granted to the following cafes/restaurants on South Anne Street, Drury Street and Dame Court:

South Anne Street:	Coffee Angel, Isabelle's Restaurant and Dolce Sicily
Dame Court:	UKIYO Restaurant Exchequer Street
Drury Street:	Industry Café
Duke Street:	Butlers Chocolate Cafe
South William St:	Sole Seafood & Grill and Platform 61



The Street Furniture Unit had staff on duty from 10am to 11pm on the three days.

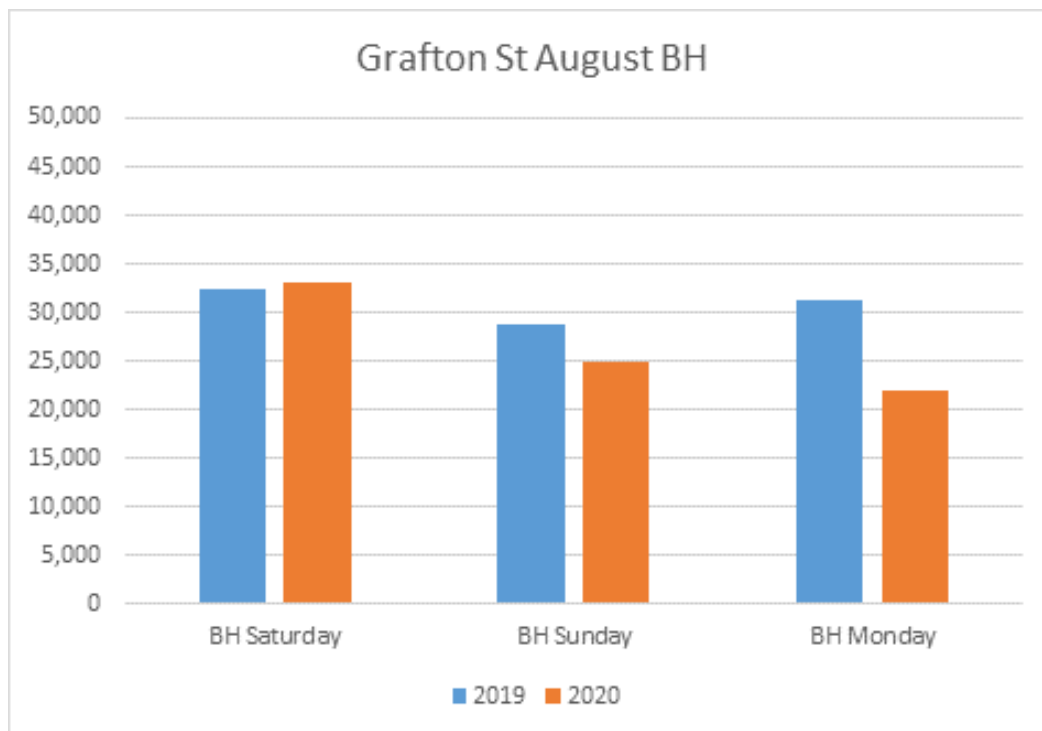
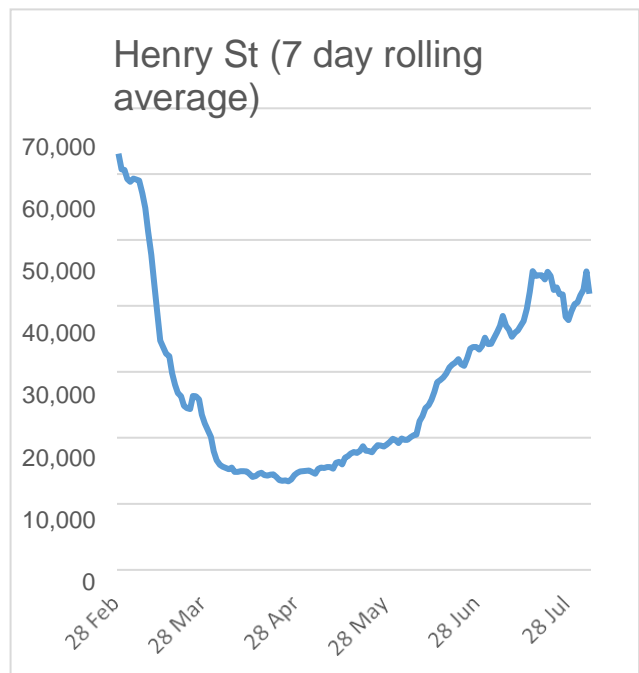
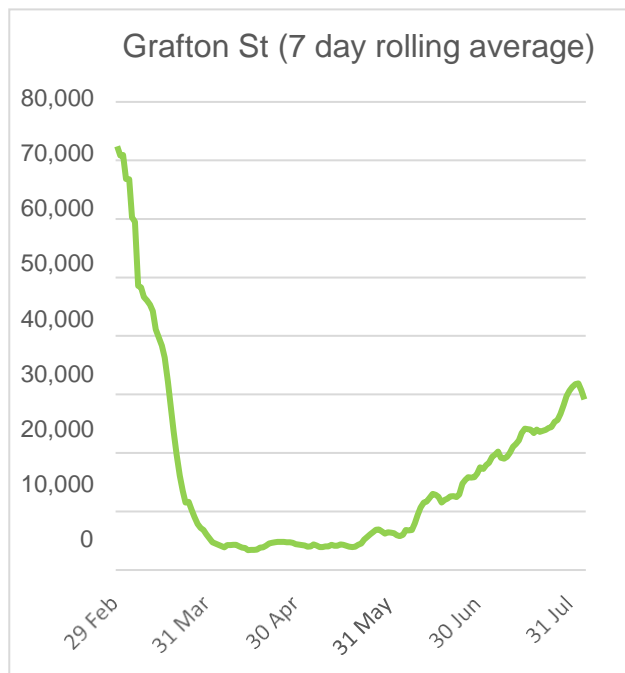
Reaction over the weekend was largely positive and businesses in the area certainly seemed to benefit from these measures. We have received 850 responses to our online survey on the trials and feedback remains overwhelmingly positive.



Following feedback on the location of disabled bays for the trial, the location of the disabled bays (normally on Drury St and Dame Court) was changed to Clarendon St. This will be the location for the remaining periods of the trial.



Footfall in both Henry Street and Grafton Street remains lower than pre-COVID levels but has been rising and is now at approx. 50% pre-COVID levels on Grafton St. and up to 80% on Sundays on Henry St.



Comparison with the August Bank Holiday in 2019 shows that the Bank Holiday weekend of the pedestrian trial compared very favourably with last year.

## 2.2 Bus Stop and Footpath Extensions

Both bus stop build-outs on Parnell Square West, north of Parnell Street, have been completed.





A buildout on Anne St South is currently under construction and will provide space for outdoor seating during the week. It is due for completion this evening.



### 2.3 *Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and 'Filtered Permeability'*

Modifications to the protected cycle lanes on Annesley Bridge are now complete.



The final design for a **filtered permeability trial on Pigeon House Road** has been approved. The bollards, signs, poles and planters have been ordered. The expected date for the start of this trial is during the week beginning Monday 10 August 2020. This date is dependent on the delivery of all the bollards, signs, poles and planters.

Two cycle rack units, facilitating the parking of 10 cycles were installed on North Strand Road opposite Shamrock Place last Thursday. In addition, four Sheffield cycle stand units were installed on the footpath outside the Garda Station, Saint Agnes Road.



## **2.4 School Mobility Programme**

The COVID Mobility Team is currently assessing the feasibility of interventions to create vehicle-free entrances and discourage/prevent illegal parking at a number of school gates. The aim of any intervention will be to increase safety for school children.

The Team is supporting initiatives taken by schools, parents and communities to make the area around school entrances safer. A number of City Council staff joined a trial of a new cycle bus set up by parents of the Greenlanes National School in Clontarf. The Cycle Bus is a group of school children who cycle to school supervised by adult marshals. There are a number of dedicated stops along the way where more children can join the cycle bus. We are encouraging more schools and parents to take similar measures to enable more children to cycle, walk or scoot to school. This will help reduce congestion and increase safety at the school entrance. The City Council will liaise with co-ordinators of these initiatives and where feasible implement measures to improve the safety of the route.

A segregated cycle route will be installed next week on Griffith Avenue extension and this will form part of a safer routes to school initiative in this area.





### ***2.5 Proposed Strand Road Two-Way Cycle Track***

Preliminary designs for a rapid deployment two way cycle track on Strand Road, which will replace one of the existing traffic lanes, are being finalised and will be circulated to Councillors on the South East Area Committee over the next two weeks together with an outline plan for the implementation of this scheme.

### ***2.6 Outdoor Areas/Business Liaison***

In addition to the temporary permits listed in item 2.1 above (Grafton Street Area – Weekend Pedestrian Trial), 21 permits have been issued citywide with a further 10 approved, 15 are awaiting further information, 58 are closed as they are not suitable and 3 are currently with the Public Spaces Working Group for final approval. Forty-one additional applications can be accommodated, but only if additional on-street interventions are implemented.

The Business Liaison Team has been liaising beforehand, and taking feedback afterwards, from businesses in relation to the trial pedestrianisation of the Grafton Street Area. The Team has been engaging with businesses on Manor Street regarding alternative loading areas and in relation to other issues that have arisen for businesses as a consequence of the newly installed bollards protecting the cycle lane and enforcing the clearway.

The Business Liaison Team has engaged with businesses and retailers on Montague Street following on from a COVID mobility request submitted by retailers seeking mobility improvements to the street.

## **3. Communications**

### ***3.1 Website***

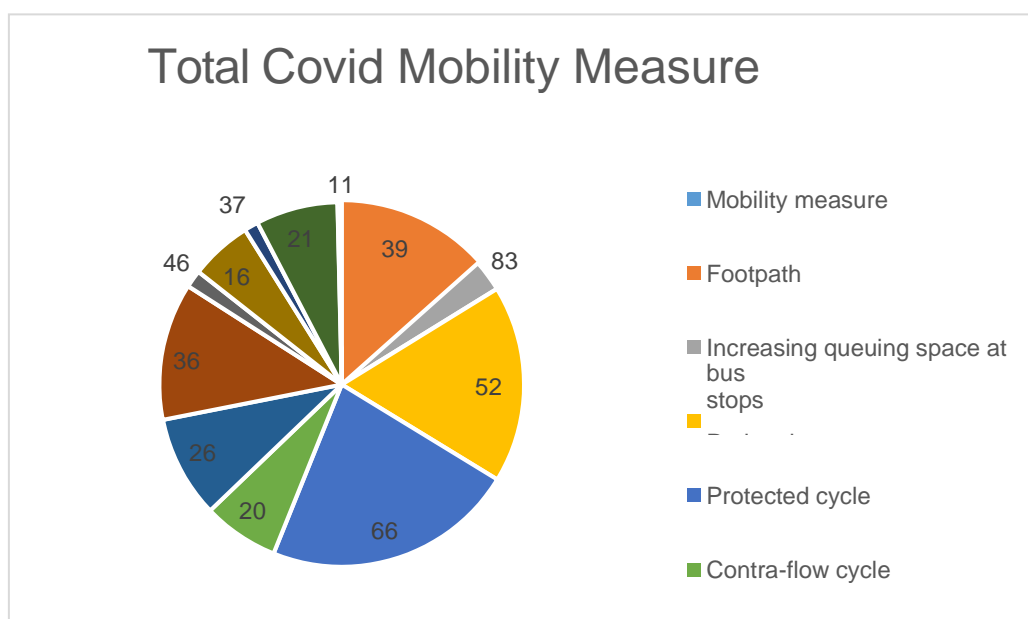
The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions.



### 3.2 Dedicated COVID-19 Mobility Measure Request Form

In the past week, we have received 106 new requests for COVID Mobility Measures. This brings the total number of COVID Mobility requests to 2,968. A breakdown of these requests is as follows:

Mobility measure requested	Number
Footpath widening	398
Increasing queuing space at bus stops	83
Pedestrian area	520
Protected cycle lanes	664
Contra-flow cycle lanes	200
Cycle parking facilities	269
Outdoor seating area	361
Commercial / Retail deliveries support	46
Support and advice for active travel (walking & cycling)	163
Journey planning	37
Other	216
Not answered	11
<b>Total requests</b>	<b>2968</b>



### 3.3 COVID-19 Mobility E-mail

The dedicated e-mail address continues as the primary channel to contact the COVID Mobility Team and is attracting huge volumes of queries and feedback. We continue to encourage the public and Councillors to input requests directly via the dedicated form, to free up time for the Team to respond to other queries that arise. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### **3.4 Councillor Updates**

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via email are also being issued to stakeholders via the Transport SPC and the NTA accessibility network.

### **3.5 Social Media**

We are continuing to utilise the Dublin City Council Social Media Channels for the following:

- 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.

### **3.6 Active Travel Promotion Campaign**

In addition to continuing to encourage commuters to choose active travel, we are placing a strong focus on active commute to school over the coming weeks.

We 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).

Owen P Keegan  
**Chief Executive**



21 August 2020

*To the Lord Mayor and*  
**Elected Members of the City Council**

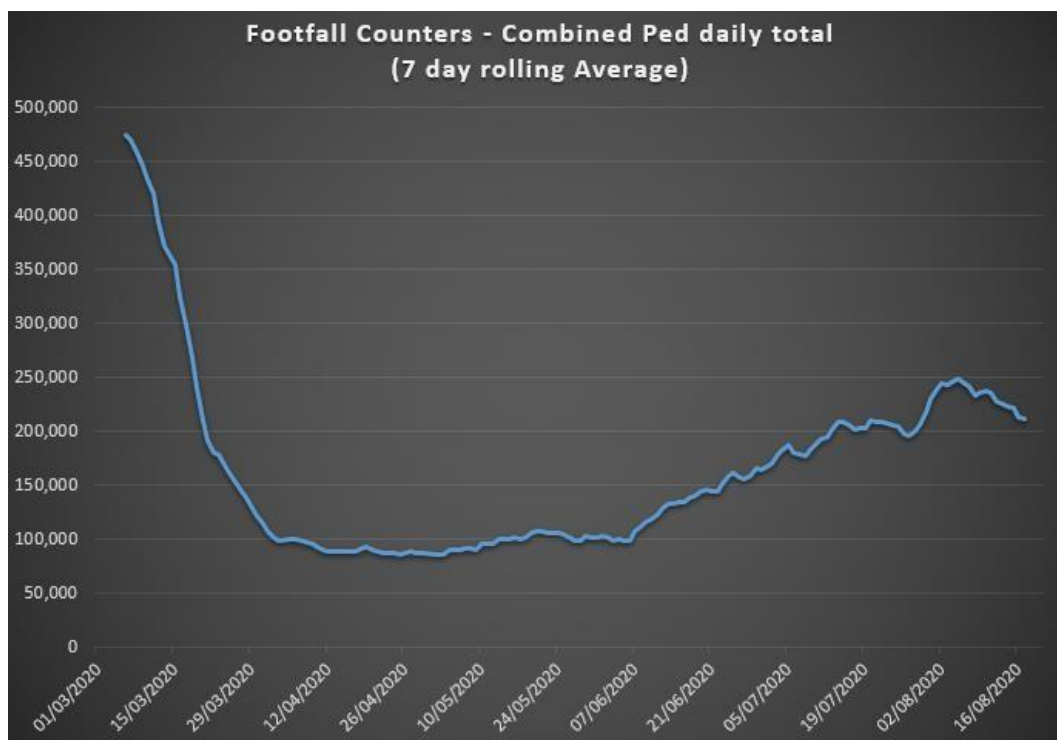
## COVID-19 Mobility Measures Update

### 1. Introduction

Implementation of the COVID Mobility Programme for the City Council area continues.

#### 1.1 Pedestrian Volumes

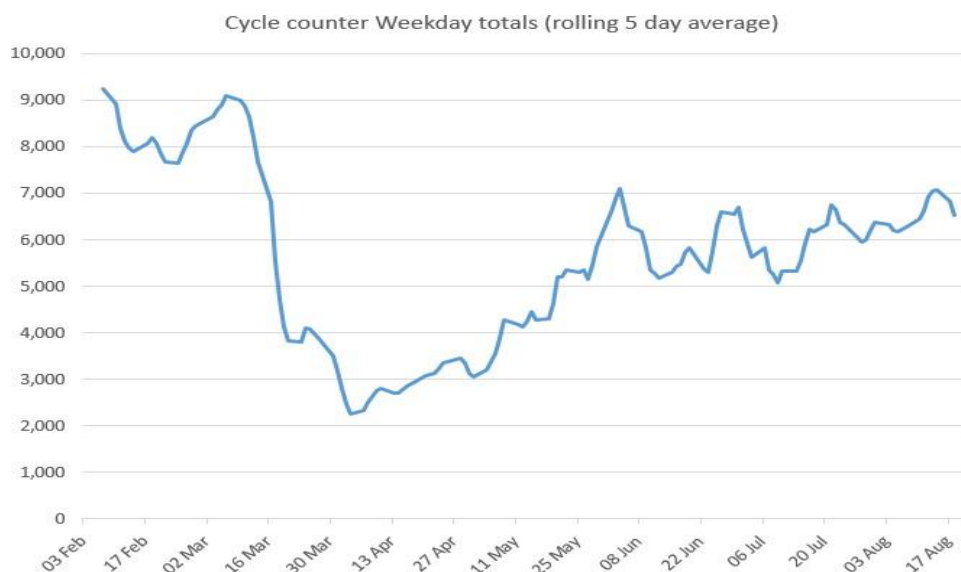
Pedestrian numbers throughout the city have fallen dramatically since early March. There are two data sources that the City Council monitors. Firstly, there are the footfall counters which count continuously and provide 24 hour data. These counters are located between Stephen's Green and Henry St. These show that the footfall in this core area is back to just 50% of pre-COVID levels.



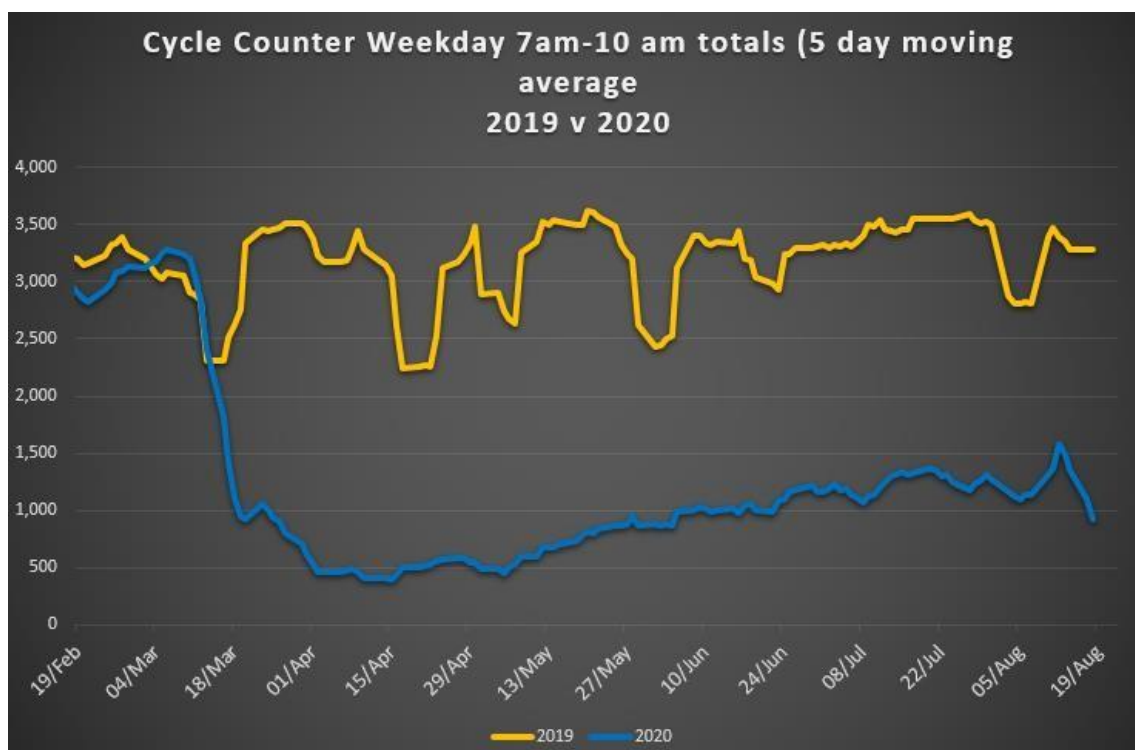
Secondly, pedestrian counts at 9 key cordon locations have been carried out. These showed that the number commuting by foot in the morning peak was only at 20% of pre-COVID levels at the start of July. Further counts to assess how many pedestrians are commuting into the city centre got underway this week.

## 1.2 Cycling Volumes

Cycling volumes, continuously monitored by City Council's counters, which are located at Grove Road, North Strand Road, Charleville Mall and Guild Street, show overall cycling numbers at approximately 70% of pre-COVID numbers with this level holding steady since the start of June.



However at the peak morning time, 7am to 10am, cycling numbers are at approx. 30% of pre-COVID levels. Comparing February to August of this year, to last year, we can see that morning commuter cycling numbers remain significantly reduced.

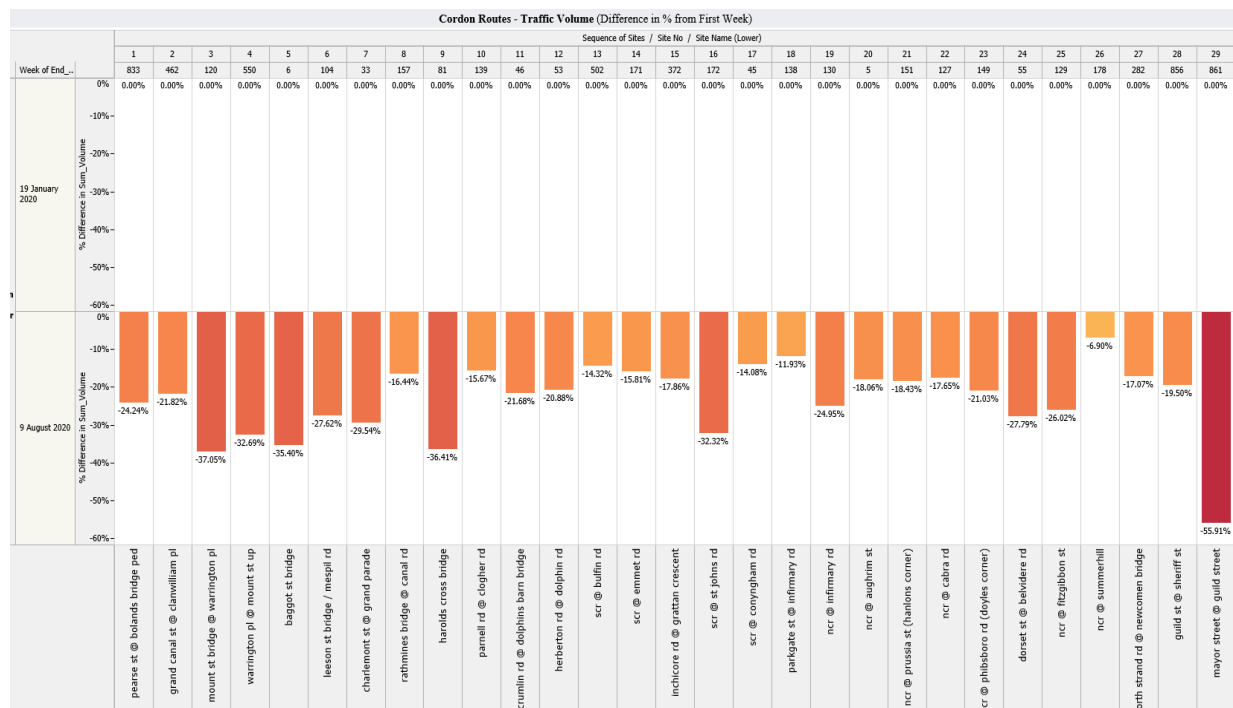
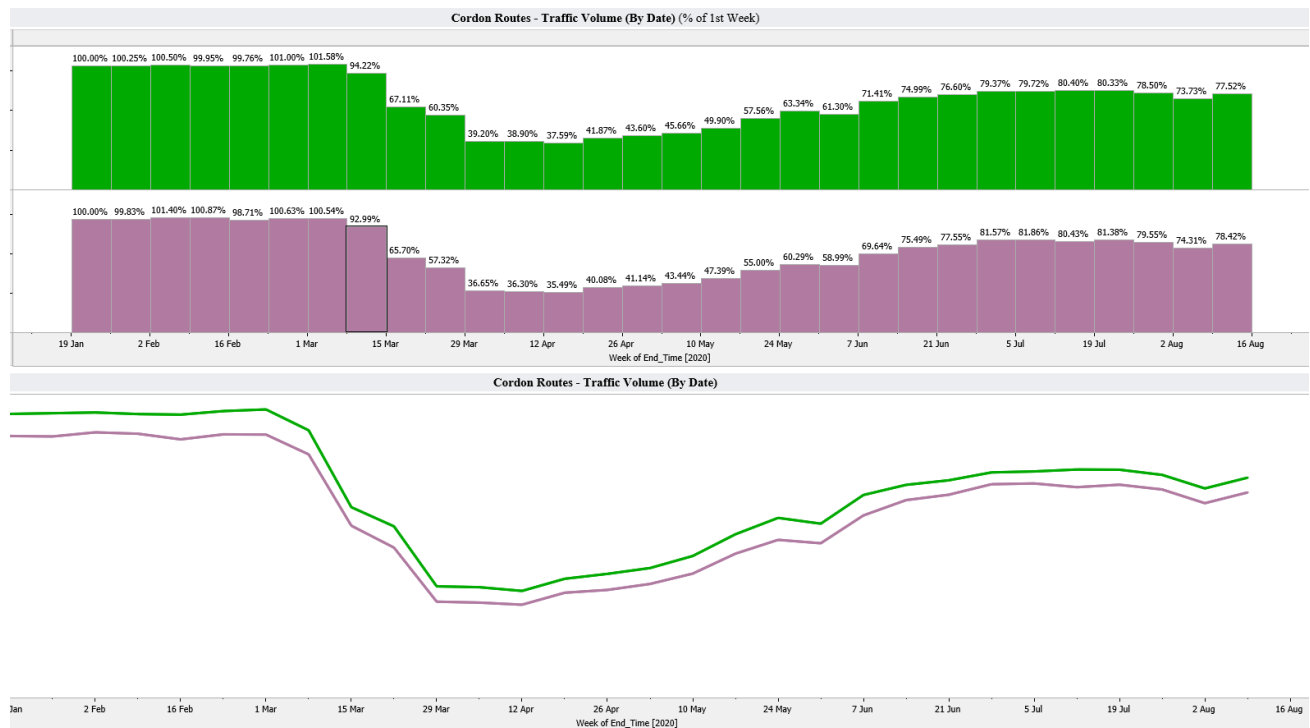


In contrast the off peak cycling figures have recovered to the same levels as in 2019, occasionally surpassing 2019 levels, most notably in the last few weeks.



## 1.4 General Traffic Volumes

Traffic volumes are still below 80% of pre COVID volumes.



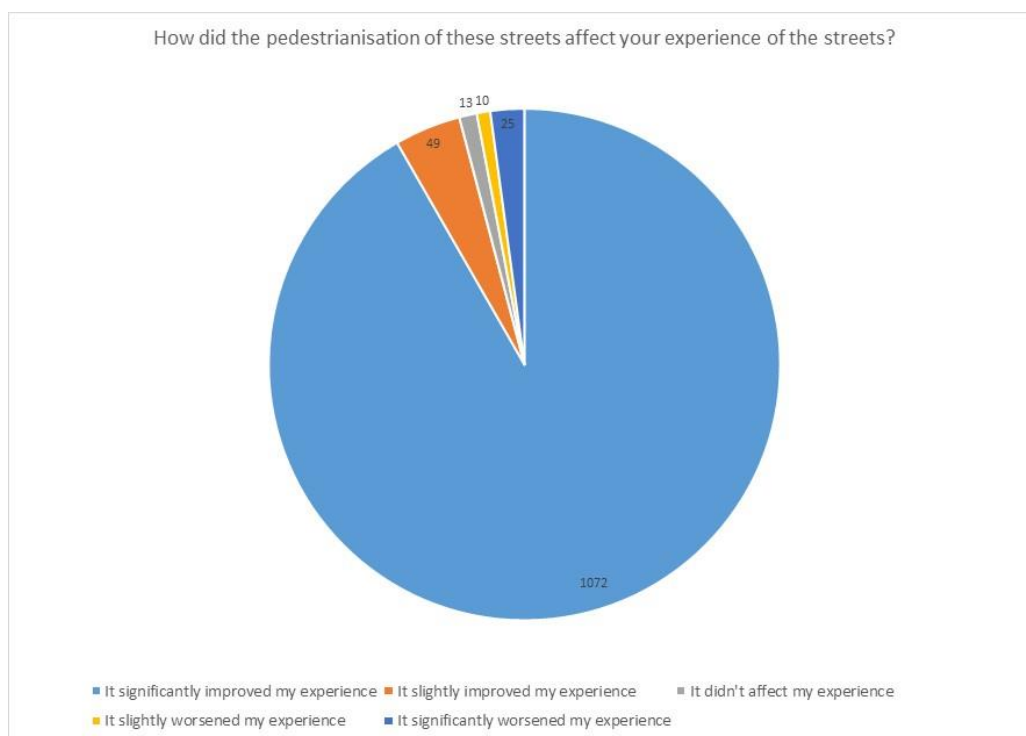
## 2. Implementation of Measures

### 2.1 Grafton Street Area – Weekend Pedestrian Friendly Trials

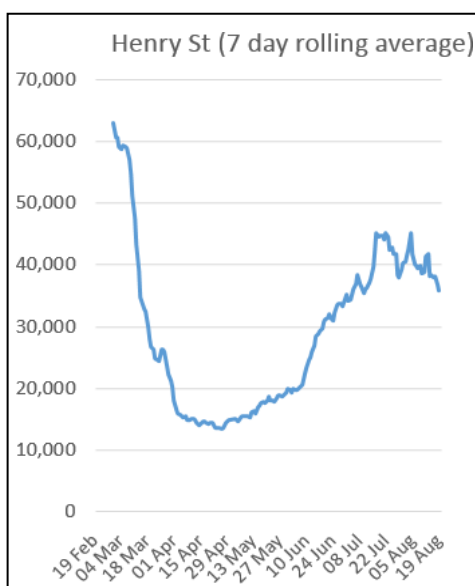
The fourth week of the Grafton Street area weekend pedestrianisation trial took place on 15 and 16

August from 11am to 11pm. The pedestrian trials have been extended to the remaining two weekends in August and 7 day permissions for tables and chairs have been given at a number of locations in South Anne Street, Drury Street, South William Street and Dame Court.

Reaction over the weekend was largely positive and businesses in the area certainly seemed to benefit from these measures. We have received 1,010 responses to our online survey on the trials and feedback remains overwhelmingly positive with over 90% of respondents in favour of pedestrianising these streets on a permanent basis.

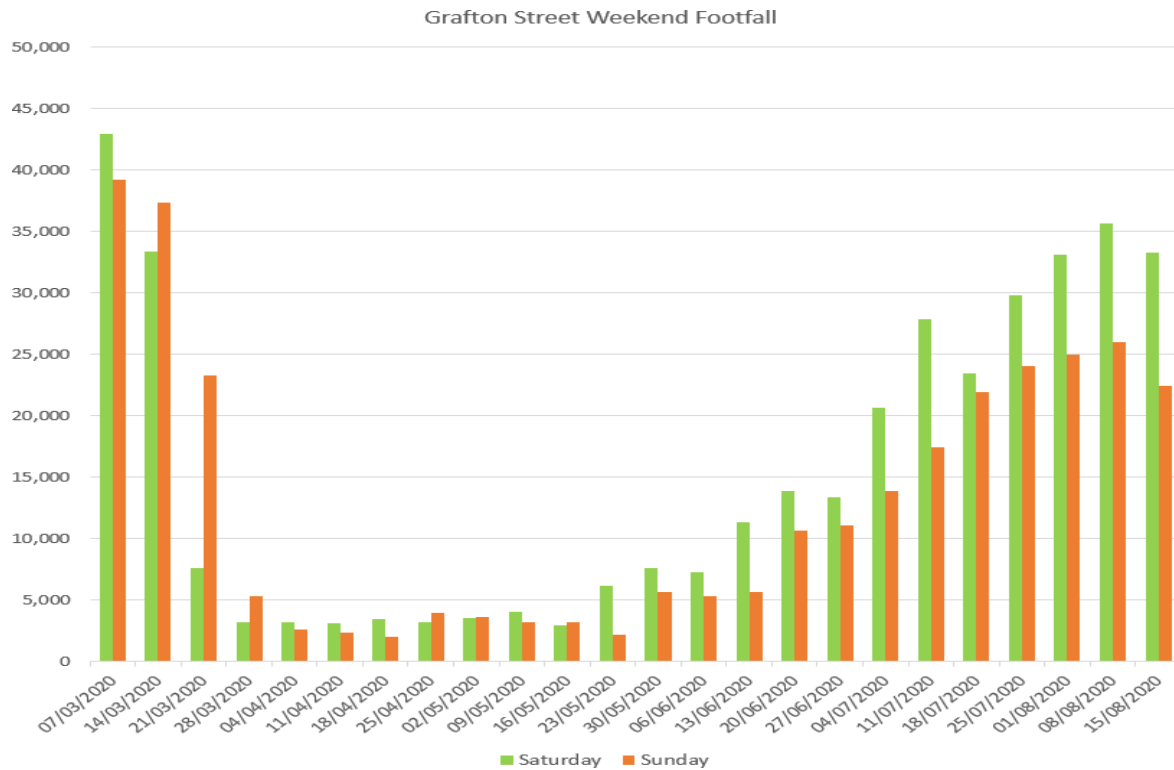


Footfall in both Henry Street and Grafton Street remains below pre-COVID levels but is recovering steadily. Levels are currently at approximately 50% pre-COVID levels on Grafton St and up to 80% on a Sunday on Henry St.



The four weekends of the trial to date have shown the highest footfall in the Grafton St area since early March.





## 2.2 Bus Stop and Footpath Extensions

A bus buildout was completed at College Green at Stop 1359 between Anglesea Street and Foster's Place to provide more space for bus users.



Bus buildouts will be completed on College Green at stops 1278 and 1279 this week.

The 3 build outs completed to date in this area provide almost 300 m2 of additional space for pedestrians and public transport users.

### 2.3 *Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and ‘Filtered Permeability’*

The **new filtered permeability trial on Pigeon House Road** commenced on 16 August with full bollards, signs, poles and planters in place. The aim of the trial is to create a safer space for local residents and for large volumes of pedestrians and cyclists using this route. Local vehicular access to Pigeon House Road will be retained although some journeys will be required to take a more circuitous route. Access will be maintained for emergency vehicles. The scheme is being monitored and more signage will be installed at the junction of Pigeon House Road, Cambridge Road and York Road. This is in addition to the new signs that will inform and highlight to the public that there is no through access to Seamus Ennis Road by motorised vehicles. Access will be maintained for pedestrians and cyclists.



Design work is underway on a **contra flow cycle track on Parnell Square East** linking O’Connell Street to North Frederick Street as well as on a **contra flow cycle track on Werburgh Street**. The provision of **pedestrian crossings at the Mountjoy Square/Gardiner Street intersection** is currently being progressed and designs for review will be available shortly.

Constitution Hill will be resurfaced by Road Maintenance over the coming weeks and once completed protected cycle tracks will be put in place.

Protected cycle lanes have been installed on North King Street, between Church Street and Queen Street.



A report on the proposed six month trial of a two way cycle track along the Strand Road is attached.

A public consultation process, via the City Council's consultation hub, will commence next week and continue until 14 September. A full set of drawings, a detailed report and additional information will be made available and the public will be invited to comment on the proposals and make suggestions for changes.



#### **2.4 School Mobility Programme**

The COVID Mobility Team is currently assessing the feasibility of interventions to create vehicle-free entrances and discourage or prevent illegal parking at school gates. The aim of any intervention implemented will be to increase safety for children.

Designs are currently being finalised for the creation of a “School Zone” at two schools, in the city - Francis Street CBS, John Dillon Street, Dublin 8 and Central Model School, Deverill Place, Gardiner St, Dublin 1. The design objective is that people driving vehicles in the **School Zone** area are:

- Encouraged to slow down via specific and eye catching traffic calming measures.
- Encouraged not to stop, even to drop off passengers in the Zone. This prevents parked or stopped cars blocking visibility of pedestrians crossing.
- Encouraged not to park any wheels on pavements.

The Team is also assessing the implementation of bespoke solutions for a number of other schools in the city. It is engaging directly with the Greenlanes National School, Clontarf and the D12 Cycle Bus to assess potential interventions on the Cycle Bus route.

Work has commenced on the contra flow cycling facility from Griffith Avenue extension to Griffith Avenue. The first element of the 3.5km rapid deployment segregated cycling route is from Ballygall Road to Malahide Road. Full implementation will require provision of additional crossings as well as the contra flow cycling facility from Griffith Avenue extension to Griffith



Avenue. This intervention will provide a safe route for students walking and cycling to the various schools and colleges in the vicinity. Regular updates will be given and feedback and suggestions are invited from the public, as the design evolves and the installation progresses, via [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie)



We continue to update our webpage, [Make the School Gate Safe, Tips and Resources](#), to assist schools in creating a safer school gate environment and to promote and increase active travel to school.

### **2.5 Outdoor Areas/Business Liaison**

In addition to the temporary permits associated with the Grafton Street Area weekend pedestrian trial, 25 street furniture permits have been issued citywide with a further 13 approved and awaiting return of the application form, 15 are awaiting further information, 71 are closed as they are not suitable and 4 are currently with the Public Spaces Working Group for final approval. A further 50 applications can be accommodated, but only if additional on-street interventions are implemented.

The Business Liaison Team continues to deal with requests for interventions to facilitate ‘tables and chairs’ applications and various other COVID mobility measures, particularly from streets which are part of or adjoining the Grafton Street area trial pedestrianisation. We continue to work with the Street Furniture Unit to facilitate tables and chairs being placed by businesses in the public realm. We have completed the engagement with a number of businesses on Manor Street regarding issues that have arisen for the businesses from the newly installed bollards protecting the cycle lane and enforcing the clearway.

## **3. Communications**

### **3.1 Website**

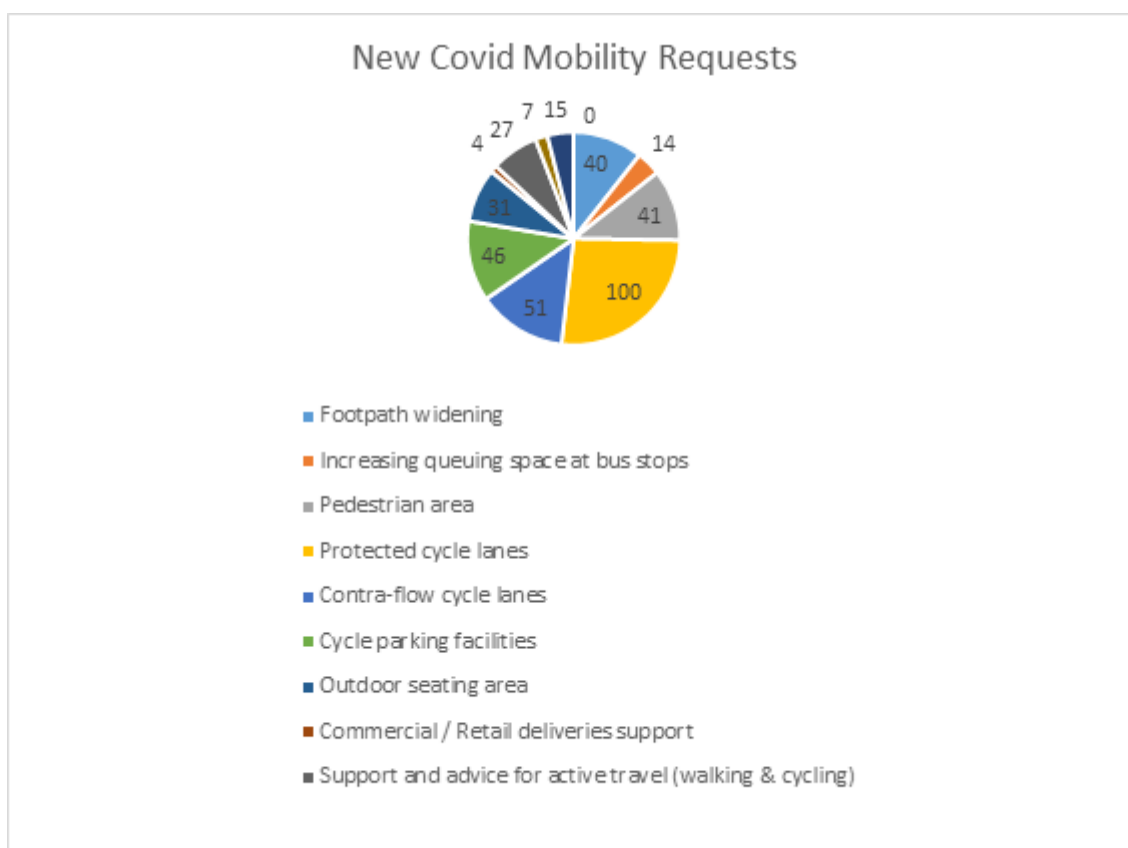
The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions.

### **3.2 Dedicated COVID-19 Mobility Measure Request Form**

In the past week, we have received 376 new requests for COVID Mobility Measures. This brings

the total number of COVID Mobility requests to 3,399. A breakdown of these requests is given below:

<b>Mobility measure requested</b>	<b>Number</b>
Footpath widening	445
Increasing queuing space at bus stops	99
Pedestrian area	567
Protected cycle lanes	780
Contra-flow cycle lanes	254
Cycle parking facilities	316
Outdoor seating area	397
Commercial / Retail deliveries support	52
Support and advice for active travel (walking & cycling)	192
Journey planning	46
Other	240
Not answered	11
<b>Total requests</b>	<b>3,399</b>



### 3.3 COVID-19 Mobility E-mail

The dedicated e-mail address continues as the primary channel to contact the COVID Mobility Team and is attracting huge volumes of queries and feedback. We continue to encourage the public and Councillors to input requests directly via the dedicated form, to free up time for the Team to respond to other queries that arise. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### ***3.4 Councillor Updates***

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via e-mail are also being issued to stakeholders via the Transport SPC and the NTA accessibility network.

### ***3.5 Social Media***

We are continuing to utilise Dublin City Council Social Media Channels in order to:

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

### ***3.6 Active Travel Promotion Campaign***

In addition to continuing to encourage commuters to choose active travel, we are placing a strong focus on active commute to school over the coming weeks.

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



Owen P Keegan

***Chief Executive***





28 August 2020

*To the Lord Mayor and  
Elected Members of the City Council*

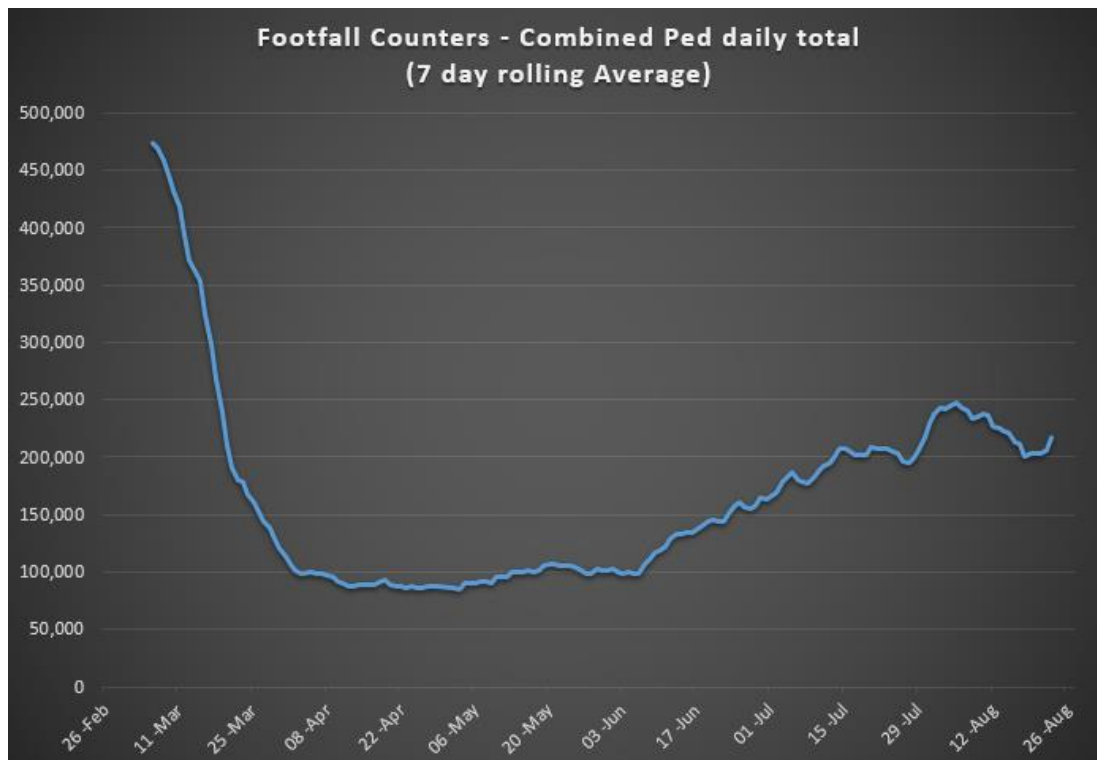
## COVID-19 Mobility Measures Update

### 1. Introduction

Implementation of the COVID Mobility Programme for the City Council area continues with an emphasis now on school reopening.

#### 1.1 Pedestrian Volumes

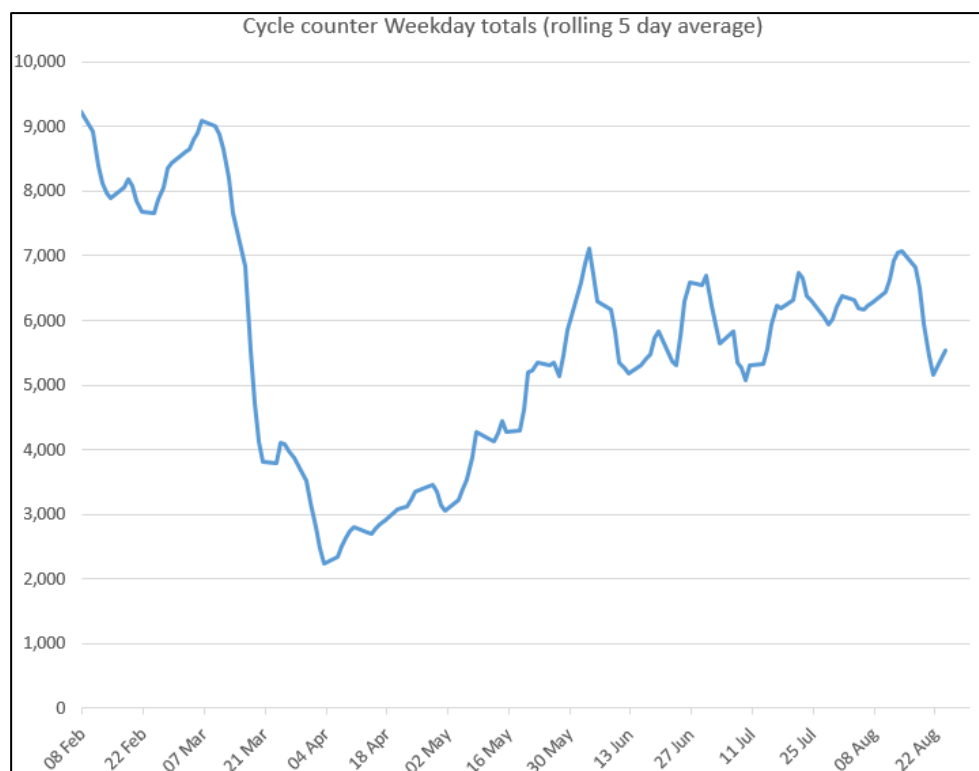
Pedestrian numbers throughout the city have fallen dramatically since early March. There are two data sources that the City Council monitors. Firstly, there are the footfall counters which count continuously and provide 24 hour data. These counters are located between Stephen's Green and Henry St. These show that the footfall in this core area is back to just 50% of pre-COVID levels.



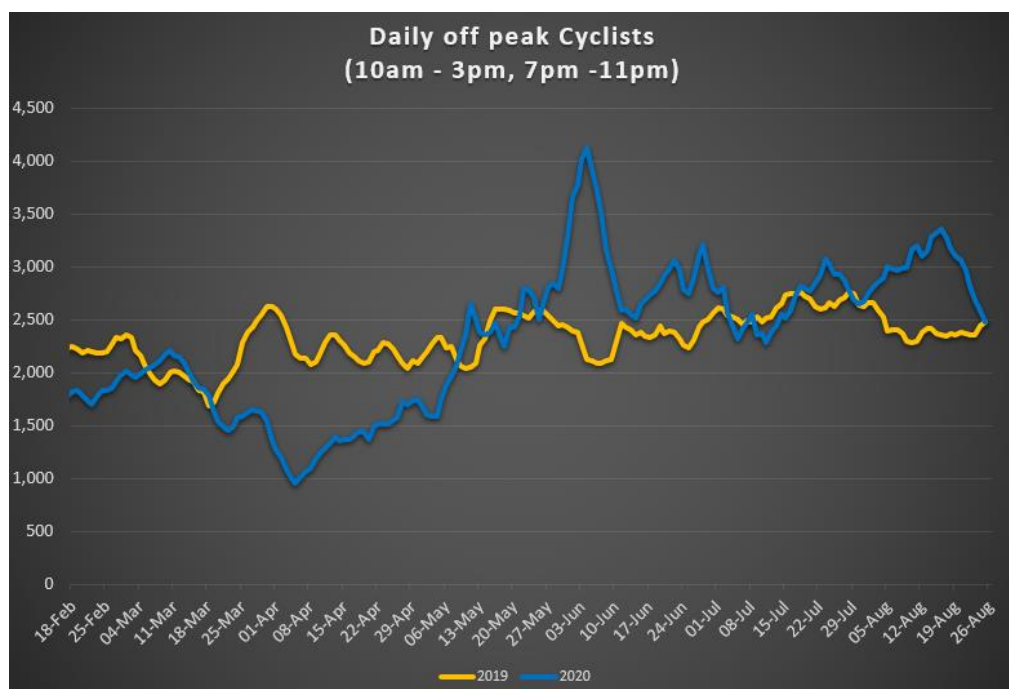
Secondly, pedestrian counts at 9 key cordon locations were carried out in May, June and July. These showed that the number commuting by foot in the morning peak was only at 20% of pre-COVID levels at the start of July. Further counts to assess how many pedestrians are commuting into the city centre commenced last week.

## 1.2 Cycling Volumes

Cycling volumes which are continuously monitored by City Council's counters located at Grove Road, North Strand Road, Charleville Mall and Guild Street, show overall cycling numbers at approximately 70% of pre-COVID numbers with this level holding steady since the start of June.



However, at the peak morning time, 7am to 10am, cycling numbers are at approx. 30% of pre- COVID levels. Comparing February to August of this year, to last year, we can see that morning commuter cycling numbers remain significantly reduced.

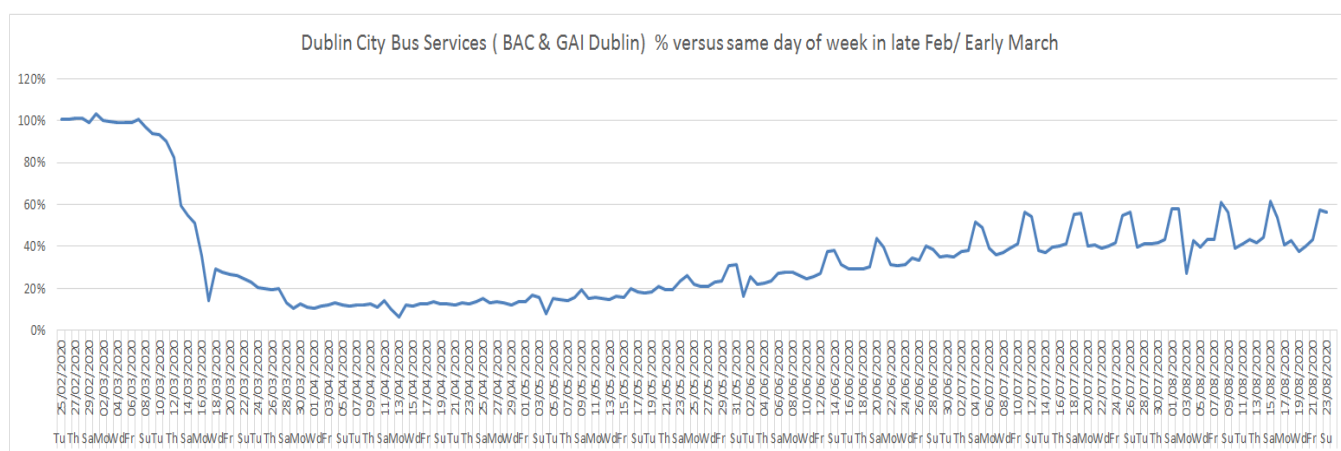


In contrast, the off peak cycling figures have recovered to the same levels as in 2019, occasionally surpassing 2019 levels, most notably in the last few weeks although cycling numbers have dropped in the last 7 days.

Similarly to the pedestrian counts, cycling counts started last week to monitor the numbers commuting by bike. These counts will continue for the next number of weeks.

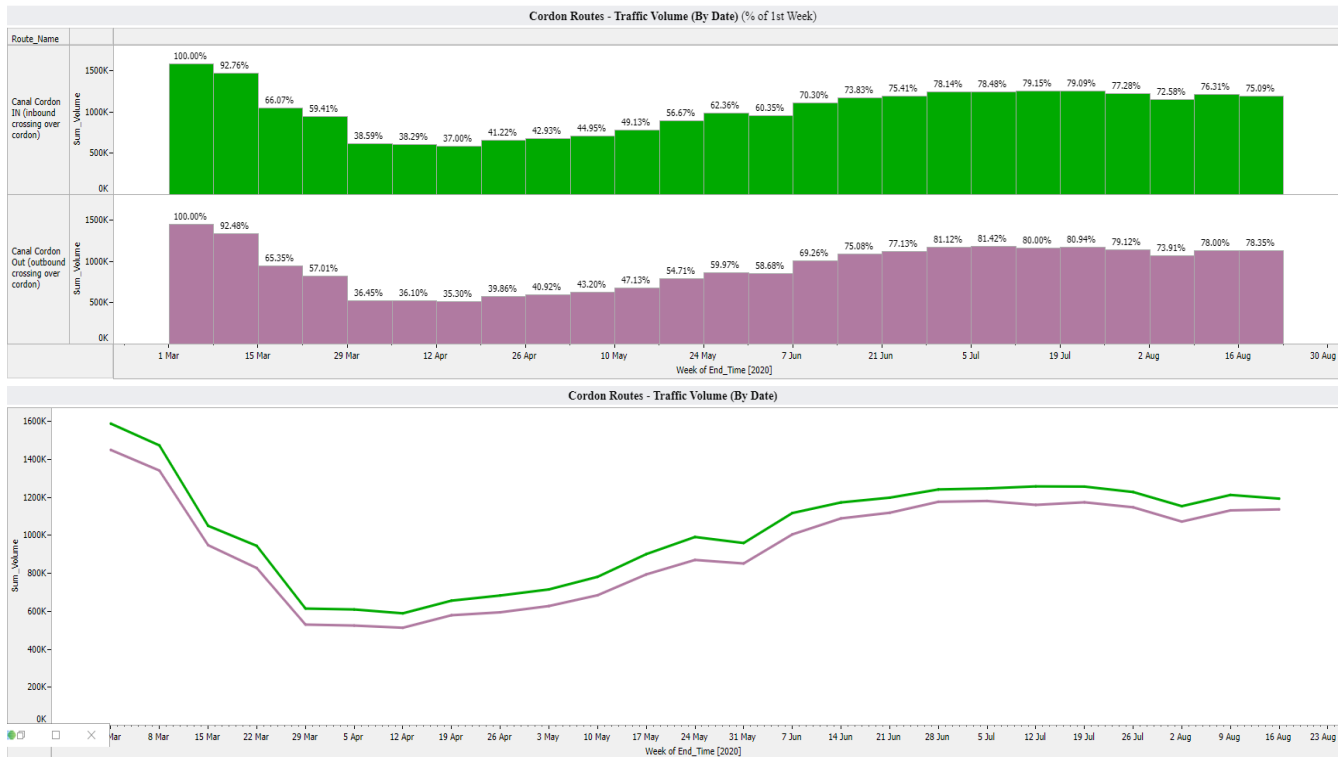
### 1.3 Bus Passenger Numbers

The trend in bus passenger numbers (BAC and GAI) shows continuing gradual recovery. Weekday passenger numbers are at just over 40% of pre-COVID levels with a stronger recovery in weekend numbers.



### 1.4 General Traffic Volumes

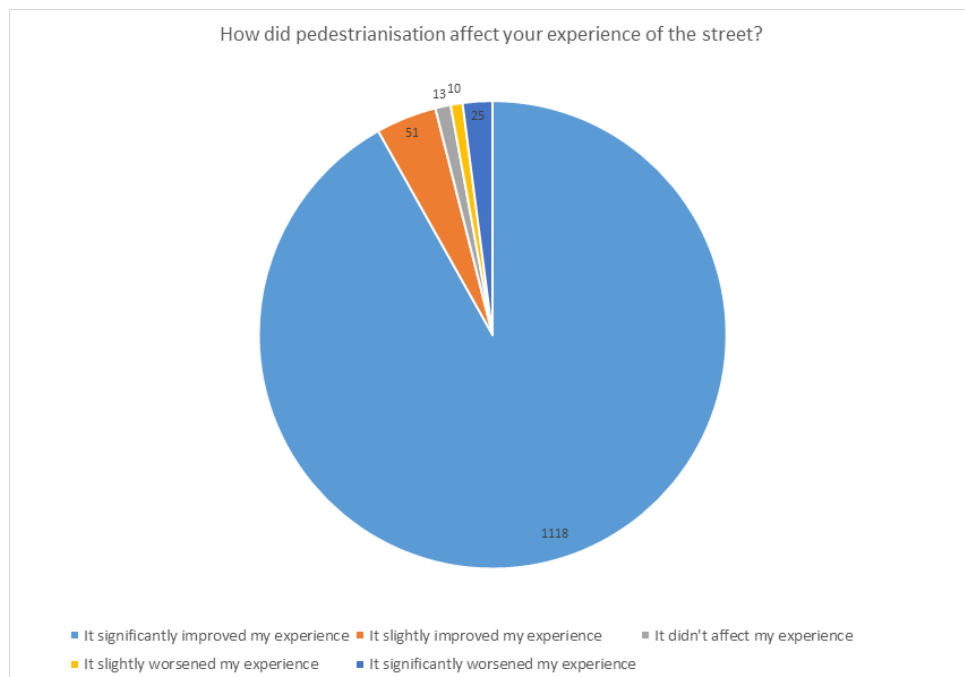
Traffic volumes are still flat and have not shown any growth over recent weeks with some locations still well below pre-COVID levels.



## 2. Implementation of Measures

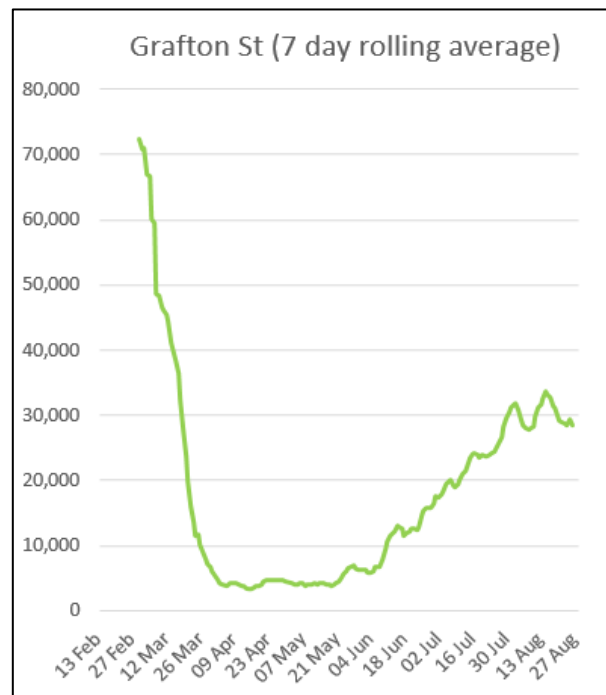
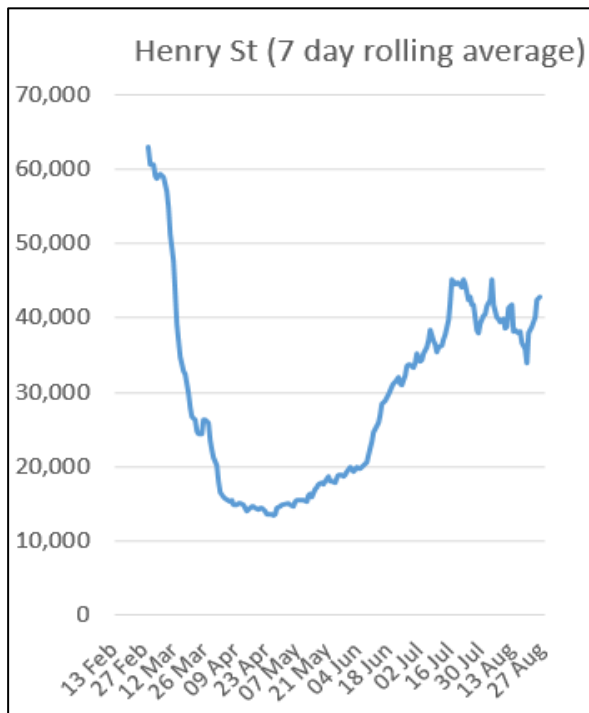
### 2.1 Grafton Street Area – Weekend Pedestrian Friendly Trials

The Grafton Street area weekend pedestrian street trials conclude this weekend. We have received 1,220 responses to our online survey on the trials and feedback remains overwhelmingly positive with over 90% of respondents in favour of pedestrianising these streets on a permanent basis.

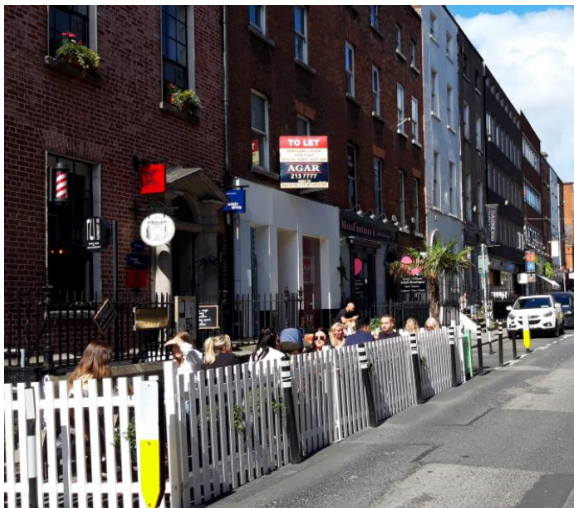


Footfall in both Henry Street and Grafton Street remains below pre-COVID levels but was recovering steadily at least until recent weeks. Levels are currently at approximately 50% pre-COVID levels on

Grafton St and up to 80% on a Sunday on Henry St.



Feedback from premises that were given 7 day permissions for tables and chairs has been very positive as the areas are being used midweek



### *Midweek use of outdoor seating areas*

While the pedestrian trials will finish this weekend a report on the trials and lessons learned as well as proposals for the future will be prepared and the permission for 7 day tables and chairs will continue as before in Drury Street, South Anne Street, South William Street and Dame Court.

## **2.2 Bus Stop and Footpath Extensions**

Bus buildouts were completed on College Green at Stops 1278 and 1279 this week to provide more space for bus users and pedestrians passing.







### ***2.3 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and ‘Filtered Permeability’***

The filtered permeability trial on Pigeon House Road and at Grangegorman Lower continue.

Design work is almost complete on a **contra flow cycle track on Parnell Square East** linking O’Connell Street to North Frederick Street and on a contra flow cycle track on Werburgh Street linking to City Hall. Both of these schemes will be put on the Consultation Hub for comments next week. A preliminary design is almost complete for two pedestrian crossings at the Mountjoy Gardiner Street junction and site investigations will commence shortly.

Constitution Hill will be resurfaced by Road Maintenance over the coming weeks and once completed protected cycle tracks will be put in place along both sides and the road layout adjusted.

The Government stimulus package is funding a number of road resurfacing contracts and work is on-going to design new road layouts, including protected cycle ways where appropriate, once the resurfacing works are complete.

#### ***Strand Road Trial Rapid Deployment Cycle Route***

A public consultation process on the proposed scheme commenced on Friday 21 August. It will run until 14 September. To date 825 submissions have been received. There is both strong support for and opposition to the scheme.

The City Council is updating information on the Consultation Hub to provide clarification and as additional information comes to hand. The City Council is committed to looking at improvements which can be made in the area as part of this trial including complementary traffic management measures, which will help to address local concerns.



### ***2.4 School Mobility Programme***

Two new School Zones were implemented this week in Francis Street School, John Dillon Street, Dublin 8 and Central Model School, Deverill Place, Gardiner St, Dublin 1. In a school zone the overall design objective is to reduce congestion and increase safety at the front of the school, and thereby prioritise active travel to and from school. Specific design objectives are:

- to highlight the presence of the school and students;
- to encourage traffic to slow down via specific and eye catching traffic calming measures;
- To encourage motorists not to stop, not even to drop off in or near the School Zone and not to park on pavements. This prevents parked or stopped cars blocking visibility of pedestrians crossing.



***School Zone Road at Central Modal School, Deverill Place, D1***



***School Zone Road at Francis Street School, John Dillon Street, D8***

The Team is also assessing the implementation of bespoke solutions for a number of other schools in the City Council area and we are engaging directly with the Greenlanes National School, Clontarf and the D12 Cycle Bus to assess potential interventions on route. Following a request from St Christopher's Primary School on Haddington Road, a disabled parking bay has been installed.

We continue to update our webpage, [Make the School Gate Safe, Tips and Resources](#), to assist schools in creating a safer school gate environment and to promote and increase active travel to school.

### **Griffith Avenue - Safe Routes to School & College**

Dublin City Council is currently investigating the options for implementation of a 3.5km protected cycle lane on both sides of Griffith Avenue from Ballygall Road East as far as the Malahide Road.

The main aim of this scheme 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.

The design of the protected cycle lanes through the junctions of Ballymun Road/St Mobhi Road/Griffith Avenue and also Drumcondra Road/Griffith Avenue are challenging and these will be developed separately.

In the meantime the City Council has commenced work on the first element of the route, at Griffith Avenue extension, and developed a design for the first 500m section of the protected cycle lane heading east along Griffith Avenue between St Mobhi Road and Walnut Rise. The width of the carriageway on this section of Griffith Avenue is generous (12.3 m approximately) and will facilitate the provision of a 2 meter wide, high quality, protected cycle lane, on both sides of the carriageway while retaining generous traffic lanes in both directions and access to existing driveways.

Protection of the cycle lanes will be provided by bollards and orcas in the first instance as these can be easily adjusted if necessary before a more permanent protection is put in place. The layout is on the Consultation Hub and as more sections are designed these will also be available there. If residents have particular concerns or suggestions regarding these proposals we would invite them to send them into us at [COVIDMOBILITY@dublincity.ie](mailto:COVIDMOBILITY@dublincity.ie) (with Griffith Ave in the subject bar).

### ***2.5 Outdoor Areas/Business Liaison***

In addition to the temporary permits issued for the Grafton Street Area – Weekend Pedestrian Friendly Trials, 29 temporary street furniture permits have been issued citywide with a further 13 approved and awaiting return of application form/insurance. 19 are awaiting further information, 73 are closed as they are not suitable and 5 are currently with the Public Spaces Working Group for final approval. Fifty-three additional applications can be accommodated, but only if additional on-street interventions are implemented. A trial street furniture scheme will commence in Smithfield Square next week.

The Business Liaison Team continues to deal with requests for interventions to facilitate 'tables and chairs' applications and various other COVID mobility measures, particularly from streets part of or adjoining the Grafton Street area trial pedestrianisation. We continue to work with the Street Furniture Unit as part of facilitating tables and chairs being placed by businesses in the public realm, including both paths and re-purposed carriageway.

### 3. Communications

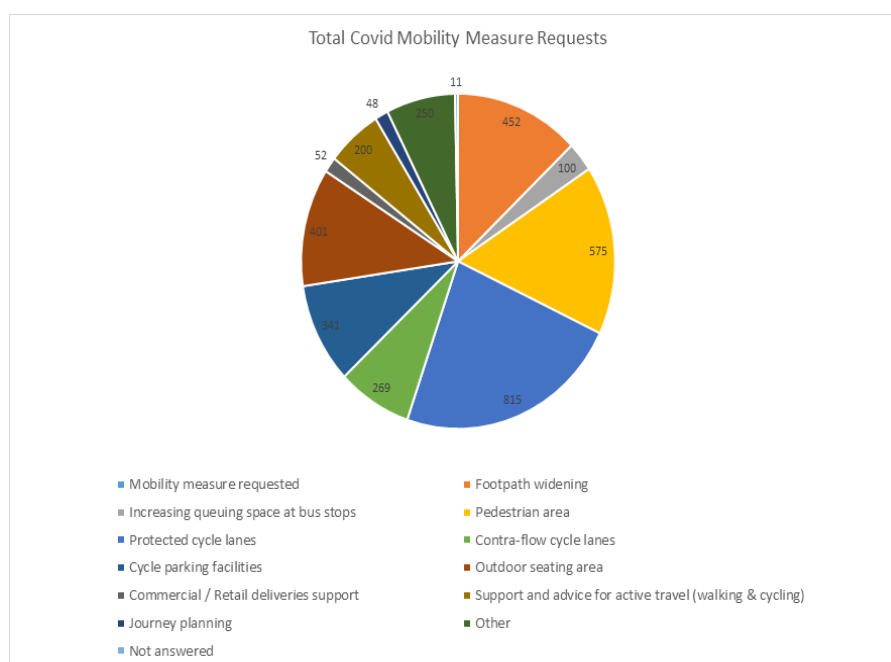
#### 3.1 Website

The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions.

#### 3.2 Dedicated COVID-19 Mobility Measure Request Form

In the past week, we have received 115 new requests for COVID Mobility Measures. This brings the total number of COVID Mobility requests to 3,514. A breakdown of these requests is given below:

Total requests	Number
<b>Mobility measure requested</b>	
Footpath widening	452
Increasing queuing space at bus stops	100
Pedestrian area	575
Protected cycle lanes	815
Contra-flow cycle lanes	269
Cycle parking facilities	341
Outdoor seating area	401
Commercial / Retail deliveries support	52
Support and advice for active travel (walking & cycling)	200
Journey planning	48
Other	250
Not answered	11
<b>Total requests</b>	<b>3514</b>



#### 3.3 COVID-19 Mobility E-mail

The dedicated e-mail address continues as the primary channel to contact the COVID Mobility Team



and is attracting huge volumes of queries and feedback. We continue to encourage the public and Councillors to input requests directly via the dedicated form, to free up time for the Team to respond to other queries that arise. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### ***3.4 Councillor Updates***

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via e-mail are also being issued to stakeholders via the Transport SPC and the NTA accessibility network.

### ***3.5 Social Media***

We are continuing to 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

### ***3.6 Active Travel Promotion Campaign***

In addition to continuing to encourage commuters to choose active travel, we are placing a strong focus on active commute to school over the coming weeks.

We 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).



Owen P Keegan  
***Chief Executive***

4 September 2020

*To the Lord Mayor and*  
**Elected Members of the City Council**

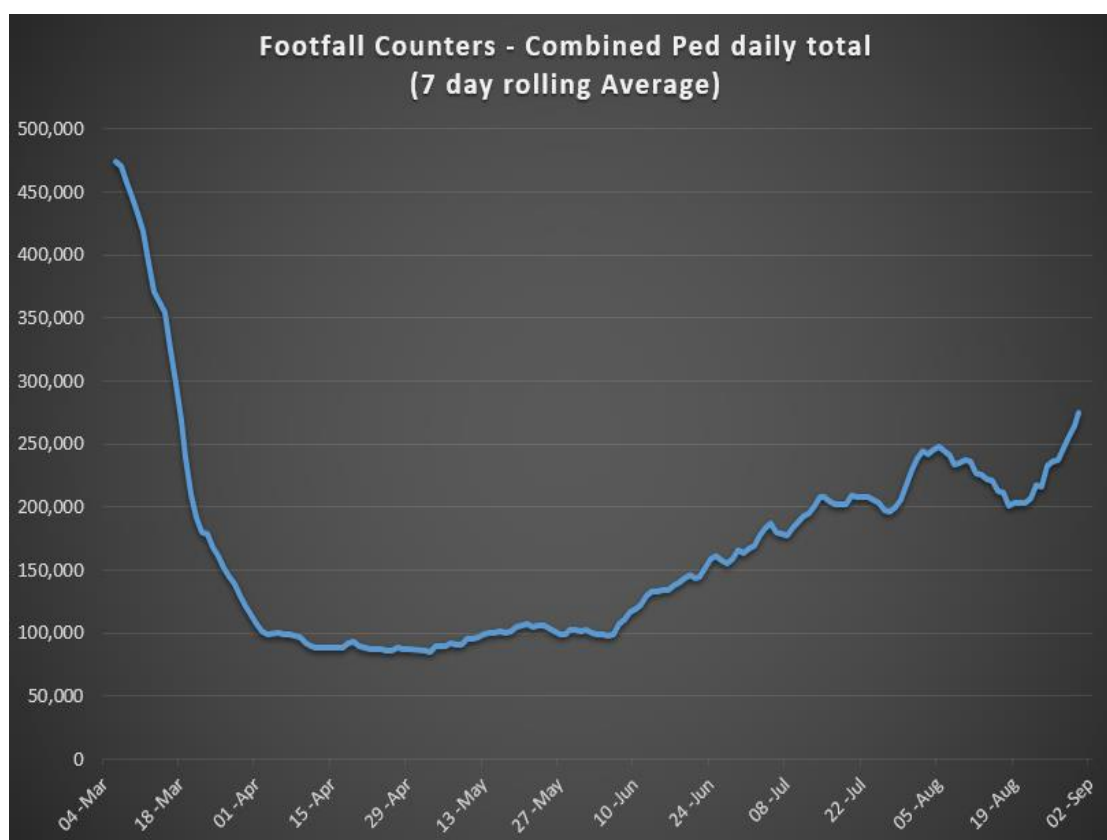
## COVID-19 Mobility Measures Update

### 4. Introduction

Implementation of the COVID Mobility Programme for the City Council area continues with an emphasis now on school reopening.

#### 4.1 Pedestrian Volumes

There are two data sources that the City Council monitors. Firstly, there are the footfall counters which count continuously and provide 24 hour data. These counters are located between Stephen's Green and Henry St. These show that the footfall in this core area is back to almost 60% of pre-COVID levels.



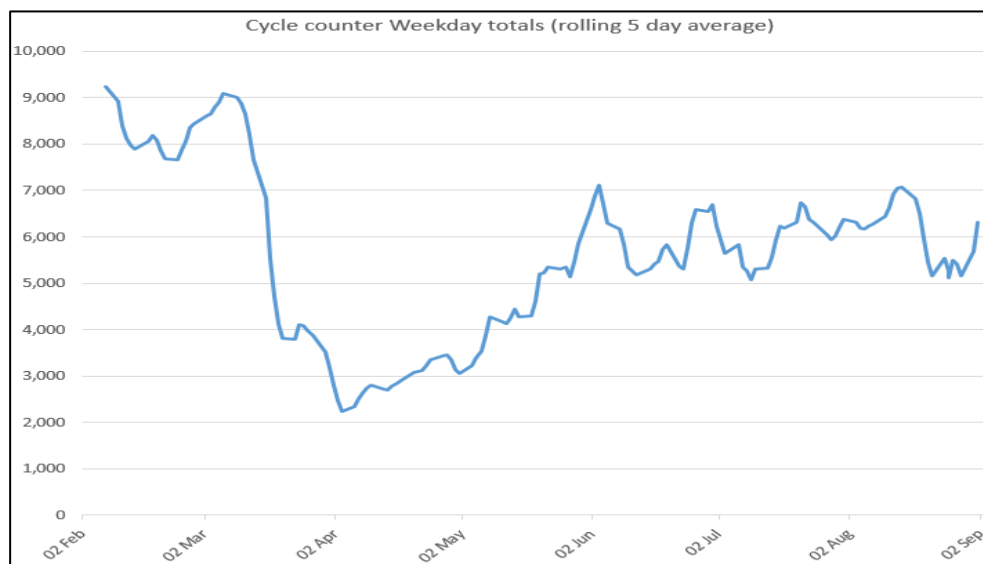
Secondly, pedestrian counts at 9 key cordon locations were carried out in May, June and July. These showed that the number commuting by foot in the morning peak was only at 20% of pre-COVID levels at the start of July. Further counts to assess how many pedestrians are commuting into the city centre commenced last week. Initial results should be available next week and this will provide more up to



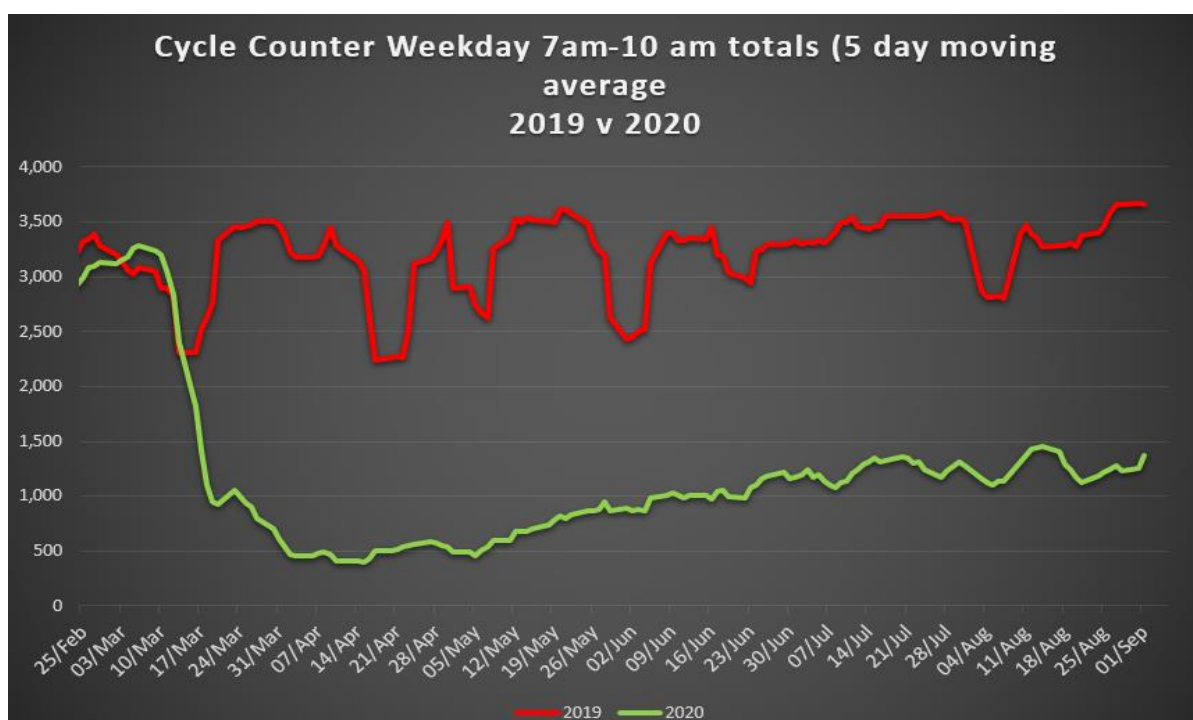
date information.

## 1.2 Cycling Volumes

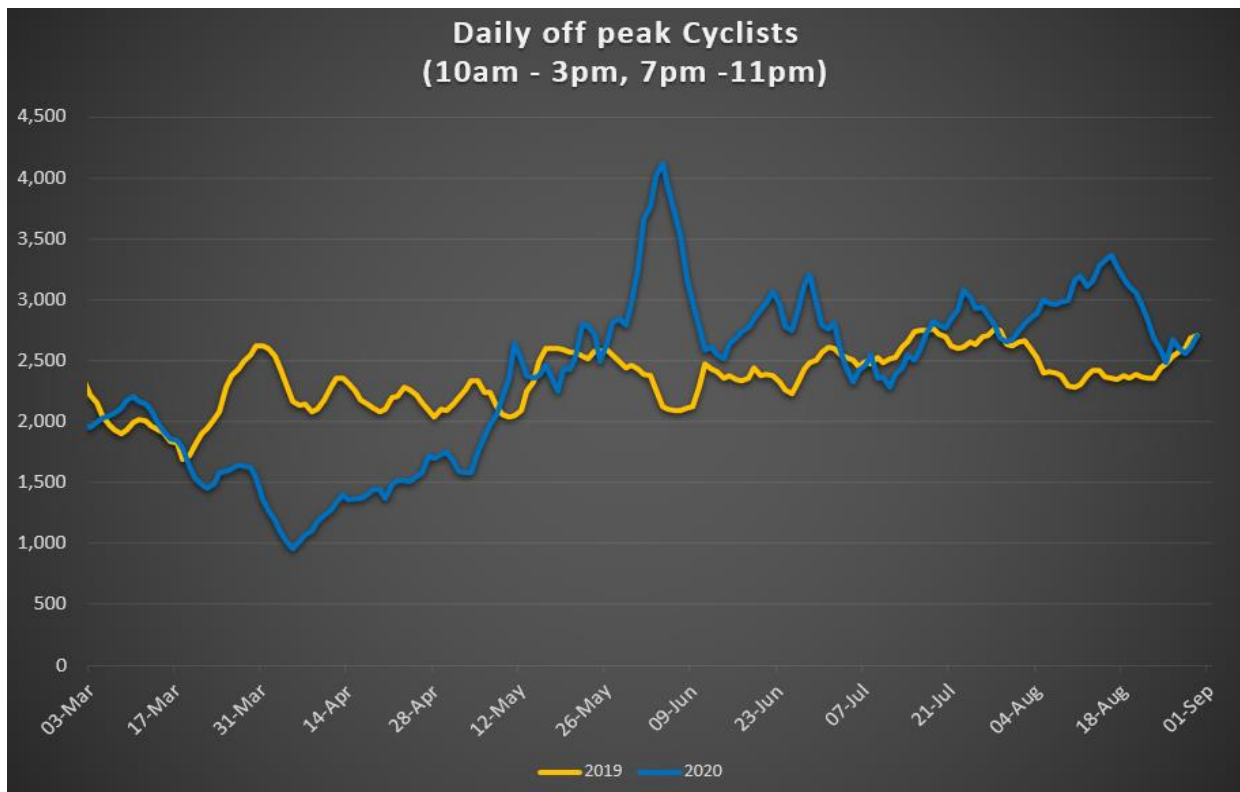
Cycling volumes, which are continuously monitored by City Council's counters located at Grove Road, North Strand Road, Charleville Mall and Guild Street, show overall cycling numbers at approximately 70% of pre-COVID numbers with this level holding steady since the start of June.



However, at the peak morning time, 7am to 10am, cycling numbers are at approx. 30% of pre-COVID levels. Comparing February to August of this year, to last year, we can see that the morning commuter cycling numbers remain significantly reduced.



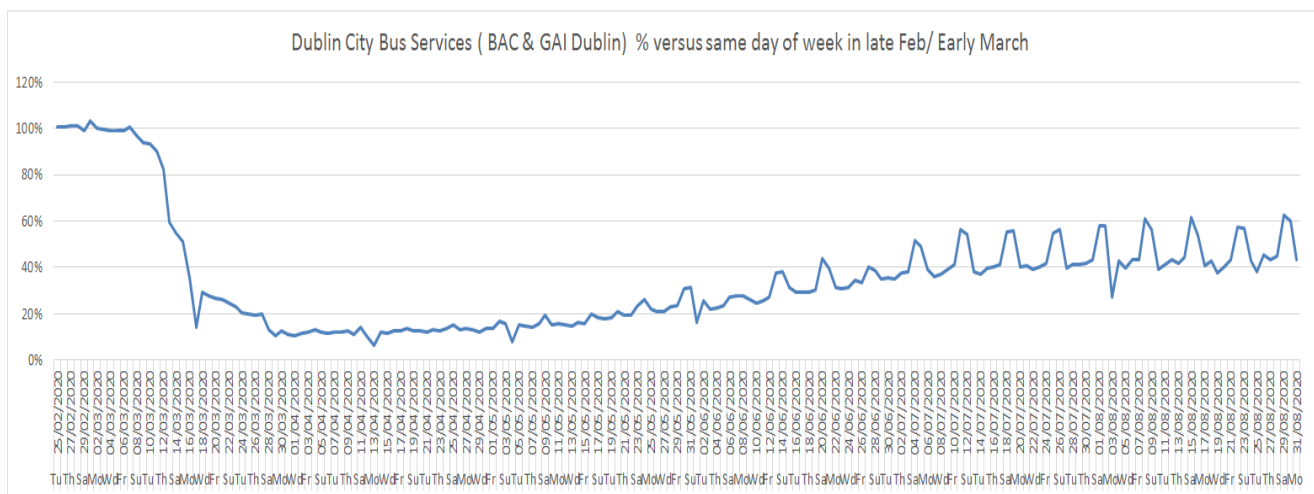
In contrast, the off peak cycling figures have recovered to the same levels as in 2019, occasionally surpassing 2019 levels, most notably in the last few weeks although cycling numbers have dropped slightly recently.



Similarly to the pedestrian counts, cycling counts started last week to monitor the numbers commuting by bike. These counts will continue for the next number of weeks.

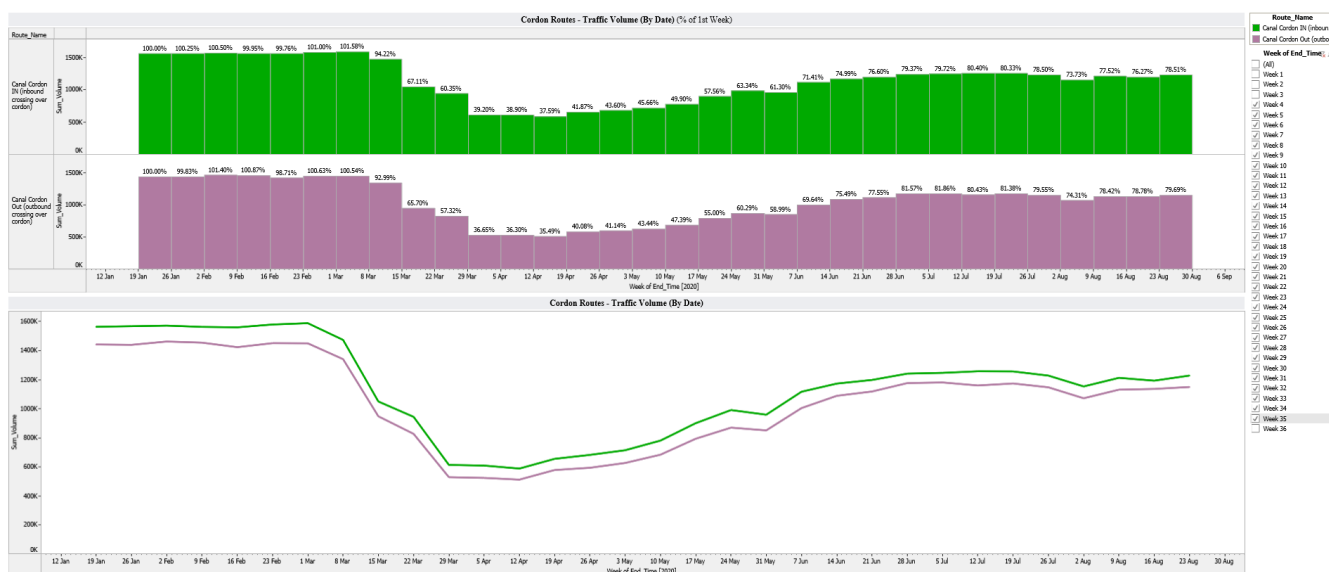
### 1.3 Bus Passenger Numbers

The trend in bus passenger numbers (BAC and GAI) shows continuing gradual recovery. Weekday passenger numbers are at just over 40% of pre-COVID levels with a stronger recovery in weekend numbers.



### 1.4 General Traffic Volumes

Traffic volumes are still flat and have not shown any growth over recent weeks with some locations still well below pre-COVID levels.



## 5. Implementation of Measures

### 5.1 Grafton Street Area – Weekend Pedestrian Friendly Trials

The Grafton Street area weekend pedestrian trials concluded last weekend. A report on the trials and lessons learned, as well as proposals for the future is being prepared. 7-day ‘tables and chairs’ permits have now been granted to 8 businesses in Drury Street, South Anne Street, South William Street, Dame Court and Exchequer Street (with one new application for South Anne Street pending). These have been accommodated with innovative on-street interventions.

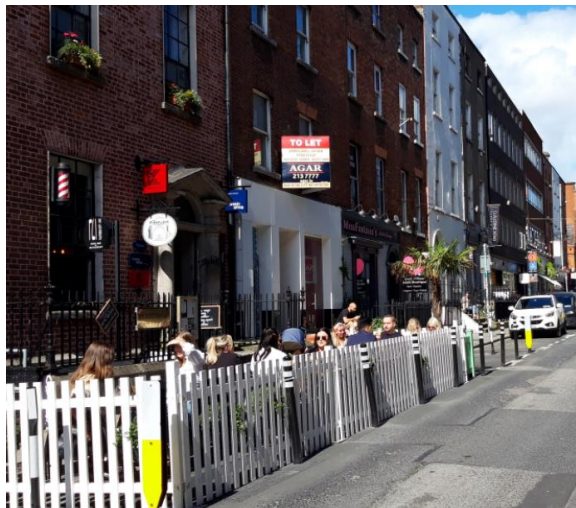
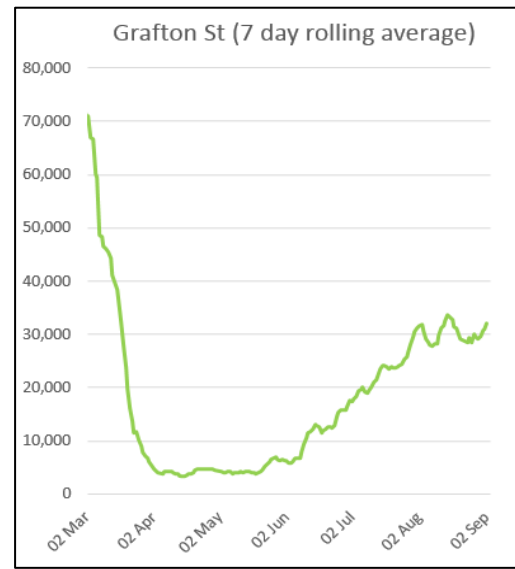
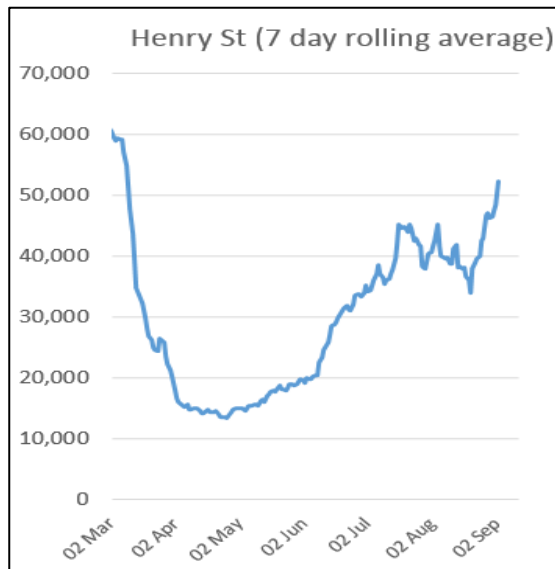
We received 1,588 responses to our online survey on the trials, which ended on Wednesday 2 September. Overall feedback was overwhelmingly positive with over 90% of respondents in favour of pedestrianising these streets on a permanent basis.

*Q. How did pedestrianising these streets affect your experience of the streets?*

	Number	%
It significantly improved my experience	1,456	92.1
It slightly improved my experience	60	3.8
It didn't affect my experience	16	1.0
It slightly worsened my experience	18	1.1
It significantly worsened my experience	31	2.0
<b>Total</b>	<b>1,581</b>	<b>100</b>

One business reported yesterday that takings are now above 2019 levels for the same period and all staff working for the business have come off COVID wage subsidies.

Footfall in both Henry Street and Grafton Street remains below pre-COVID levels but was recovering steadily, at least until recent weeks. Levels are currently at approximately 50% pre-COVID levels on Grafton St and up to 80% on a Sunday, on Henry St.



## 5.2 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and ‘Filtered Permeability’

### *Use of the DCC Consultation Hub.*

We will be making more extensive use of the DCC Consultation Hub in order to address the concerns raised by the Elected Members and by members of the public, regarding consultation and prior notification of changes, while also trying to ensure that the multiple requests received across the city can be speedily addressed. This allows us to provide details of upcoming schemes and of major interventions and also to provide a method to receive suggestions and concerns regarding any proposals.

Details of schemes on the Consultation Hub at present include Griffith Avenue, Strand Road and Werburgh Street. Each week we will alert Elected Members to any new proposals which are available to view on the Hub. This will result in a more dynamic consultation process and ensure that support for projects, suggestions for how to improve projects and concerns/issues, which may need to be addressed, can be articulated. Any feedback on this approach is welcome.

The filtered permeability trial on Pigeon House Road continues to be monitored. A report on the filtered permeability trial on Grangegorman Lower will be presented to the Central Area Committee at the



upcoming meeting next week.

Design work is almost complete on a **contra flow cycle track on Parnell Square East** linking O'Connell Street to North Frederick Street.

Designs of Phase 1 of a cycle route on Werburgh Street and Castle Street, including a contra flow is now available for comments on <https://consultation.dublincity.ie/traffic-and-transport/werburgh-street-cycle-route-phase-1/> Please note this is Phase 1, with a further phase being developed to link towards Bride Street. This requires more extensive works. Details of this will be made available when ready.

A preliminary design is almost complete for two pedestrian crossings at the Mountjoy Gardiner Street junction and these will be available to view shortly.

Constitution Hill will be resurfaced by Road Maintenance over the coming weeks. Once completed protected cycle tracks will be put in place along both sides and the road layout adjusted.

The Government stimulus package is funding a number of road resurfacing contracts. Work is ongoing to design new road layouts, including protected cycle ways where appropriate, once the resurfacing works are complete.

The protection of cycle facilities got underway this week on the Rathmines Route between the canal and Stephen Street lower. It will be completed by the end of this week.

A report on the public consultation process to change the Bye Laws for speed limits in the city so that 30km/h becomes the default speed limit was presented to the SPC and is on the agenda for the next City Council meeting for decision.



### ***Strand Road Trial Rapid Deployment Cycle Route***

A public consultation process on the proposed scheme commenced on Friday 21 August. It will run until 14 September. To date over 1,400 submissions have been received through the consultation hub and by email. There is both strong support for and opposition to the scheme.

Dublin City Council is updating information on the scheme on the Consultation Hub. This includes providing clarifications on particular aspects and providing additional information as it comes to hand. The City Council is committed to looking at improvements which can be made in the area as part of this trial including complementary traffic management measures, which will help to address local concerns. Additional traffic counts and monitoring is being undertaken to allow us to more accurately capture the changed traffic patterns across this area. This will be used to inform the modelling work that is underway.



New **Cycle Parking** has been installed in a number of locations. Ten new Sheffield stands were installed at Mulberry Lane and Kimmage Road Lower.

### ***5.3 School Mobility Programme***

Following the implementation of two new School Zones - Francis Street School, John Dillon Street, Dublin 8 and Central Model School, Deverill Place, Gardiner St, Dublin 1 - Dublin City Council contacted all primary level schools in the City Council's administrative area, inviting them to complete a survey if they were interested in having a School Zone installed at their school. We received 38 requests in less than 24 hours indicating a huge interest in the initiative. The COVID Mobility Technical Team will assess all submissions for suitability and schools will be contacted with timelines if it is deemed an appropriate intervention at that location.

**Note:** In a school zone the overall design objective is to reduce congestion and increase safety at the front of the school, and thereby prioritises active travel to and from school. Specific design objectives are:

- to highlight the presence of the school and students,
- to encourage traffic to slow down via specific and eye catching traffic calming measures and
- to encourage motorists not to stop, not even to drop off, in or near the School Zone and not to park on pavements. This prevents parked or stopped cars blocking visibility of pedestrian crossings.

The Team is also assessing the implementation of bespoke solutions for a number of other schools in the City Council area. We have implemented a number of measures in this regard including:



- We have assisted Greenlanes National School via the sourcing and delivery of cycle parking, by adapting the traffic light sequence to allow the cyclist and bus to travel safely through in one go. Woodside car park was opened for use by the parents as a Park & Stride location.
- We have met with the D12 Cycle Bus and are assessing what interventions can be implemented to support this initiative.
- We have made provisions for parents of Howth Road National School to park in a DCC pay & display car park free of charge during drop off and pick up times.
- We have installed a disabled parking bay on Haddington Road on the request of St Christopher's Primary School.
- We have compiled requests from various sources including Councillor questions from October 2019 to present, Green-schools requests and direct emails from school staff to inform the COVID Mobility Technical Team of the specific concerns of different schools.

Delivery of ***cycle parking*** racks to 8 schools was completed last week and further cycle parking will be delivered in the coming weeks.

We continue to update our webpage, [Make the School Gate Safe, Tips and Resources](#), to assist schools in creating a safer school gate environment and to promote and increase active travel to school.

### **Griffith Avenue - Safe Routes to School & College**

Dublin City Council is currently investigating the options for implementation of a 3.5km protected cycle lane on both sides of Griffith Avenue from Ballygall Road East as far as the Malahide Road. The main aim of this scheme 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. The first element of the route, 550 meters of protected cycle lane on Griffith Avenue extension is almost complete.



*A section of new protected cycle track on Griffith Avenue Extension showing buff colored surface.*

Works on this section will be completed shortly. Traffic signals at the Griffith Ave Extension and Ballymun Road junction are being altered to include dedicated cycle signals.

All information on the scheme is available on the Consultation Hub which will provide clarification and additional information as the scheme develops.

<https://consultation.dublincity.ie/traffic-and-transport/griffith-avenue-protected-cycle-track/>

#### **5.4 Outdoor Areas/Business Liaison**

In addition to the temporary permits issued for the Grafton Street Area – Weekend Pedestrian Friendly Trials, 31 temporary street furniture permits have been issued citywide with a further 12 approved and awaiting return of application form/insurance. 18 are awaiting further information, 74 are closed as they are not suitable and 1 is currently with the Public Spaces Working Group for final approval. Fifty-three additional applications can be accommodated, but only if additional on-street interventions are implemented. A trial street furniture scheme will commence in Smithfield Square next week.

## **6. Communications**

### **6.1 Website**

The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions. As previously advised we will be making more extensive use of the DCC consultation hub in order to provide more information on measures.

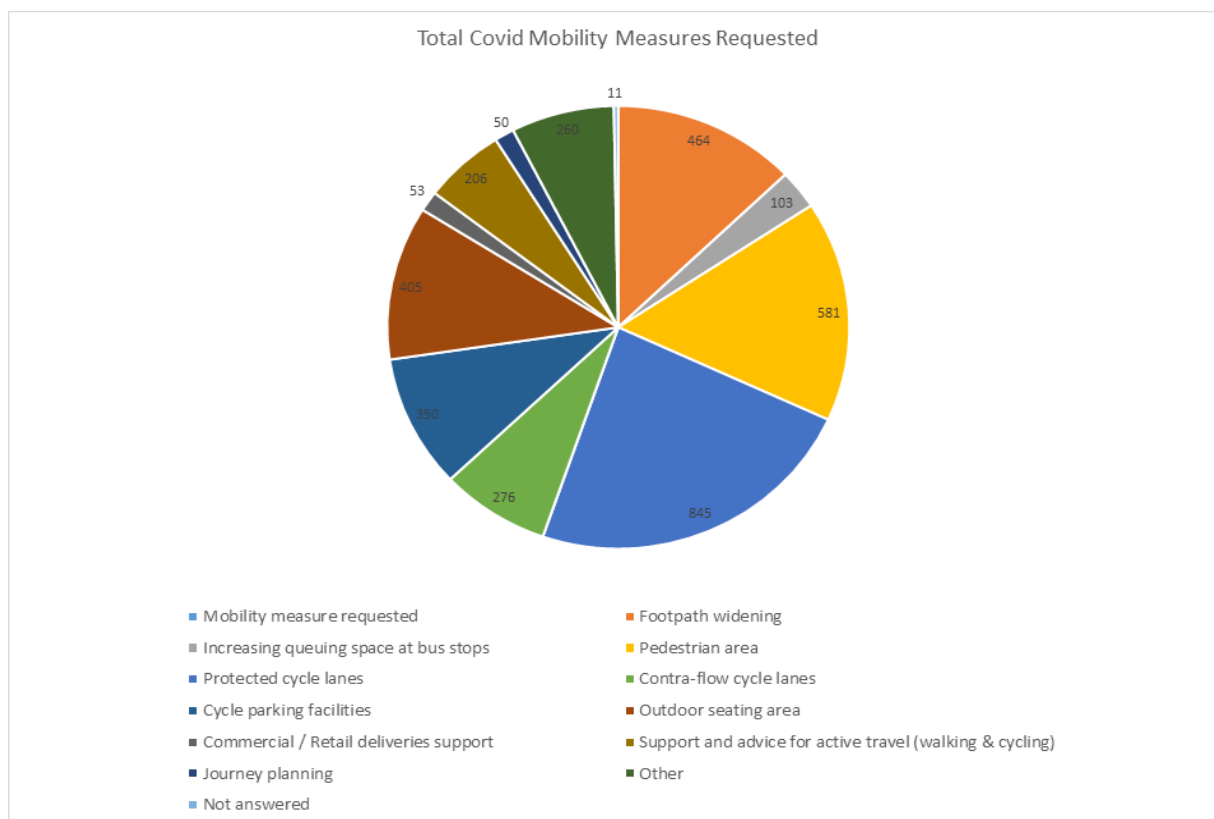
### **6.2 Dedicated COVID-19 Mobility Measure Request Form**

In the past week, we have received 90 new requests for COVID Mobility Measures. This brings the total number of COVID Mobility requests to 3,604. A breakdown of these requests is given below:

<b>Total requests</b>	<b>Number</b>
<b>Mobility measure requested</b>	
Footpath widening	464
Increasing queuing space at bus stops	103
Pedestrian area	581
Protected cycle lanes	845
Contra-flow cycle lanes	276
Cycle parking facilities	350
Outdoor seating area	405
Commercial / Retail deliveries support	53
Support and advice for active travel (walking & cycling)	206
Journey planning	50
Other	260

Not answered  
**Total requests**

11  
**3,604**



### 6.3 COVID-19 Mobility E-mail

The dedicated e-mail address continues as the primary channel to contact the COVID Mobility Team and is attracting huge volumes of queries and feedback. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### 6.4 Councillor Updates

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via e-mail are also being issued to stakeholders via the Transport SPC and the NTA accessibility network.

### 6.5 Social Media

We are continuing to 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

### ***6.6 Active Travel Promotion Campaign***

In addition to continuing to encourage commuters to choose active travel, we are placing a strong focus on active commute to school over the coming weeks.

We 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).

Owen P Keegan  
***Chief Executive***

11 September 2020

***To the Lord Mayor and  
Elected Members of the City Council***

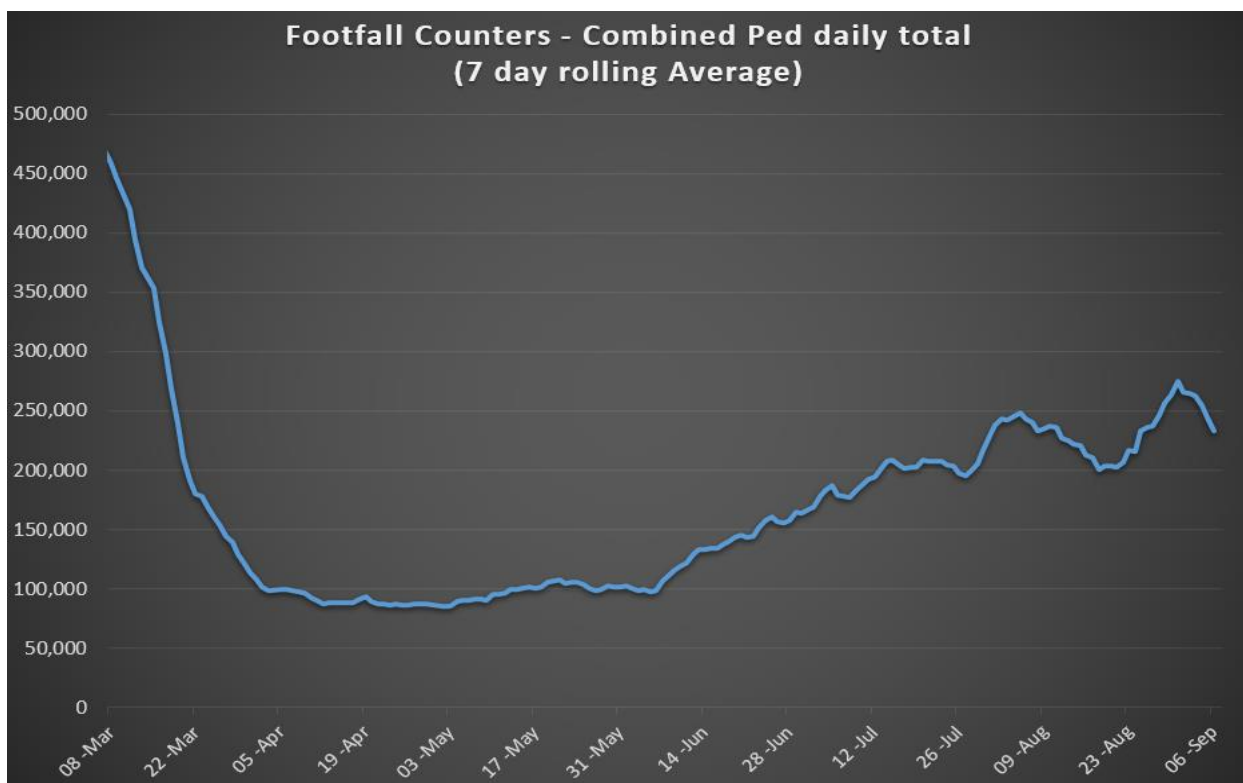
## **COVID-19 Mobility Measures Update**

### **7. Introduction**

Implementation of the COVID Mobility Programme for the City Council area continues with an emphasis now on school reopening.

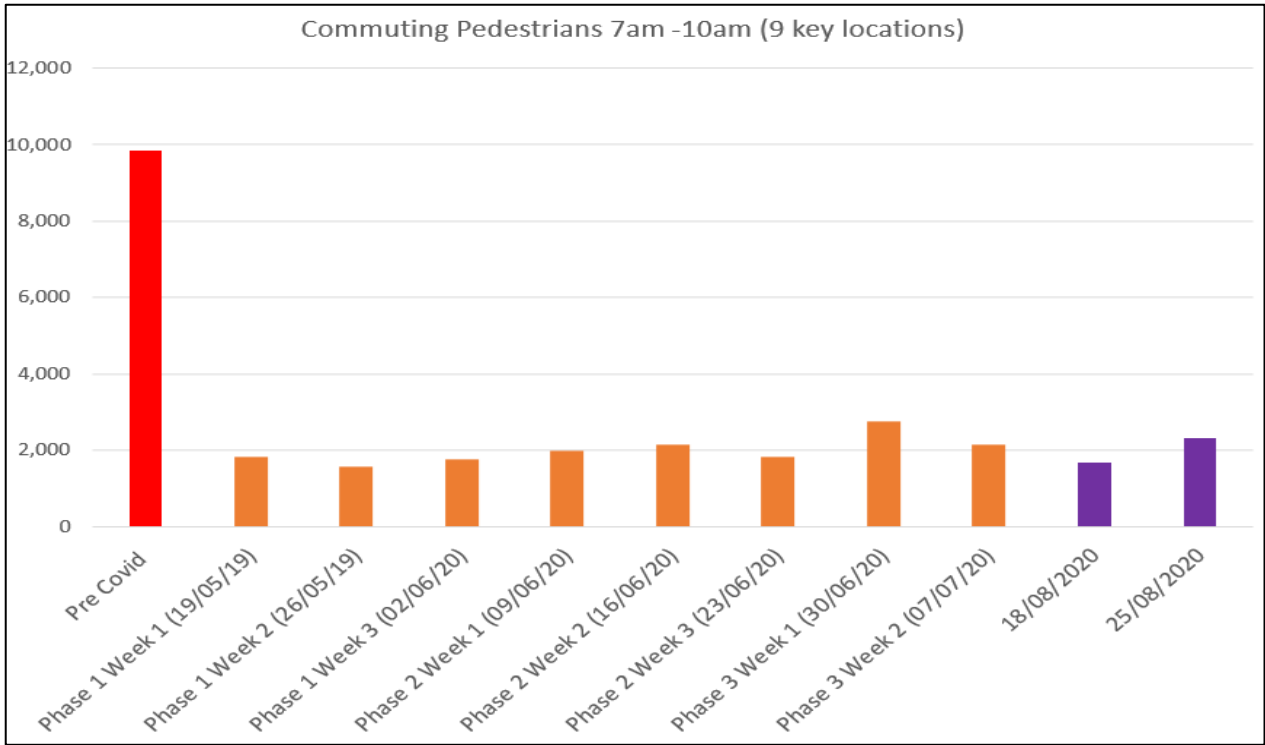
#### **7.1 Pedestrian Volumes**

There are two data sources that the City Council monitors. Firstly, there are the footfall counters which count continuously and provide 24 hour data. These counters are located between Stephen's Green and Henry St. These show that the footfall in this core area is back to almost 60% of pre-COVID levels.



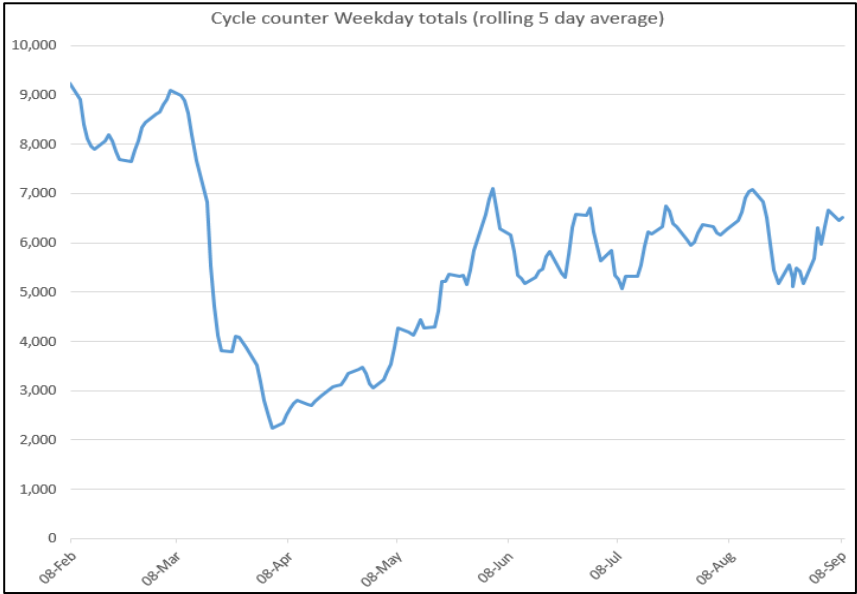
Secondly, pedestrian counts at 9 key cordon locations were carried out in May, June and July. These showed that the number commuting by foot in the morning peak was only at 20% of pre-COVID levels at the start of July. Further counts to assess how many pedestrians are commuting into the city centre

commenced mid-August. The results show that pedestrian commuters had not increased at the end of August. Counts are currently underway to ascertain what effect the return to school is having.



**1.2 Cycling Volumes**

Cycling volumes, which are continuously monitored by City Council’s counters located at Grove Road, North Strand Road, Charleville Mall and Guild Street, show overall cycling numbers at approximately 70% of pre-COVID numbers with this level holding steady since the start of June.



However, at the peak morning time, 7am to 10am, cycling numbers are at approx. 30% of pre-COVID levels. Comparing February to September of this year, to last year, we can see that the morning commuter cycling numbers remain significantly reduced.



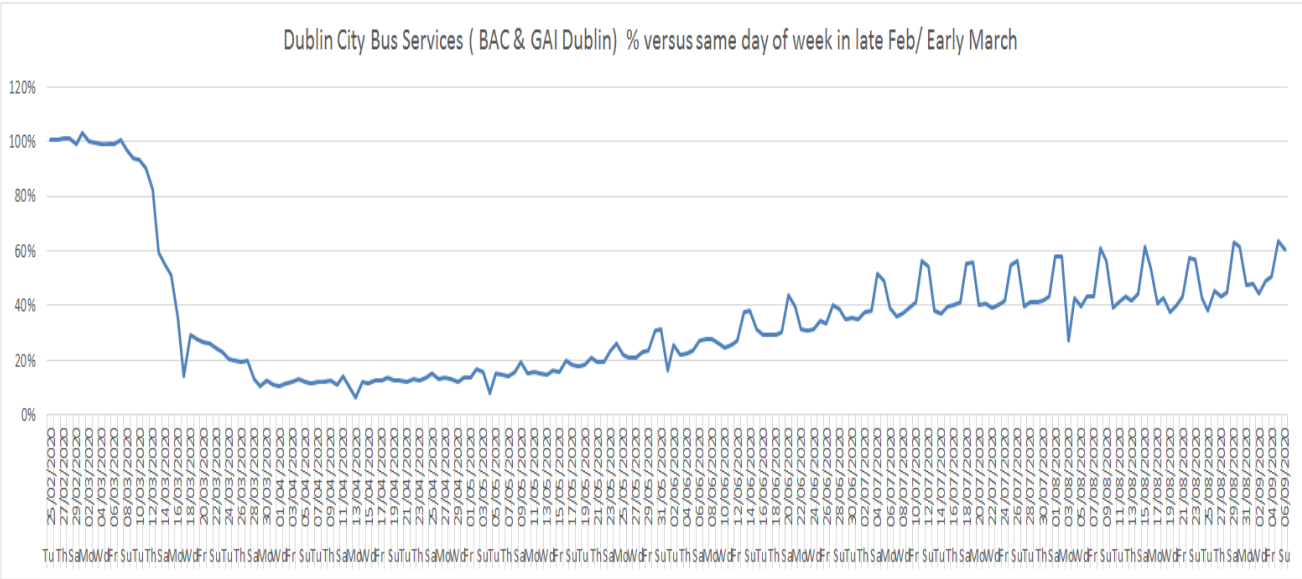


In contrast, the off peak cycling figures have recovered to the same levels as in 2019, occasionally surpassing 2019 levels, most notably in the last few weeks. Similarly to the pedestrian counts, cycling counts started last week to monitor the numbers commuting by bike. These show that at the end of August cyclist commuter numbers had not yet recovered.

### 1.3 Bus Passenger Numbers

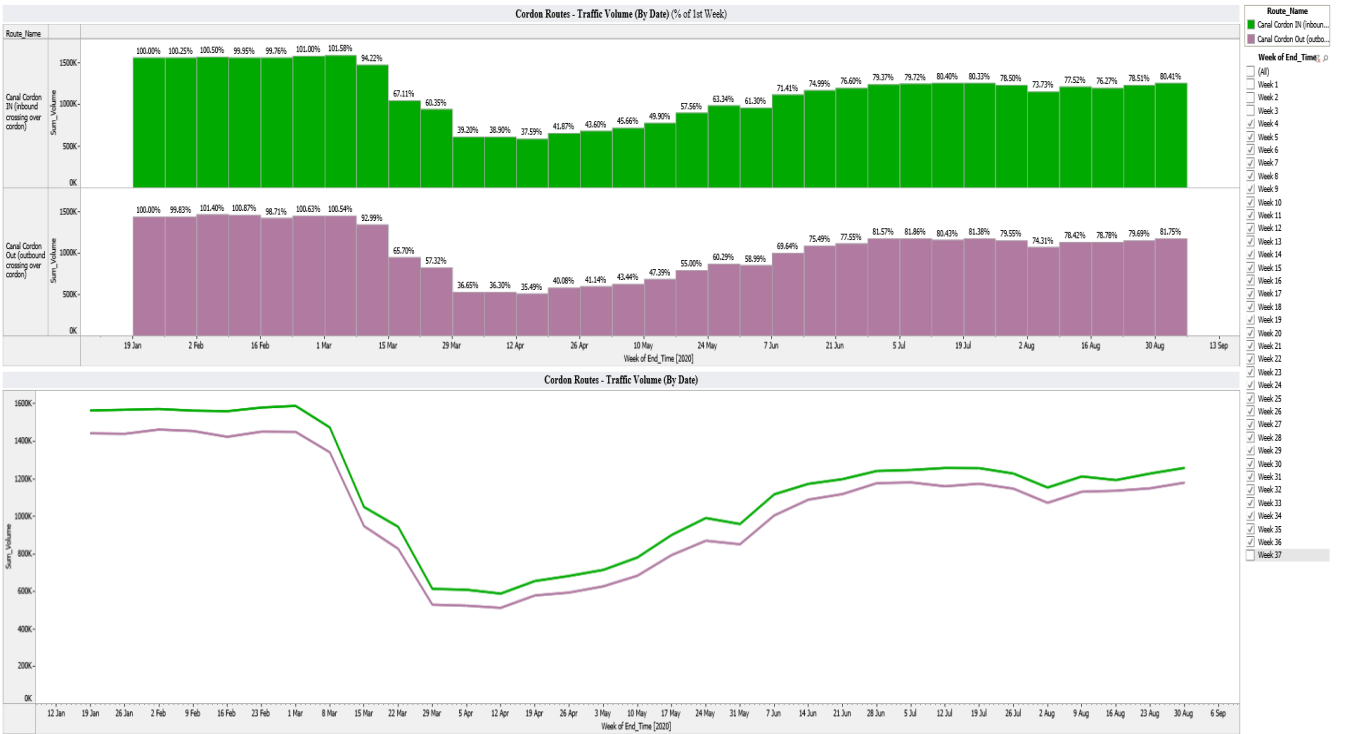
The trend in bus passenger numbers (BAC and GAI) shows continuing gradual recovery. Weekday

passenger numbers are at just over 40% of pre-COVID levels with a stronger recovery in weekend numbers.



1.4 General Traffic Volumes

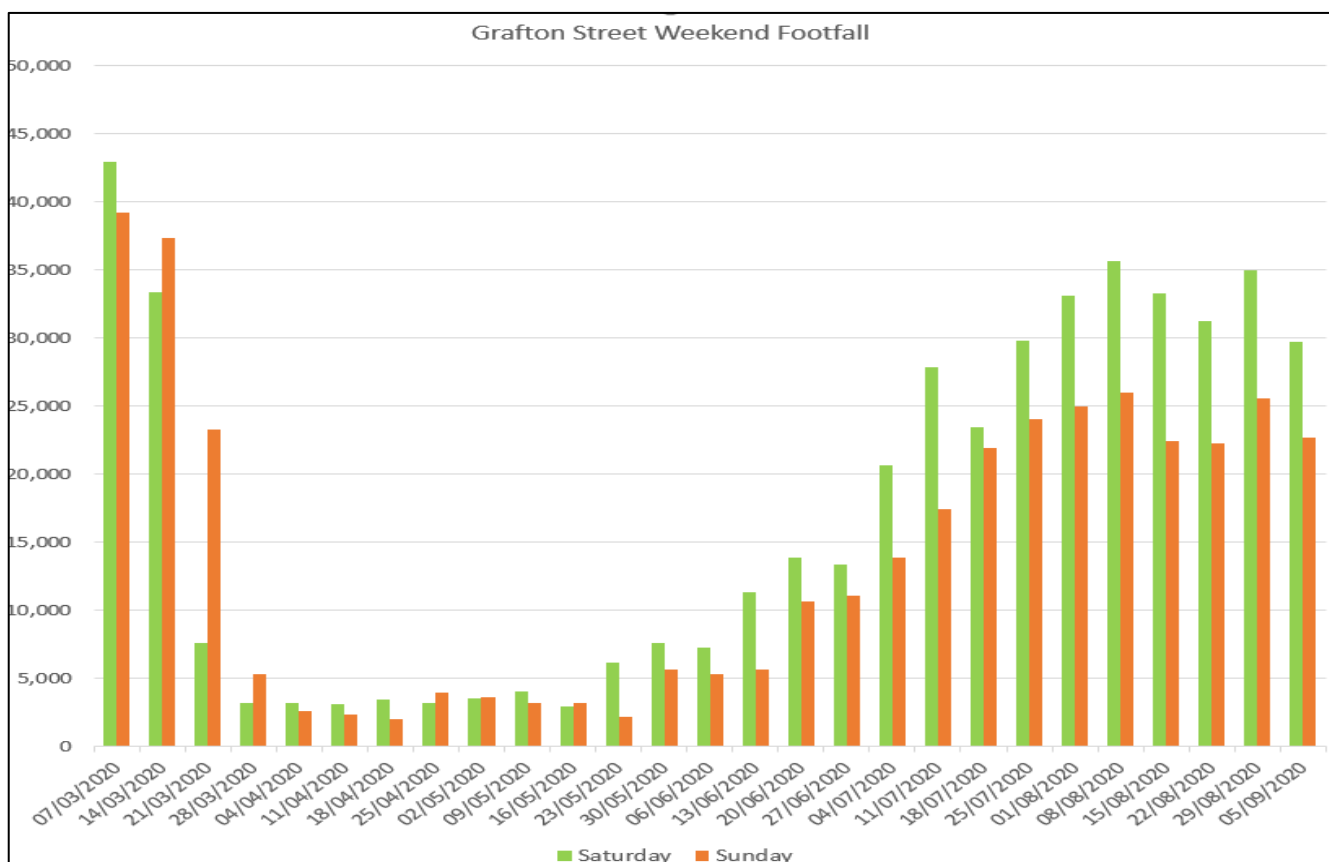
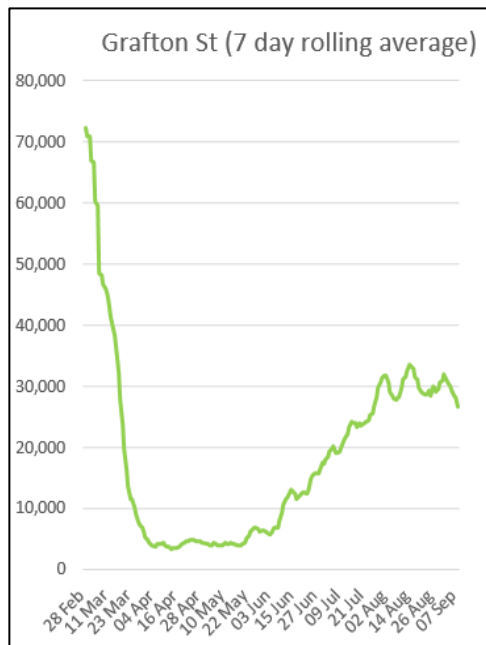
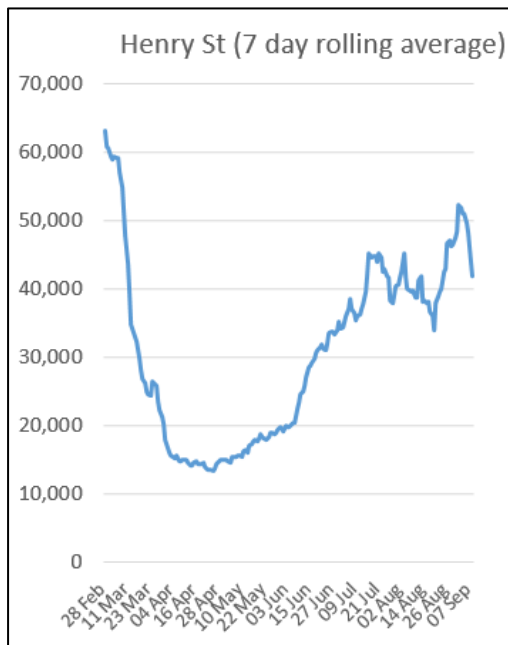
Traffic volumes are still flat and have not shown any growth over recent weeks with some locations still well below pre-COVID levels.



8. Implementation of Measures

8.1 Grafton Street Area – Weekend Pedestrian Friendly Trials

The Grafton Street area weekend pedestrian trials concluded on the weekend of the 29-30 August. A report on the trials and lessons learned, as well as proposals for the future is being prepared. Footfall in both Henry Street and Grafton Street remains below pre-COVID levels but was recovering steadily, at least until recent weeks.



Improvements have continued in transforming the South Anne St.



## ***8.2 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and ‘Filtered Permeability’***



The Grangegorman filtered permeability trial will continue until at least the 31 Jan 2021 following approval by Elected Members at the September 2020 Central Area Committee Meeting. A further report on the trial will be presented to the January Area meeting. We will continue to receive feedback on this trial at [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie) with ‘Grangegorman’ in the subject bar. Thanks for all your feedback so far.

The Pigeon House Road filtered permeability measures continues to be monitored by City Council staff. All feedback on this trial should be sent to [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie) with ‘Pigeon House Road’ in the subject bar.

Design work is progressing and almost complete on a **contra flow cycle track on Parnell Square East**



linking O'Connell Street to North Frederick Street.

Designs for phase 1 of a cycle route on Werburgh Street and Castle Street, including a contra flow, are available for comment on our Consultation Hub. Work continues on the development of the next phase which involves a link towards Bride Street. This phase requires more extensive works and details of this will be made available when ready.

A preliminary design is nearing completion for two pedestrian crossings at the Mountjoy Gardiner Street junction and these will be available to view shortly.

Constitution Hill will be resurfaced by Road Maintenance over the coming weeks and once completed protected cycle tracks will be put in place along both sides with the road layout adjusted.

The Government stimulus package is funding a number of road resurfacing contracts and work is ongoing to design new road layouts, including protected cycle ways where appropriate, once the resurfacing works are complete.

A report on the consultation on the change of Bye Laws for speed limits in the city making 30km/h the default speed limit was presented to the SPC and is on the agenda for the City Council meeting on 14 September for decision of the Elected Members.

The protection of cycle facilities got underway this week on the Harold's Cross route between the canals and Bride Road.





### ***Strand Road Trial Rapid Deployment Cycle Route***

The public consultation process on the proposed scheme, which commenced on Friday 21 August has received over 1,600 submissions to date. There is both strong support for and opposition to the scheme. This phase of consultation will run until 14 September. However, as we have received a large number of proposed changes to the scheme, as well as requests for additional measures to mitigate adverse impacts associated with diverted traffic further consultation using the Consultation Hub will take place over the next couple of weeks to ensure any revisions to the scheme or other traffic management measures proposed are clearly communicated to the public, before a decision is made on the proposed scheme.

Dublin City Council is updating information on the Consultation Hub to provide clarification and as additional information comes to hand. The City Council is committed to looking at improvements which can be made in the area as part of this trial including complementary traffic management measures, which will help to address local concerns. Additional traffic counts and monitoring is being put in place to allow us to more accurately capture the changed traffic patterns across this area and this will be used to inform the modelling work that is underway. The results of this modelling work will be put on the Consultation Hub as soon as it is completed.





### **8.3 School Mobility Programme**

Following the implementation of two new School Zones and subsequent invitations to all primary level schools in the Dublin City Council administrative area, to complete a survey if they were interested in having a school zone installed at their school, we received 50 requests. The COVID Mobility Technical Team are assessing all submissions for suitability and schools will be contacted with timelines, if it is deemed an appropriate intervention at that location.

The Team is also assessing the implementation of bespoke solutions for a number of other schools in the City Council area. We are awaiting delivery of school *cycle parking stands*, after which we will deliver to all schools who have requested this measure.

We continue to update our webpage, [Make the School Gate Safe, Tips and Resources](#), to assist schools in creating a safer school gate environment and to promote and increase active travel to school.

#### **Griffith Avenue - Safe Routes to School & College**

Work continues on the Griffith Avenue 3.5km protected cycle facility. Details of the scheme is available on the Consultation Hub,

<https://consultation.dublincity.ie/traffic-and-transport/griffith-avenue-protected-cycle-track/>.

We have received extensive comments and suggestions to date via our COVID Mobility Email, all of which is being reviewed by the COVID Mobility Team. Much of the of correspondence received to date highlights concerns that the implementation of the proposals will greatly reduce the amount of space available for parents dropping off and collecting children from the schools along the route. The main aim of this scheme is to provide protected, safe and continuous cycling for all ages and abilities along this route and in particular to enable students of the numerous educational establishments to cycle to school and college and reduce vehicle congestion at school gates. We will therefore be engaging with the schools along this route over the coming weeks and months to discuss active travel initiatives and options.

### **8.4 Outdoor Areas/Business Liaison**

In addition to the temporary permits issued for the Grafton Street Area – Weekend Pedestrian Friendly Trials, 31 temporary street furniture permits have been issued citywide with a further 13 approved and awaiting return of application form/insurance. 18 are awaiting further information, 75 are closed as they are not suitable and 2 are currently with the Public Spaces Working Group for final approval. Fifty-seven additional applications can be accommodated, but only if additional on-street interventions are implemented.

## **9. Communications**

### **9.1 Website**

The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions. As previously advised we will be making more extensive use of the DCC consultation hub also in order to provide more information on measures.

### **3.2 DCC Consultation Hub/Citizen Space**

In order to address the concerns raised by the Elected Members and by members of the public regarding consultation and prior notification of changes, while also trying to ensure that the multiple requests received across the city can be speedily addressed we will be making more extensive use of the DCC Consultation Hub. This allows us to provide details of upcoming schemes major interventions and provide a method for us to receive suggestions and concerns regarding any proposals.

Details of schemes on the consultation hub at present include

Griffith Avenue, <https://consultation.dublincity.ie/traffic-and-transport/griffith-avenue-protected-cycle-track/>

Strand Road, <https://consultation.dublincity.ie/traffic-and-transport/strand-road-trial-cycle-route/>

Werburgh Street and Castle Street, <https://consultation.dublincity.ie/traffic-and-transport/werburgh-street-cycle-route-phase-1/>

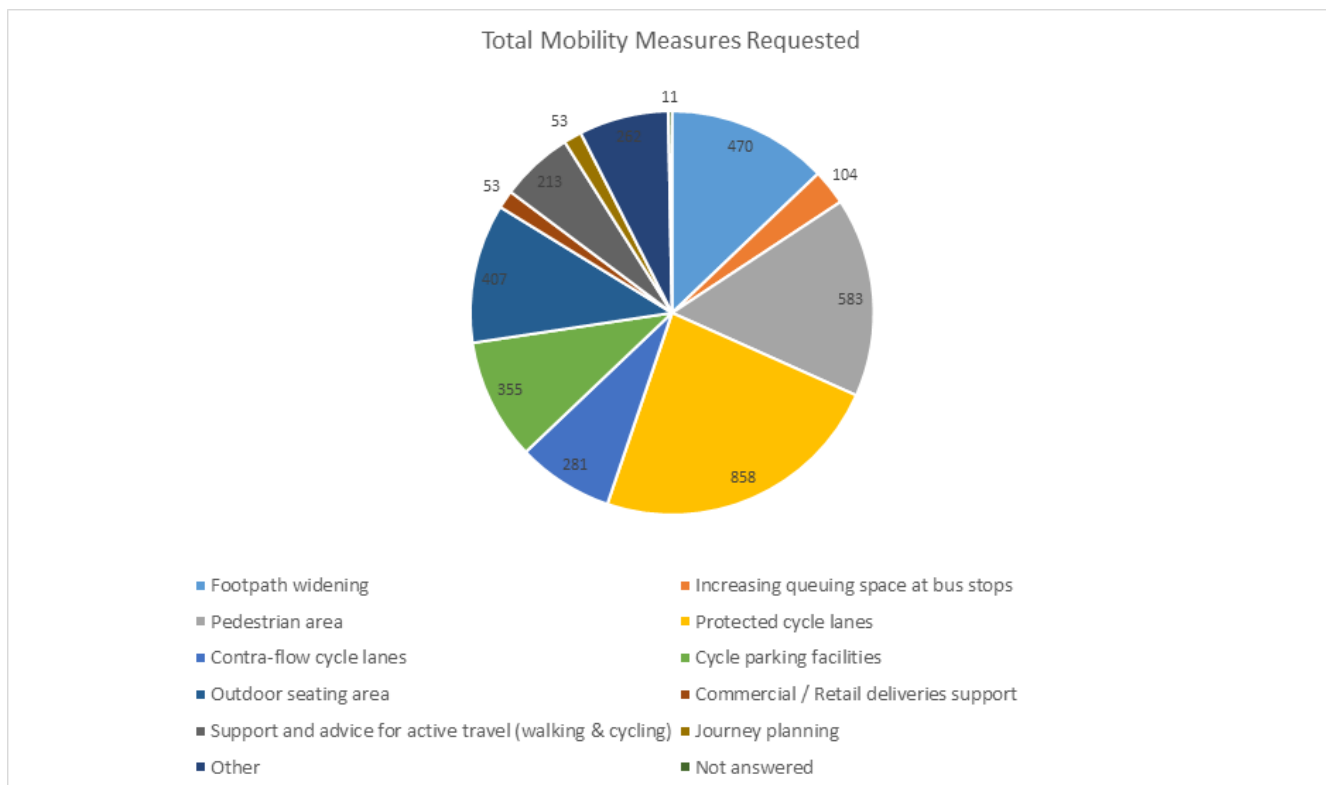
The consultation on the Grafton Street Area Weekend Pedestrian Trials concluded on 2 September.

Each week we will alert Members to any new proposals which are available to view on the Consultation Hub and aim to have a more dynamic process for ensuring that support for projects, suggestions for how to improve and concerns and issues which may need to be addressed can be better handled. Any feedback on this approach is welcome.

### ***3.3 Dedicated COVID-19 Mobility Measure Request Form***

In the past week, we have received 46 new requests for COVID Mobility Measures. This brings the total number of COVID Mobility requests to 3,650. A breakdown of these requests is given below:

<b>Mobility measure requested</b>	<b>Number</b>
Footpath widening	470
Increasing queuing space at bus stops	104
Pedestrian area	583
Protected cycle lanes	858
Contra-flow cycle lanes	281
Cycle parking facilities	355
Outdoor seating area	407
Commercial / Retail deliveries support	53
Support and advice for active travel (walking & cycling)	213
Journey planning	53
Other	262
Not answered	11
<b><i>Total requests</i></b>	<b>3,650</b>



### 3.4 COVID-19 Mobility E-mail

The dedicated e-mail address continues as the primary channel to contact the COVID Mobility Team. It is attracting huge volumes of queries and feedback. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### 3.5 Councillor Updates

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via e-mail are also being issued to stakeholders via the Transport SPC and the NTA accessibility network.

### 3.6 Social Media

We are continuing to 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

### 3.7 Active Travel Promotion Campaign

**Bike Week, which takes place from 19 to 27 September** is a celebration and promotion of all that's great about bikes and cycling. Held over an extended week each year, with bike themed events organised by local authorities, community groups and cycling groups throughout Ireland. As part of Dublin City

Council's Bike Week campaign, Active Travel Promotion Posters went live on Bus Shelters and Digi Panels around the City on Sunday promoting an Active Commute to work and to school.



During Bike Week we will also be using our social media channels to promote all things cycling including: the number of new protected cycle routes in the city; the diverse benefits of cycling, both on an individual and societal level.

‘8 Reasons you should get on your bike’, is a new promotional video by Dublin City Junior Bicycle Mayor; promoting cycling initiatives in the city including School Cycle Buses and the Monthly Cycles. There will also be an inclusive Active Mobility Webinar. In addition, Smart Dublin will launch a cycle buddy app during Bike Week to help support new cyclists to navigate their way around the city safely.

A number of Bike Week activities, planned in schools and communities and with DCC staff, will proceed if possible subject to COVID-19 Government Guidelines.

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).

Owen P Keegan  
**Chief Executive**

18 September 2020

***To the Lord Mayor and  
Elected Members of the City Council***

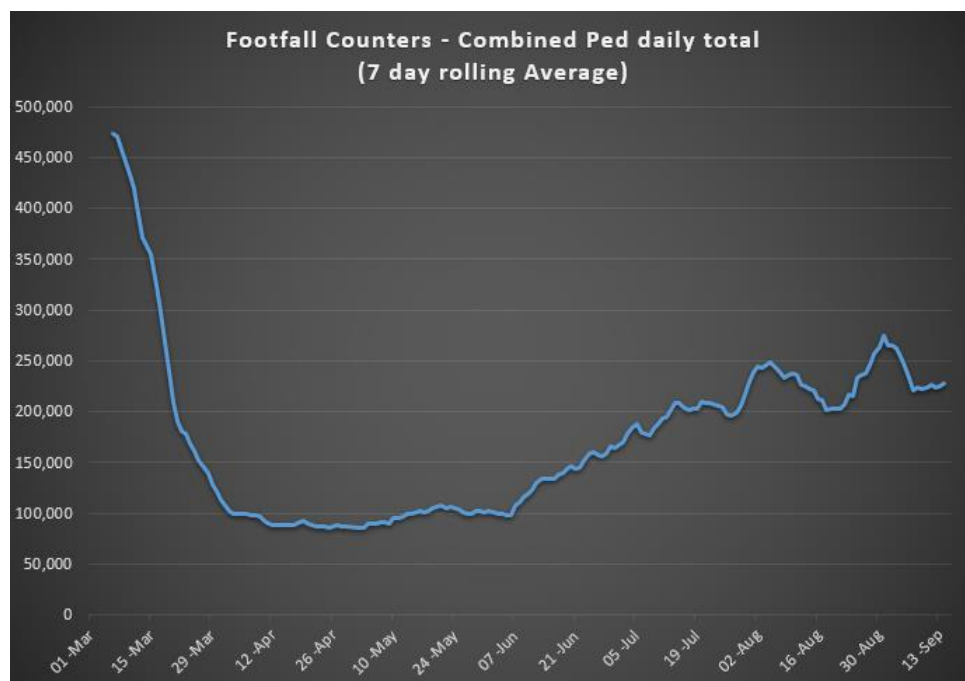
## **COVID-19 Mobility Measures Update**

### **10. Introduction**

Implementation of the COVID Mobility Programme for the City Council area continues with an emphasis now on school re-opening.

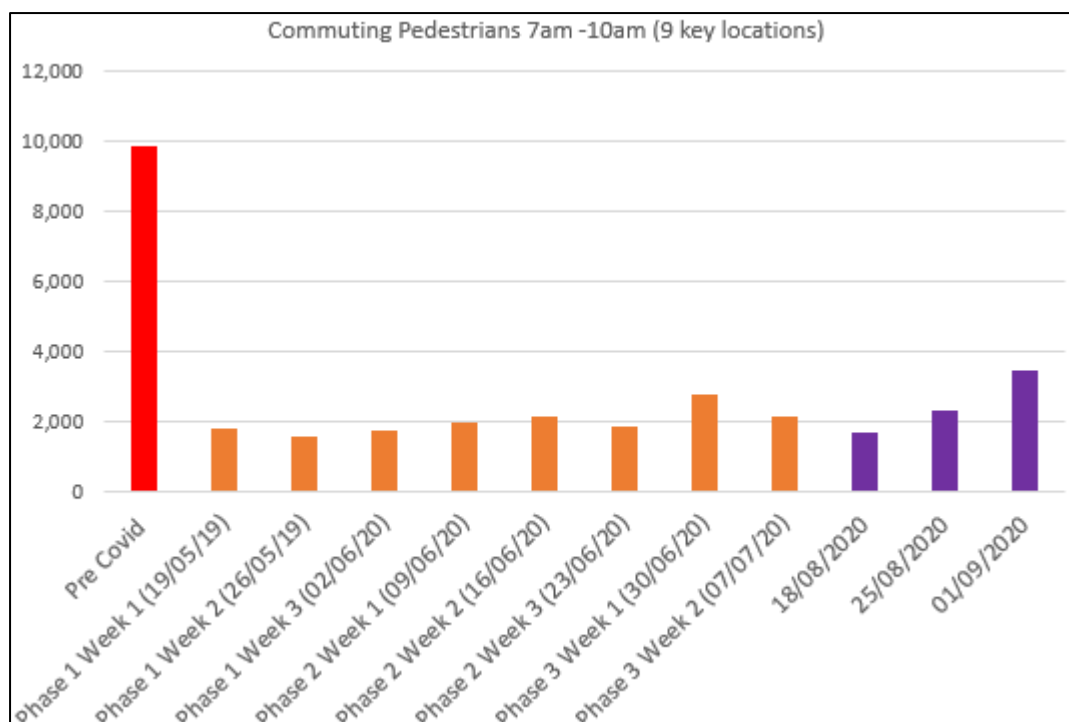
#### ***10.1 Pedestrian Volumes***

There are two data sources that the City Council monitors. Firstly, there are the footfall counters which count continuously and provide 24 hour data. These counters are located between Stephen's Green and Henry St. These show that the footfall in this core area is back to almost 60% of pre-COVID levels.



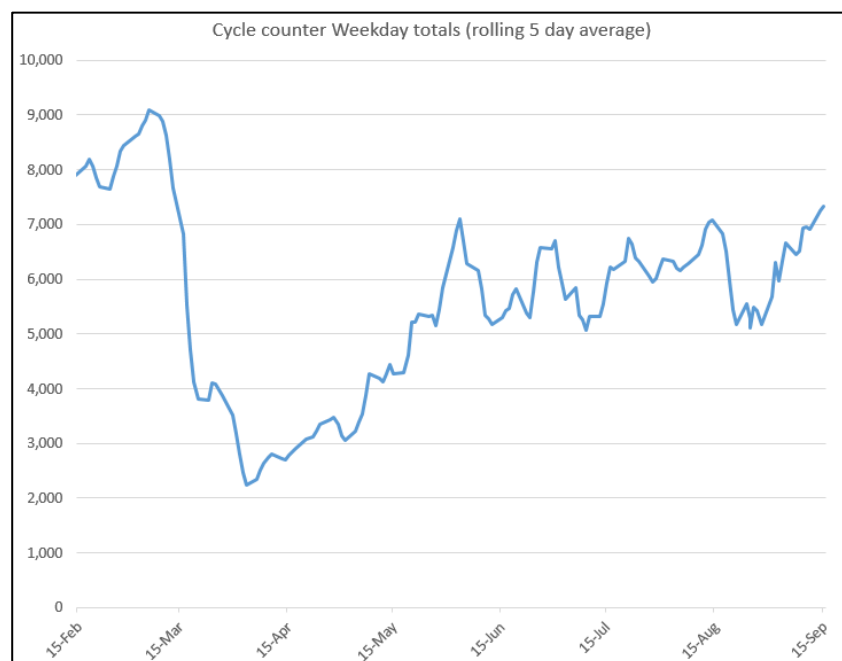
Secondly, pedestrian counts at 9 key cordon locations were carried out in May, June and July. These showed that the number commuting by foot in the morning peak was only at 20% of pre-COVID levels at the start of July. Further counts to assess how many pedestrians are commuting into the city centre commenced mid-August. The results show that pedestrian commuters had not increased at the end of August. There has been a slight increase in the first week of September with pedestrians at the highest level since before COVID but still only at 35% of pre-COVID numbers.



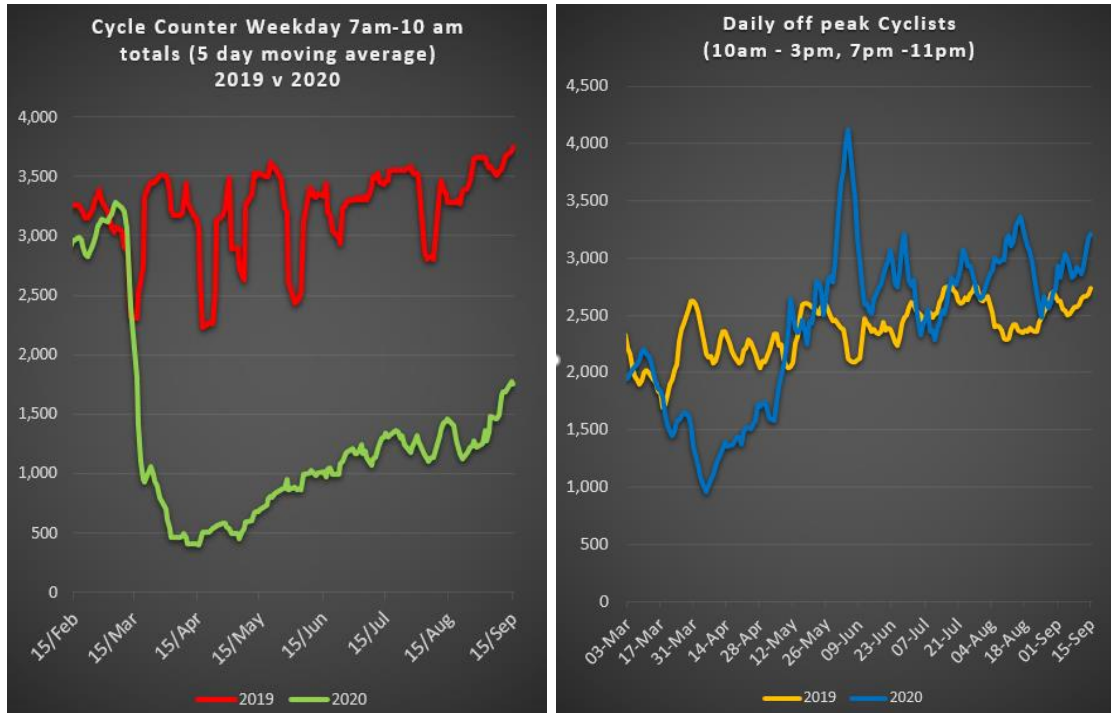


## 1.2 Cycling Volumes

Cycling volumes, which are continuously monitored by City Council's counters located at Grove Road, North Strand Road, Charleville Mall and Guild Street, show overall cycling numbers at approximately 80% of pre-COVID numbers with this level holding steady since the start of June.



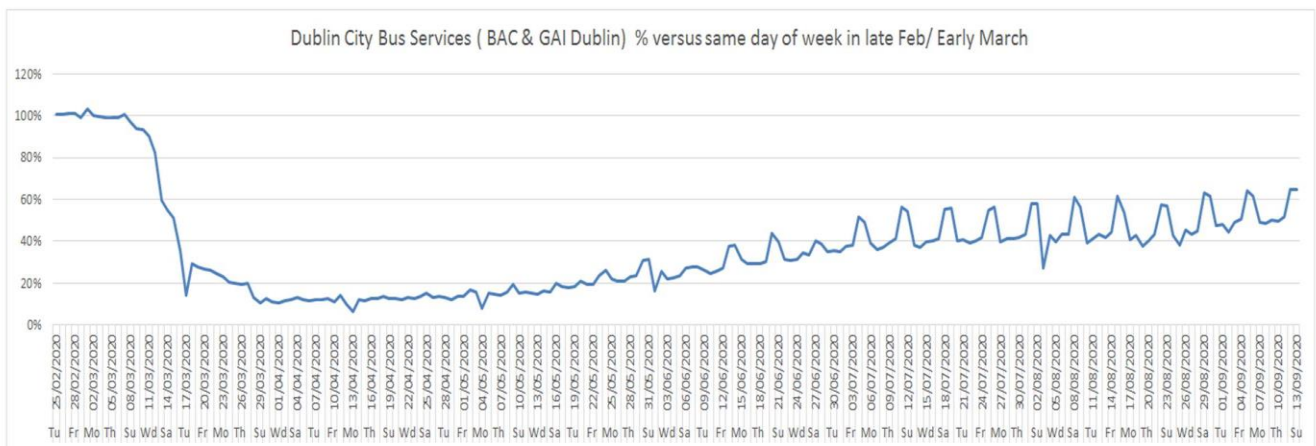
However, at the peak morning time, 7am to 10am, cycling numbers are at approx. 30% of pre-COVID levels. Comparing February to September of this year, to last year, we can see that the morning commuter cycling numbers remain significantly reduced although they have been climbing slowly since the start of September.



In contrast, the off peak cycling figures have recovered to the same levels as in 2019, occasionally surpassing 2019 levels, most notably in the last few weeks.

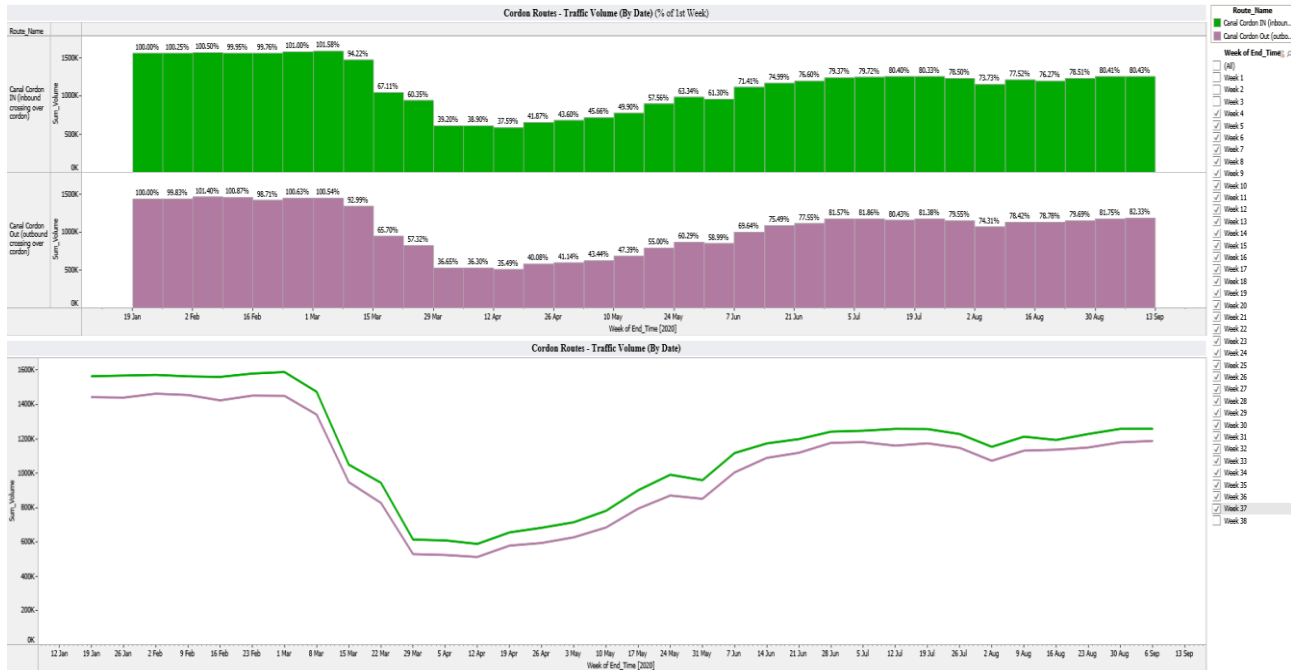
### 1.3 Bus Passenger Numbers

The trend in bus passenger numbers (BAC and GAI) shows continuing gradual recovery. Weekday passenger numbers are at just over 40% of pre-COVID levels with a stronger recovery in weekend numbers.



### 1.4 General Traffic Volumes

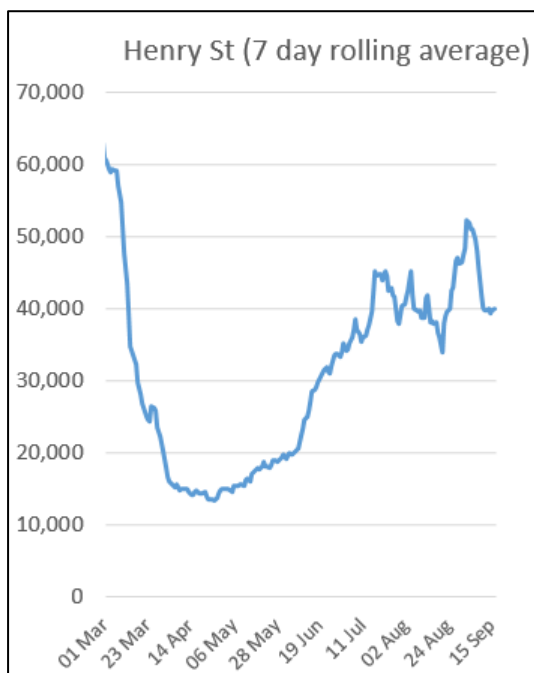
Traffic volumes are still flat and have not shown any growth over recent weeks with some locations still well below pre-COVID levels.



## 11. Implementation of Measures

### 11.1 Grafton Street Area – Weekend Pedestrian Friendly Trials

The Grafton Street area weekend pedestrian trials concluded on the weekend of the 29-30 August. A report on the trials and lessons learned, as well as proposals for the future is being prepared. Footfall in both Henry Street and Grafton Street remains below pre-COVID levels but was recovering steadily, although it has decreased slightly since the start of September.



One item highlighted by the trials was the need to improve the quality of road surface. Resurfacing works on Drury Street, South William Street and Dame Court are all scheduled over the next weeks, as part of the Government stimulus package.

## 2.2 Temple Bar Area

A number of flexible bollards are due to be placed in Temple Bar next week to enforce the existing pedestrian zones. These will be removed daily between 6am and 11am to allow access for deliveries. There is no change to the existing pedestrian hours in the area.



## 2.3 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and ‘Filtered Permeability’

The Pigeon House Road filtered permeability measures continue to be monitored by City Council staff. All feedback on this trial should be sent to [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie) with ‘Pigeon House Road’ in the subject bar. A report on the trial will be presented to the South East Area Committee in October.

The consultation for Werburgh Street cycle route closed on 15 September. All businesses along the route were contacted and details of the consultation were provided. All the submissions will now be reviewed.

Design work is complete on a **contra flow cycle track on Parnell Square East** linking O’Connell Street to North Frederick Street and is now open to public consultation. For further information including drawings, please visit: <https://consultation.dublincity.ie/traffic-and-transport/parnell-square-east-contraflow/>

A preliminary design is nearing completion for two pedestrian crossings at the Mountjoy/Gardiner Street junction and these will be available to view shortly.

Constitution Hill will be resurfaced by Road Maintenance over the coming weeks and once completed

protected cycle tracks will be put in place along both sides with the road layout adjusted.

The Government stimulus package is funding a number of road resurfacing contracts and work is ongoing to design new road layouts, including protected cycle-ways where appropriate, once the resurfacing works are complete.

The Speed Limit By Laws, which would have made 30 kph the default speed limit in Dublin, while allowing for specifically signed roads to have different speed limits as appropriate, were not passed at the City Council meeting. A report will be prepared for the SPC on speed limits taking account of the issues raised at the City Council meeting.

The protection of cycle facilities on the Harold's Cross route between the canals and Bride Road is mostly complete. There is one small section at Leonard's Corner inbound outside a row of shops to be installed where the parking will be placed outside of the cycle lane to provide a protected cycle route.



### ***Strand Road Trial Rapid Deployment Cycle Route***

The public consultation process on the proposed scheme, which commenced on Friday 21 August finished on September 14. A total of 2,865 submissions were received of which 54% were in support, 27% opposed and a further 17% expressed concerns without either opposing or supporting the scheme. Work is proceeding on the Merrion Road section link to the DLRCC boundary and this will be available on the consultation hub in the next week or so.

A clarification was issued to the South East Area Committee on September 16 relating to Motion 15 which concerned the Strand Road scheme. As the motion was defeated the report no longer stands and it was confirmed that the COVID Mobility Team will revert to the Area Committee in October with a further report following review of the submissions received.

## ***2.4 School Mobility Programme***

We have received 88 School Zone requests from primary level schools. The COVID Mobility Technical Team are assessing all submissions for suitability and schools will be contacted with timelines, if it is



deemed an appropriate intervention at that location. The Team is also engaging with a number of schools to support the establishment of cycle buses. A short promotional video of Greenlanes Cycle Bus is available [HERE](#)



We continue to update our webpage, [Make the School Gate Safe, Tips and Resources](#), to assist schools in creating a safer school gate environment and to promote and increase active travel to school.

The following schools are the next to have the School Zone interventions designed and implemented.

#### **Southside**

- (1) Star of the Sea B.N.S., Leahys Terrace.
- (2) Canal Way Educate Together National School, Basin View, Dublin 8.

#### **Northside**

- (1) St. Peters National School, St. Peters Road, Phibsboro.
- (2) Green lanes National School – Seafeld Avenue – Clontarf.

#### **Griffith Avenue - Safe Routes to School & College**

Work continues on the Griffith Avenue 3.5km protected cycle facility. Details of the scheme is available on the Consultation Hub

<https://consultation.dublincity.ie/traffic-and-transport/griffith-avenue-protected-cycle-track/>.

### ***2.5 Outdoor Areas/Business Liaison***

In addition to the temporary permits issued for the Grafton Street Area – Weekend Pedestrian Friendly Trials, 31 temporary street furniture permits have been issued citywide with a further 13 approved and awaiting return of application form/insurance. 19 are awaiting further information, 76 are closed as they are not suitable and 2 are currently with the Public Spaces Working Group for final approval. Fifty-seven additional applications can be accommodated, but only if additional on-street interventions are implemented.

The Business Liaison Officer conducted consultations with a number of businesses along Castle Street, Werburgh Street and Bride Street as part of the proposed Werburgh Street Cycle Route Phase 1.



## 12. Communications

### 12.1 Website

The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions. As previously advised we will be making more extensive use of the DCC consultation hub also in order to provide more information on measures.

### 3.2 DCC Consultation Hub/Citizen Space

Details of schemes on the consultation hub at present include:

Parnell Square East Contraflow cycle lane, <https://consultation.dublincity.ie/traffic-and-transport/parnell-square-east-contraflow/>

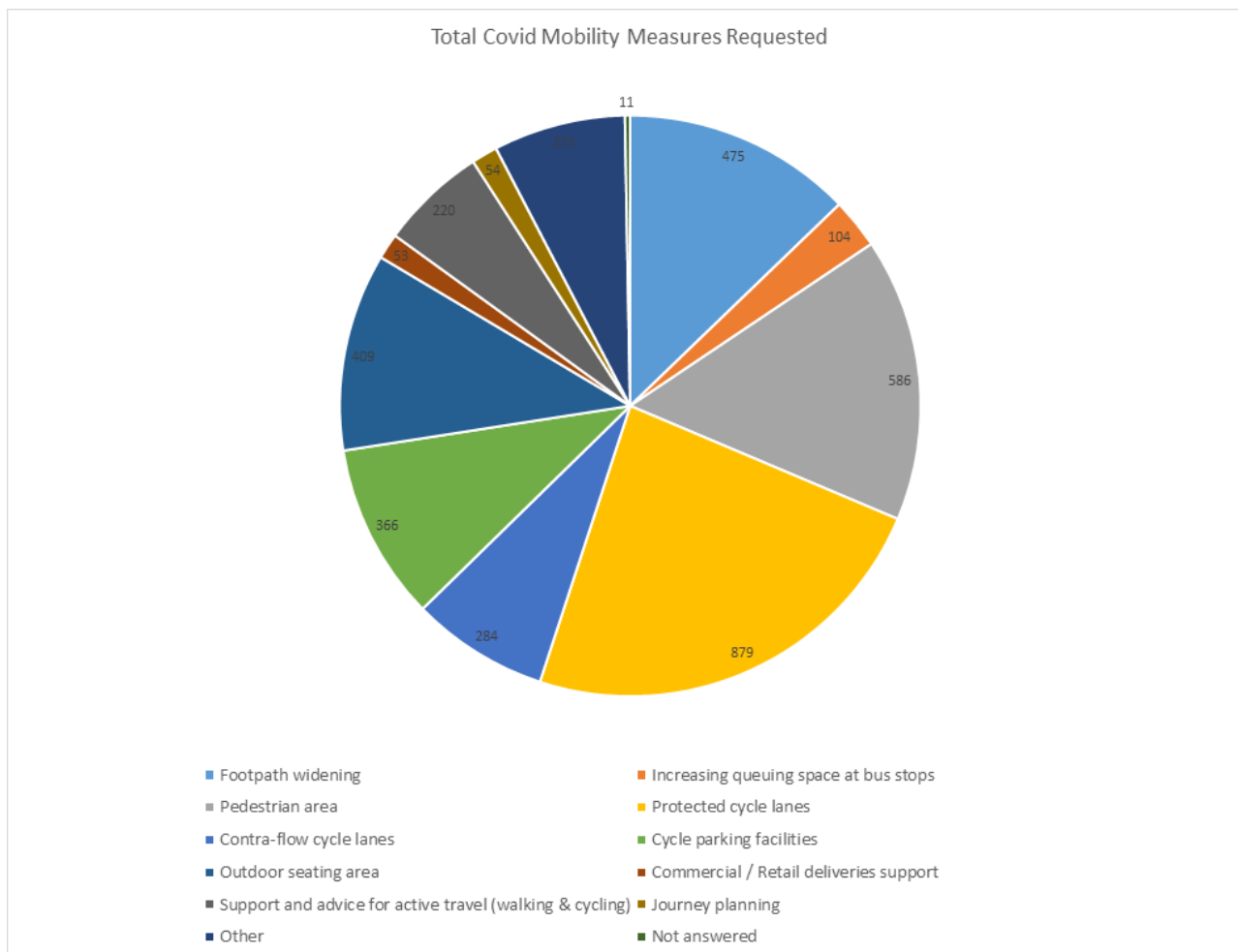
Griffith Avenue, <https://consultation.dublincity.ie/traffic-and-transport/griffith-avenue-protected-cycle-track/>

Each week we will alert Members to any new proposals which are available to view on the Consultation Hub and aim to have a more dynamic process for ensuring that support for projects, suggestions for how to improve and concerns and issues which may need to be addressed can be better handled. Any feedback on this approach is welcome.

### 3.3 Dedicated COVID-19 Mobility Measure Request Form

In the past week, we have received 64 new requests for COVID Mobility Measures. This brings the total number of COVID Mobility requests to 3,714. A breakdown of these requests is given below:

<b>Total requests</b>	
<b>Mobility measure requested</b>	<b>Number</b>
Footpath widening	475
Increasing queuing space at bus stops	104
Pedestrian area	586
Protected cycle lanes	879
Contra-flow cycle lanes	284
Cycle parking facilities	366
Outdoor seating area	409
Commercial / Retail deliveries support	53
Support and advice for active travel (walking & cycling)	220
Journey planning	54
Other	273
Not answered	11
<b>Total requests</b>	<b>3714</b>



### 3.4 COVID-19 Mobility E-mail

The dedicated e-mail address continues as the primary channel to contact the COVID Mobility Team. It is attracting huge volumes of queries and feedback. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### 3.5 Councillor Updates

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via e-mail are also being issued to stakeholders via the Transport SPC and the NTA accessibility network.

### 3.6 Active Travel Promotion

We are continuing to 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

**The following will be promoted on social media over the coming 2 weeks:**

- **European Mobility Week, Theme: Zero Emissions, September 16 – 22;**
- **Bike Week, September 19 – 27;**
- **Car Free Day, September 22.**



Dublin City Council has been working with Smart Dublin and Dublin Cycling Campaign to produce a new Cycling App. This ‘Go-To’ cycle routing and gamification App has been curated just for Dublin. Through the participation of our cycling community, this App will continue to crowd-source critical information to provide more ‘localised’ and accurate cycle routing data which will help Dublin City Council to create a safer and more bike-friendly environment for all. Dublin Cycling Buddy will be launched during Bike Week. You can download the app at either:

The iOS App store [here](#)

The Android Play store [here](#)

A number of Bike Week activities, planned in schools and communities and with DCC staff, will proceed if possible subject to COVID-19 Government Guidelines.

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).

Owen P Keegan  
**Chief Executive**

25 September 2020

**To the Lord Mayor and  
Elected Members of the City Council**

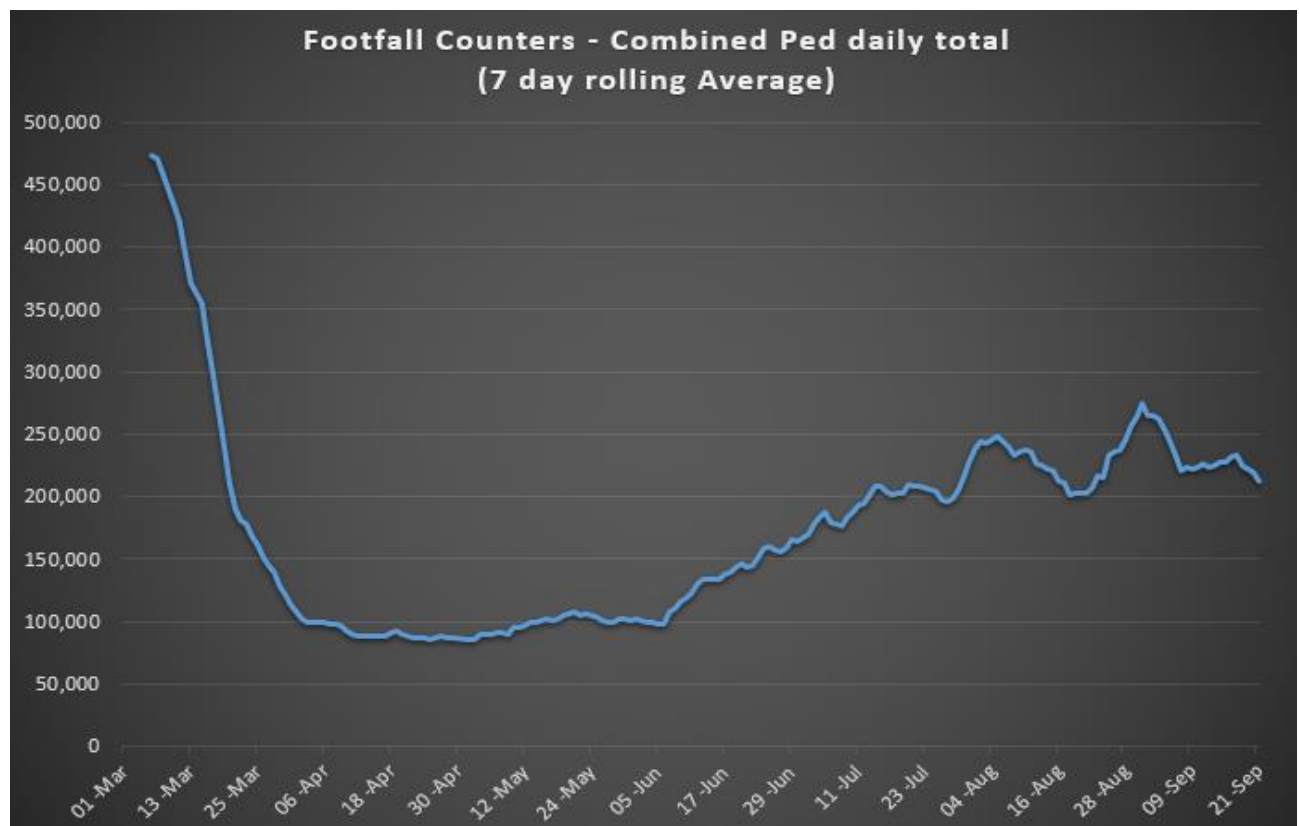
## **COVID-19 Mobility Measures Update**

### **13. Introduction**

Implementation of the COVID Mobility Programme for the City Council area continues with an emphasis now on schools following their re-opening. The recent move to Level 3 restrictions emphasises the need to continue to respond to this health crisis with a range of interventions.

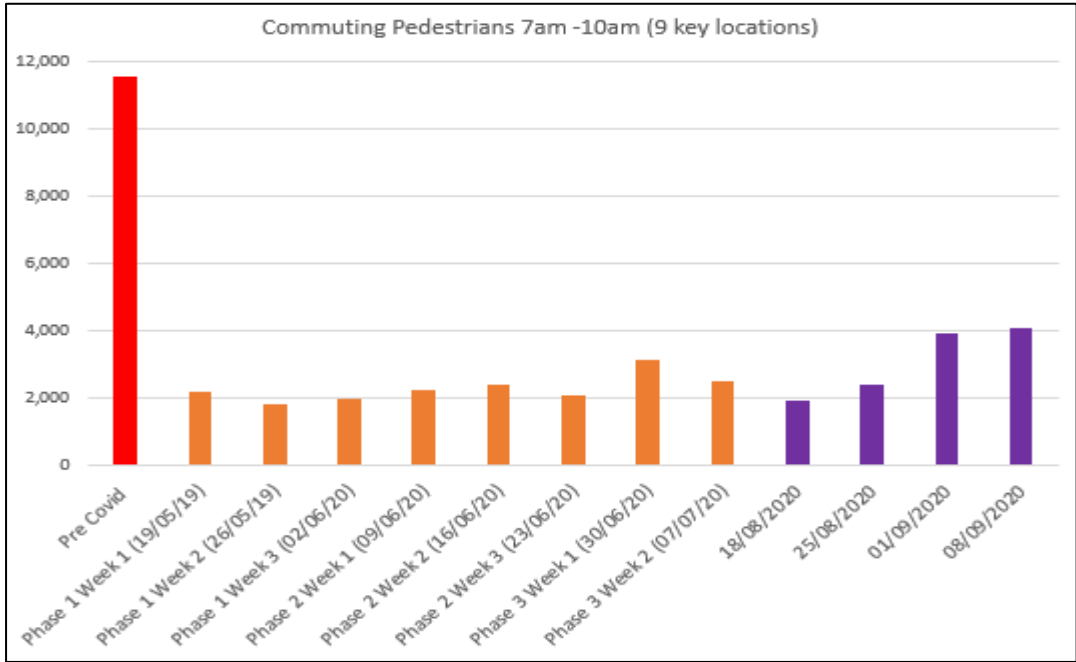
#### **13.1 Pedestrian Volumes**

There are two data sources that the City Council monitors. Firstly, there are the footfall counters which count continuously and provide 24 hour data. These counters are located between Stephen's Green and Henry St. These show that the footfall in this core area had reached a high of around 60% of pre-COVID levels, although there has been a marked decrease, since Level 3 restrictions came in.



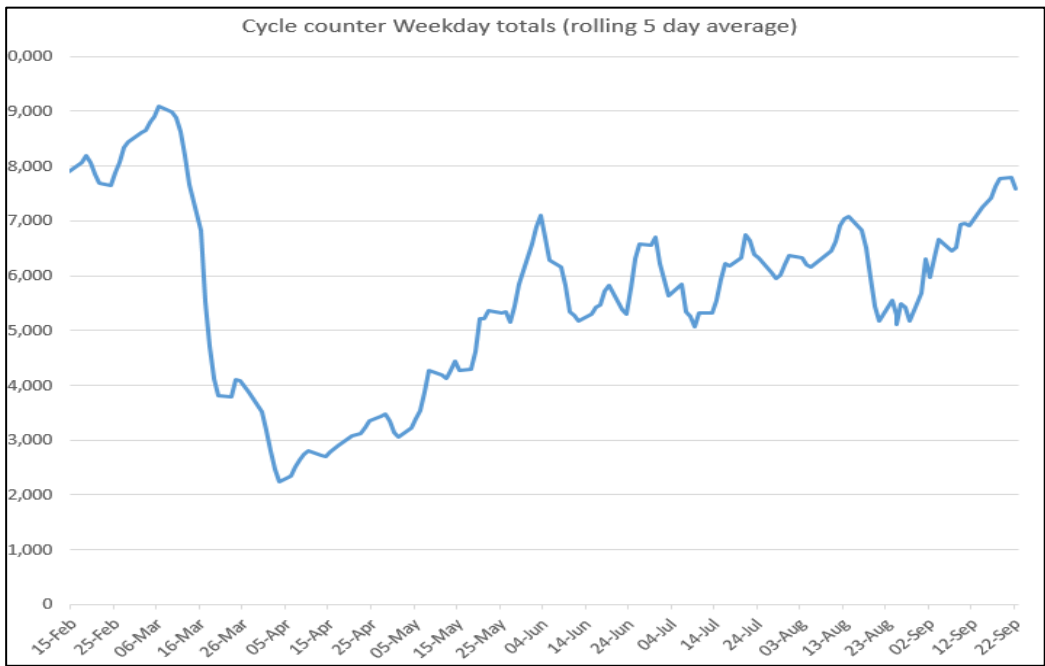
Secondly, pedestrian counts at 9 key cordon locations were carried out in May, June and July. These

showed that the number commuting by foot in the morning peak was only at 20% of pre-COVID levels at the start of July. Further counts to assess how many pedestrians are commuting into the city centre commenced mid-August. The results show that pedestrian commuters had not increased at the end of August. There has been a slight increase in the first week of September with pedestrians at the highest level since before COVID but still only at 35% of pre-COVID numbers.

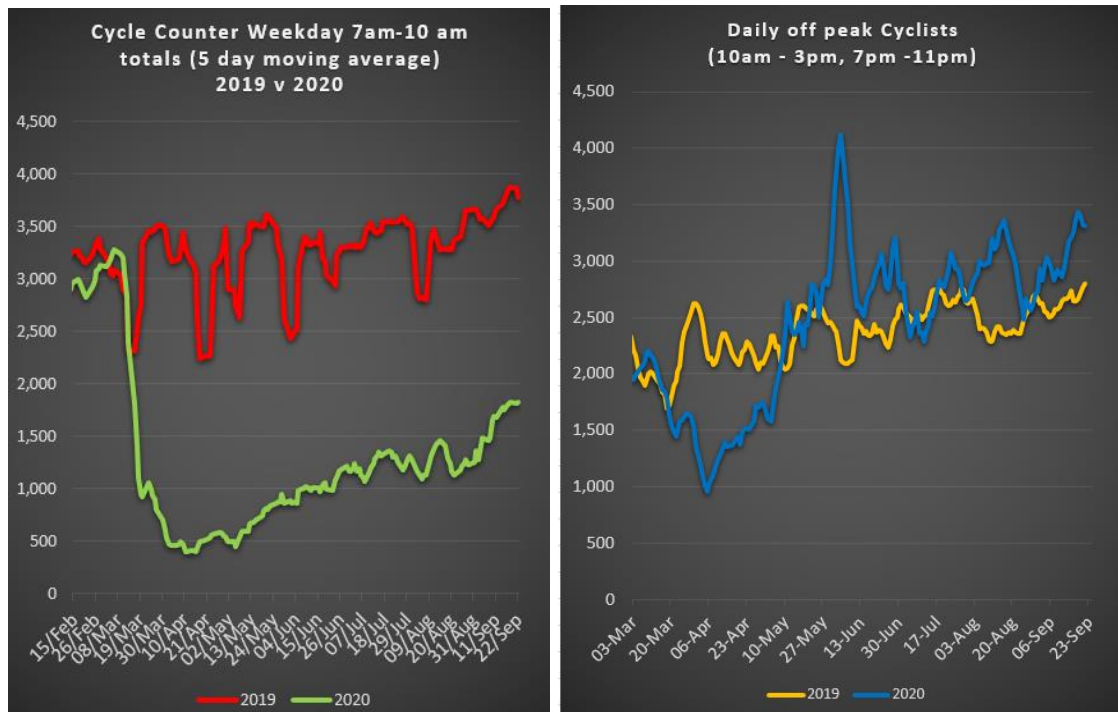


1.2 Cycling Volumes

Cycling volumes, which are continuously monitored by City Council’s counters located at Grove Road, North Strand Road, Charleville Mall and Guild Street, show overall cycling numbers at approximately 80% of pre-COVID numbers with this level holding steady since the start of June and beginning to increase again in September.



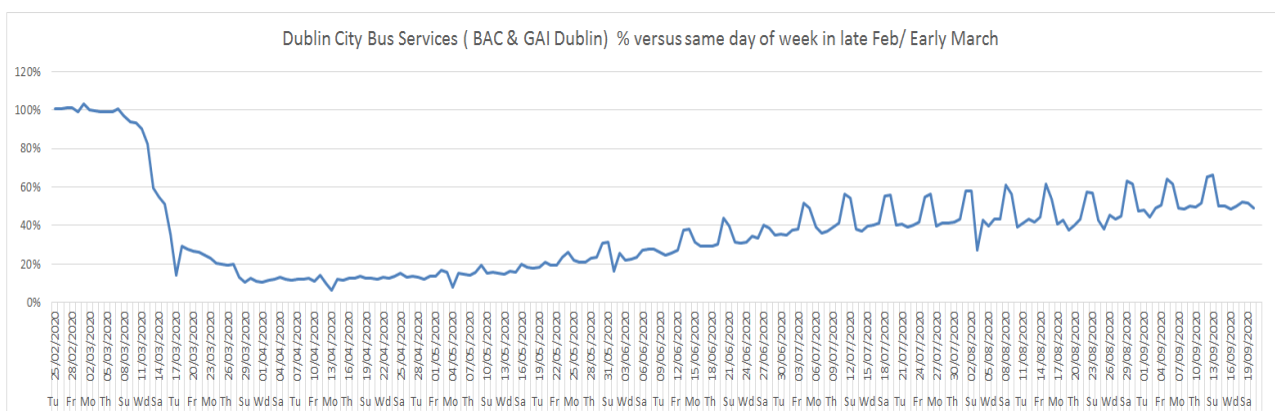
However, at the peak morning time, 7am to 10am, cycling numbers are at approx. 35% of pre-COVID levels. Comparing February to September of this year, to last year, we can see that the morning commuter cycling numbers remain significantly reduced although they have been climbing slowly since the start of September.



In contrast, the off peak cycling figures have exceeded the 2019 levels, most notably in the last few weeks.

### 1.3 Bus Passenger Numbers

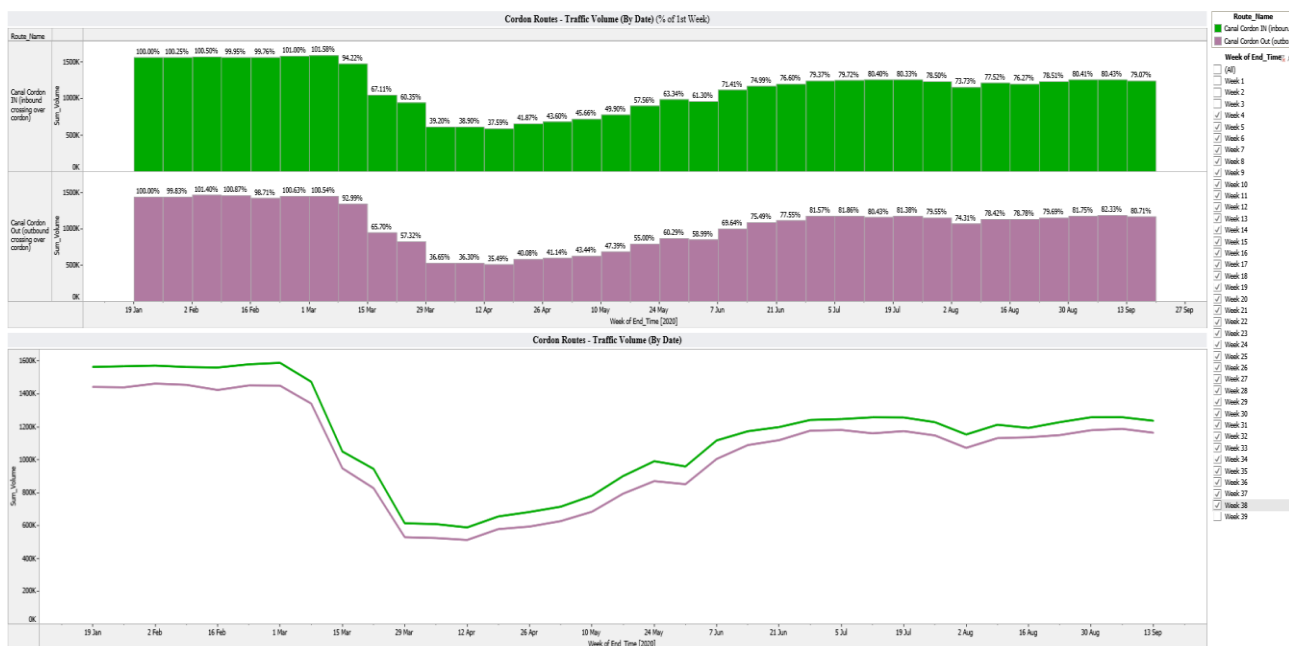
The trend in bus passenger numbers (BAC and GAI) shows continuing gradual recovery. Weekday passenger numbers are close to 50% of pre-COVID levels with a stronger recovery in weekend numbers.



### 1.4 General Traffic Volumes

Traffic volumes are still flat and have not shown any growth over recent weeks even as schools returned. The early indications of volumes this week show a small drop in volumes probably due to the additional restrictions.

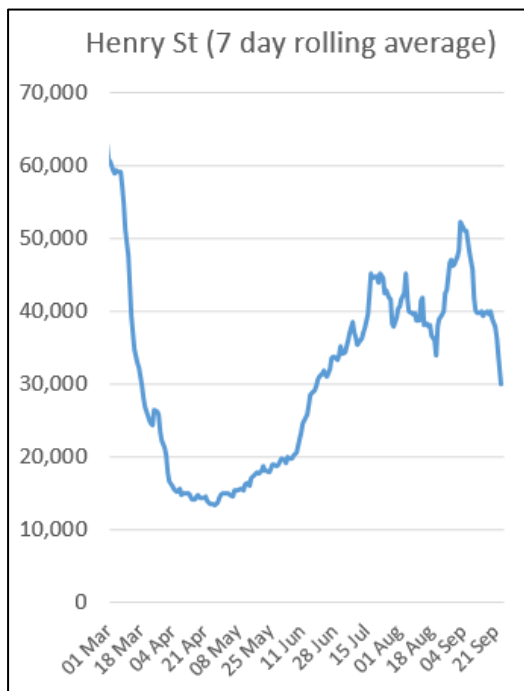




## 14. Implementation of Measures

### 14.1 Grafton Street Area – Weekend Pedestrian Friendly Trials

A report on the trials and lessons learned, as well as proposals for the future is being prepared. Footfall in both Henry Street and Grafton Street remains below pre-COVID levels but had been recovering steadily. Since the Level 3 restrictions commenced there has been a sharp drop in footfall figures on Henry Street but not Grafton Street.



One item highlighted by the trials was the need to improve the quality of road surface. Resurfacing works on Drury Street, South William Street and Dame Court are all scheduled over the coming weeks, as part

of the Government stimulus package.

## **2.2 Temple Bar Area**

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



## **2.3 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and ‘Filtered Permeability’**

The Pigeon House Road filtered permeability measures continue to be monitored by City Council staff. All feedback on this trial should be sent to [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie) with ‘Pigeon House Road’ in the subject bar. A report on the trial will be presented to the South East Area Committee in October.

A preliminary design is complete for two pedestrian crossings at the Mountjoy/Gardiner Street junction and are now on the DCC Consultation Hub. For further information including drawings, please visit: <https://consultation.dublincity.ie/traffic-and-transport/pedestrian-crossing-at-mountjoy-square/>

Constitution Hill will be resurfaced by Road Maintenance over the coming weeks and once completed protected cycle tracks with extruded kerbs will be put in place along both sides with the road layout adjusted accordingly.

The Government stimulus package is funding a number of road resurfacing contracts and work is ongoing to design new road layouts, including protected cycle-ways where appropriate, once the resurfacing works are complete.

Works have been carried out to the section of the Harold’s Cross route northbound at Leonard’s Corner. The cycle lane is now protected and the parking has been relocated outside the cycle lane.



Seventy-seven cycle stands have now been installed in Batch 14. For full list of locations, please see Appendix 1.

Bollards have been installed along Tyrconnell Road in Inchicore to prevent illegal parking and to aid social distancing.



### ***Strand Road Trial Rapid Deployment Cycle Route***

A report is currently being prepared on the consultation for the South East Area Committee on the 12 October. The design for the link between Merrion Gates and the border with DLRCC is progressed and when finished will be placed on the Consultation Hub.

Works at Sandymount Green including the installation of two controlled pedestrian crossings, one uncontrolled crossing and a ramp have gone out to tender. Finglas Village works for the installation of two uncontrolled crossings and the upgrade of the footpath have also gone out to tender. It is hoped that work will start on both of these schemes in late October/early November.

### ***Griffith Avenue Cycle Route***

The final design of the next phase of this scheme is now on the Consultation Hub, following a period of

consultation and some modifications in response to submissions. This section from Mobhi Road to Walnut Rise will be installed over the next two weeks and the next section up to Drumcondra Road will shortly be available on the Consultation Hub for comment.

### ***Pedestrian Crossings Contactless Technology***

DCC has been trialing contactless pedestrian buttons at a number of locations in the city and as these have proved successful and the project has now moved to wider deployment. The aim of the project is to both modify existing buttons and install new ones to have contactless technology such that the button itself does not need to be pushed but rather the user can just hold their hand in front of it.



*It should be noted that all the features of the button which are provided for audible and visually impaired users are still as before. The aim of this technology is to ensure that the only users touching the button are those users who need the additional facility. The roll out of the button is accompanied by a distinctive label above them so users can quickly identify which do not need pressing. The roll out across the city is funded under the Government stimulus package.*

### ***2.4 School Mobility Programme***

We have received 59 School Zone requests from primary level schools. The COVID Mobility Technical Team are assessing all submissions for suitability and schools will be contacted with timelines, if it is deemed an appropriate intervention at that location. The Team is also engaging with a number of schools



to support the establishment of cycle buses.

Dublin 7 Educate Together has reported an increase in the number of students cycling to school as a result of the filtered permeability trial ongoing on Grangegorman.



*Bike racks in use at Dublin 7 Educate Together*



*Filtered permeability trial at Grangegorman.*

We continue to update our webpage, [Make the School Gate Safe, Tips and Resources](#), to assist schools in creating a safer school gate environment and to promote and increase active travel to school.

The following schools are the next to have the School Zone interventions designed and implemented.

### **Southside**

- (1) Star of the Sea B.N.S., Leahys Terrace.
- (2) Canal Way Educate Together National School, Basin View, Dublin 8.

### **Northside**

- (1) St. Peters National School, St. Peters Road, Phibsboro.
- 2) Green lanes National School – Seafield Avenue – Clontarf.

We have scheduled a roll out of between 2 and 4 per week for school interventions from next month.

## **2.5 Outdoor Areas/Business Liaison**

**On Friday evening (18 September) Dublin City Council announced new measures to increase its support to businesses at this very difficult time. In relation to restaurants, cafes and pubs that serve food, seeking to utilise the public footpath, designated car parking spaces, and other areas of the public domain under the control of the City Council, requests will be accommodated for the duration of Level 3 restrictions subject to the following conditions:**

- The business must have public liability insurance in the amount of €6.4m in place for the use of street furniture in the public realm, specifically indemnifying Dublin City Council.
- The business must take full responsibility for the health and safety of its patrons and of members of the public and have particular regard to residential amenity and to the rights of the mobility impaired and disabled.
- Gas heaters are not permitted.
- A minimum circulation space of 2 metres must be maintained clear of obstruction on the public footpath.
- The outside area must not extend beyond the frontage of the premises or impinge on another business premises without that business's consent. The area must also be clearly barriered and delineated
- In the case of a premises taking a car parking space and/or loading bay only one space/bay may be used and the consent of surrounding businesses, who use the loading bay should be sought. Parking spaces/loading bays cannot be used on high traffic volume roads or where speeds regularly exceed 30kmph without the prior approval of the City Council. Street furniture must not impinge on the public carriageway in any other way. Disabled parking spaces cannot be used.
- The preference is for businesses to work together to make these interventions. The City Council will provide support and expertise if requested.

In an effort to support businesses these measures can be implemented immediately. Application forms will need to be completed and submitted to Dublin City Council's Street Furniture Licensing Section at <http://www.dublincity.ie/main-menu-services-business/apply-street-furniture-licence> . However, this can be done retrospectively. Upon inspection a premises may be asked to amend their arrangement in the interest of the public safety.

## 15. Communications

### 15.1 Website

The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions. As previously advised we will be making more extensive use of the DCC consultation hub also in order to provide more information on measures.

### 3.2 DCC Consultation Hub/Citizen Space

Details of schemes on the consultation hub at present include:

Parnell Square East Contraflow cycle lane, <https://consultation.dublincity.ie/traffic-and-transport/parnell-square-east-contraflow/>

Griffith Avenue, <https://consultation.dublincity.ie/traffic-and-transport/griffith-avenue-protected-cycle-track/>



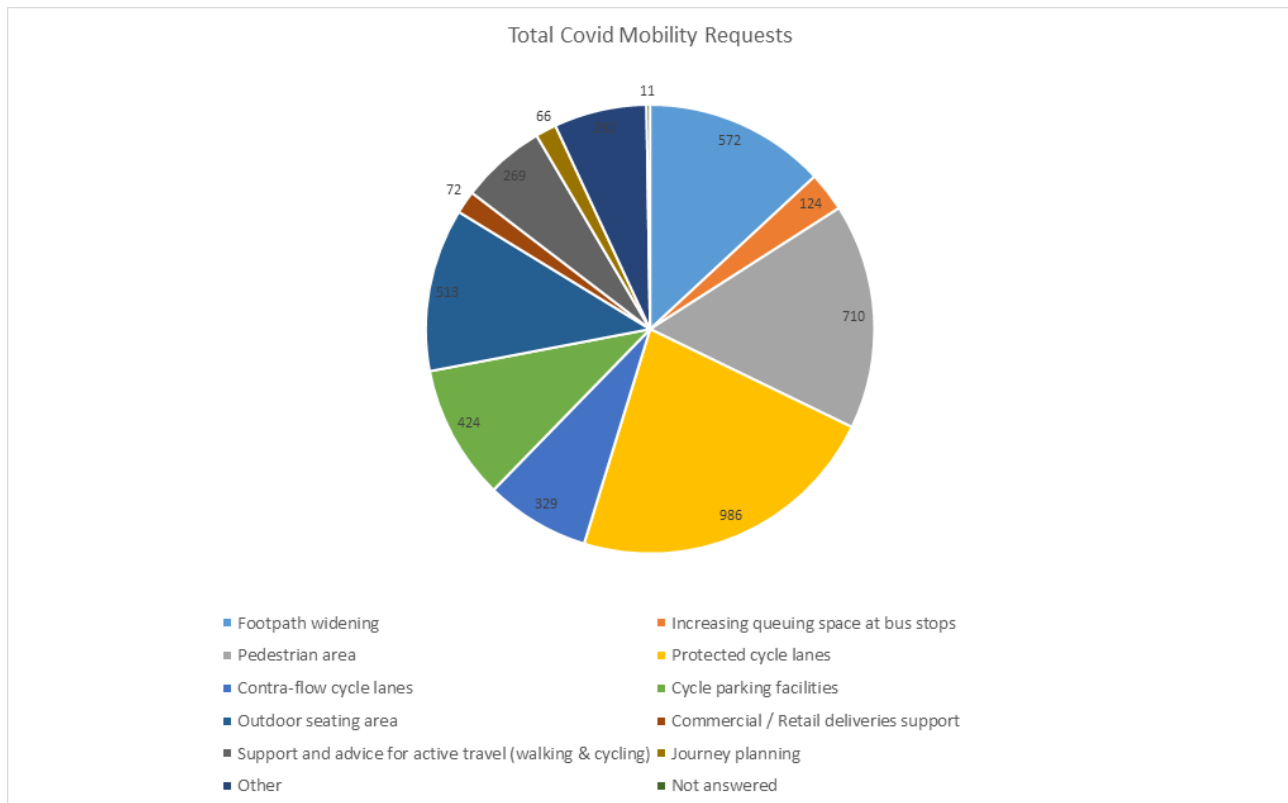
Mountjoy/Gardiner Street junction, <https://consultation.dublincity.ie/traffic-and-transport/pedestrian-crossing-at-mountjoy-square/>

Each week we will alert Members to any new proposals which are available to view on the Consultation Hub and aim to have a more dynamic process for ensuring that support for projects, suggestions on how to improve them and concerns and issues which may need to be addressed can be better handled. Any feedback on this approach is welcome.

### ***3.3 Dedicated COVID-19 Mobility Measure Request Form***

In the past week, we have received 654 new requests for COVID Mobility Measures. This brings the total number of COVID Mobility requests to 4,368. A breakdown of these requests is given below:

<b>Total requests</b>	
<b>Mobility measure requested</b>	<b>Number</b>
Footpath widening	572
Increasing queuing space at bus stops	124
Pedestrian area	710
Protected cycle lanes	986
Contra-flow cycle lanes	329
Cycle parking facilities	424
Outdoor seating area	513
Commercial / Retail deliveries support	72
Support and advice for active travel (walking & cycling)	269
Journey planning	66
Other	292
Not answered	11
<b><i>Total requests</i></b>	<b>4,368</b>



### 3.4 COVID-19 Mobility E-mail

The dedicated e-mail address continues as the primary channel to contact the COVID Mobility Team. It is attracting huge volumes of queries and feedback. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### 3.5 Councillor Updates

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via e-mail are also being issued to stakeholders via the Transport SPC and the NTA accessibility network.

### 3.6 Active Travel Promotion

We are continuing to 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

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).

### 3.7 Bike Week

A series of cycling promotion posters are displayed on bus shelters and digi-panels around the city.

DCC presented at a number of webinars organised by Dublin Cycling Campaign during Bike week. Topics included:

- Cities for People in a Pandemic
- The Best Years of your Life by Bike
- Active Travel, Public Health and Resilience
- **Inclusion & Mobility's**
- Executive Panel Discussion: The Future of Cycling in Dublin

All Webinars were recorded and can be viewed at

<https://www.dublincycling.com/bikeweek2020>

Aoife Kelly, the Junior Bicycle Mayor, launched our virtual cycles social media campaign with her video on *8 reasons to cycle in Dublin* which was shared on social media platforms. DCC is sharing video footage of the improvements that have been made to cycling infrastructure throughout the week. We are encouraging Councillors and members of the public to share their Bike Week cycles with us on social media by using the #virtualcycles hashtag.

The new Dublin Cycling Buddy App was launched this week. You can download the app at either:

the iOS App store [here](#)  
the Android Play store [here](#)

Due to Covid restrictions DCC did not run any open public events this year for Bike Week, however, the Sport & Wellbeing Partnership ran a number of closed activities with groups that they work with locally.

Owen P Keegan  
**Chief Executive**


24th August 2020 - 28th August 2020			
Location	No of Stands	Pay & Display	Free Parking
L1 Mulberry Lane	8	2	0
L31 Kimmage Road Lower	2	0	0
<b>Total</b>	10	2	0

31st August 2020 - 8th September 2020			
Location	No of Stands	Pay & Display	Free Parking
Milltown road	5	1	0
<b>Total</b>	5	2	0


7th September 2020 - 11th September 2020			
Location	No of Stands	Pay & Display	Free Parking
Blackhall Place	3	0	0
Synge Street	5	1	0
St Stephens Green South	10	0	0
Leinster Street South	10	0	0
Kilmainham Lane	5	1	0
<b>Total</b>	33	2	0

14th September 2020 - 18th September 2020			
Location	No of Stands	Pay & Display	Free Parking
South Dock Street	5	1	0
Wynnefield Road, Rathmines	5	1	0
Londis, East Road	3	0	0
K & E Stores, Seville Place	3	0	0
Eblana Villas	5	1	0
Spar, Blackhall Place	3	0	0
Cullenswood Park	5	1	0
<b>Total</b>	29		

**Total            77**

 Pay and Display Removed

 Free Parking Removed

 Footpath

 On Road

2 October 2020

**To the Lord Mayor and Elected Members of the City Council**

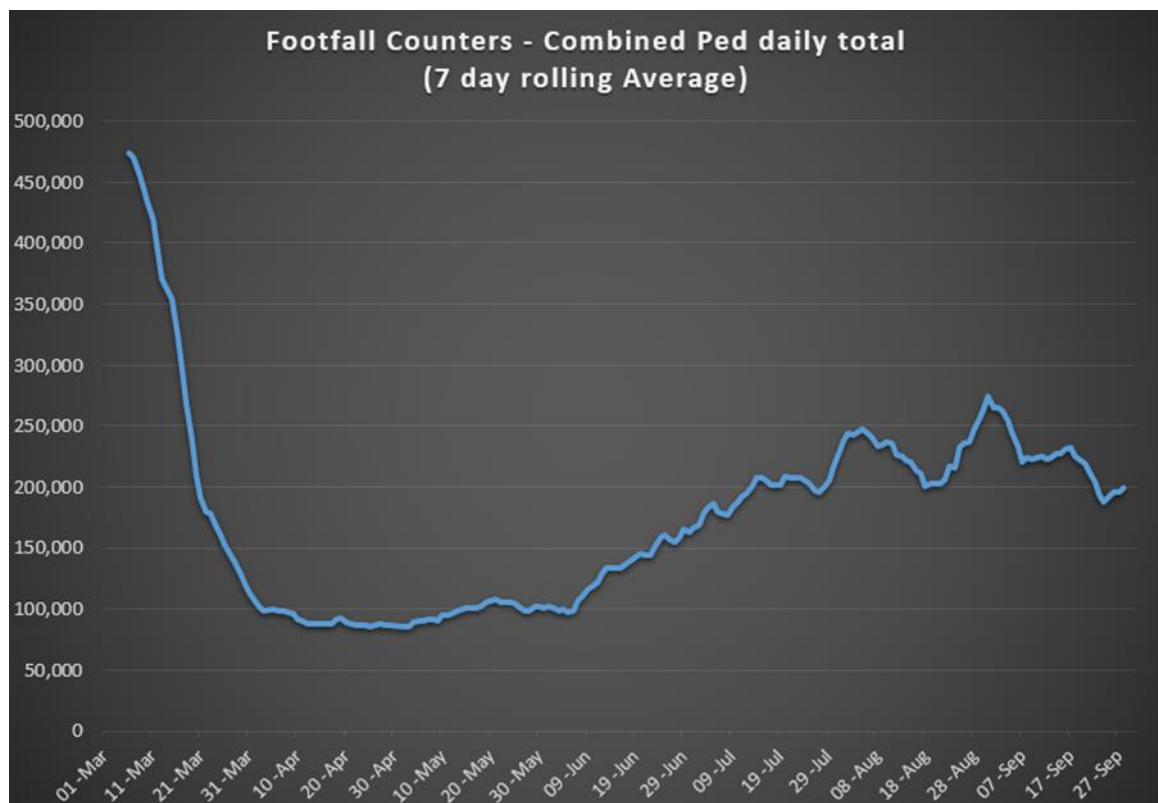
## **COVID-19 Mobility Measures Update**

### **16. Introduction**

Implementation of the COVID Mobility Programme for the City Council area continues with an emphasis now on schools following their re-opening. The recent move to Level 3 restrictions emphasises the need to continue to respond to this health crisis with a range of appropriate interventions.

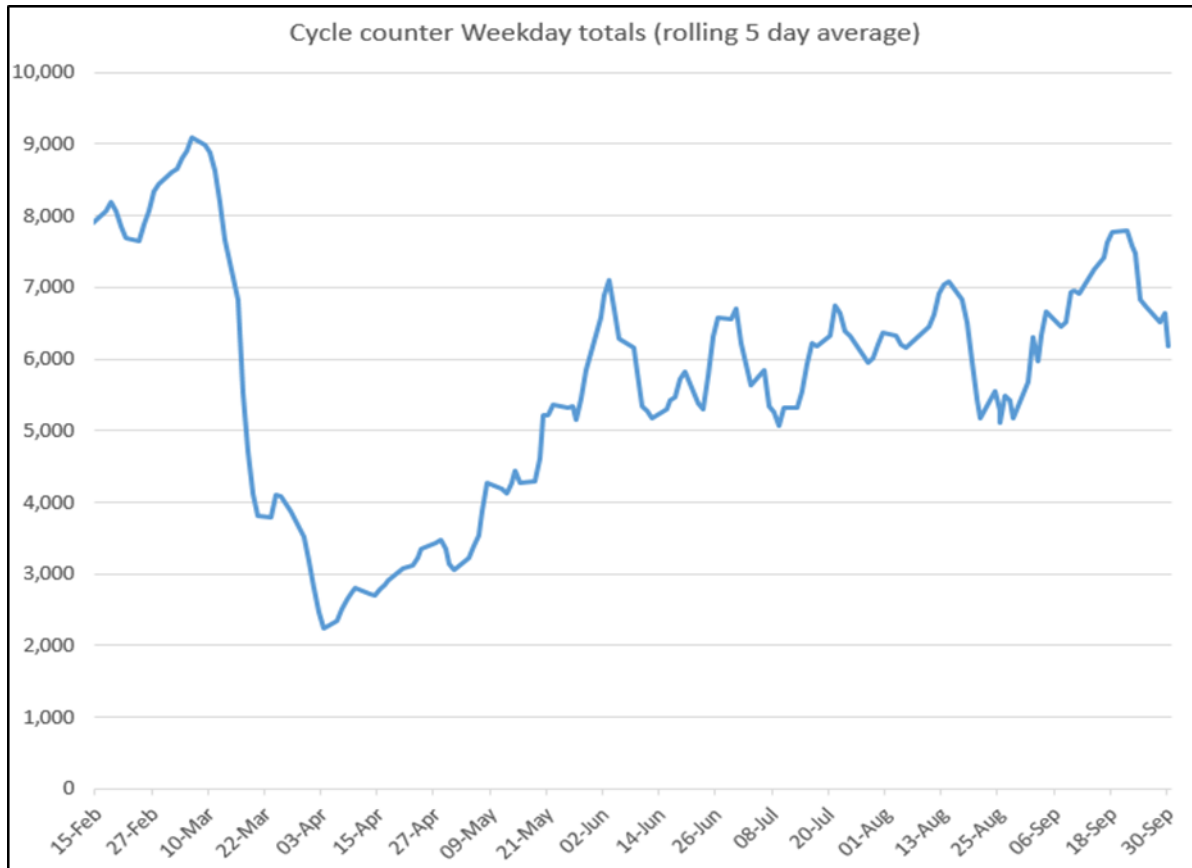
#### **16.1 Pedestrian Volumes**

There are two data sources that the City Council monitors. Firstly, there are the footfall counters which count continuously and provide 24 hour data. These counters are located between Stephen's Green and Henry St. These show that the footfall in this core area had reached a high of around 60% of pre-COVID levels, although there has now been a marked decrease especially since the Level 3 restrictions were imposed.



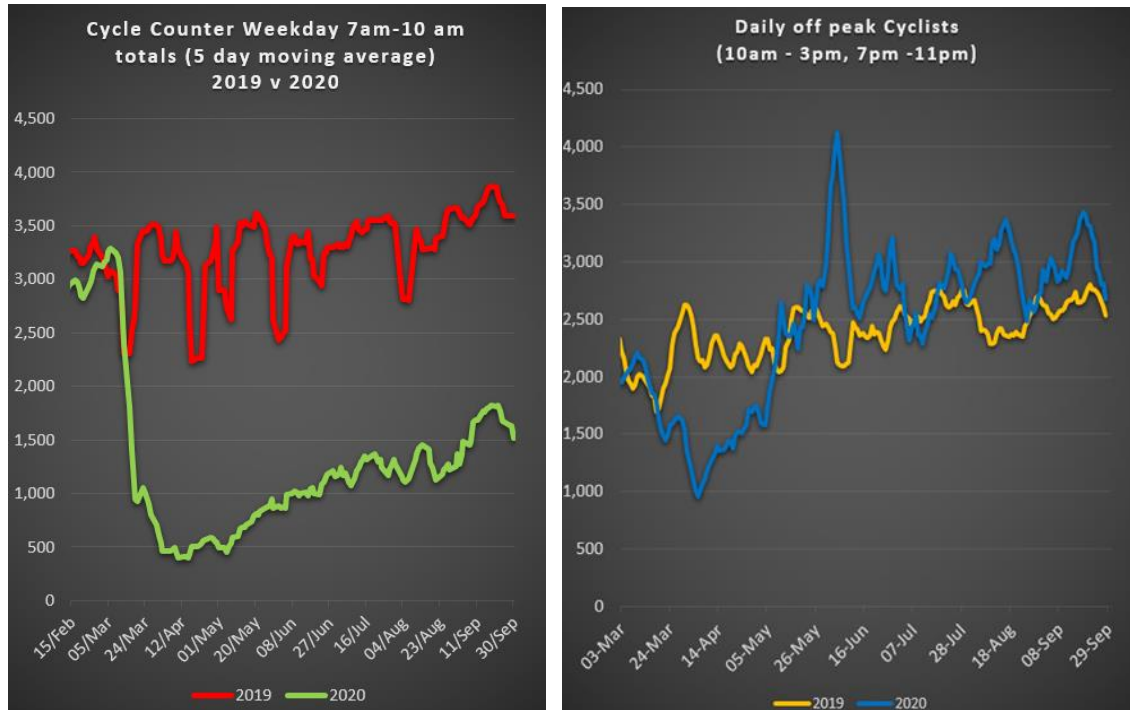
## 1.2 Cycling Volumes

Cycling volumes, which are continuously monitored by City Council's counters located at Grove Road, North Strand Road, Charleville Mall and Guild Street, show overall cycling numbers at approximately 80% of pre-COVID numbers with this level holding steady since the start of June. This had begun to increase again in September although has decreased again in the last week.



However, at the peak morning time, 7am to 10am, cycling numbers are at approx. 35% of pre-COVID levels. Comparing February to September of this year, to last year, we can see that the morning commuter cycling numbers remain significantly reduced although they have been climbing slowly since the start of September.

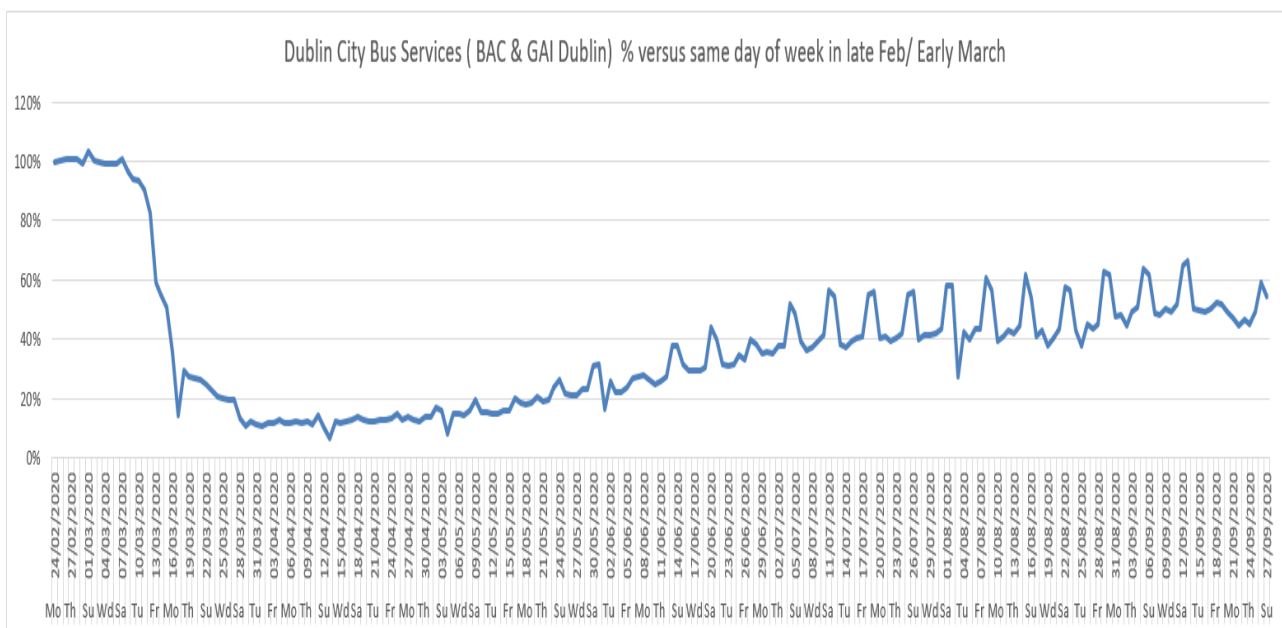




In contrast, the off peak cycling figures have exceeded the 2019 levels, most notably in the last few weeks, although again there has been a decline in the last week or so since Level 3 restrictions were imposed.

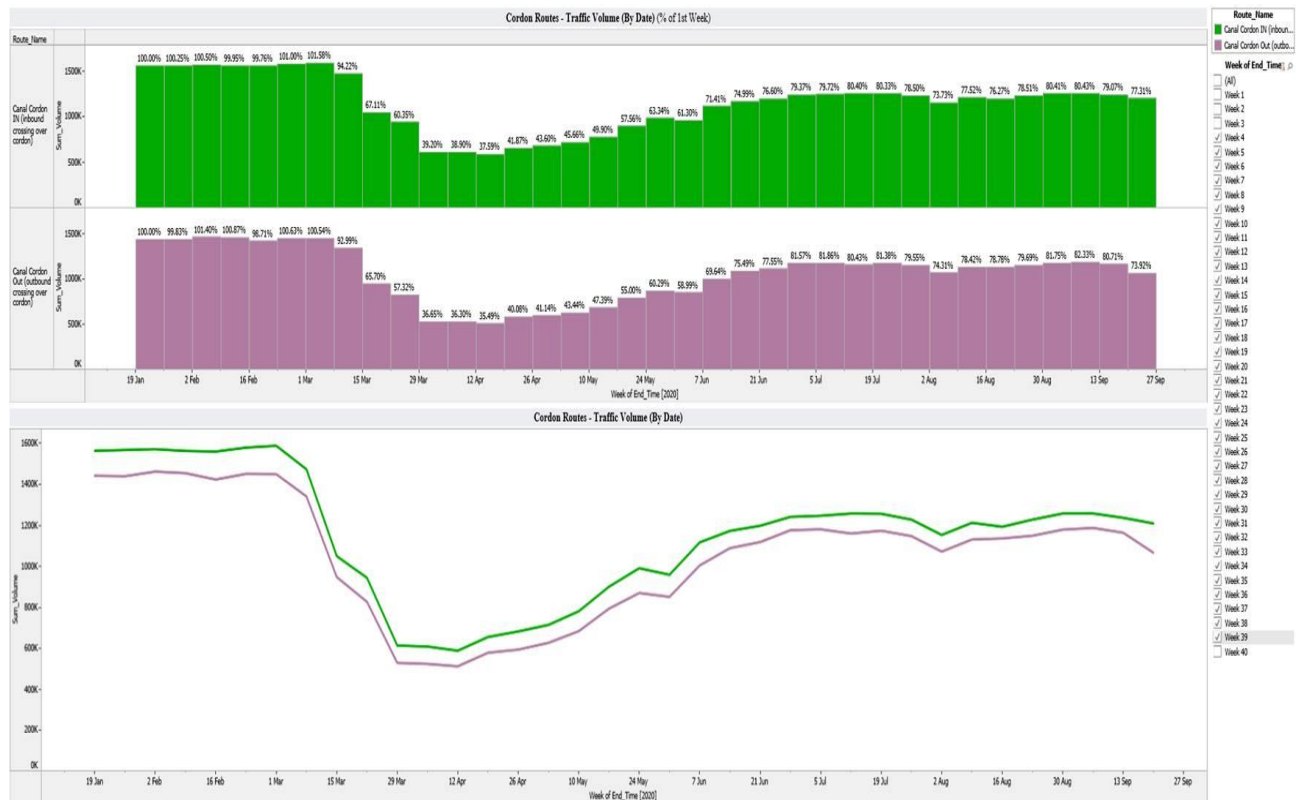
### 1.3 Bus Passenger Numbers

The trend in bus passenger numbers (BAC and GAI) shows continuing gradual recovery. Weekday passenger numbers are close to 50% of pre-COVID levels. Although weekend passenger numbers declined after the initial announcement of the Level 3 restrictions in Dublin, there was a recovery last weekend.



## 1.4 General Traffic Volumes

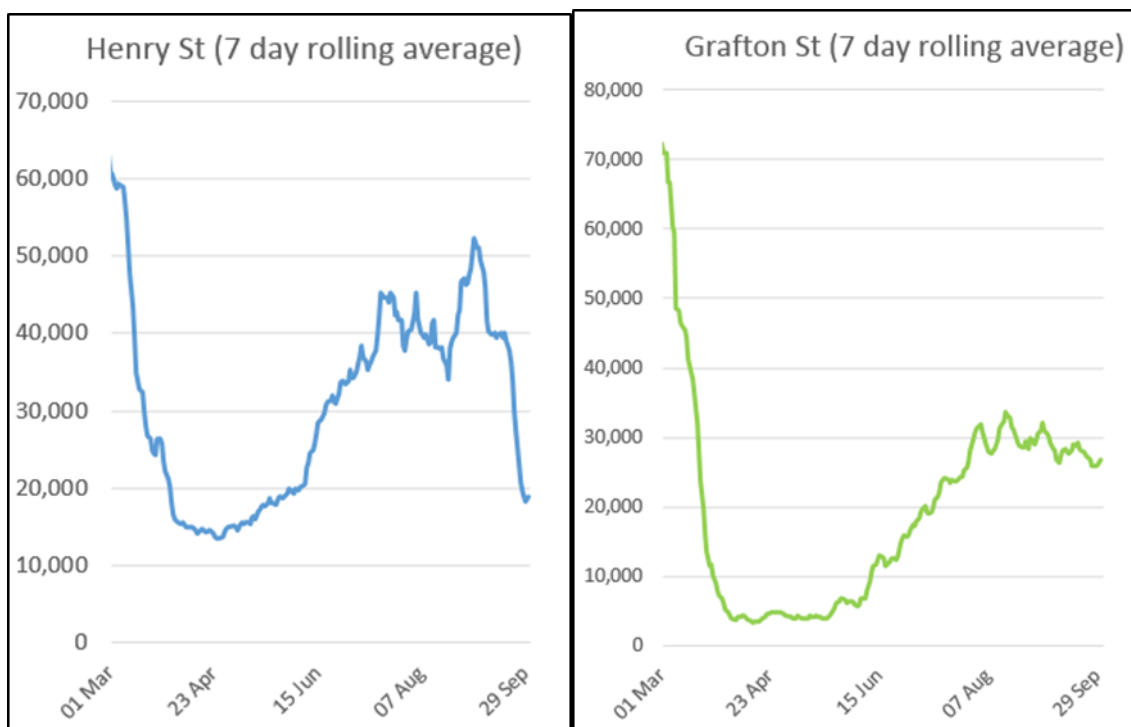
The trend shows a slight decrease in traffic volumes probably again due to the Level 3 restrictions.



## 17. Implementation of Measures

### 17.1 Grafton Street Area – Weekend Pedestrian Friendly Trials

A report on the trials and lessons learned, as well as proposals for the future is being prepared. Footfall in both Henry Street and Grafton Street remains below pre-COVID levels but had been recovering steadily. Since the Level 3 restrictions commenced there has been a sharp drop in footfall figures on Henry Street while Grafton Street has remained relatively static.



### **Additional Pedestrian Counters**

Additional pedestrian footfall counters have been installed at a number of Canal corridor crossing points and are now operational. This will allow us to better analyse trends and see the impact of various measures and of different COVID restrictions. The locations are as follows;

- Phisborough
- North Wall Quay
- Grand Canal
- Baggot Street
- Richmond Street
- Newcomen Bridge

### **2.2 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and 'Filtered Permeability'**

The Pigeon House Road filtered permeability measures continue to be monitored by City Council staff. All feedback on this trial should be sent to [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie) with 'Pigeon House Road' in the subject bar. A report on the trial will be presented to the South East Area Committee in November.

Resurfacing works are due to commence on Constitution Hill on Monday 5 October and once complete a new road layout will be in place allowing cycle lanes either side of the road. These cycle lanes will have extruded kerb protection installed once all the resurfacing works are complete.

### ***Strand Road Cycle Route Trial***

A report on the public consultation and next steps is being finalised and will be discussed at the SEAC meeting on 12 October.

### ***Griffith Avenue Cycle Route***

The drawings for the section of the scheme between Walnut Rise and Drumcondra Road were published

on the [Consultation Hub](#) on Monday 28 September. Pre-marking and preparation for installing the first section will commence shortly.

### **2.3 School Mobility Programme**

We have received 65 School Zone requests from primary level schools. The COVID Mobility Technical Team are assessing all submissions for suitability and schools will be contacted with timelines, if it is deemed an appropriate intervention at that location. The Team is also engaging with a number of schools to support the establishment of cycle buses.

We continue to update our webpage, [Make the School Gate Safe, Tips and Resources](#), to assist schools in creating a safer school gate environment and to promote and increase active travel to school.

Work on implementing School Zone interventions will take place in the following schools this week:

#### **Southside**

- (1) Star of the Sea B.N.S., Leahy's Terrace.
- (2) Canal Way Educate Together National School, Basin View, Dublin 8.

#### **Northside**

- (1) St. Peters National School, St. Peters Road, Phibsboro.
- (2) Greenlanes National School – Seafeld Avenue – Clontarf.



*Aerial view of School Zone at Greenlanes NS, Seafeld Avenue*





*Images of Day 1 of School Zone implementation*



*Aerial view of School Zone at Star of the Sea NS, Leahy's Terrace*

We have scheduled a roll out of 4 schools per week for school interventions. Next week School Zones to be implemented are as follows:

Northside: St Mary's Primary School,  
St. Vincent's Finglas

Southside: St Catherine's National School, Donore Avenue  
Scoil Iosagain, Crumlin.

#### **2.4 Outdoor Areas/Business Liaison**

The Business Liaison Team has been dealing with requests for interventions to facilitate 'tables and

chairs', parklet applications and various other COVID mobility measures. We continue to work with the Street Furniture Unit as part of facilitating tables and chairs being placed by businesses in the public realm, including both paths and re-purposed carriageway.

## **18. Communications**

### ***18.1 Website***

The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions. As previously advised we will be making more extensive use of the DCC consultation hub in order to provide more information on measures.

### ***3.2 DCC Consultation Hub/Citizen Space***

Details of schemes on the consultation hub at present include:

Griffith Avenue, <https://consultation.dublincity.ie/traffic-and-transport/griffith-avenue-protected-cycle-track/>

Mountjoy/Gardiner Street junction, <https://consultation.dublincity.ie/traffic-and-transport/pedestrian-crossing-at-mountjoy-square/>

The revised layout for Constitution Hill will shortly appear on the consultation hub for information.

Each week we will alert Members to any new proposals which are available to view on the Consultation Hub and aim to have a more dynamic process for ensuring that support for projects, suggestions on how to improve them and concerns and issues which may need to be addressed can be better handled. Any feedback on this approach is welcome.

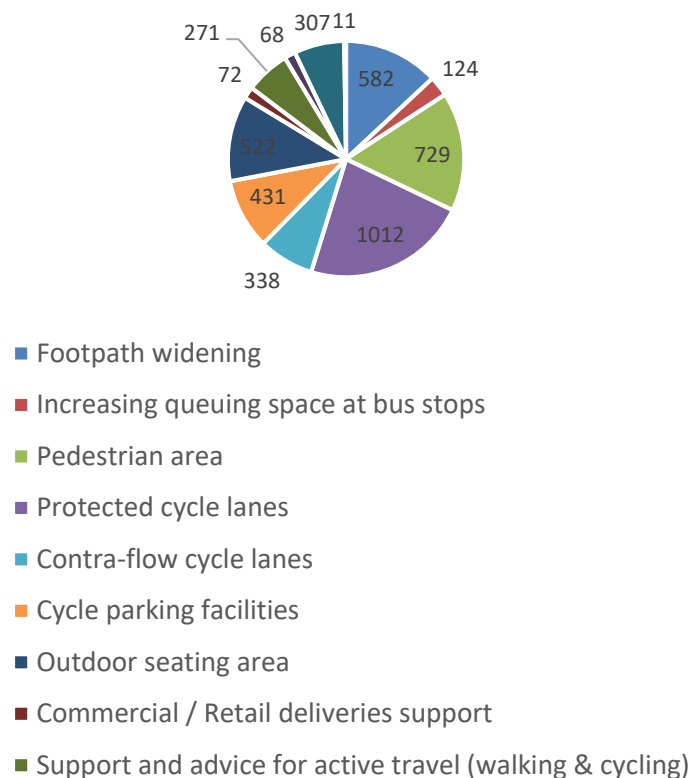
### ***3.3 Dedicated COVID-19 Mobility Measure Request Form***

In the past week, we have received 99 new requests for COVID Mobility Measures. This brings the total number of COVID Mobility requests to 4,467. A breakdown of these requests is given below:



Mobility measure requested	Number
Footpath widening	582
Increasing queuing space at bus stops	124
Pedestrian area	729
Protected cycle lanes	1012
Contra-flow cycle lanes	338
Cycle parking facilities	431
Outdoor seating area	522
Commercial / Retail deliveries support	72
Support and advice for active travel (walking & cycling)	271
Journey planning	68
Other	307
Not answered	11
<i>Total requests</i>	<b>4467</b>

Total Covid Mobility Measures Requested



### 3.4 COVID-19 Mobility E-mail

The dedicated e-mail address continues as the primary channel to contact the COVID Mobility Team. It is attracting huge volumes of queries and feedback. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### ***3.5 Councillor Updates***

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via e-mail are also being issued to stakeholders via the Transport SPC and the NTA accessibility network.

### ***3.6 Active Travel Promotion***

We are continuing to 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

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).

Owen P Keegan  
**Chief Executive**

9 October 2020

**To the Lord Mayor and Elected Members of the City Council**

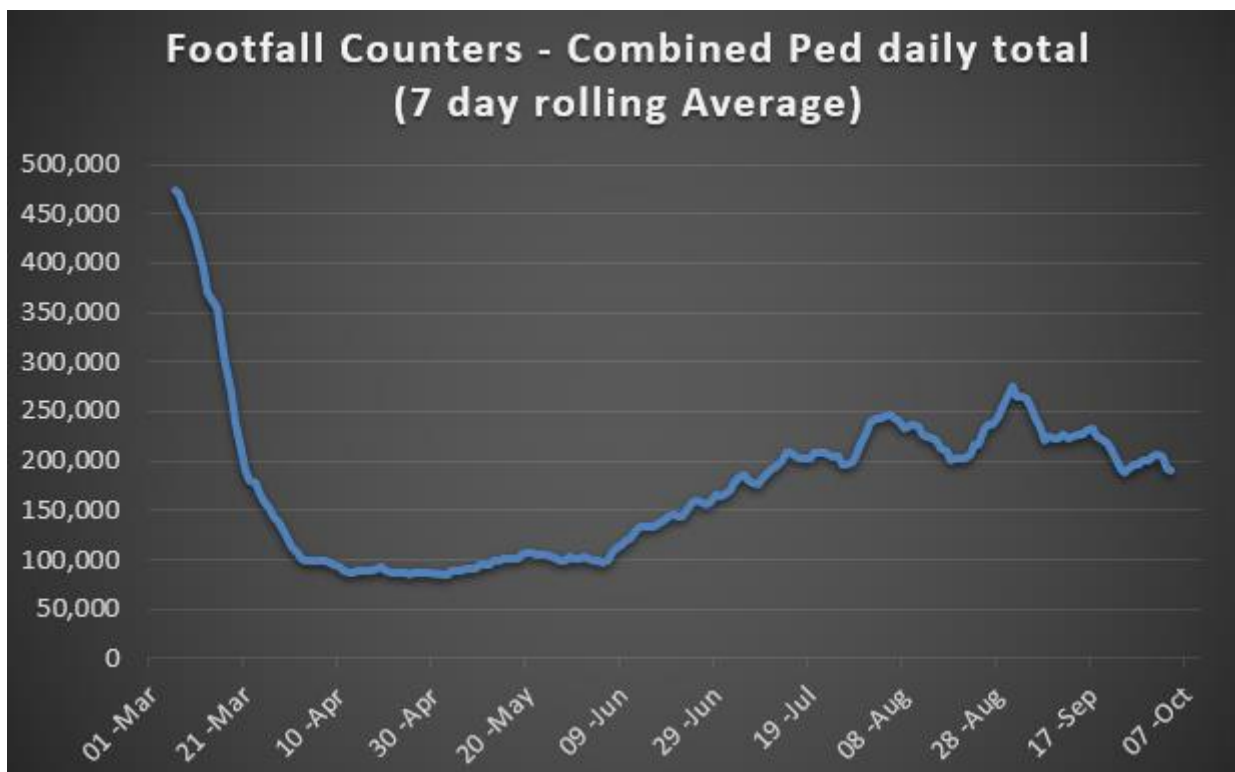
## **COVID-19 Mobility Measures Update**

### **19. Introduction**

Implementation of the COVID Mobility Programme for the City Council area continues with an emphasis now on schools following their re-opening. The recent move to Level 3 restrictions emphasises the need to continue to respond to this health crisis with a range of appropriate interventions.

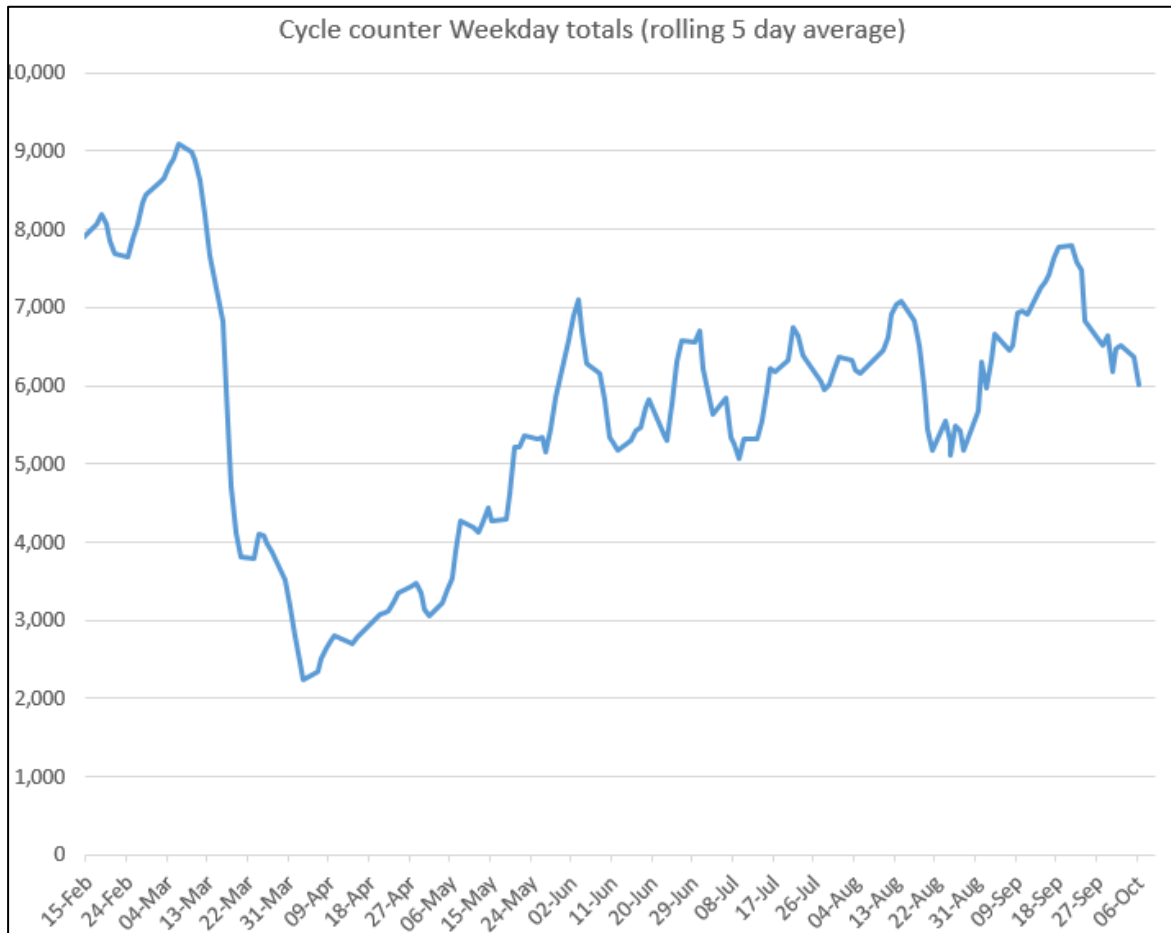
#### **19.1 Pedestrian Volumes**

There are two data sources that the City Council monitors. Firstly, there are the footfall counters which count continuously and provide 24 hour data. These counters are located between Stephen's Green and Henry St. These show that the footfall in this core area had reached a high of around 60% of pre-COVID levels, although there has been a marked decrease, especially since the Level 3 restrictions were imposed.

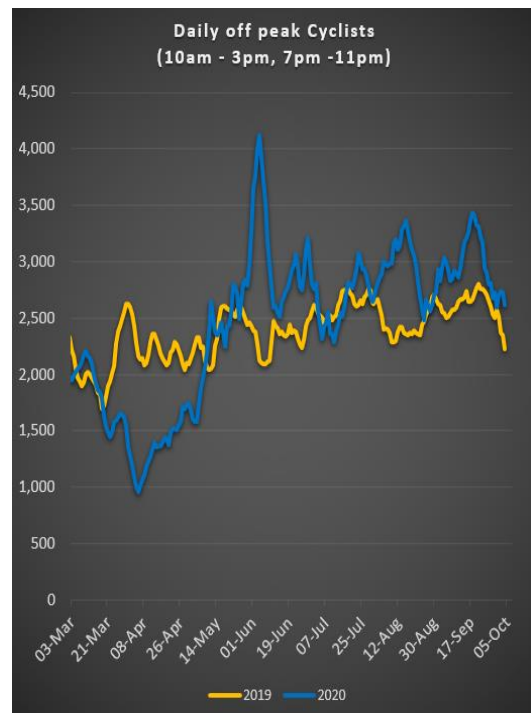
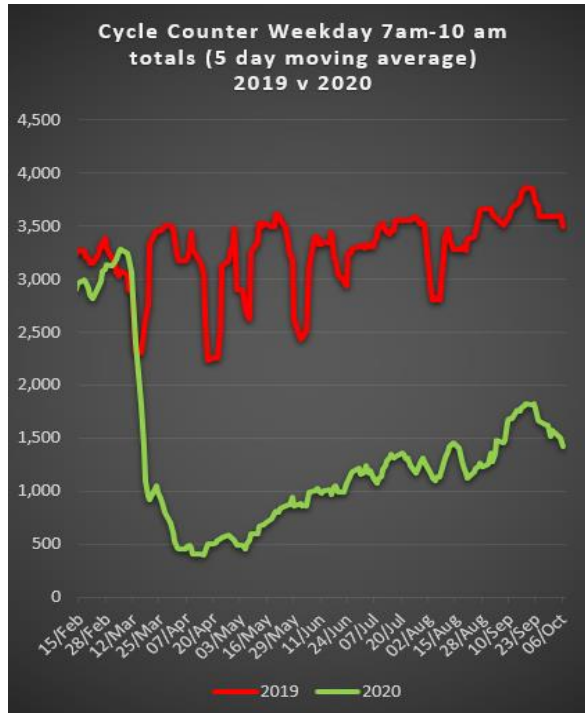


## 1.2 Cycling Volumes

Cycling volumes, which are continuously monitored by City Council's counters located at Grove Road, North Strand Road, Charleville Mall and Guild Street, show overall cycling numbers at approximately 80% of pre-COVID numbers with this level holding steady since the start of June. Numbers had begun to increase again in September but they have decreased more recently.



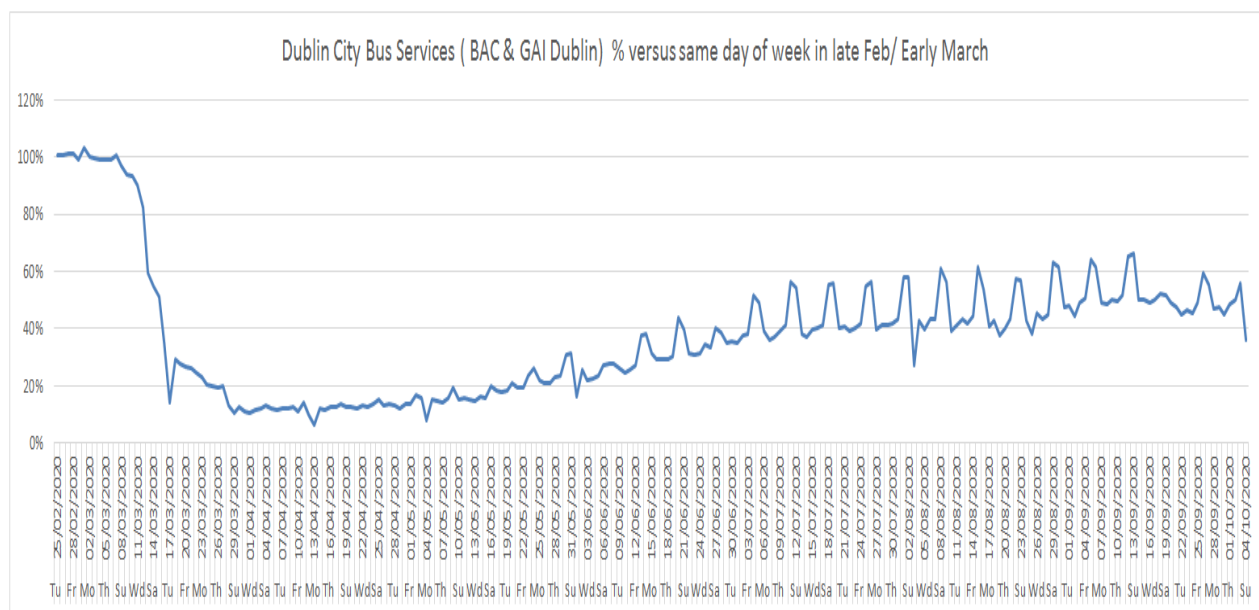
However, during the peak morning time, 7am to 10am, cycling numbers are at approx. 35% of pre-COVID levels. Comparing February to September of this year, to last year, we can see that the morning commuter cycling numbers remain significantly reduced, although they have been climbing slowly since the start of September.



In contrast, the off peak cycling figures have exceeded the 2019 levels, most notably in the last few weeks, although again there has been a decline in the last week or so since Level 3 restrictions were imposed.

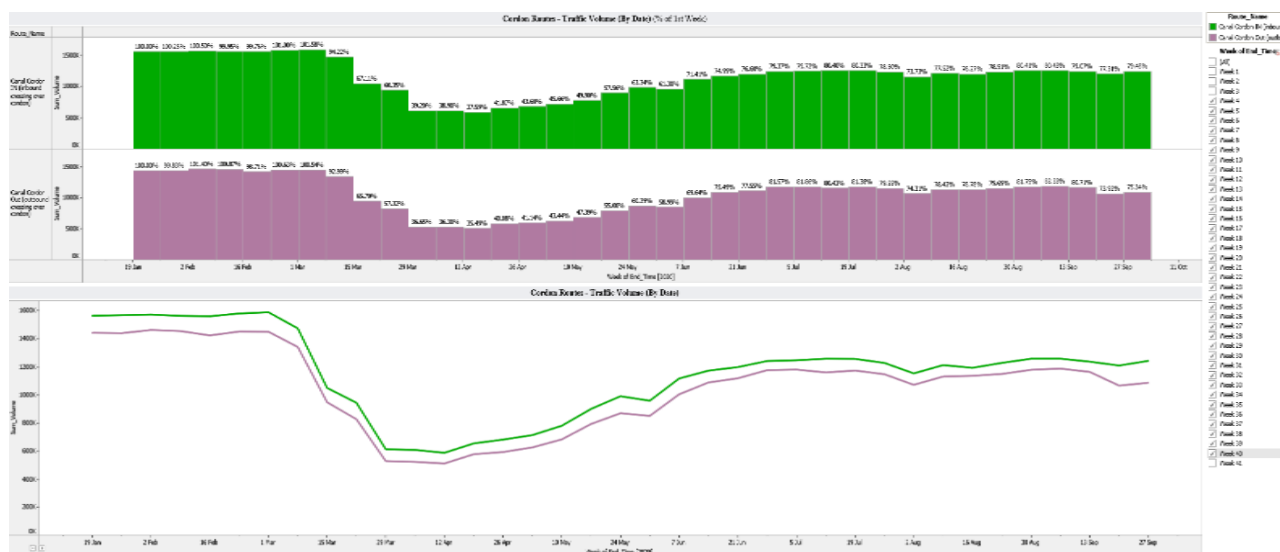
### 1.3 Bus Passenger Numbers

The trend in bus passenger numbers (BAC and GAI) was showing a steady recovery, however in recent weeks this has tailed off. Weekday passenger numbers are close to 50% of pre-COVID levels. Weekend passenger numbers declined after the initial announcement of the Level 3 restrictions in Dublin and have stayed down.



## 1.4 General Traffic Volumes

The trend shows a slight decrease in traffic volumes probably again due to the Level 3 restrictions.



Please note that these are the volumes up to 4 October 2020 and so will not pick up any decline due to the additional level 3 measures in surrounding counties.

## 20. Implementation of Measures

### 20.1 Grafton Street Area – Weekend Pedestrian Friendly Trials

A report on the trials and lessons learned, as well as proposals for the future is being prepared. Footfall in both Henry Street and Grafton Street remains below pre-COVID levels but had been recovering steadily. Since the Level 3 restrictions commenced Grafton Street has remained relatively static. The footfall counter on Henry St is currently being moved due to building works.





## ***2.2 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and ‘Filtered Permeability’***

Resurfacing works commenced on Constitution Hill on Monday 5 October 2020 and once complete a new road layout will be in place allowing cycle lanes either side of the road. These cycle lanes will have extruded kerb protection installed, once all the resurfacing works are complete.



### ***Inchicore cycle route***

As part of the Government Stimulus Programme 2020 the red surfacing and bollards have been placed on the existing 2 way cycle facility on Inchicore Rd.



### ***Strand Road Cycle Route Trial***

A report on the public consultation and next steps has been circulated to Councilors and will be discussed at the SEAC meeting on 12 October. The report is also available on the consultation hub, <https://consultation.dublincity.ie/traffic-and-transport/strand-road-trial-cycle-route/>

### ***Griffith Avenue Cycle Route***

The drawings for the section of the scheme between Walnut Rise and Drumcondra Road were published on the [Consultation Hub](#) on Monday 28 September. Line markings were installed on part of the route this week.



Installation of the protection for the cycle track and additional sections will begin next week.

### ***2.3 Urban Villages***

#### ***Sandymount Village***

The installation of two controlled pedestrian crossing (one near Borzas Takeaway on northern arm of Sandymount Green and one near Bennetts Auctioneers on the southern arm of Sandymount Green), one uncontrolled crossing (at the junction of Claremont Road and Sandymount Green) and a ramp on the eastern arm of Sandymount Green are planned for Sandymount Green. Tenders have been assessed and construction due to commence in late October 2020.

#### ***Finglas Village***

The installation of two uncontrolled crossings at the junction with Finglas Main St. and Jamestown Road and the upgrade of the footpath along Finglas Main St. from Mace to Iceland is planned for Finglas Village. Tenders are currently being assessed with construction due to commence in early November 2020.

### ***2.4 School Mobility Programme***

We have received 69 School Zone requests from primary level schools to date. The COVID Mobility Technical Team are assessing all submissions for suitability and schools will be contacted with timelines, if it is deemed an appropriate intervention at that location. The Team is also engaging with a number of schools to support the establishment of cycle buses.

School Zones are now implemented at the following schools:

#### **Southside**

Francis Street School, John Dillon Street, D8

Star of the Sea B.N.S., Leahy's Terrace, Sandymount, D4

Canal Way Educate Together National School, Basin View, Dublin 8

#### **Northside**

Central Model School, Deverell Place, D1

Greenlanes National School, Seafeld Avenue, Clontarf, D3

St. Peters National School, St. Peters Road, Phibsboro



(St. Peters National School, St. Peters Road, Phibsboro)

The following School Zones are due for completion in the next week:

**Southside**

St. Catherine's National School, Donore Avenue, D8

Scoil Iosagain, Aughavannagh Road, Crumlin, D12

**Northside**

St Mary's National School, Paradise Place, Phibsborough, D7

St Finian's National School, Glenties Park, Finglas, D11

We continue to update our webpage, [Make the School Gate Safe, Tips and Resources](#), to assist schools in creating a safer school gate environment and to promote and increase active travel to school.

## **2.5 Outdoor Areas/Business Liaison**

The Business Liaison Team has been dealing with requests for interventions to facilitate street furniture (tables and chairs) and parklet applications across a variety of areas including the city centre,

Sandymount, Cabra, Stoneybatter and Phibsborough. We have also been engaging with some schools as part of the Griffith Avenue Protected Cycle Track proposal.

## **21. Communications**

### **21.1 Website**

The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions. As previously advised we will be making more extensive use of the DCC Consultation Hub in order to provide more information on measures.

### **3.2 DCC Consultation Hub/Citizen Space**

Details of schemes on the Consultation hub at present include:

Strand Road Cycle Route Trial, <https://consultation.dublincity.ie/traffic-and-transport/strand-road-trial-cycle-route/>

Griffith Avenue, <https://consultation.dublincity.ie/traffic-and-transport/griffith-avenue-protected-cycle-track/>

Mountjoy/Gardiner Street junction, <https://consultation.dublincity.ie/traffic-and-transport/pedestrian-crossing-at-mountjoy-square/>

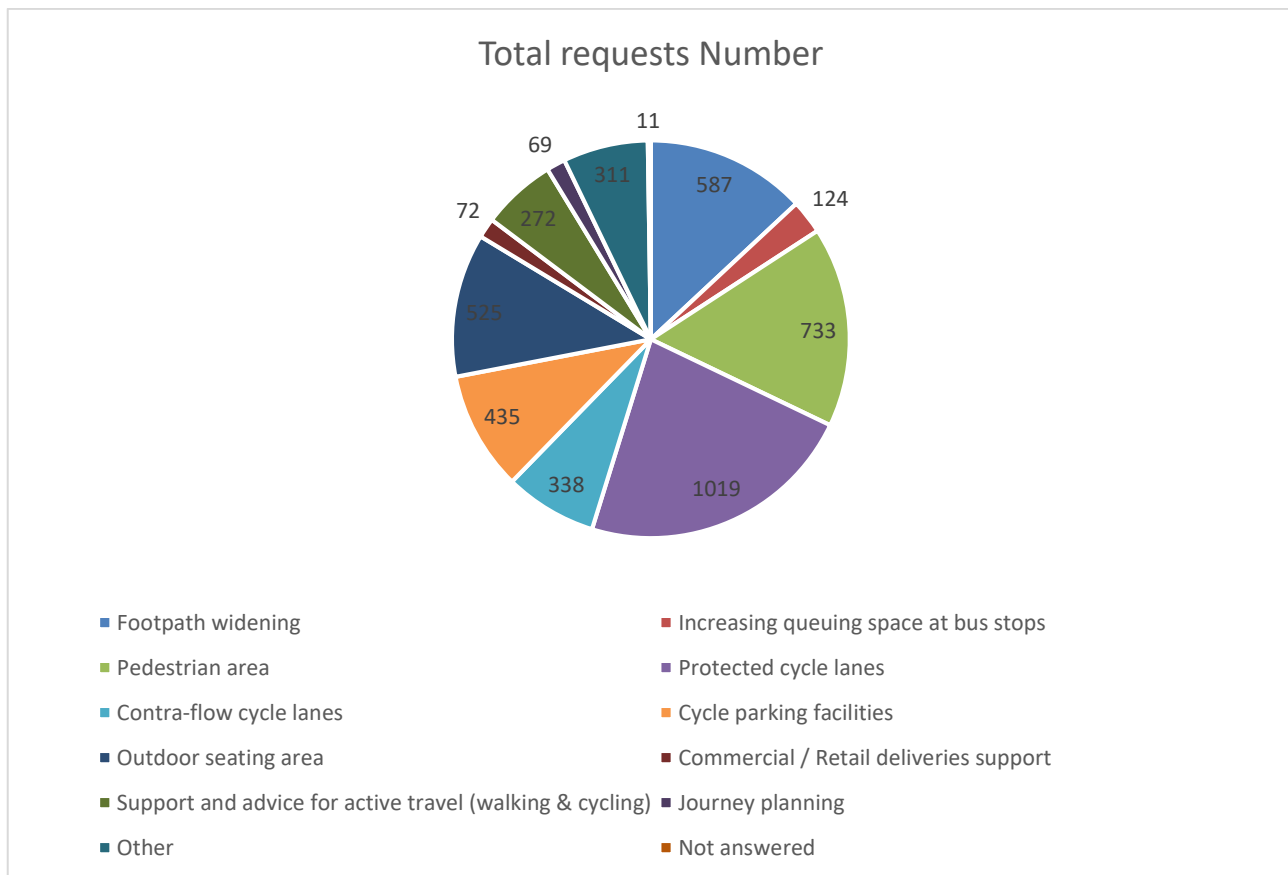
The revised layout for Constitution Hill will shortly appear on the Consultation Hub for information.

Each week we will alert Members to any new proposals which are available to view on the Consultation Hub and aim to have a more dynamic process for ensuring that support for projects, suggestions on how to improve them and concerns and issues which may need to be addressed can be better handled. Any feedback on this approach is welcome.

### **3.3 Dedicated COVID-19 Mobility Measure Request Form**

In the past week, we have received 29 new requests for COVID Mobility Measures. This brings the total number of COVID Mobility requests to 4,496. A breakdown of these requests is given below:

Mobility measure requested	Number
Footpath widening	587
Increasing queuing space at bus stops	124
Pedestrian area	733
Protected cycle lanes	1019
Contra-flow cycle lanes	338
Cycle parking facilities	435
Outdoor seating area	525
Commercial / Retail deliveries support	72
Support and advice for active travel (walking & cycling)	272
Journey planning	69
Other	311
Not answered	11
<b>Total requests</b>	<b>4496</b>



### 3.4 COVID-19 Mobility E-mail

The dedicated e-mail address continues as the primary channel to contact the COVID Mobility Team. It is attracting huge volumes of queries and feedback. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### ***3.5 Councillor Updates***

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via e-mail are also being issued to stakeholders via the Transport SPC and the NTA accessibility network.

### ***3.6 Active Travel Promotion***

We are continuing to 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

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).

Owen P Keegan  
**Chief Executive**



16 October 2020

**To the Lord Mayor and Elected Members of the City Council**

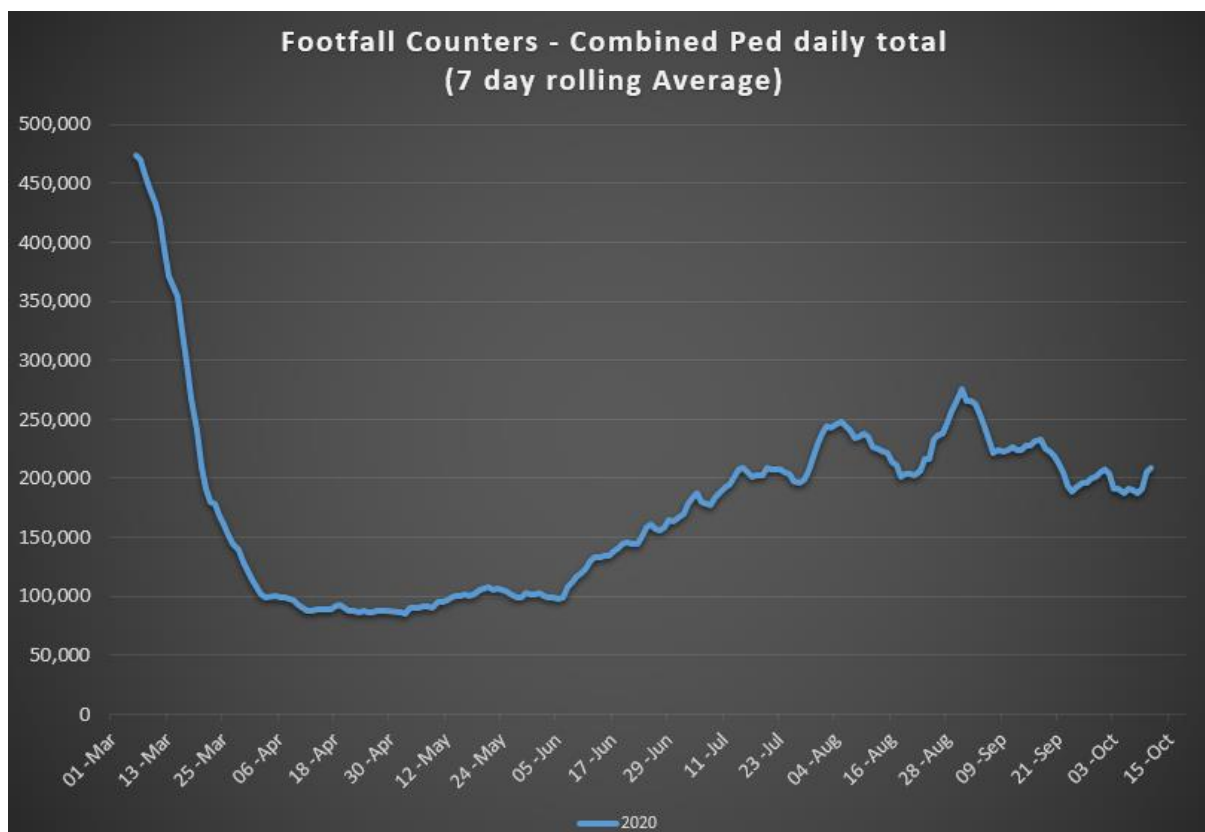
## **COVID-19 Mobility Measures Update**

### **22. Introduction**

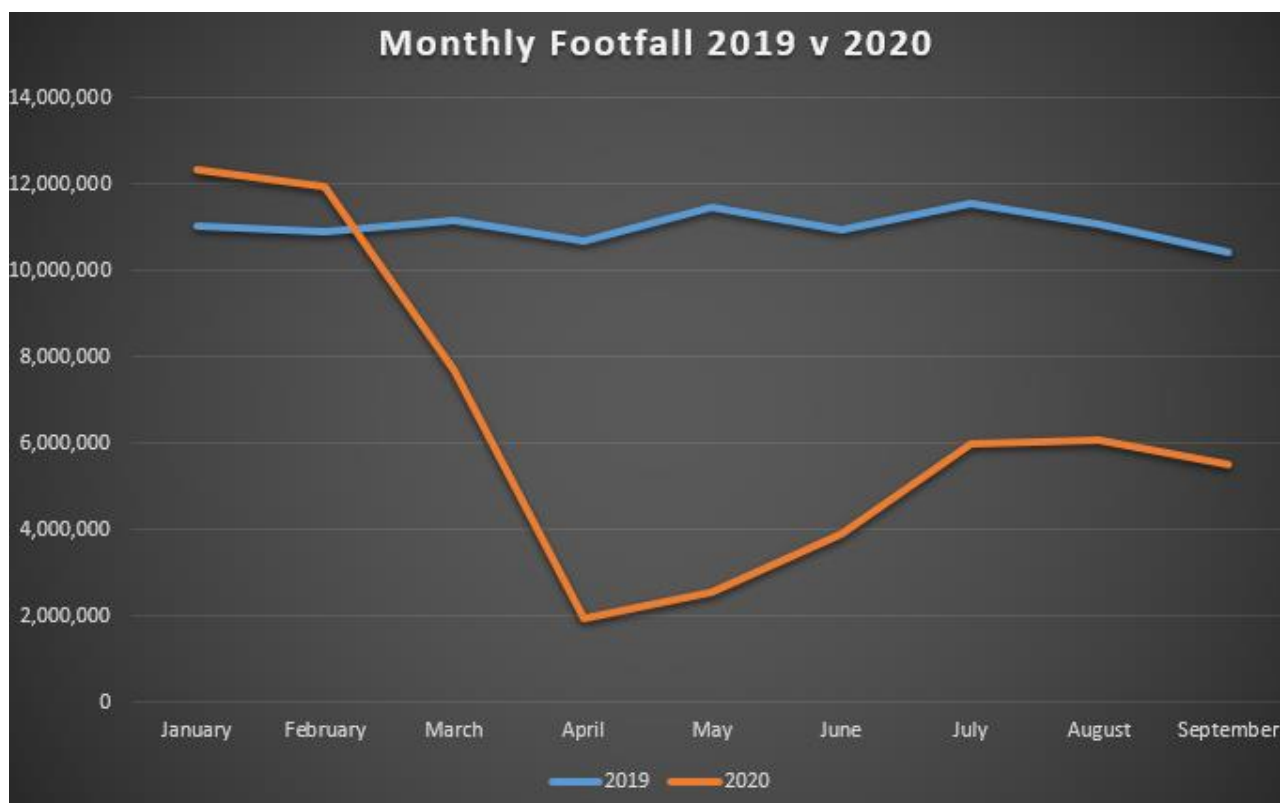
Implementation of the COVID Mobility Programme for the City Council area continues with a continued emphasis on schools and safe zones. The recent restrictions emphasise the need to continue to respond to this health crisis with a range of appropriate interventions.

#### **22.1 Pedestrian Volumes**

The footfall counters count continuously and provide 24 hour data. These counters are located between Stephen's Green and Henry St. These show that the footfall in this core area had reached a high of around 60% of pre-COVID levels.

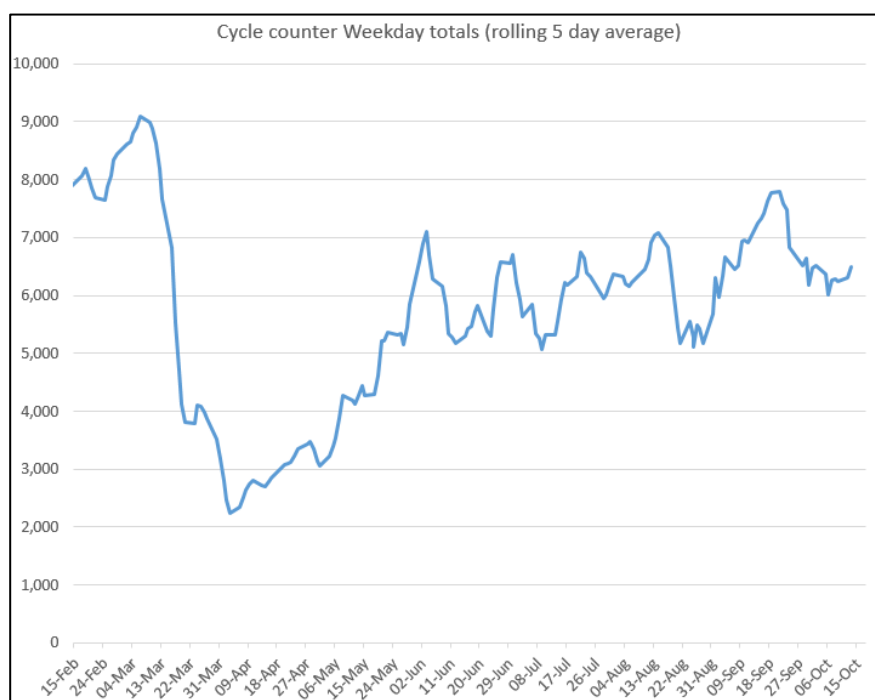


Comparing the monthly totals of 2019 to 2020 it can be seen that footfall levels have been pretty steady over the summer, dropping slightly in September.



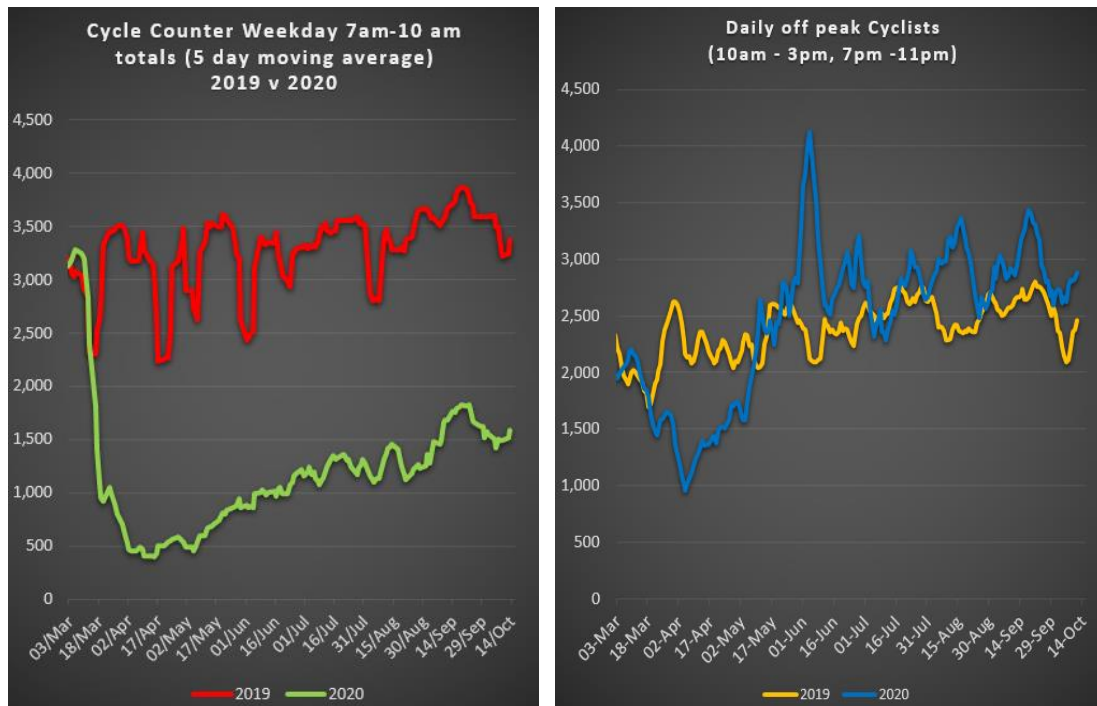
## 1.2 Cycling Volumes

Cycling volumes, which are continuously monitored by City Council’s counters located at Grove Road, North Strand Road, Charleville Mall and Guild Street, show overall cycling numbers at approximately 80% of pre-COVID numbers with this level holding steady since the start of June. Numbers had begun to increase again in September but they have decreased more recently.



However, during the peak morning time, 7am to 10am, cycling numbers are at approx. 35% of pre-

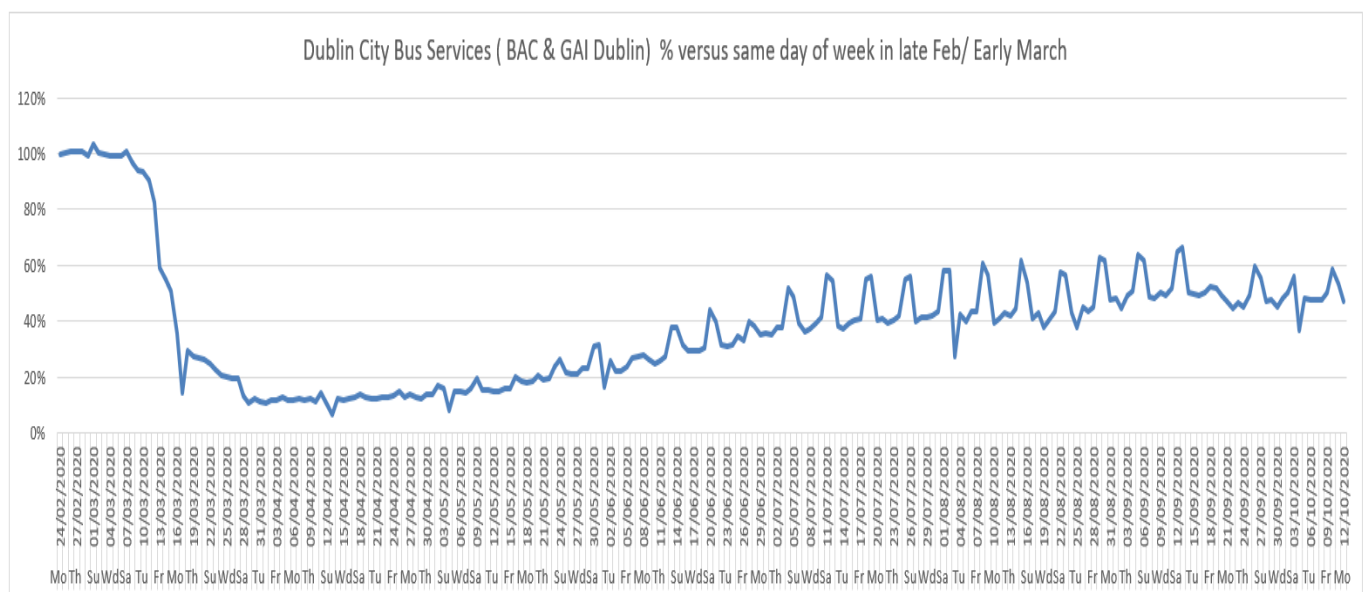
COVID levels. Comparing February to September of this year, to last year, we can see that the morning commuter cycling numbers remain significantly reduced.



In contrast, the off peak cycling figures have exceeded the 2019 levels, most notably in the last few weeks.

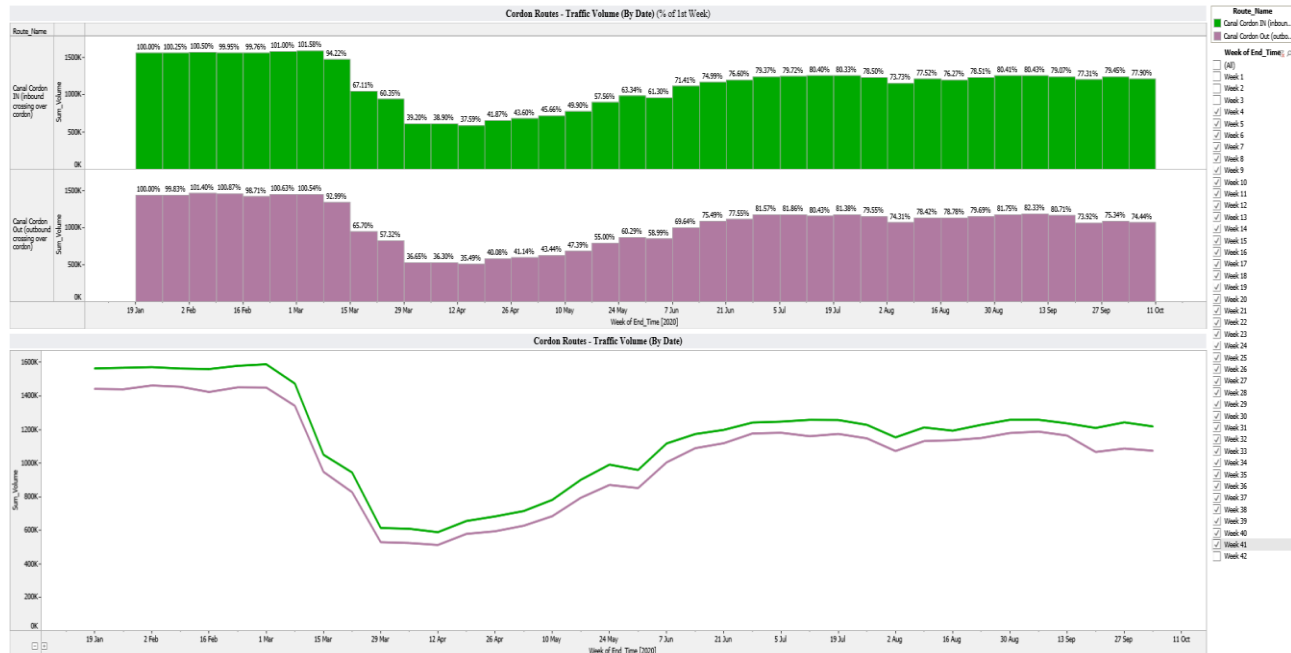
### 1.3 Bus Passenger Numbers

The trend in bus passenger numbers (BAC and GAI) was showing a steady recovery, however in recent weeks this has tailed off. Weekday passenger numbers are close to 50% of pre-COVID levels. Weekend passenger numbers declined after the initial announcement of the Level 3 restrictions in Dublin and have stayed down.



## 1.4 General Traffic Volumes

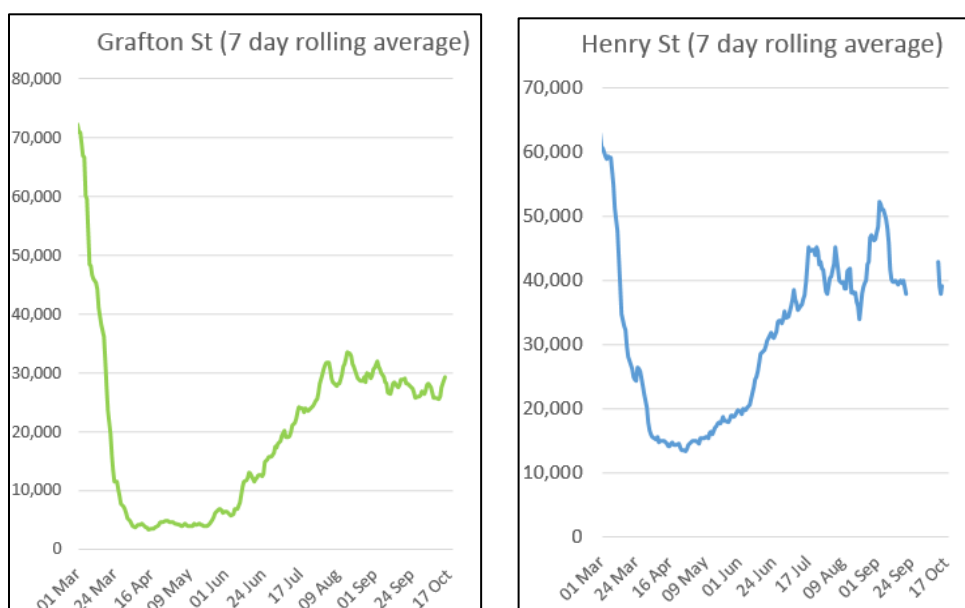
Since the introduction of level 3 restrictions in Dublin, there has been a clear drop in outbound traffic volumes. Changes to inbound traffic volumes are not as obvious.



## 23. Implementation of Measures

### 23.1 Grafton Street Area – Weekend Pedestrian Friendly Trials

A report on the trials and lessons learned, as well as proposals for the future is being prepared. Footfall in both Henry Street and Grafton Street remains below pre-COVID levels but had been recovering steadily. Since the Level 3 restrictions commenced Grafton Street footfall has remained relatively static. (The gap in data for Henry St was due to building works obstructing the counter.)





## ***2.2 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and ‘Filtered Permeability’***

### ***Early start for cyclists***

New signals giving cyclists an early start ahead of vehicular traffic have been installed on Thomas Street at Bridgefoot Street and Francis Street. A wraparound pedestrian phase has also been added at both sites.



### ***Interim Fitzwilliam Cycle Way***

New road markings were installed on Merrion Square East as part of the Interim Fitzwilliam Cycle Way.



### ***Strand Road Cycle Route Trial***

During the consultation we received almost 3,000 submissions. After the consultation ended on 5 October we received an Alternative Proposal to provide cycle facilities on Strand Road from the STC Community Group. As part of its ongoing engagement with interested groups DCC officials met with this Group on 9 October. At the South East Area Committee meeting on 12 October it was agreed that we would assess the STC alternative proposal.

Due to the level of interest in the proposal and with the consent of the STC Community Group the alternative proposal is being made available to the public on the [Consultation Hub](#). The DCC assessment report will also be made available once complete.

### ***Griffith Avenue Cycle Route***

An information leaflet giving an overview, key design features and progress of the Griffith Avenue Cycle Track was delivered to residents and businesses along Griffith Ave between St Mobhi Road and the Malahide Road this week. Information on the scheme plus drawings remain on the [Consultation Hub](#). Please note that the bollards are intended to be temporary to initially protect the scheme, with a more suitable longer term protection being installed once the scheme has bedded in.



*New bollards in place on Griffith Avenue Cycle Lane*

### ***Grangegorman Filtered Permeability Trial***

At the September 2020 Central Area Committee meeting, the Elected Members agreed that the trial should be extended until 31 January 2021. A letter drop has been carried out to all residents and businesses in the area inviting feedback on the trial. Details have also been placed on the [Consultation Hub](#).

All submissions should be emailed to [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie) with the title 'Grangegorman Trial Feedback' preferably in the subject box. Alternatively, feedback can also be submitted via post to the COVID Mobility Team, Block 2, Floor 7, Civic Offices, Wood Quay, Dublin 8, Ireland, D08 RF3F.

### ***Cycle parking***

Batch 13: A total of 294 stands have been installed. All installations are now complete.

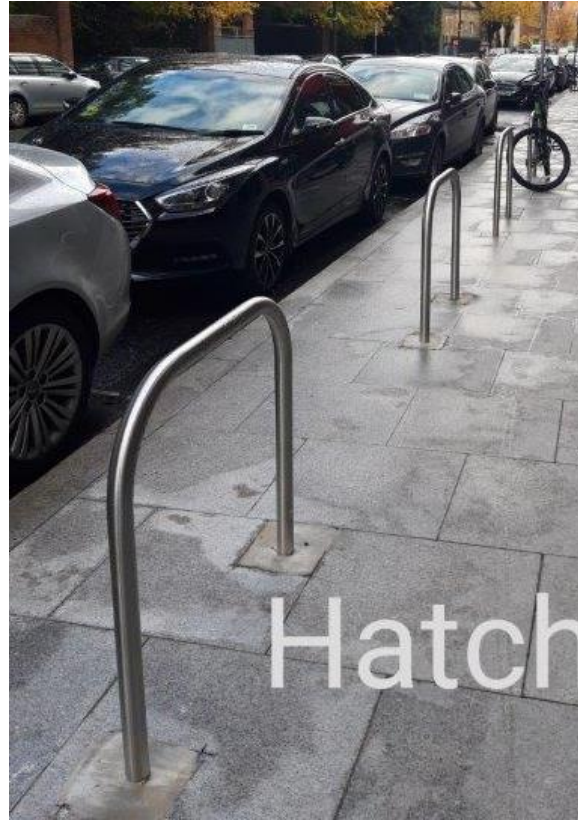
Batch 14: 169 stands have been installed, installations are ongoing.



- Batch 15: 24 stands have been installed, installations are ongoing.
- Batch 16: Tenders are currently being assessed. It is expected that the installations will commence at the start of November 2020.
- Batch 17: Design work is ongoing. Due to go to tender in January 2021.



*Eblana Villas cycle parking*



*Hatch Street Upper cycle parking*

### ***2.3 School Mobility Programme***

We have received 69 School Zone requests from primary level schools to date. The COVID Mobility Technical Team are assessing all submissions for suitability and schools will be contacted with timelines, if it is deemed an appropriate intervention at that location. The Team is also engaging with a number of schools to support the establishment of cycle buses.



*Before and after images at Canal Way Educate Together, Basin View, Dublin 8*

School Zones are being installed this week at

- St. Catherine's National School, Donore Avenue, D8
- Scoil Iosagain, Aughavannagh Road, Crumlin, D12
- St Mary's National School, Paradise Place, Phibsborough, D7
- St Finian's National School, Glenties Park, Finglas, D11

Designs are currently being finalised for the following four Schools:

- St. Audoens National School, Cook St., D8
- Bunscoil Sancta Maria (ERST) Primary School, Synge St., D8
- Scoil Bharra, Fassauga Avenue, Cabra, D7
- St. Vincents Boys & Girls National School, North William Street, D1

## 24. Communications

### 24.1 Website

The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions. As previously advised we will be making more extensive use of the DCC Consultation Hub in order to provide more information on measures.

### 3.2 DCC Consultation Hub/Citizen Space

Details of schemes on the Consultation hub at present include:

Grangegorman Filtered Permeability Trial, <https://consultation.dublincity.ie/traffic-and-transport/grangegorman-filtered-permeability-trial/>

Strand Road Cycle Route Trial, <https://consultation.dublincity.ie/traffic-and-transport/strand-road-trial-cycle-route/>

Griffith Avenue, <https://consultation.dublincity.ie/traffic-and-transport/griffith-avenue-protected-cycle-track/>

The revised layout for Constitution Hill will shortly appear on the Consultation Hub for information.

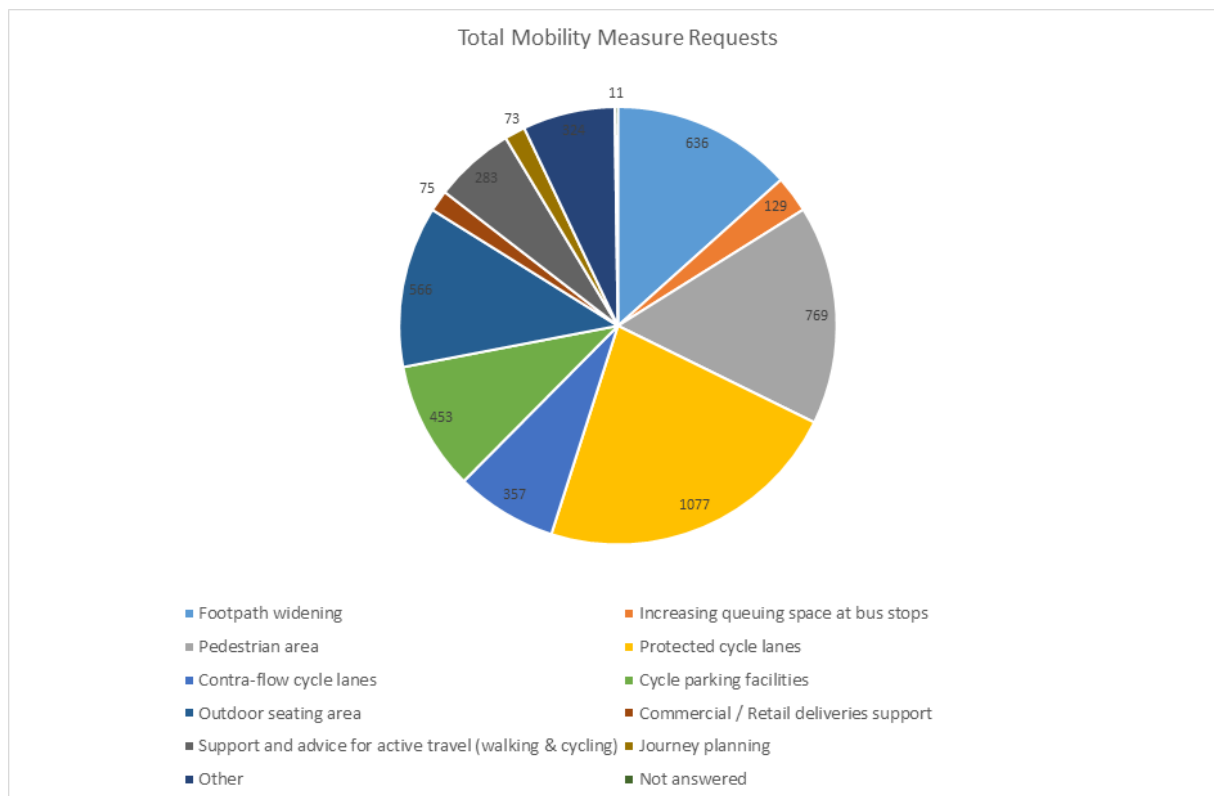
Each week we will alert Members to any new proposals which are available to view on the Consultation Hub and aim to have a more dynamic process for ensuring that support for projects, suggestions on how to improve them and concerns and issues which may need to be addressed can be better handled. Any feedback on this approach is welcome.

### 3.3 Dedicated COVID-19 Mobility Measure Request Form

In the past week, we have received 257 new requests for COVID Mobility Measures. This brings the total number of COVID Mobility requests to 4,753. A breakdown of these requests is given below:

Mobility measure requested	Number
Footpath widening	636
Increasing queuing space at bus stops	129
Pedestrian area	769
Protected cycle lanes	1077
Contra-flow cycle lanes	357
Cycle parking facilities	453
Outdoor seating area	566
Commercial / Retail deliveries support	75
Support and advice for active travel (walking & cycling)	283
Journey planning	73
Other	324
Not answered	<u>11</u>
<b>Total requests</b>	<b>4,753</b>





### 3.4 COVID-19 Mobility E-mail

The dedicated e-mail address continues as the primary channel to contact the COVID Mobility Team. It is attracting huge volumes of queries and feedback. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### 3.5 Councillor Updates

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via e-mail are also being issued to stakeholders via the Transport SPC and the NTA accessibility network.

### 3.6 Active Travel Promotion

We are continuing to 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

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).

Owen P Keegan  
Chief Executive



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council

**Chief Executive's Office  
Floor 4 Block 4  
Civic Offices  
Wood Quay**

23 October 2020

**To the Lord Mayor and Elected Members of the City Council**

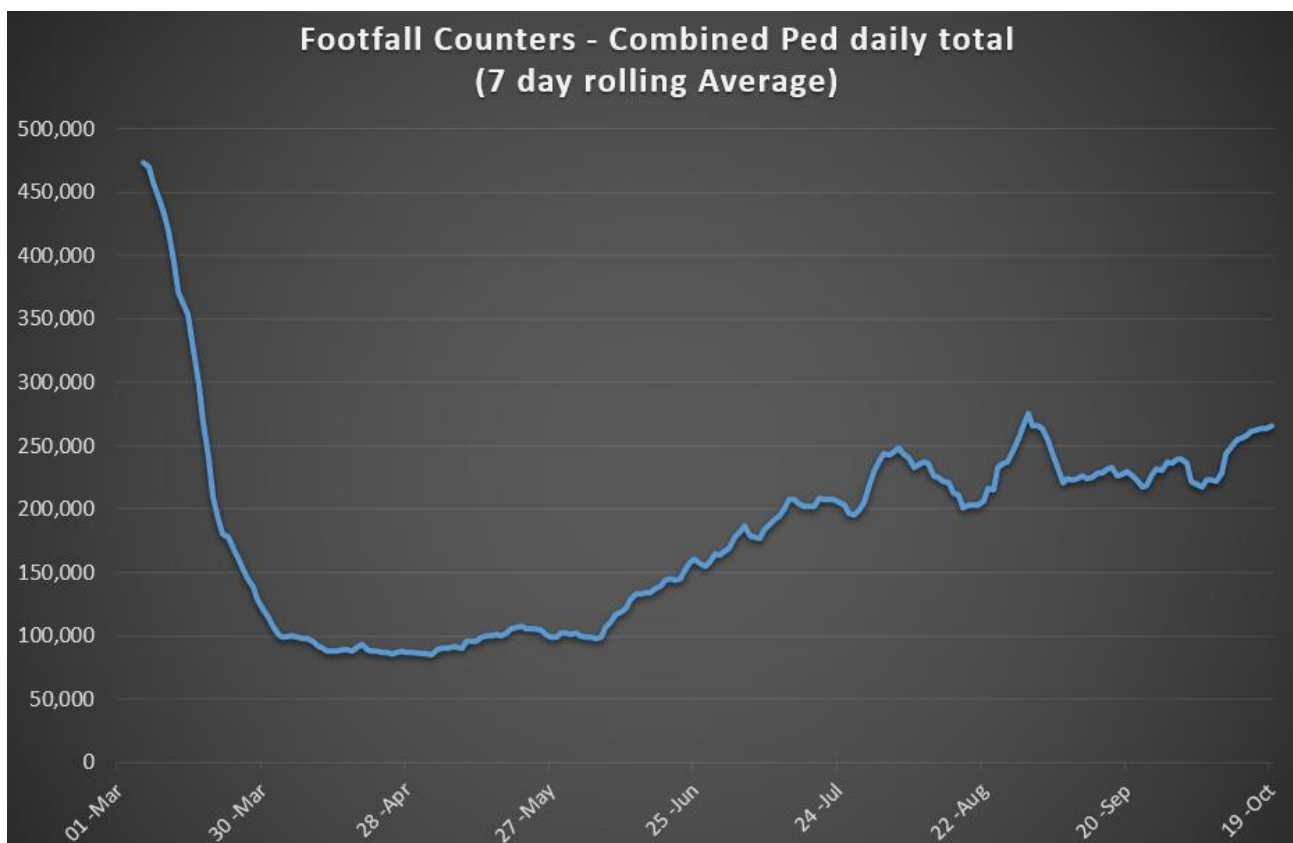
## **COVID-19 Mobility Measures Update**

### **25. Introduction**

Implementation of the COVID Mobility Programme for the City Council area continues with a continued emphasis on schools and safe zones. The recent move to level 5 restrictions emphasises the need to continue to respond to this health crisis with a range of appropriate interventions.

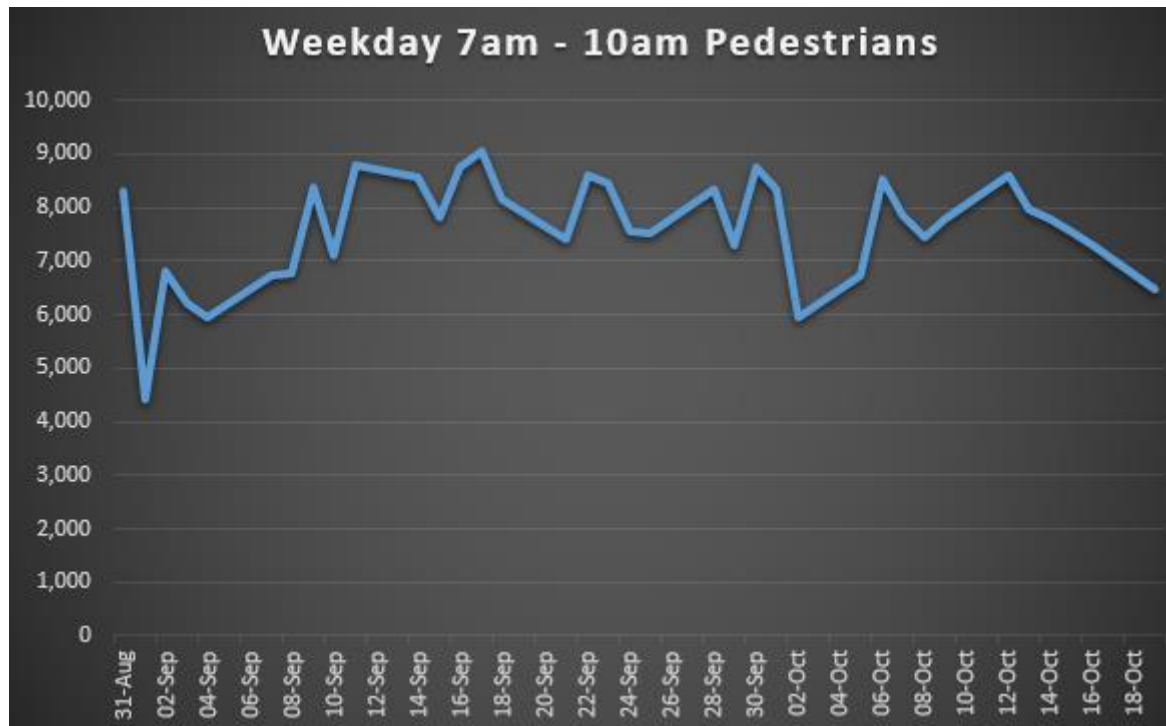
#### **25.1 Pedestrian Volumes**

The footfall counters count continuously and provide 24 hour data. These counters are located between Stephen's Green and Henry St. These show that the footfall in this core area had reached a high of around 60% of pre-COVID levels.



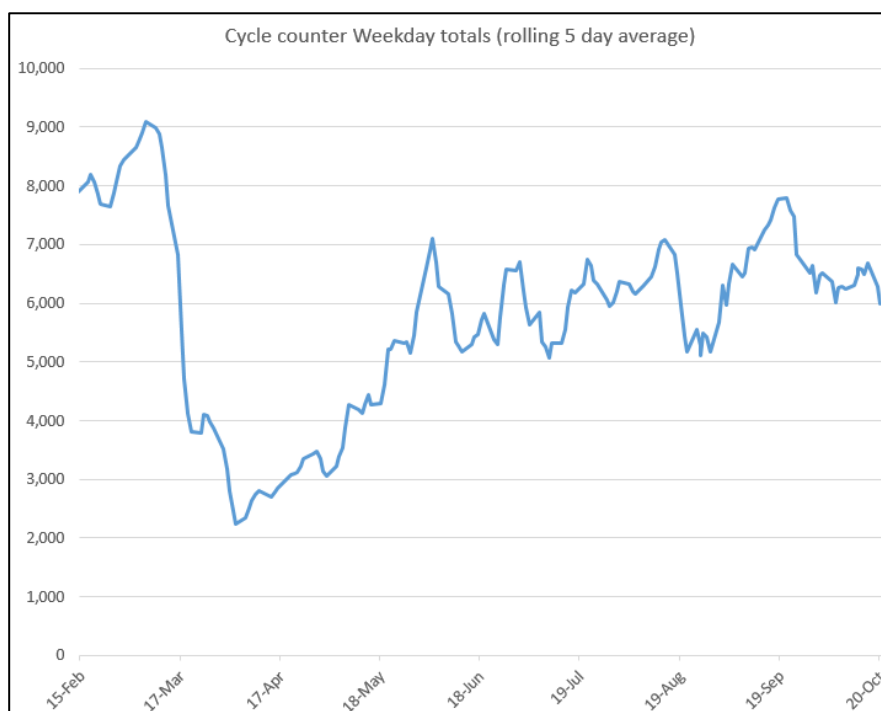
Data from the new footfall counters that were installed at key pedestrian locations (Phibsborough, Newcomen Bridge, Baggot St, Grand Canal, North Wall Quay) Richmond St, Newcomen Bridge is now

available. These will allow us to further monitor footfall, in particular pedestrians commuting to work, as we move through different levels of restrictions.



## 1.2 Cycling Volumes

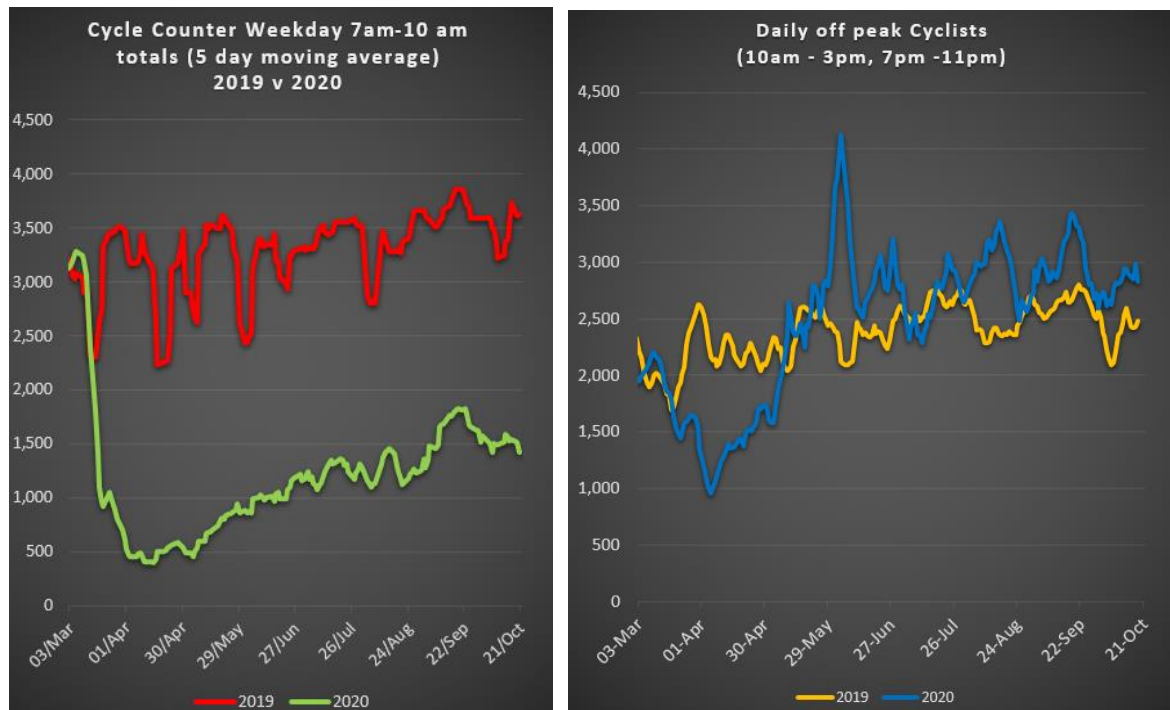
Cycling volumes, which are continuously monitored by City Council’s counters located at Grove Road, North Strand Road, Charleville Mall and Guild Street, show overall cycling numbers at approximately 80% of pre-COVID numbers with this level holding steady since the start of June. Numbers had begun to increase again in September followed by a slight decrease and are now holding steady.



However, during the peak morning time, 7am to 10am, cycling numbers are at approx. 35% of pre-COVID levels. Comparing February to October of this year, to last year, we can see that the morning



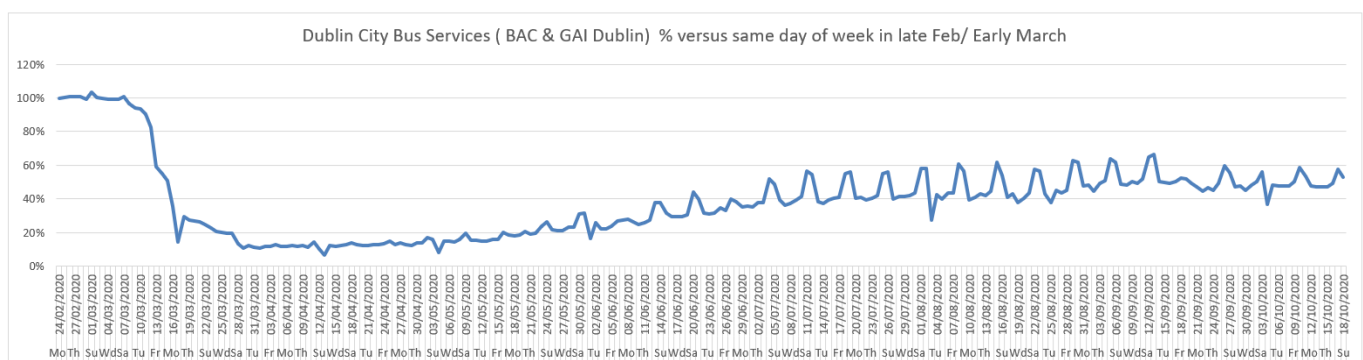
commuter cycling numbers remain significantly reduced.



In contrast, the off peak cycling figures are still exceeding 2019 figures

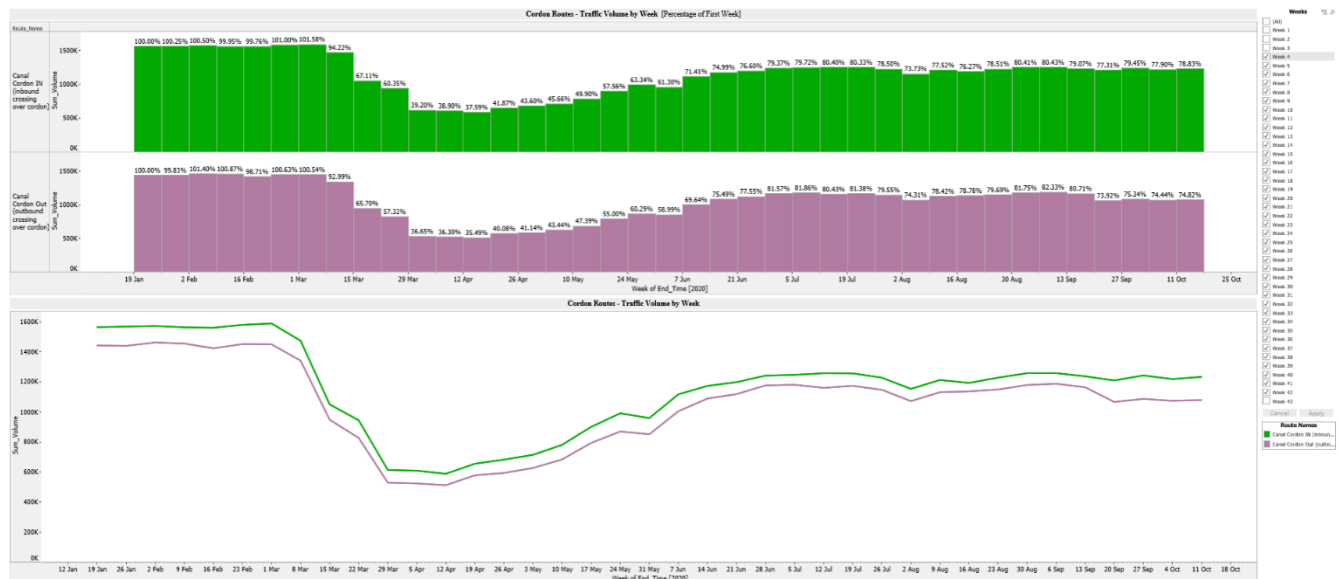
### 1.3 Bus Passenger Numbers

The trend in bus passenger numbers (BAC and GAI) was showing a steady recovery, however in recent weeks this has tailed off. Weekday passenger numbers were close to 50% of pre-COVID levels. The move to level 5 restrictions means that buses move back to having 25% capacity and this is presently causing some issues.



### 1.4 General Traffic Volumes

Since the introduction of level 3 restrictions in Dublin, up to the end of last week there has been a slight reduction in traffic volumes.



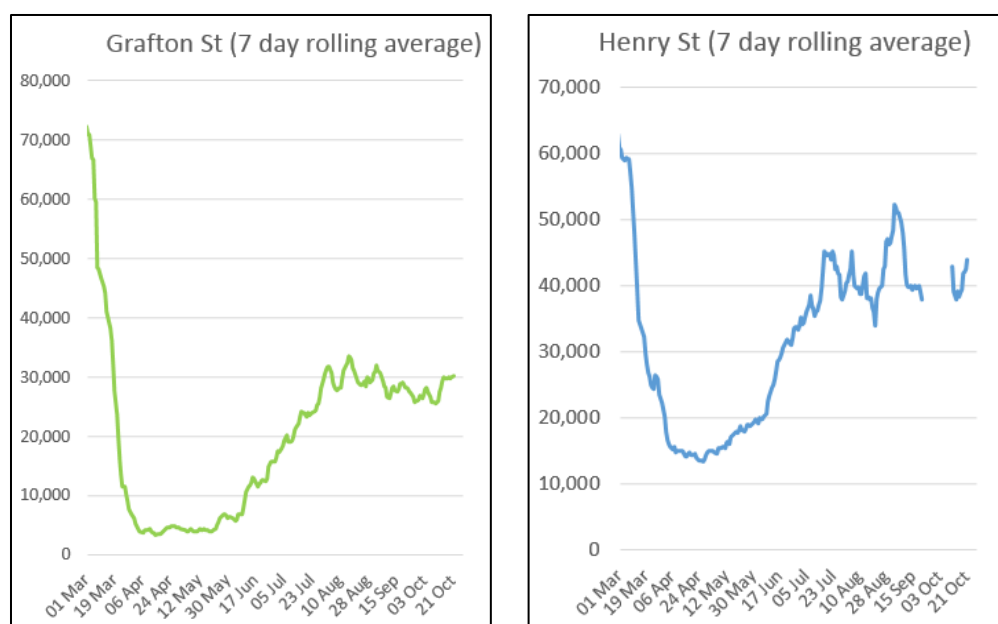
## Introduction of Level 5 Restrictions

Comparing volumes across the canal cordon on Thursday 22 October (first full day of level 5) with Thursday 15 October there was a 13.5 % drop in traffic volumes. We will have a more comprehensive report on the impact of the restrictions next week.

## 26. Implementation of Measures

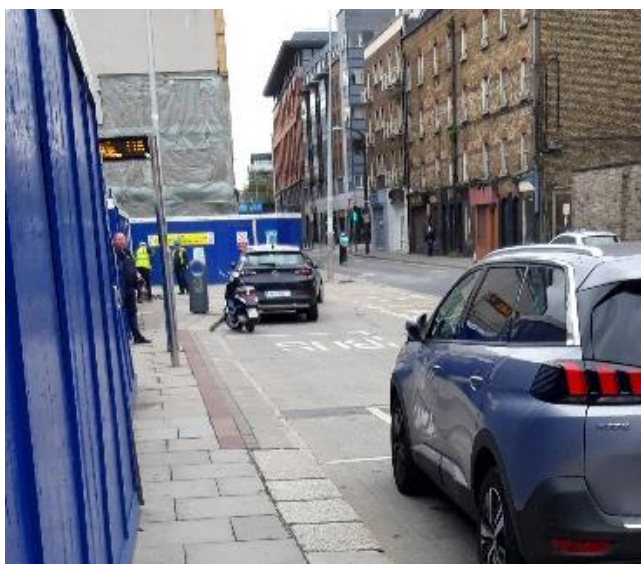
### 26.1 Grafton Street Area – Weekend Pedestrian Friendly Trials

A report on the trials and lessons learned, as well as proposals for the future is being prepared. Footfall in both Henry Street and Grafton Street remains below pre-COVID levels but had been recovering steadily. Since the Level 3 restrictions commenced Grafton Street footfall has remained relatively static.



## 2.2 Bus Stop Build Out

A temporary modular bus stop has been installed on Townsend St. This was a narrow footpath with little room for bus passengers waiting. Buses also had issues trying to access the kerb.



*Before*



*After*

## 2.3 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and 'Filtered Permeability'

### *College Green protected cycle lane improvements*

The protected cycle lane on College Green that was installed in early June has been improved by the removal of redundant bollards and the seasonal upgrading of planting.



*June 2020*



*October 2020*



### ***Grangegorman Filtered Permeability Trial***

At the September 2020 Central Area Committee meeting, the Elected Members agreed that the trial should be extended until 31 January 2021. A letter drop, providing an update on the trial and inviting feedback, was carried out to all residents and businesses in the area. A further letter drop to the wider catchment area, including Monck Place, Avondale Terrace and their surrounding streets, will be carried out in the coming week or so inviting feedback on the trial. All details on the trial are available on the [Consultation Hub](#).

It is important to reiterate that all submissions should be emailed to [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie) with the title 'Grangegorman Trial Feedback' preferably in the subject box. Alternatively, feedback can also be submitted via post to the COVID Mobility Team, Block 2, Floor 7, Civic Offices, Wood Quay, Dublin 8, Ireland, D08 RF3F.

### ***Griffith Avenue Cycle Route***

Road markings and bollards are complete between St Mobhi Road and Walnut Rise.

### ***Resurfacing works***

Resurfacing works are now complete on **Constitution Hill**. It is intended to install an extruded kerb starting next week to protect the inbound and outbound cycle lanes on Constitution Hill.

Resurfacing works commenced on **North Frederick Street** this week. Once complete new road markings will be installed and a protected inbound cycle lane will be provided on North Frederick Street.

More space allocated for cyclists as part of the resurfacing on **Kildare Street**.



*Before*



*After*



*Before*



*After*

## 2.4 School Mobility Programme

We have received 74 **School Zone** requests from primary level schools to date. The COVID Mobility Technical Team are assessing all submissions for suitability and schools will be contacted with timelines, if it is deemed an appropriate intervention at that location.

Installation of School Zones are currently being completed at the following schools:

- St. Catherine's National School, Donore Avenue, D8
- Scoil Iosagain, Aughavannagh Road, Crumlin, D12
- St Mary's National School, Paradise Place, Phibsborough, D7
- St Finian's National School, Glenties Park, Finglas, D11



*Scoil Iosagain, Crumlin*

Designs are completed and installation imminent for the following Schools:

- St. Audoens National School, Cook St., D8
- Bunscoil Sancta Maria (ERST) Primary School, Synge St., D8
- Scoil Bharra, Fassaugh Avenue, Cabra, D7
- St. Vincents Boys & Girls National School, North William Street, D1

Designs are currently being finalised for the following schools:

- St. Malachys National School, St. Helena's Road, Finglas, D11
- Scoil Eoin, Thornville Road, Donaghmede, D5
- St. Louis' Infant and Senior Primary Schools, Williams Park, Rathmines, D6
- Presentation Primary School, Warrenmount, Blackpitts, Dublin 8.

The Team continues to engage with schools seeking to establish cycle buses and park & stride initiatives.

## **27. Communications**

### **27.1 Website**

The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions. As previously advised we will be making more extensive use of the DCC Consultation Hub in order to provide more information on measures.

### **3.2 DCC Consultation Hub/Citizen Space**

Details of schemes on the Consultation hub at present include:

Grangegorman Filtered Permeability Trial, <https://consultation.dublincity.ie/traffic-and-transport/grangegorman-filtered-permeability-trial/>

Strand Road Cycle Route Trial, <https://consultation.dublincity.ie/traffic-and-transport/strand-road-trial-cycle-route/>

Griffith Avenue, <https://consultation.dublincity.ie/traffic-and-transport/griffith-avenue-protected-cycle-track/>

The revised layout for Constitution Hill will shortly appear on the Consultation Hub for information.

Each week we will alert Members to any new proposals which are available to view on the Consultation Hub and aim to have a more dynamic process for ensuring that support for projects, suggestions on how to improve them and concerns and issues which may need to be addressed can be better handled. Any feedback on this approach is welcome.

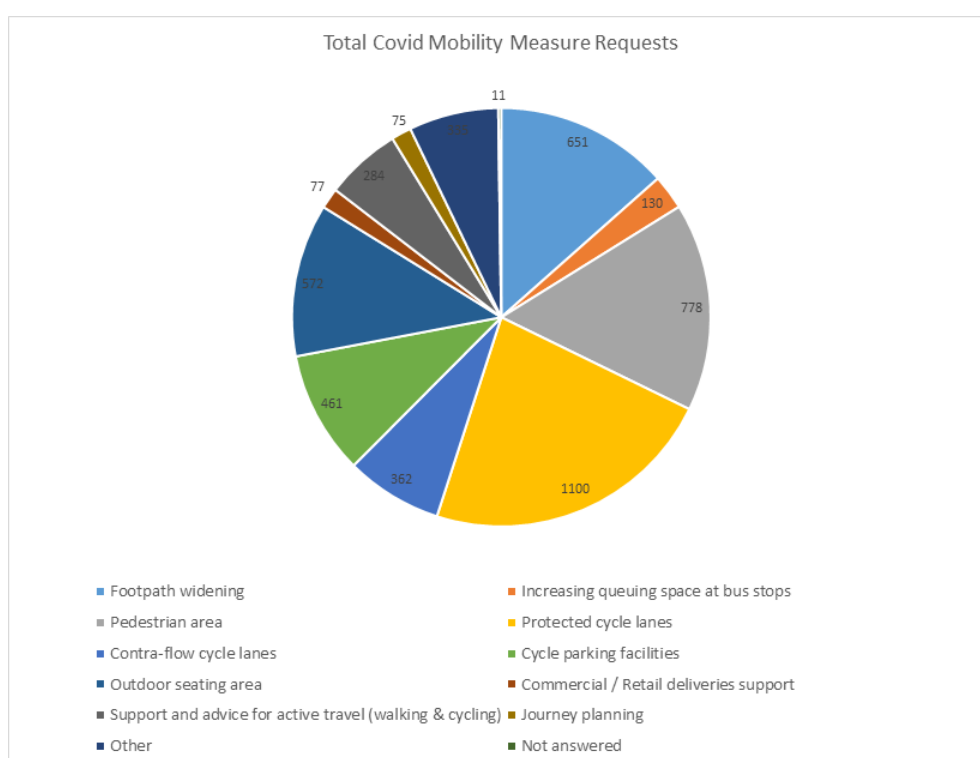
### **3.3 Dedicated COVID-19 Mobility Measure Request Form**

In the past week, we have received 83 new requests for COVID Mobility Measures. This brings the total number of COVID Mobility requests to 4,836. A breakdown of these requests is given below:

<b>Mobility measure requested</b>	<b>Number</b>
Footpath widening	651
Increasing queuing space at bus stops	130
Pedestrian area	778
Protected cycle lanes	1100
Contra-flow cycle lanes	362
Cycle parking facilities	461



Outdoor seating area	572
Commercial / Retail deliveries support	77
Support and advice for active travel (walking & cycling)	284
Journey planning	75
Other	335
Not answered	11
<b>Total requests</b>	<b>4836</b>



### 3.4 COVID-19 Mobility E-mail

The dedicated e-mail address continues as the primary channel to contact the COVID Mobility Team. It is attracting huge volumes of queries and feedback. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### 3.5 Councillor Updates

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via e-mail are also being issued to stakeholders via the Transport SPC and the NTA accessibility network.

### 3.6 Active Travel Promotion

We are continuing to 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

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).

Owen P Keegan  
**Chief Executive**



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council

**Chief Executive's Office  
Floor 4 Block 4  
Civic Offices  
Wood Quay**

30 October 2020

**To the Lord Mayor and Elected Members of the City Council**

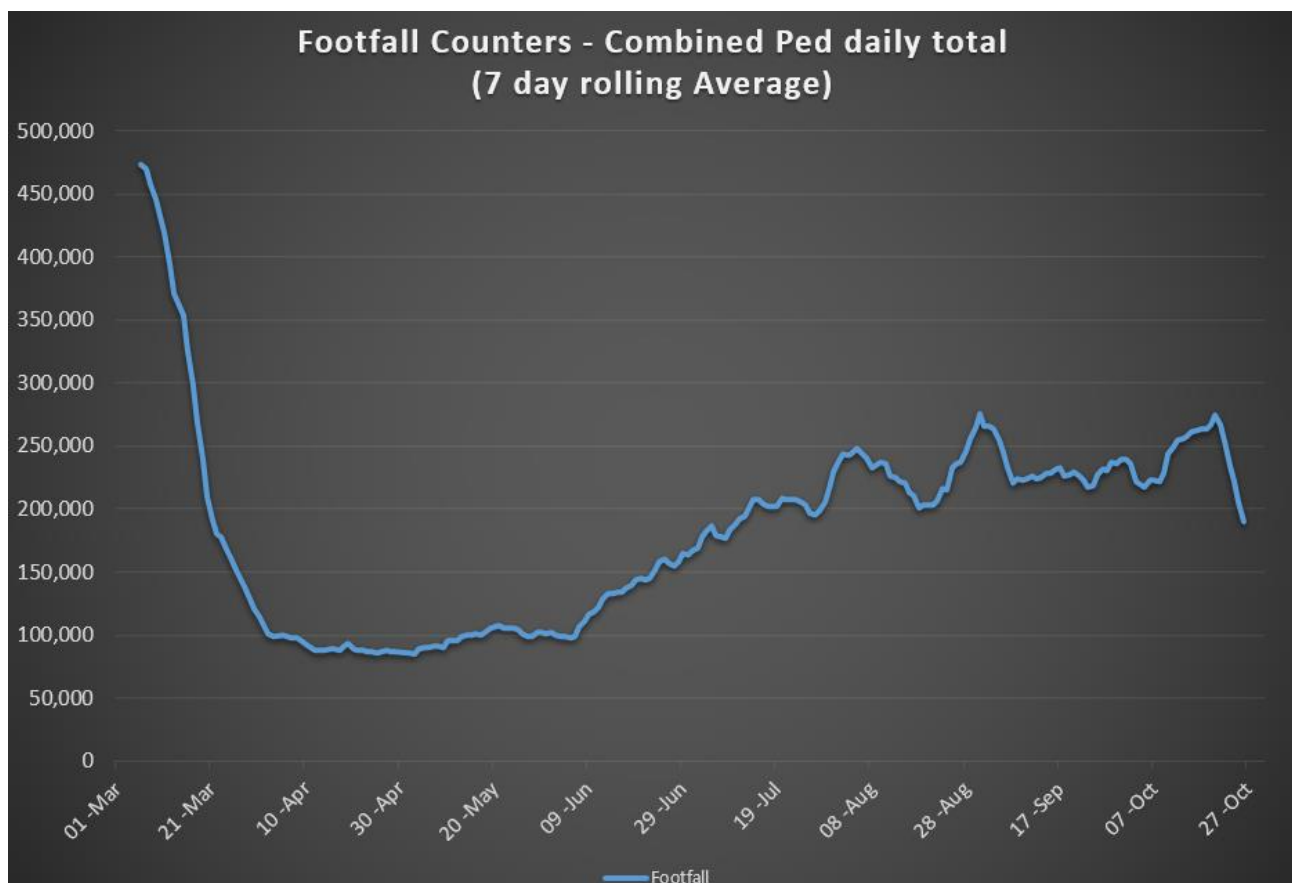
## **COVID-19 Mobility Measures Update**

### **1. Introduction**

Implementation of the COVID Mobility Programme for the City Council area continues with a continued emphasis on schools and safe zones. The recent move to level 5 restrictions emphasises the need to continue to respond to this health crisis with a range of appropriate interventions.

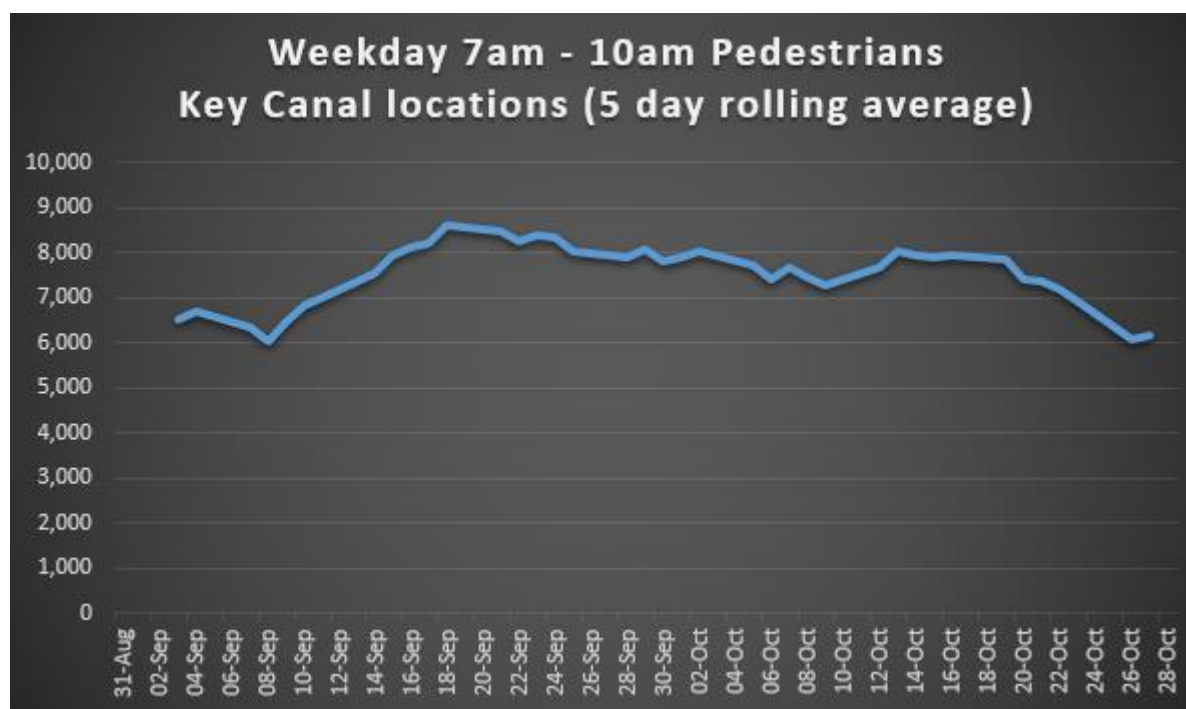
#### **27.2 Pedestrian Volumes**

The footfall counters count continuously and provide 24 hour data. These counters are located between Stephen's Green and Henry St. These show that the footfall in this core area had reached a high of around 60% of pre-COVID levels. Footfall has dropped since Level 5 restrictions were introduced.



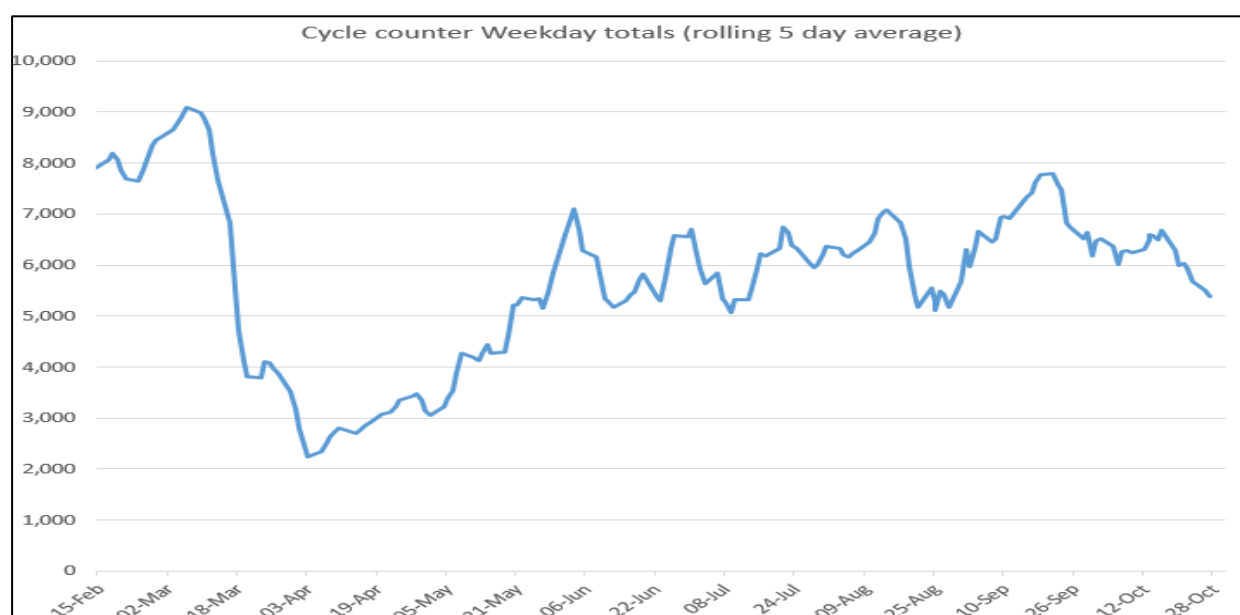
Data from the new footfall counters that were installed at key pedestrian locations (Phibsborough, Newcomen Bridge, Baggot St, Grand Canal, North Wall Quay, Richmond St, Newcomen Bridge) is

now available. These allow us to further monitor footfall, in particular pedestrians commuting to work, as we move through different levels of restrictions. It is clear there has been a drop since Level 5 restrictions came into force.



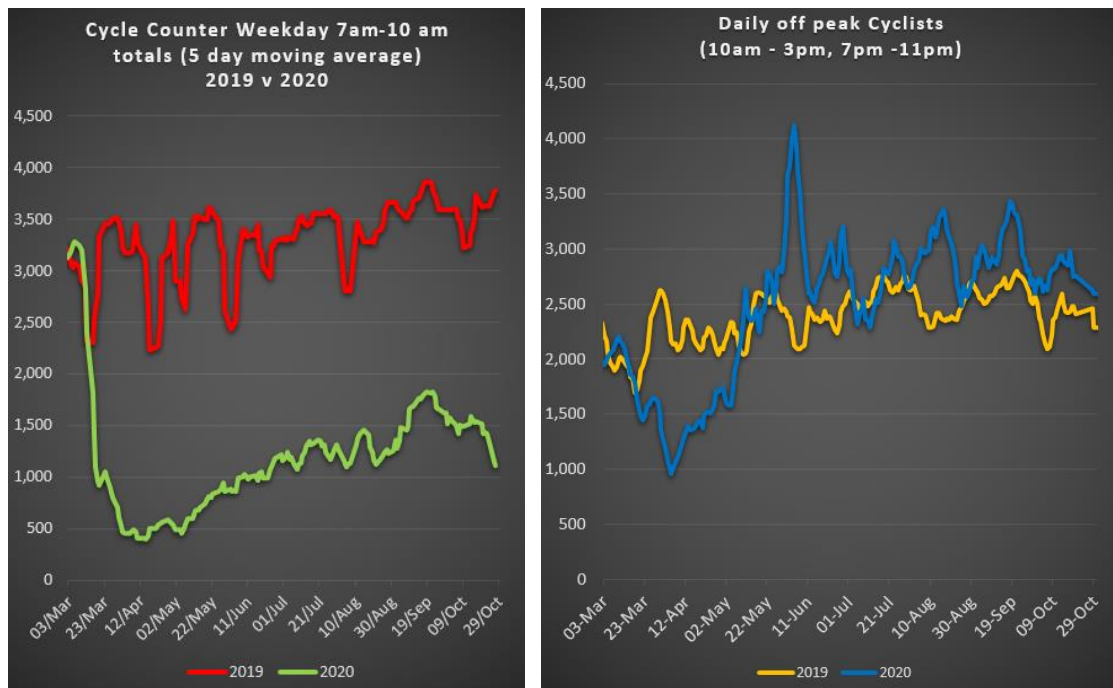
## 1.2 Cycling Volumes

Cycling volumes, which are continuously monitored by the City Council’s counters located at Grove Road, North Strand Road, Charleville Mall and Guild Street, show overall cycling numbers at approximately 80% of pre-COVID numbers with this level holding steady since the start of June. Numbers had begun to increase again in September followed by a slight decrease. As with the pedestrian figures, the numbers have dropped in the last week.



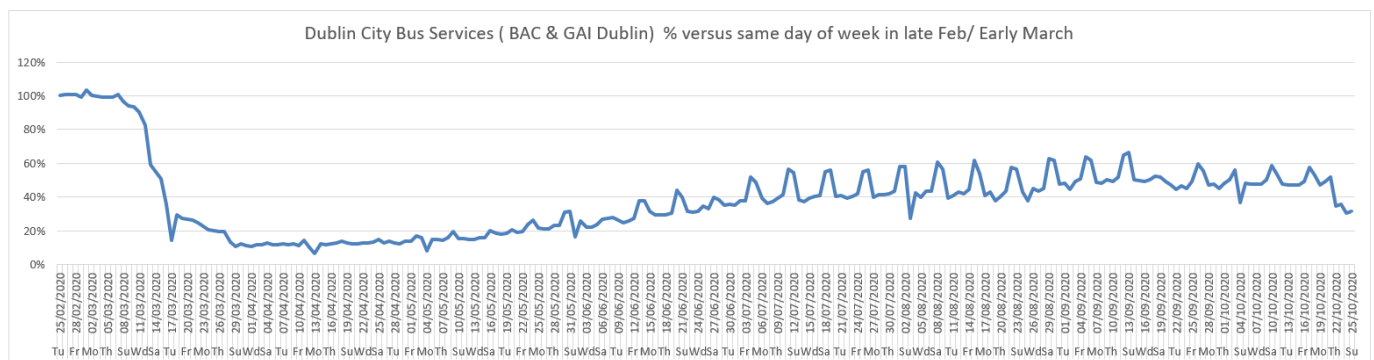
However, during the peak morning time, 7am to 10am, cycling numbers are at approx. 35% of pre-COVID levels. Comparing February to October of this year, to last year, we can see that the morning

commuter cycling numbers remain significantly reduced. In contrast, the off peak cycling figures are still exceeding 2019 figures.



### 1.3 Bus Passenger Numbers

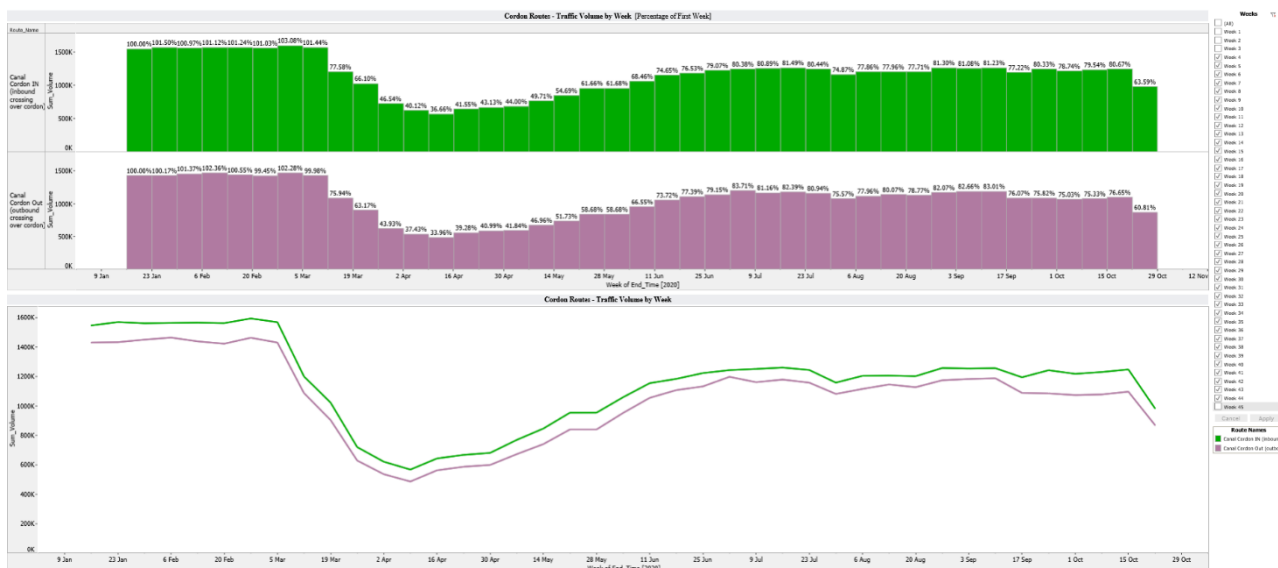
The trend in bus passenger numbers (BAC and GAI) was showing a steady recovery, however in recent weeks this has tailed off. Weekday passenger numbers were close to 50% of pre-COVID levels. The move to Level 5 restrictions means that buses are restricted to 25% and this is presently causing some issues.



### 1.4 General Traffic Volumes

There has been a significant drop in traffic volumes since the introduction of Level 5 restrictions last Wednesday week. The chart below covers a full week at Level 5 and shows volumes to be approximately 61% of what they were in a similar week in January. Note, the Bank Holiday Monday would also have contributed to the reduction in traffic volumes.



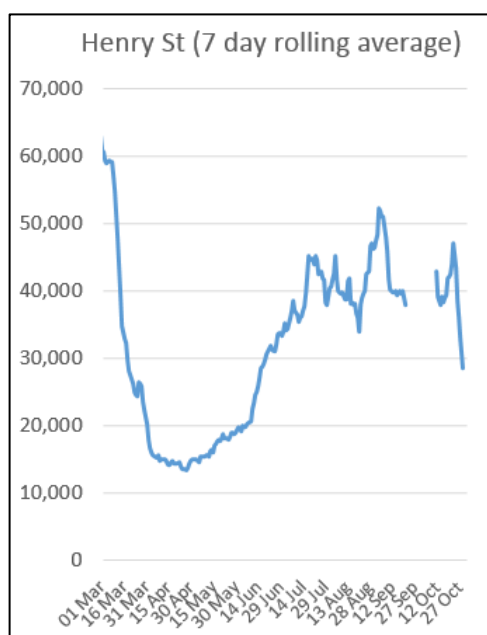


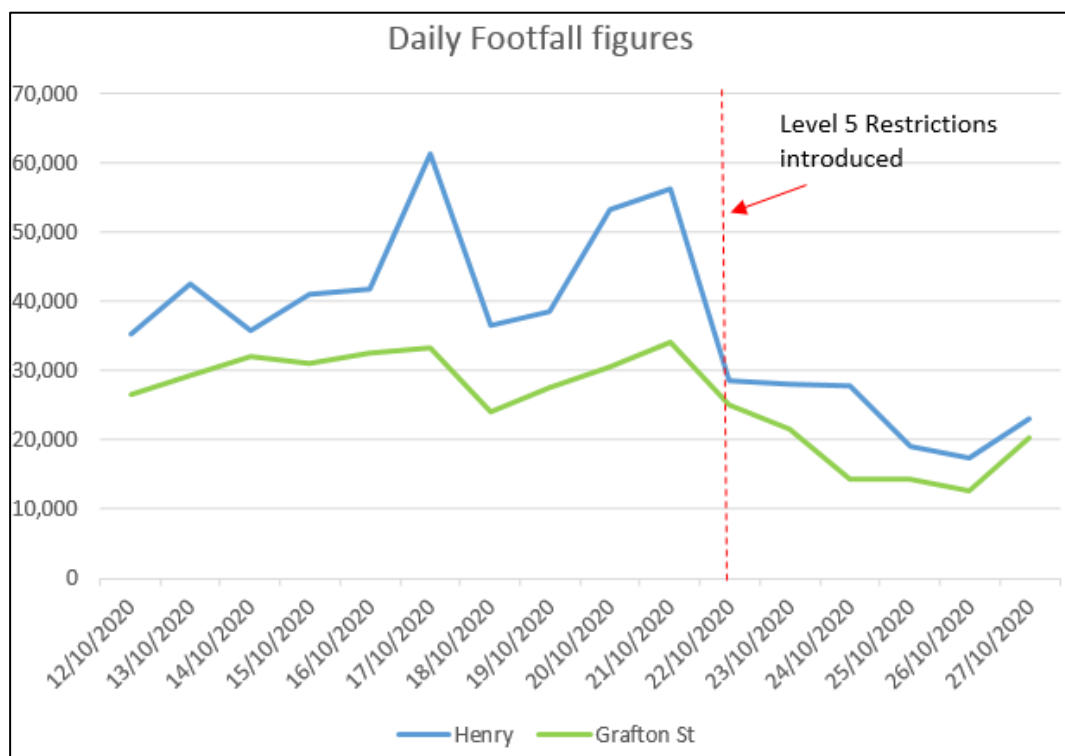
## 28. Implementation of Measures

### 28.1 Grafton Street Area – Weekend Pedestrian Friendly Trials

A report on the trials and lessons learned, as well as proposals for the future is attached to this report. Road resurfacing will take place on a number of the streets in the Grafton Quarter during November as well as some other more minor changes. A period of consultation on the proposed traffic changes in the Grafton Street area will commence in November.

Since the Level 5 restrictions commenced Grafton Street footfall has dropped substantially along with Henry Street.





## 2.2 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and ‘Filtered Permeability’

### ***Strand Road Cycle Route***

We have received an Alternative Option - Version 2 from STC Community Group. We have placed this on the [Consultation Hub](#) and directed people to this submission via our Social Media platforms. The Council’s response to this proposal will be presented to the next meeting of the South East Area Committee on Thursday.

### ***Griffith Avenue Cycle Route***

The next section of the protected cycle lanes on Griffith Avenue between St Mobhi Road and Walnut Rise was installed over the past few weeks. We have received comments regarding aspects of this section which we are continuing to monitor and are making modifications as required. Details of some of the issues raised of late are included on the [Consultation Hub](#), see document ‘*Public Consultation Summary Update 27/10/20*’ included in supporting documents at the bottom of the page. We have also included a copy of the information leaflet that was delivered to residents of Griffith Avenue on 12 October.

Drawings for the next section of Griffith Avenue, between Walnut Rise and Drumcondra Road (Section 2), are now finalised, taking into consideration feedback we have received since the draft drawings were initially published on the site in late September. We would hope to start installing this section in the coming weeks.

We hope to publish drawings for the junction of Griffith Avenue and Drumcondra Road next week and draft drawings for Section 3, Drumcondra Road to Grace Park Road, early the following week.

### ***Parnell Square East Contraflow***

Resurfacing works have begun on North Frederick Street and Parnell Square East. Once the resurfacing works are completed we intend installing new road markings that will allow for the installation of the

contra-flow cycle lane linking O'Connell Street to Dorset Street via North Frederick Street. However we have yet to complete civil works to allow cyclists safely pass from O'Connell Street onto Parnell Square East and again from Parnell Square East onto North Frederick Street. Until these works are completed we only intend allowing access to the new cycle lanes on North Frederick Street.

We also have to make changes to the junction of North Frederick Street and Dorset Street and in the interim period the current arrangements will remain with all vehicles including cyclists having to turn left from North Frederick Street onto Dorset Street. It is intended that in the coming months all civils will be completed to allow the contra-flow to be fully operational. A summary of the feedback received since the original proposals is available on the [Consultation Hub](#).

### ***Grangegorman Filtered Permeability Trial***

At the September 2020 Central Area Committee meeting, the Elected Members agreed that the trial should be extended until 31 January 2021. A letter drop, providing an update on the trial and inviting feedback, was carried out to all residents and businesses in the area. A further letter drop to the wider catchment area, including Monck Place, Avondale Terrance and their surrounding streets, was carried out recently inviting feedback on the trial. All details of the trial are available on the [Consultation Hub](#).

### ***Pigeon House Road Filtered Permeability Trial***

The report for Pigeon House Road will be presented at the November South East Area Committee meeting with DCC's recommendation to extend the trial for 1 year.

### ***Resurfacing works***

Resurfacing works are now complete on **Constitution Hill**. This has allowed the cycle tracks to be clearly marked on either side as well as a bus lane on the approach to Church Street junction. It is intended to install an extruded kerb starting next week to protect the inbound and outbound cycle lanes on Constitution Hill and to finish the road markings in the area.

## ***2.3 Urban Villages***

### ***Sandymount Village***

Construction has commenced on the installation of three pedestrian crossings in Sandymount Green - two controlled pedestrian crossing (one near Borzas Takeaway on northern arm of Sandymount Green and one near Bennetts Auctioneers on the southern arm of Sandymount Green), as well as one uncontrolled crossing at the junction of Claremont Road and Sandymount Green. A ramp on the eastern arm of Sandymount Green is also included in the works.

### ***Finglas Village***

The installation of two uncontrolled crossings in Finglas Village, at the junction with Finglas Main Street and Jamestown Road, will commence in early November 2020. The upgrade of the footpath on Finglas Main Street from Mace to Iceland is included in the works.

## ***2.4 School Mobility Programme***

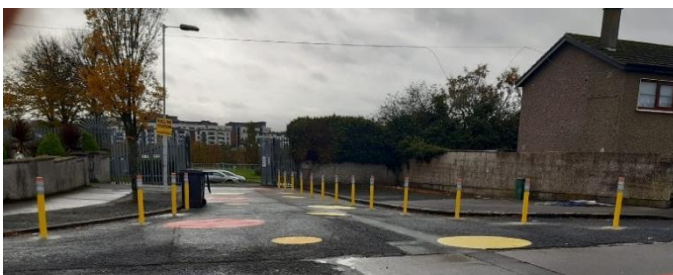
### ***School Zones***

We have received 78 **School Zone** requests from primary level schools to date. The COVID Mobility Technical Team are assessing all submissions for suitability and schools will be contacted with

timelines, if it is deemed an appropriate intervention at that location.



*Completed School Zone at St. Catherine's School National School, Donor Avenue, D8*



*Completed School Zone at St. Finians National School, Glenties Park, Finglas, D11*

Bad weather caused slight delays on the installation of School Zones this week. The following were due for completion by the end of this week:

- St. Audoens National School, Cook St., D8
- Bunscoil Sancta Maria (ERST) Primary School, Synge St., D8
- Scoil Bharra, Fassaugh Avenue, Cabra, D7
- St. Vincents Boys & Girls National School, North William Street, D1

Work will commence on School Zones at the following schools next week:

- St. Malachys National School, St. Helena's Road, Finglas, D11
- Scoil Eoin, Thornville Road, Donaghmede, D5
- St. Louis' Infant and Senior Primary Schools, Williams Park, Rathmines, D6
- Presentation Primary School, Warrenmount, Blackpitts, Dublin 8

### ***School cycle parking***

Since the start of September 52 cycle parking stands were delivered to 18 schools. We intend to deliver cycle parking stands to a further 52 schools over the coming weeks.

The Team continues to engage with schools seeking to establish cycle buses and park & stride initiatives.

## **29. Communications**

### **29.1 Website**

The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions. As previously advised we will be making more extensive use of the DCC Consultation Hub in order to provide more information on measures.

### **3.2 DCC Consultation Hub/Citizen Space**

Details of schemes on the Consultation Hub at present include:

Grangegorman Filtered Permeability Trial, <https://consultation.dublincity.ie/traffic-and-transport/grangegorman-filtered-permeability-trial/>

Strand Road Cycle Route Trial, <https://consultation.dublincity.ie/traffic-and-transport/strand-road-trial-cycle-route/>

Griffith Avenue, <https://consultation.dublincity.ie/traffic-and-transport/griffith-avenue-protected-cycle-track/>

The revised layout for Constitution Hill will shortly appear on the Consultation Hub for information.

Each week we will alert Members to any new proposals which are available to view on the Consultation Hub and aim to have a more dynamic process for ensuring that support for projects, suggestions on how to improve them and concerns and issues which may need to be addressed can be better handled. Any feedback on this approach is welcome.

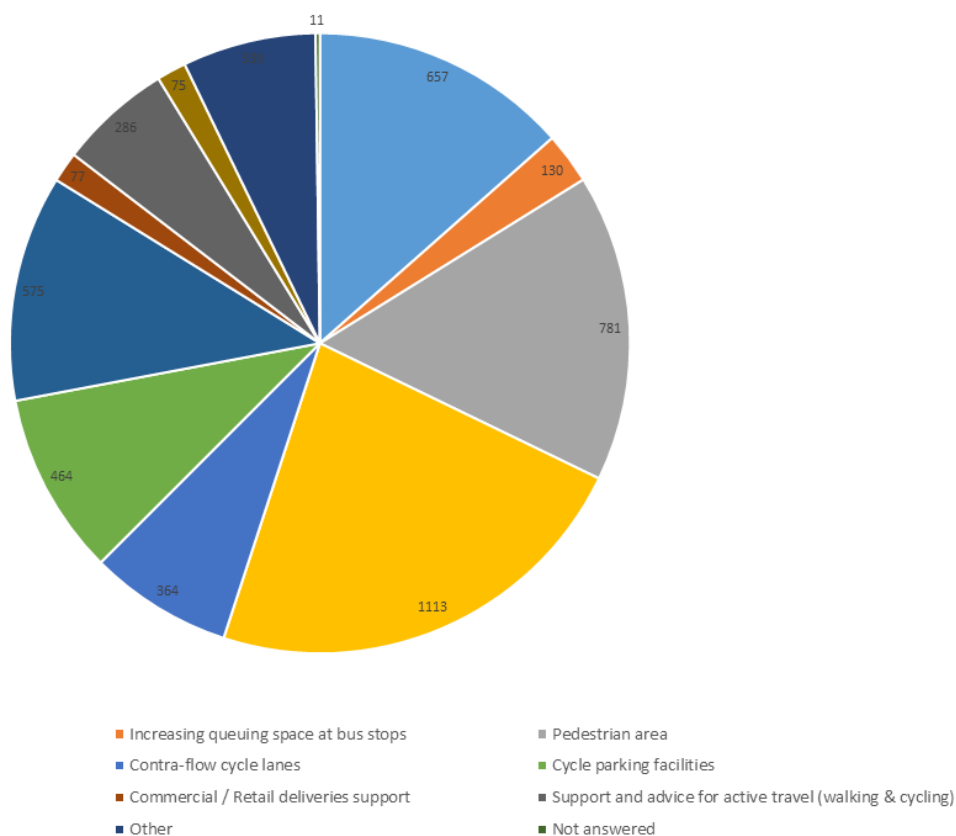
### **3.3 Dedicated COVID-19 Mobility Measure Request Form**

In the past week, we have received 36 new requests for COVID Mobility Measures. This brings the total number of COVID Mobility requests to 4,872. A breakdown of these requests is given on the next page:



Mobility measure requested	Number
Footpath widening	657
Increasing queuing space at bus stops	130
Pedestrian area	781
Protected cycle lanes	1113
Contra-flow cycle lanes	364
Cycle parking facilities	464
Outdoor seating area	575
Commercial / Retail deliveries support	77
Support and advice for active travel (walking & cycling)	286
Journey planning	75
Other	339
Not answered	11
<b>Total requests</b>	<b>4,872</b>

Total Covid Mobility Requests



### 3.4 COVID-19 Mobility E-mail

The dedicated e-mail address continues as the primary channel to contact the COVID Mobility Team. It is attracting huge volumes of queries and feedback. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### **3.5 *Councillor Updates***

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via e-mail are also being issued to stakeholders via the Transport SPC and the NTA accessibility network.

### **3.6 *Active Travel Promotion***

We are continuing to 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.

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).

Owen P Keegan  
**Chief Executive**



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council

**Chief Executive's Office  
Floor 4 Block 4  
Civic Offices  
Wood Quay**

6 November 2020

**To the Lord Mayor and Elected Members of the City Council**

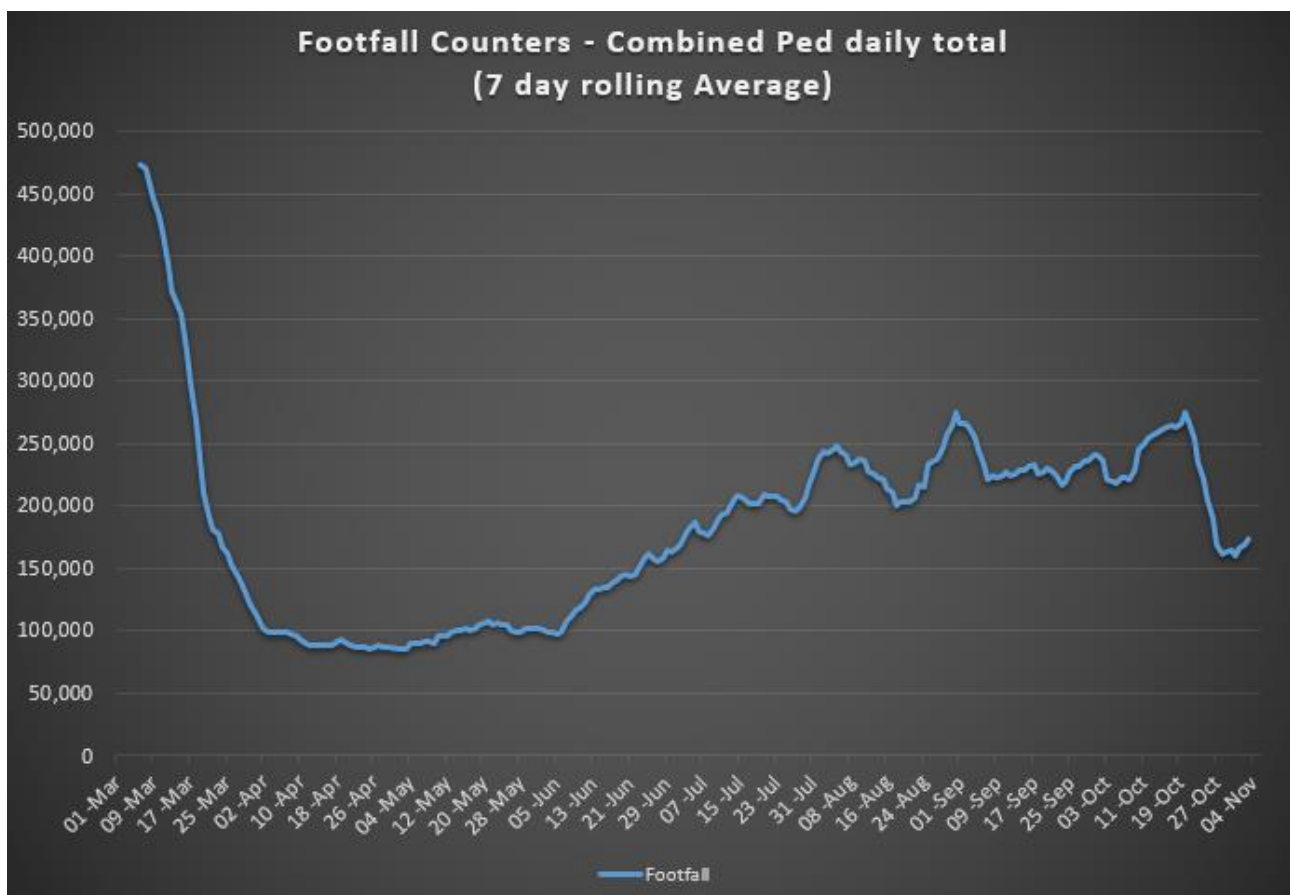
## **COVID-19 Mobility Measures Update**

### **1. Introduction**

Implementation of the COVID Mobility Programme for the City Council area continues with an emphasis on schools and safe zones. The Level 5 restrictions reinforce the need to continue to respond to this health crisis with a range of appropriate interventions.

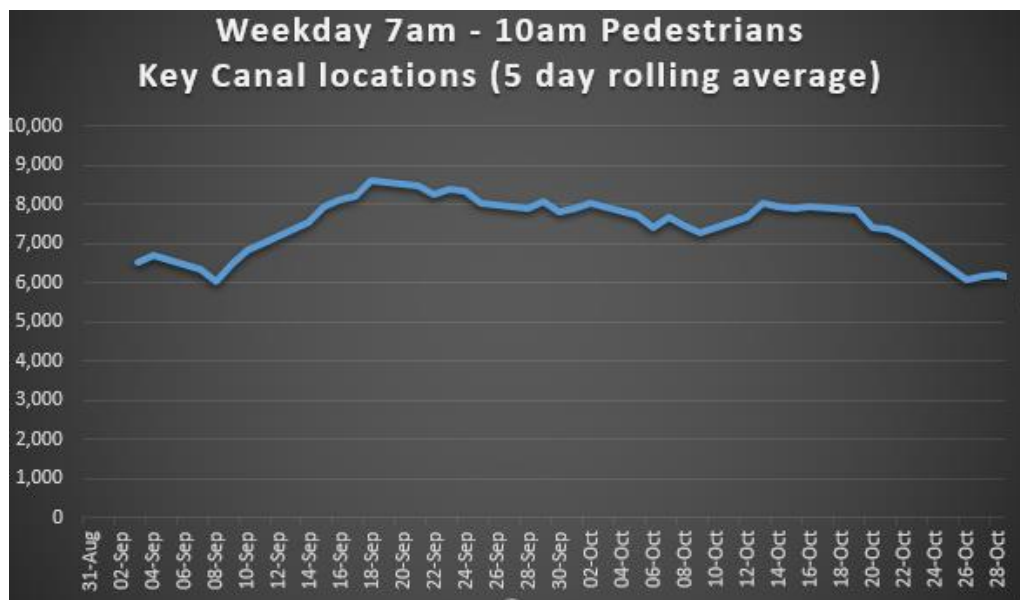
#### **29.2 Pedestrian Volumes**

The footfall counters count continuously and provide 24 hour data. These counters are located between Stephen's Green and Henry St. These show that the footfall in this core area had reached a high of around 60% of pre-COVID levels. Footfall dropped when Level 5 restrictions were introduced but appears now to have leveled off.



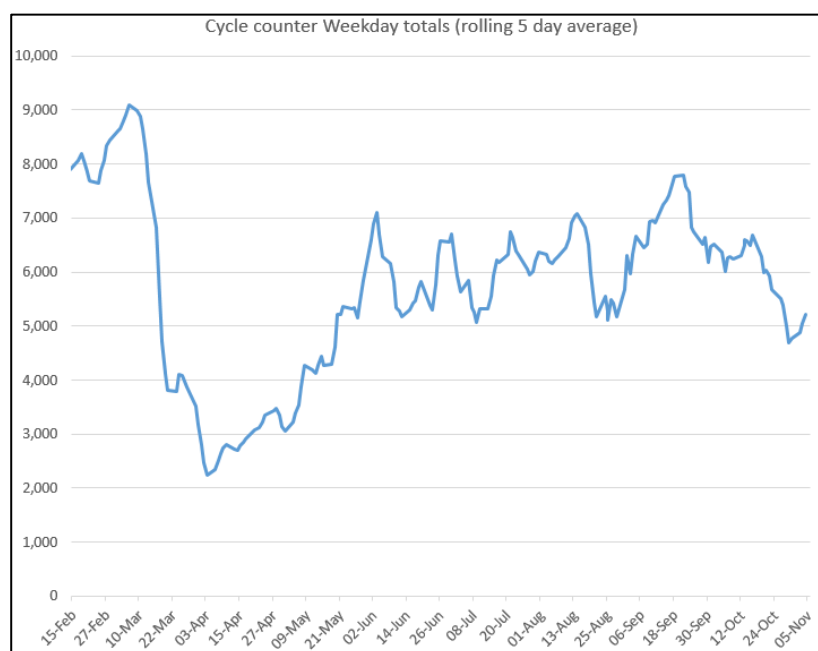
Data from the new footfall counters that were installed at key pedestrian locations (Phibsborough, Newcomen Bridge, Baggot St, Grand Canal, North Wall Quay) Richmond St, Newcomen Bridge is now available. These will allow us to further monitor footfall, in particular pedestrians commuting to work, as we move through different levels of restrictions.

It is clear that footfall in the morning peak period has declined since Level 5 restrictions came into force.

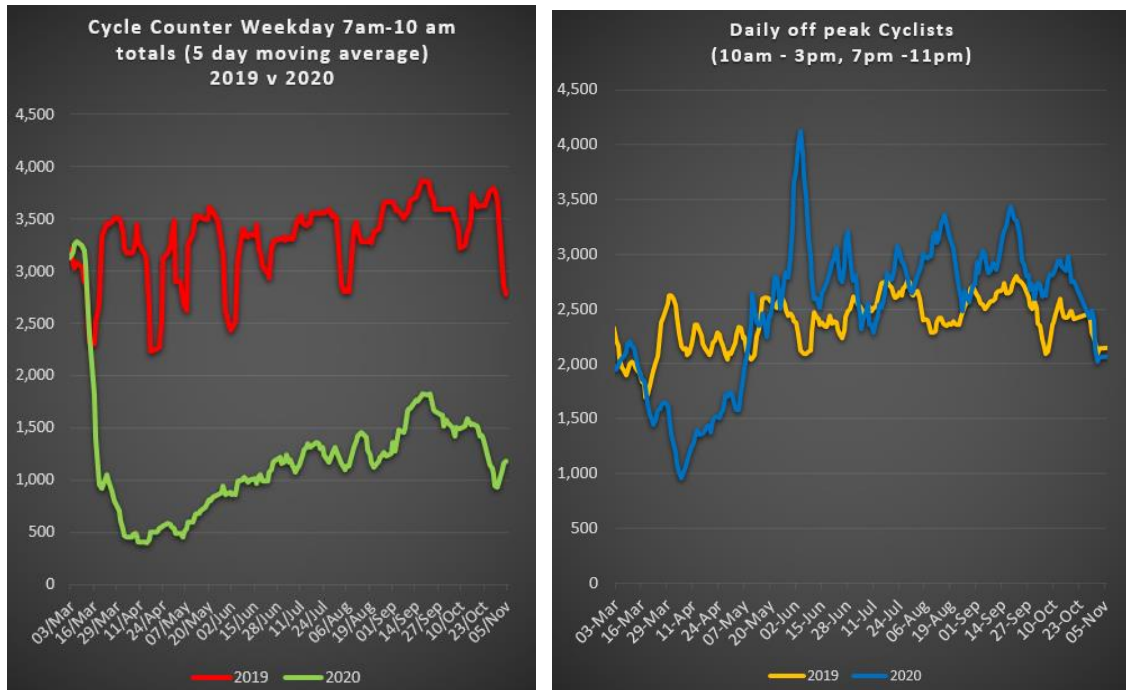


## 1.2 Cycling Volumes

Cycling volumes, which are continuously monitored by City Council's counters located at Grove Road, North Strand Road, Charleville Mall and Guild Street, show overall cycling numbers at approximately 80% of pre-COVID numbers with this level holding steady since the start of June. Numbers had begun to increase again in September followed by a slight decrease. As with the pedestrian figures, the numbers have dropped since Level 5 restrictions came into force.

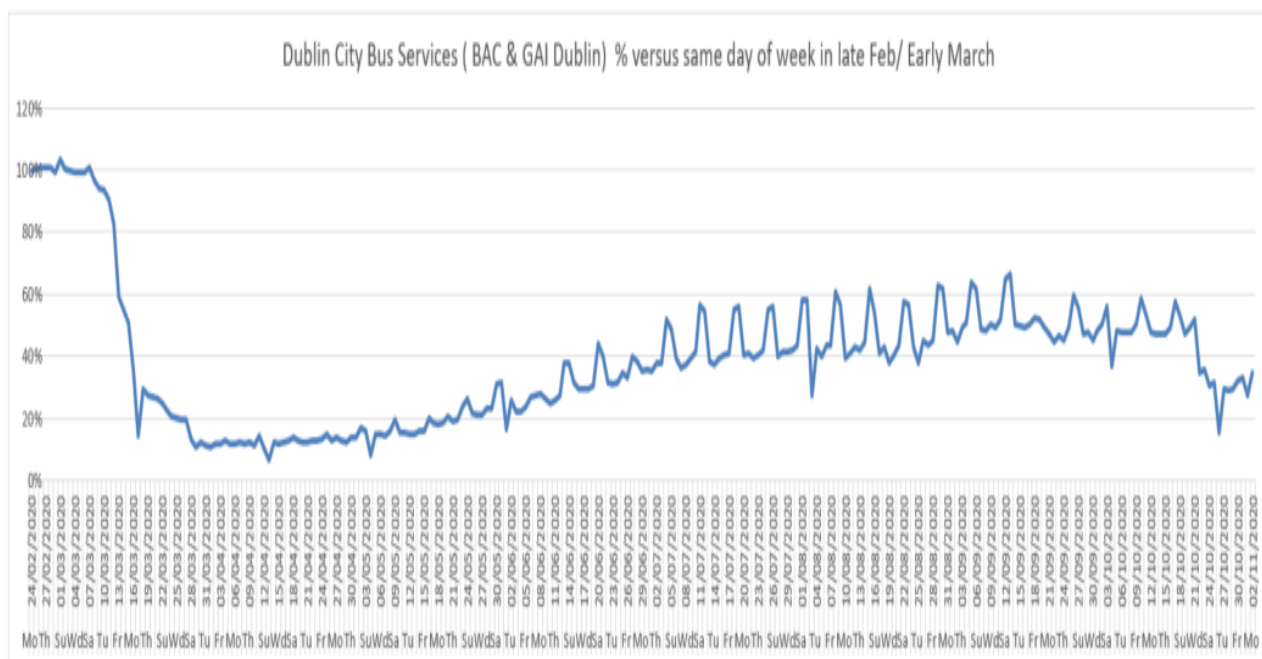


However, during the peak morning time, 7am to 10am, cycling numbers are at approx. 35% of pre-COVID levels. Comparing February to October of this year, to last year, we can see that the morning commuter cycling numbers remain significantly reduced. In contrast, the off peak cycling figures are still exceeding 2019 figures



### 1.3 Bus Passenger Numbers

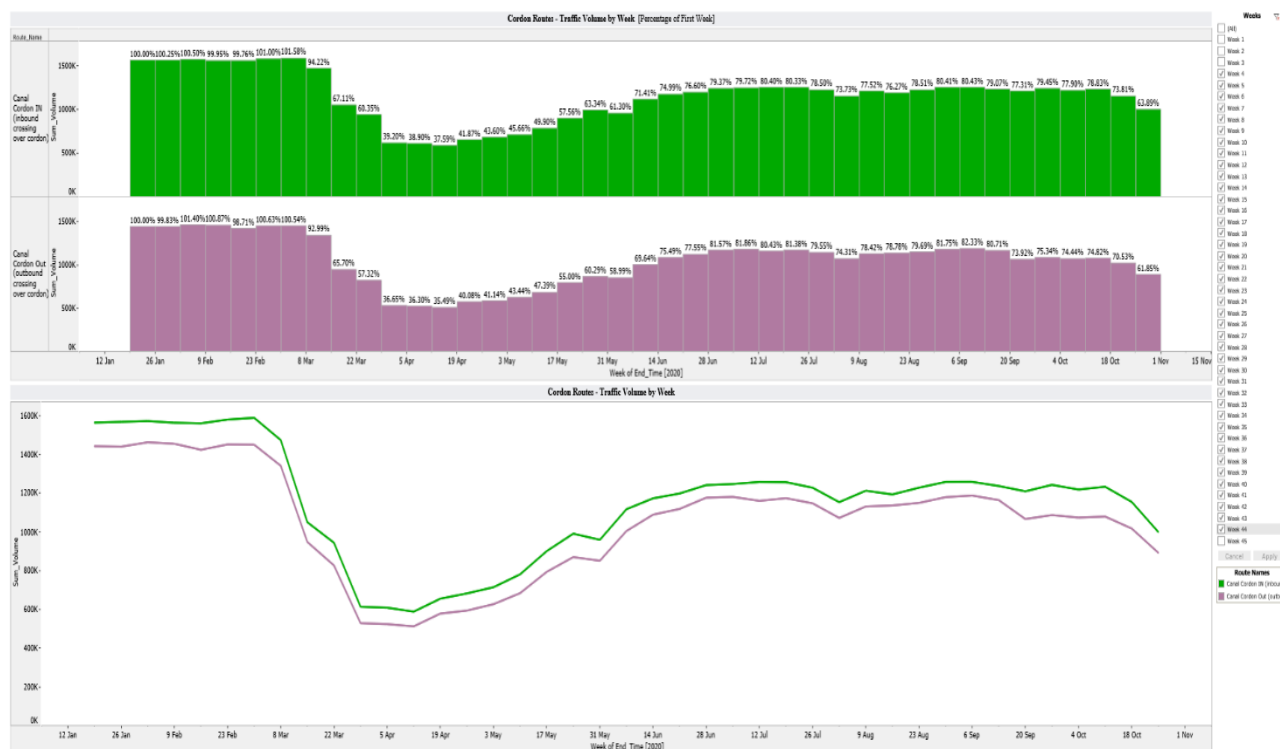
Bus passenger numbers are at under 40% of pre-COVID levels.





## 1.4 General Traffic Volumes

Last week, traffic volumes were down by approx. 40% from pre-COVID levels. However, if we exclude last Monday, which was a bank holiday, and only consider the Tuesday to Friday figures, we see an average reduction of approx. 30% from pre-COVID levels.



## 30. Implementation of Measures

### 30.1 Grafton Street Area – Weekend Pedestrian Friendly Trials

A report on the trials and lessons learned, as well as proposals for the future was circulated to Councilors on Monday. This report is now available on the [Consultation Hub](#) with an accompanying online survey. A consultation note on the proposed pedestrianisation of Dame Court, Drury Street (part), South William Street (part) and South Anne St is now available on the [Consultation Hub](#).

## 2.2 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and ‘Filtered Permeability’

### Strand Road Cycle Route

The trial of this cycle route is now scheduled to commence on 15 January for a six month period. Reports on alternative proposals and updates on the scheme are all on the Consultation Hub.

### Griffith Avenue Cycle Route

Drawings for the junction of Griffith Avenue and Drumcondra Road were published last week on the [Consultation Hub](#).

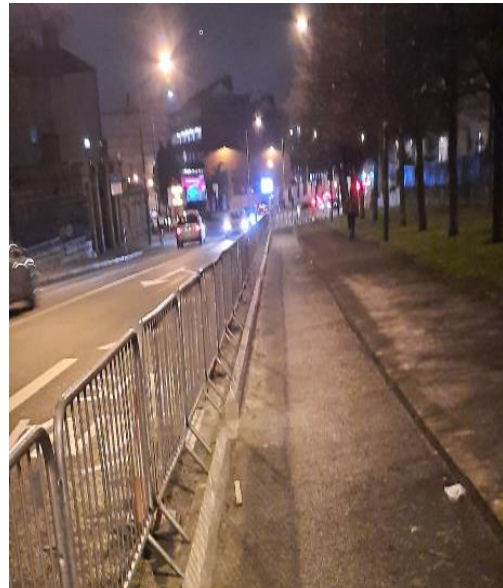
Drawings for Section 3 of the Griffith Avenue cycle route between Drumcondra Road and Gracepark Road were published on 5 November. We intend to publish the drawings for the last two sections that will take the route as far as the Malahide Road over the next two weeks.

### ***Pigeon House Road Filtered Permeability Trial***

The report on the Pigeon House Road, with DCC's recommendation to extend the trial for 1 year, will be presented to the South East Committee on November 9<sup>th</sup>.

### ***Resurfacing Works***

Resurfacing works are now complete on Constitution Hill and we started works to install an extruded kerb on both the inbound and outbound lane on 3 November. It is intended that these works will be completed this week.



### ***Werburgh Street***

The Werburgh Street contra flow cycle route will start to be installed next week.

### ***Cycle Lane Protection***

We intend to install an extruded concrete kerb on Ormond Quay to protect the interim Liffey Cycle Route starting from next Tuesday, 10 November.

### ***Cycle Parking***

599 cycle stands have been installed at 121 locations so far this year. This includes three cargo bike stands installed at St. Stephen's Green. The Sustainable Mobility and Projects Section intends to have the tarmac underneath the cargo bike stands painted blue and a cargo bike logo put on it.

## ***2.3 School Mobility Programme***

### ***School Zones***

We have received four new applications for ***School Zone*** in the past week, bringing the total to 84. The COVID Mobility Technical Team are assessing all submissions for suitability and schools will be contacted with timelines, if it is deemed an appropriate intervention at that location.



*Completed School Zone at St. Vincent's National School, North William Street, D1*



*Completed School Zone at Bunscoil Sancta Maria (ERST) Primary School, Synge St., D8*

Designs have been finalised for the following schools, with implementation to follow:

- Drimnagh Castle National School, Walkinstown, Dublin 12
- St John Scottus National School, Northumberland Rd, Ballsbridge, Dublin 4,
- Holy Spirit National School, Silloge Road, Ballymun, Dublin 11

Designs are currently being finalized for:

- Christ the King NS, Annaly Road, Cabra, Dublin 7
- Marian School, St Catherine's and Casa Caterina, Dominican Campus, Ratoath Road, Cabra, Dublin 7
- Scoil Fhursa, Cromcastle Green, Kilmore West, Dublin 5
- Scoil Ída GNS, Cromcastle Green, Kilmore West, Dublin 5

### ***School Cycle Parking***

Since the start of September we have delivered of 52 cycle parking stands to 18 schools. We intend to deliver cycle parking stands to a further 52 schools in the coming weeks. The Team continues to engage with schools seeking to establish cycle, buses and park & stride initiatives.

## 31. Communications

### 31.1 Website

The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions. As previously advised we will be making more extensive use of the Consultation Hub in order to provide more information on measures.

### 3.2 DCC Consultation Hub/Citizen Space

Details of schemes on the Consultation hub at present include:

Grangegorman Filtered Permeability Trial, <https://consultation.dublincity.ie/traffic-and-transport/grangegorman-filtered-permeability-trial/>

Strand Road Cycle Route Trial, <https://consultation.dublincity.ie/traffic-and-transport/strand-road-trial-cycle-route/>

Griffith Avenue, <https://consultation.dublincity.ie/traffic-and-transport/griffith-avenue-protected-cycle-track/>

College Green, <https://consultation.dublincity.ie/traffic-and-transport/proposed-extension-of-the-civic-plaza-at-college-g/>

Grafton Street Area Pedestrianisation, <https://consultation.dublincity.ie/traffic-and-transport/pedestrianisation-of-grafton-street-area/>

The revised layout for Constitution Hill will shortly appear on the Consultation Hub for information.

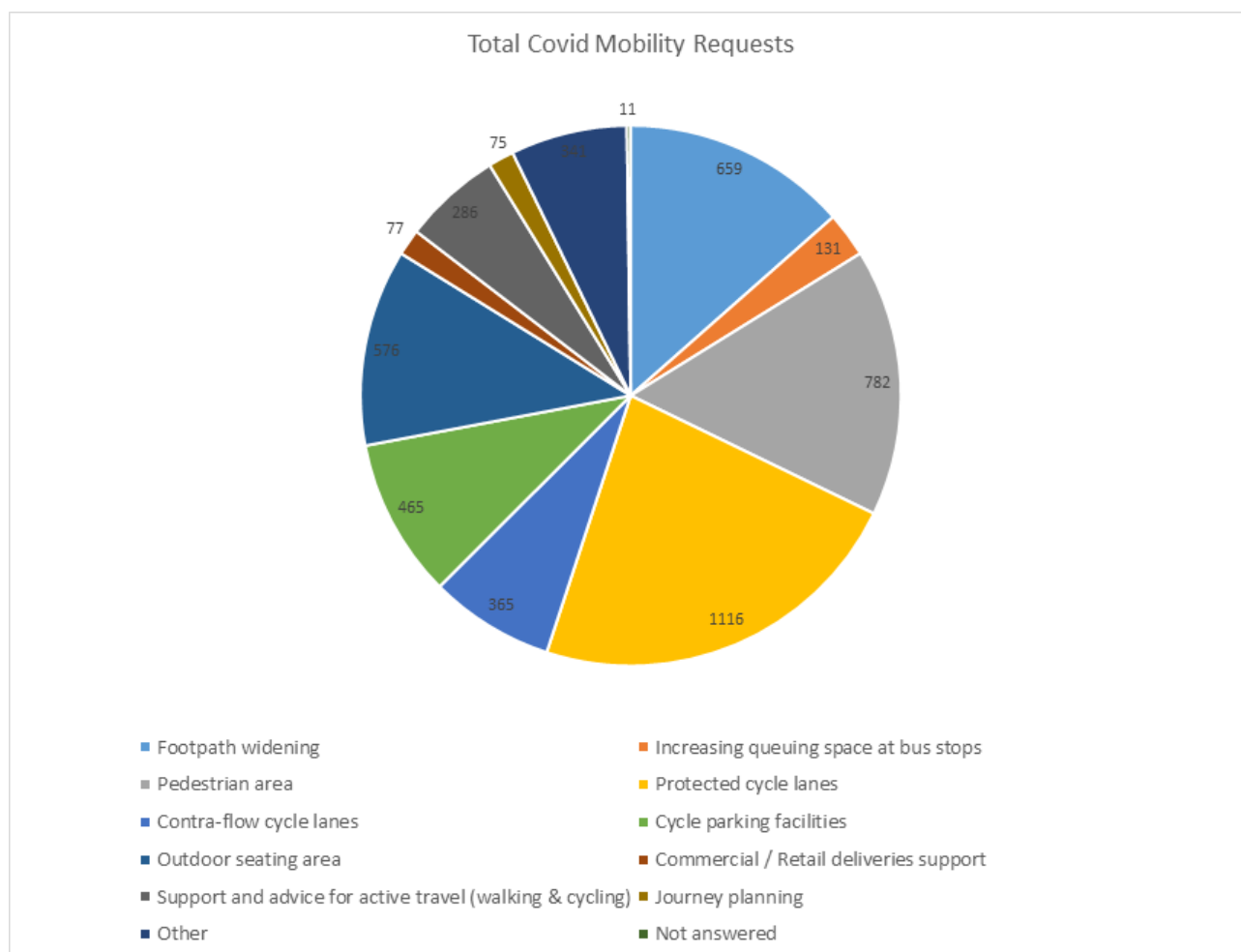
Each week we will alert Members to any new proposals which are available to view on the Consultation Hub and aim to have a more dynamic process for ensuring that support for projects, suggestions on how to improve them and concerns and issues which may need to be addressed can be better handled. Any feedback on this approach is welcome.

### 3.3 Dedicated COVID-19 Mobility Measure Request Form

In the past week, we have received 12 new requests for COVID Mobility Measures. This brings the total number of COVID Mobility requests to 4,884. A breakdown of these requests is given on the next page.



<b>Mobility measure requested</b>	<b>Number</b>
Footpath widening	659
Increasing queuing space at bus stops	131
Pedestrian area	782
Protected cycle lanes	1116
Contra-flow cycle lanes	365
Cycle parking facilities	465
Outdoor seating area	576
Commercial / Retail deliveries support	77
Support and advice for active travel (walking & cycling)	286
Journey planning	75
Other	341
Not answered	11
<b>Total requests</b>	<b>4,884</b>



### 3.4 COVID-19 Mobility E-Mail

The dedicated e-mail address continues as the primary channel to contact the COVID Mobility Team. It is attracting huge volumes of queries and feedback. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### **3.5     *Councillor Updates***

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via e-mail are also being issued to stakeholders via the Transport SPC and the NTA accessibility network.

### **3.6     *Active Travel Promotion***

We are continuing to 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

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).

Owen P Keegan  
**Chief Executive**



13 November 2020

**To the Lord Mayor and Elected Members of the City Council**

### *COVID-19 Mobility Measures Update*

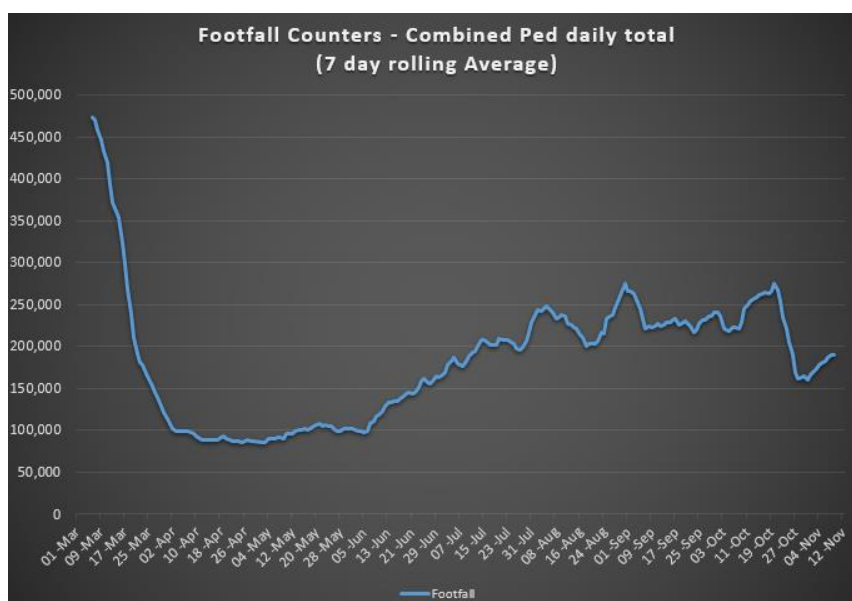
#### **1. Introduction**

Implementation of the COVID Mobility Programme for the City Council area continues with an emphasis on schools and safe zones. The Level 5 restrictions reinforce the need to continue to respond to this health crisis with a range of appropriate interventions.

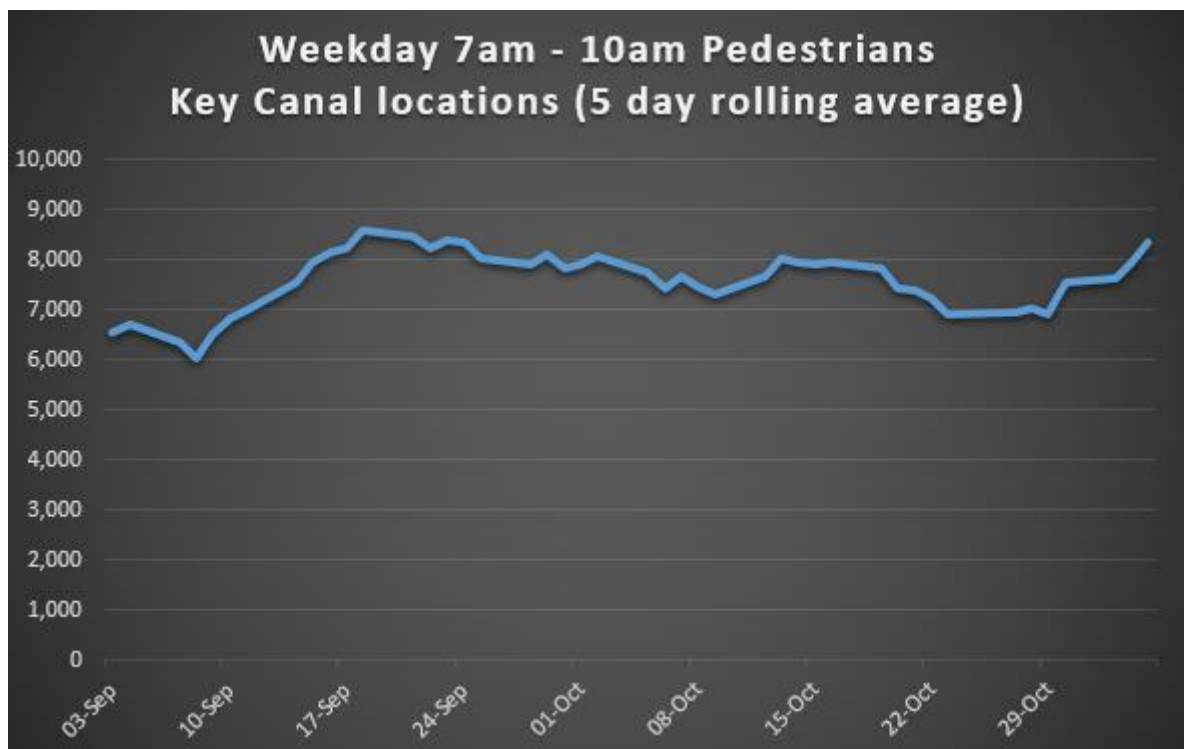
It is intended to bring a report to the December City Council meeting on progress to date under COVID Mobility Programme, together with proposals to restart the TAG service.

#### **31.2 Pedestrian Volumes**

The footfall counters count continuously and provide 24 hour data. These counters are located between Stephen's Green and Henry St. These show that footfall in this core area had reached a high of around 60% of pre-COVID levels. Footfall dropped when Level 5 restrictions were introduced but it has increased modestly since then.

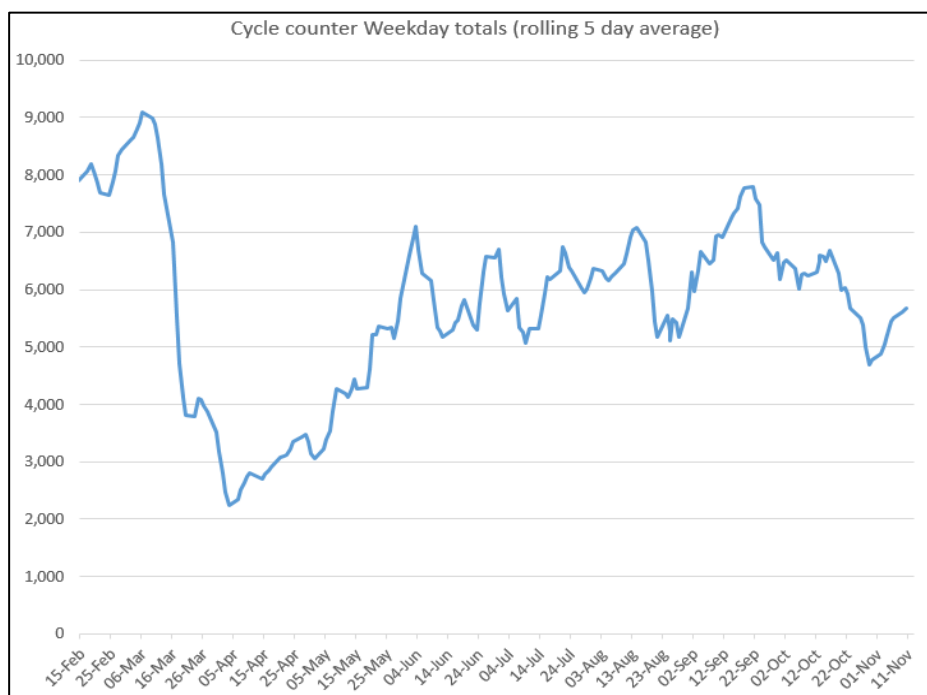


Data from the new footfall counters that were installed at key pedestrian locations (Phibsborough, Newcomen Bridge, Baggot St, Grand Canal, North Wall Quay, and Richmond Street), is now available. These will allow us to further monitor footfall, in particular pedestrians commuting to work, as we move through different levels of restrictions. Footfall in the morning peak period declined slightly when Level 5 restrictions came into force but it has already recovered.

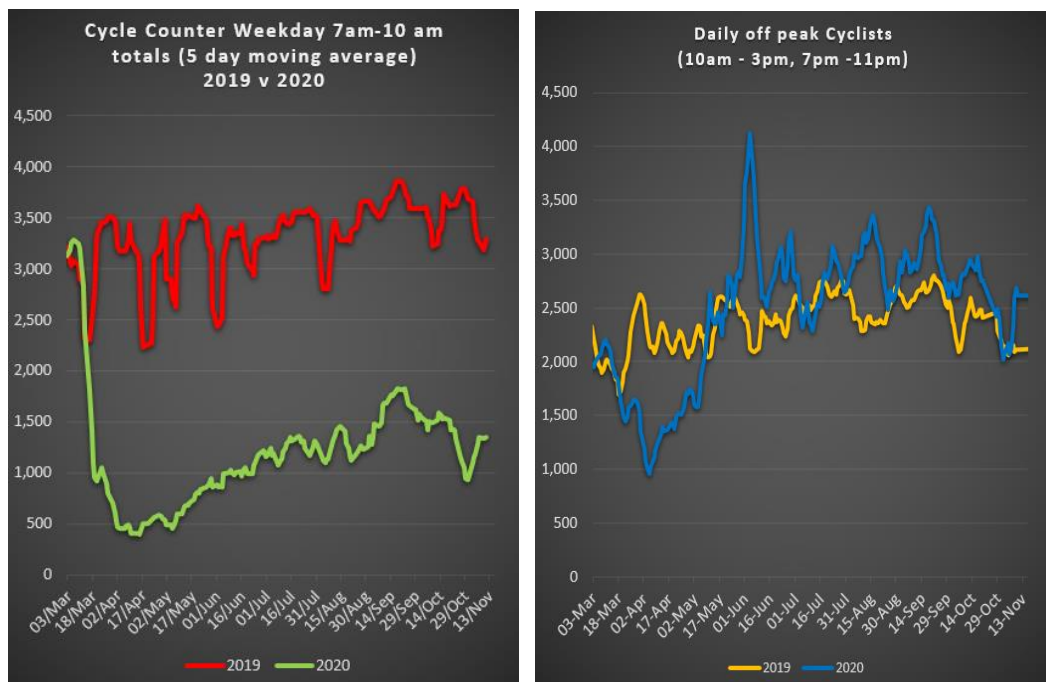


## 1.2 Cycling Volumes

Cycling volumes, which are continuously monitored by City Council's counters (located at Grove Road, North Strand Road, Charleville Mall and Guild Street), show overall cycling numbers at approximately 80% of pre-COVID numbers with this level holding steady since the start of June. Numbers had begun to increase again in September. As with the pedestrian figures, the numbers have dropped since Level 5 restrictions came into force although they also appear to have recovered slightly over the past two weeks.

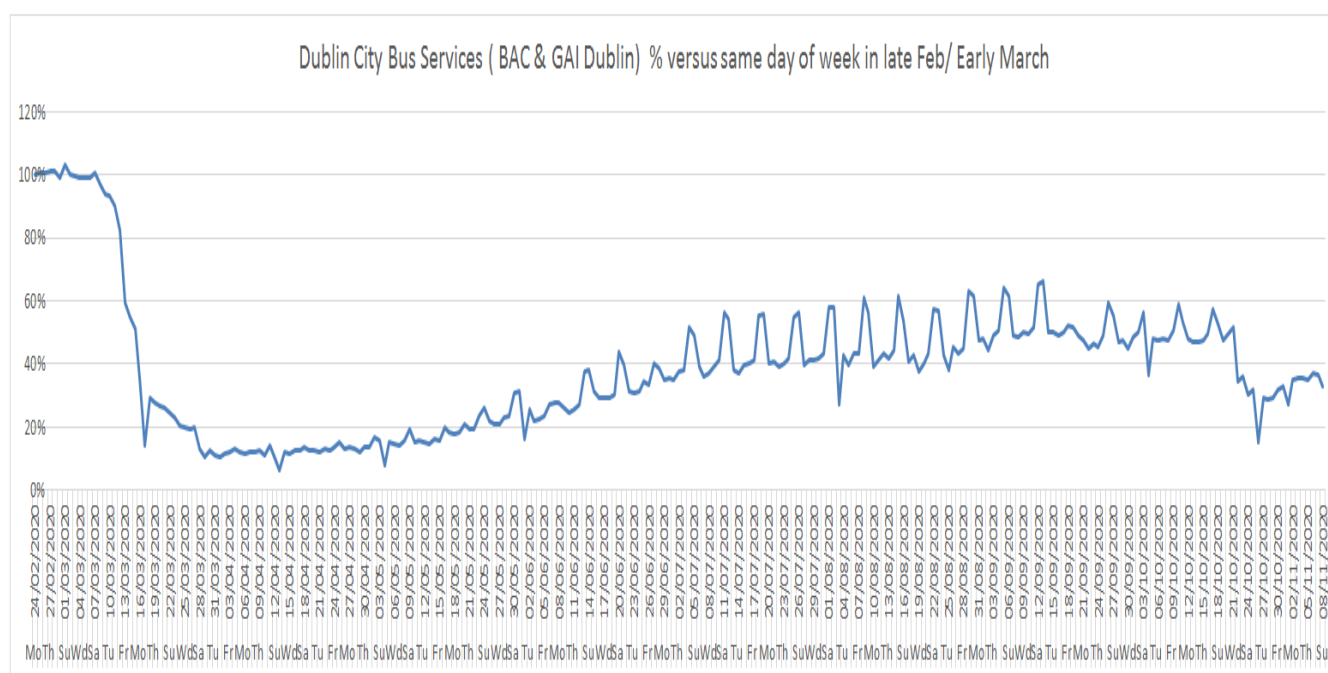


During the peak morning time, 7am to 10am, cycling numbers are at approx. 35% of pre-COVID levels. Comparing February to October of this year, to last year, we can see that the morning commuter cycling numbers remain significantly reduced. In contrast, the off peak cycling figures are still exceeding 2019 figures



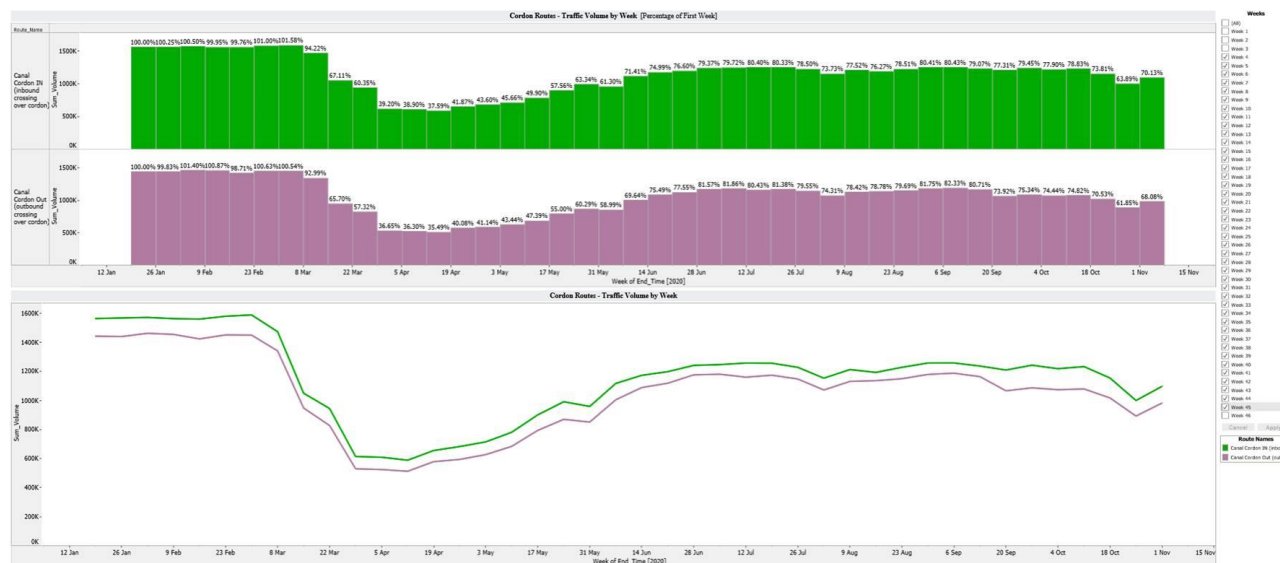
### 1.3 Bus Passenger Numbers

Bus passenger numbers are currently at under 40% of pre-COVID levels.



## 1.4 General Traffic Volumes

Last week, traffic volumes were down by approx. 40% from pre-COVID levels. The graph shows a slight increase since then, but traffic volumes levels are still at around 35% less than pre COVID.



## 32. Implementation of Measures

### 32.1 Grafton Street Area – Proposed Pedestrianisation of a Number of Streets in the Grafton Street Area

An online survey for the proposed pedestrianisation of a number of streets in the Grafton Street area has been available on our Consultation Hub since 6 November. We have received 324 submissions to date.

### 2.2 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and ‘Filtered Permeability’

#### Strand Road Cycle Route

The trial of this cycle route is now scheduled to commence on 15 January for a six month period. Reports on alternative proposals and updates on the scheme are all on the Consultation Hub.

#### Griffith Avenue Cycle Route

Installation of the second section of the Griffith Avenue Cycle Route from Walnut Rise to the Junction of Drumcondra Road Lower are due to commence by the end of next week.

#### Pigeon House Road Filtered Permeability Trial

The report on the Pigeon House Road, with the City Council’s recommendation to extend the trial for 1 year, will be presented to the South East Committee on 9 November.

#### Resurfacing Works

Resurfacing works are now complete on Constitution Hill and the extruded kerbs on both the inbound and outbound lanes were completed on 10 November. Road marking and surface colouring is still to be completed.



### ***Werburgh Street***

The first phase of the Werburgh Street contra flow cycle route commenced earlier this week.

### ***Cycle Lane Protection***

We intend to install an extruded concrete kerb on Ormond Quay to protect the interim Liffey Cycle Route starting from next Tuesday, 10 November.

### ***Cycle Parking***

A further 15 cycle stands were installed in the past week bringing the total installed this year to 614 stands at 126 locations.

## ***2.3 School Mobility Programme***

### ***School Zones***

We have received three new applications for ***School Zone*** in the past week, bringing the total to 87. The COVID Mobility Technical Team are assessing all submissions for suitability and schools will be contacted with timelines, if it is deemed an appropriate intervention at that location.



*Completed School Zone at Cook Street*



Works are due for completion at Warrenmount School, Blackpitts, Dublin 8 this week and are underway at St. Louis Senior and Infant Primary School, Williams Park, Rathmines.



*Pencil bollards in place outside Warrenount School, Blackpitts to prevent illegal parking and address associated safety concerns. Colourful road makings to be added shortly.*

The next Schools Zones will be implemented:

- Drimnagh Castle National School, Walkinstown, Dublin 12
- St. John Scottus National School, Northumberland Rd, Ballsbridge, Dublin 4
- Holy Spirit National School, Silloge Road, Ballymun, Dublin 11

Designs are currently being finalized for:

- Shellybanks ETNS, Roslyn Park, Newgrove Ave, Sandymount, Dublin 4
- Scoil Úna Naofa, Armagh Road, Crumlin, Dublin 12
- Mary Queen of Angels, Gurteen Road, Ballyfermot.
- Scoil Tereasa Naofa, Petrie Road, Dublin 8
- Christ the King NS, Annaly Road, Cabra, Dublin 7
- Marian School, St Catherine's and Casa Caterina, Dominican Campus, Ratoath Road, Cabra, Dublin 7
- Scoil Fhursa, Cromcastle Green, Kilmore West, Dublin 5
- Scoil Ída GNS, Cromcastle Green, Kilmore West, Dublin 5

### ***School Cycle Parking***

Since the start of September we have delivered 52 cycle parking stands to 18 schools. We intend to deliver cycle parking stands to a further 52 schools in the coming weeks. The Team continues to engage with schools seeking to establish cycle, buses and park & stride initiatives.

## **33. Communications**

### **3.1 Website**

The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions. As previously advised we will be making more extensive use of the Consultation Hub in order to provide more information on measures.

### **3.2 DCC Consultation Hub/Citizen Space**

Details of schemes on the Consultation hub at present include:

Grangegorman Filtered Permeability Trial, <https://consultation.dublincity.ie/traffic-and-transport/grangegorman-filtered-permeability-trial/>

Strand Road Cycle Route Trial, <https://consultation.dublincity.ie/traffic-and-transport/strand-road-trial-cycle-route/>

Griffith Avenue, <https://consultation.dublincity.ie/traffic-and-transport/griffith-avenue-protected-cycle-track/>

Grafton Street Area Pedestrianisation, <https://consultation.dublincity.ie/traffic-and-transport/pedestrianisation-of-grafton-street-area/>

College Green, <https://consultation.dublincity.ie/traffic-and-transport/proposed-extension-of-the-civic-plaza-at-college-g/>

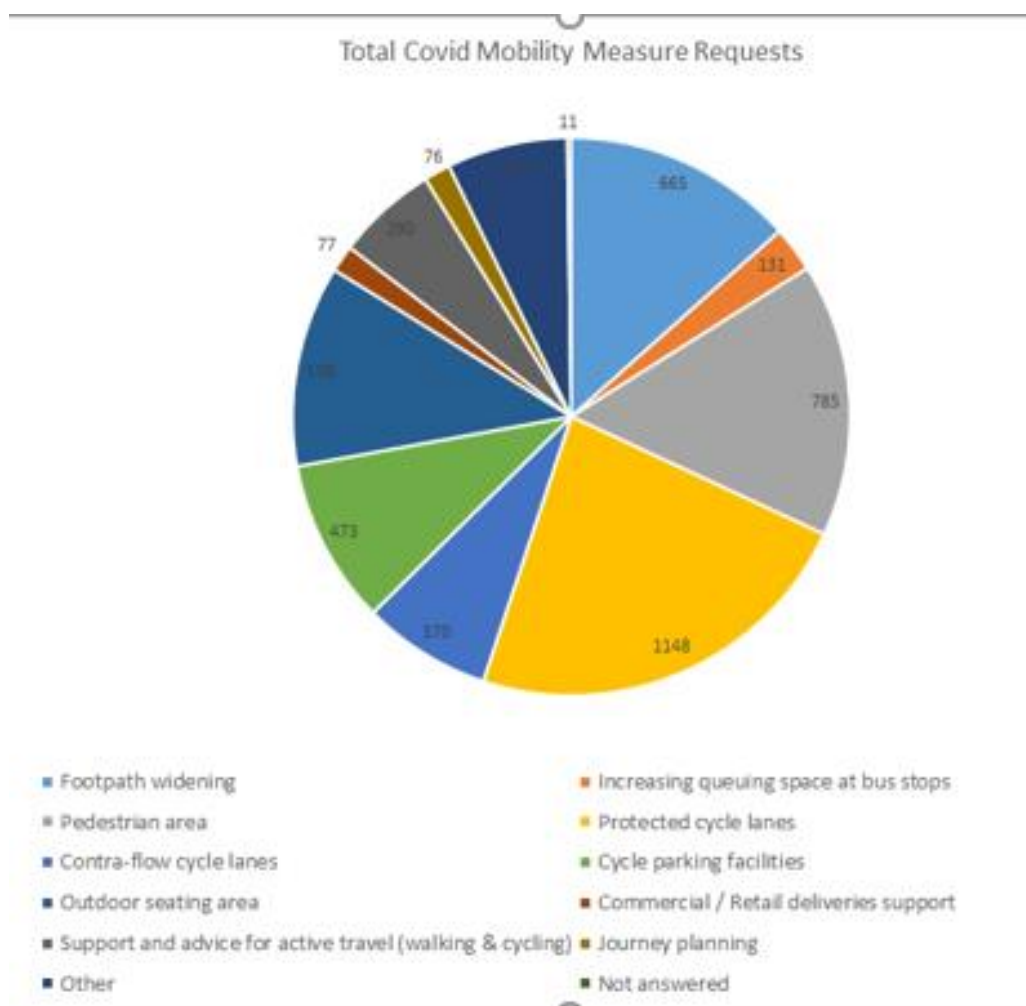
The revised layout for Constitution Hill will shortly appear on the Consultation Hub for information.

Each week we will alert Members to any new proposals which are available to view on the Consultation Hub and aim to have a more dynamic process for ensuring that support for projects, suggestions on how to improve them and concerns and issues which may need to be addressed can be better handled. Any feedback on this approach is welcome.

### **3.3 Dedicated COVID-19 Mobility Measure Request Form**

In the past week, we have received 66 new requests for COVID Mobility Measures. This brings the total number of COVID Mobility requests to 4,951. A breakdown of these requests is given on the next page.

Mobility measure requested	Number
Footpath widening	665
Increasing queuing space at bus stops	131
Pedestrian area	785
Protected cycle lanes	1148
Contra-flow cycle lanes	370
Cycle parking facilities	473
Outdoor seating area	578
Commercial / Retail deliveries support	77
Support and advice for active travel (walking & cycling)	290
Journey planning	76
Other	347
Not answered	11
<b>Total requests</b>	<b>4,951</b>



### 3.4 COVID-19 Mobility E-Mail

The dedicated e-mail address continues as the primary channel to contact the COVID Mobility Team. It is attracting huge volumes of queries and feedback. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### **3.5 Councillor Updates**

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via e-mail are also being issued to stakeholders via the Transport SPC and the NTA accessibility network.

### **3.6 Active Travel Promotion**

We are continuing to 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

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).

Owen P Keegan  
**Chief Executive**

20 November 2020

**To the Lord Mayor and Elected Members of the City Council**

### *COVID-19 Mobility Measures Update*

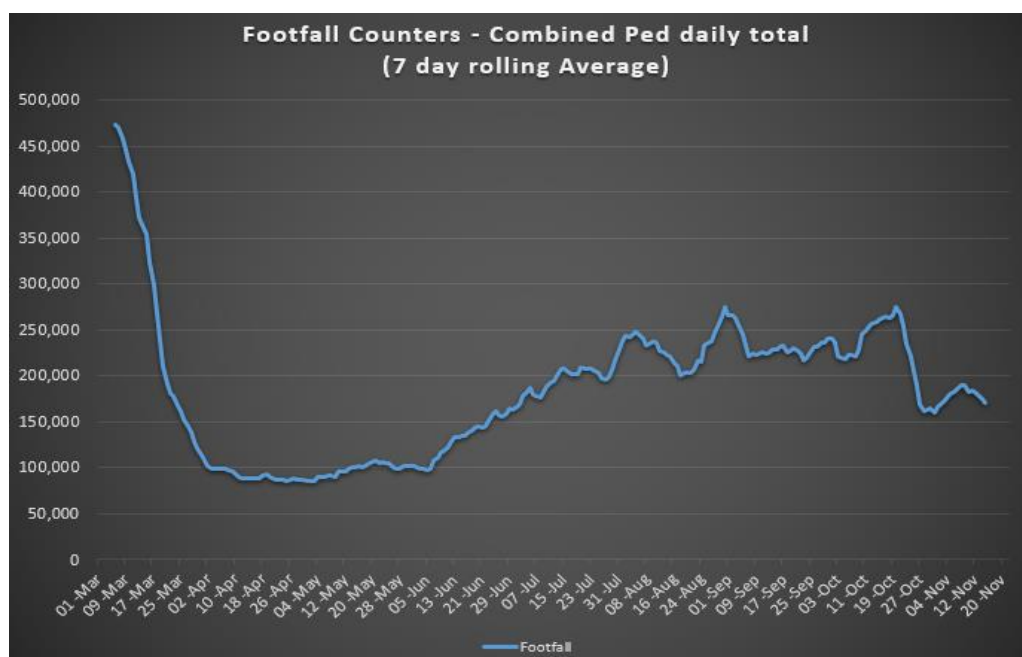
#### **1. Introduction**

Implementation of the COVID Mobility Programme for the City Council area continues with an emphasis on schools and safe zones. The Level 5 restrictions reinforce the need to continue to respond to this health crisis with a range of appropriate interventions.

It is intended to bring a report to the December City Council meeting on progress to date under the COVID Mobility Programme, together with proposals to restart the TAG service.

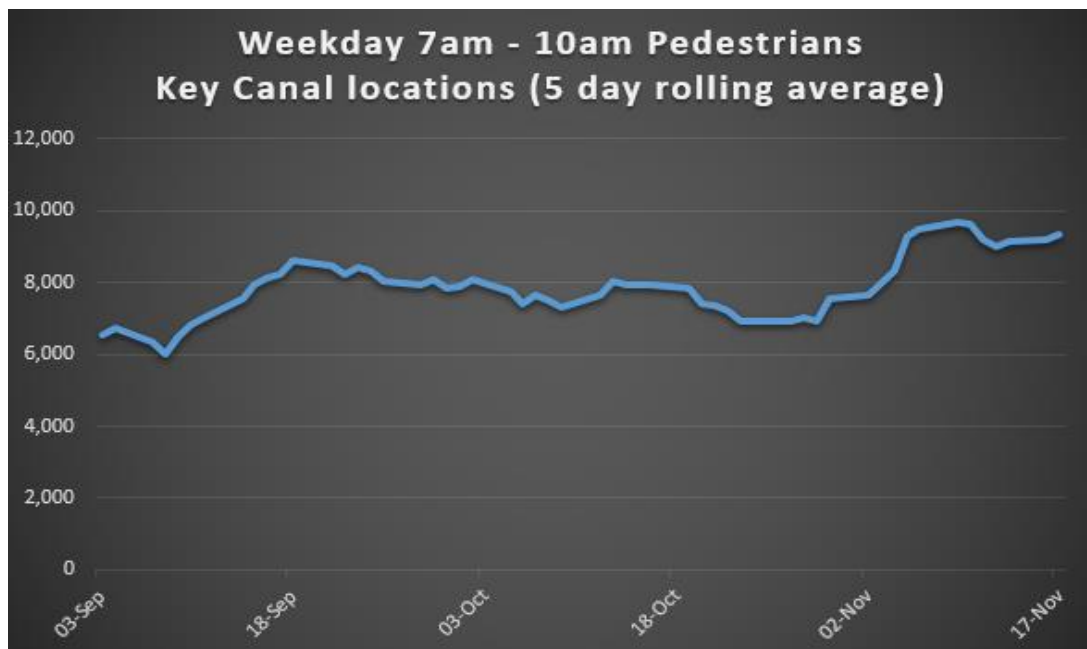
#### **33.2 Pedestrian Volumes**

The footfall counters count continuously and provide 24 hour data. These counters are located between Stephen's Green and Henry St. These show that footfall in this core area had reached a high of around 60% of pre-COVID levels. Footfall dropped when Level 5 restrictions were introduced but it has increased modestly since then before declining over the past week.



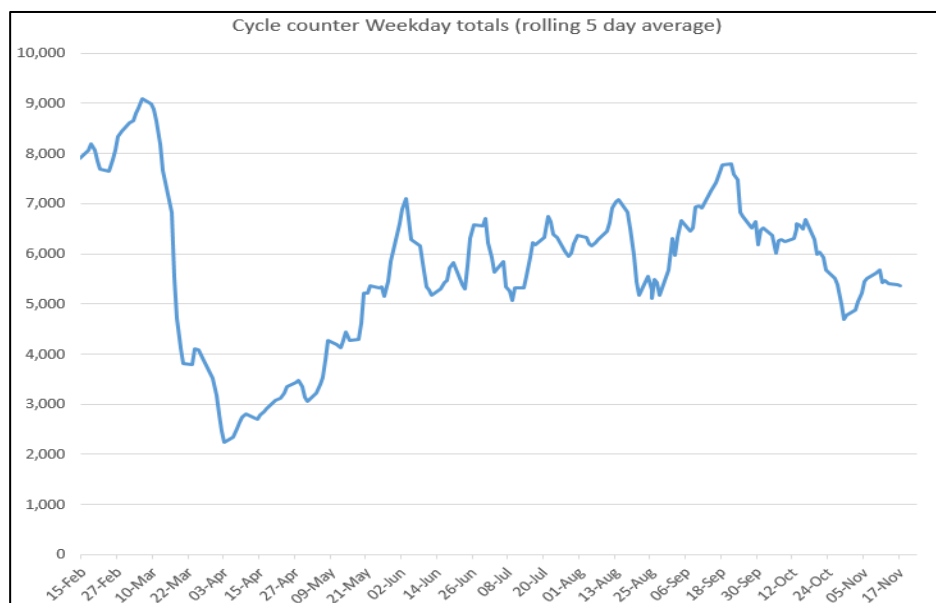


Data from the new footfall counters that have been installed at key pedestrian locations (Phibsborough, Newcomen Bridge, Baggot Street, Grand Canal, North Wall Quay, and Richmond Street), shows that footfall in the morning peak period declined slightly when Level 5 restrictions came into force but it has already recovered showing more people moving around their local areas.



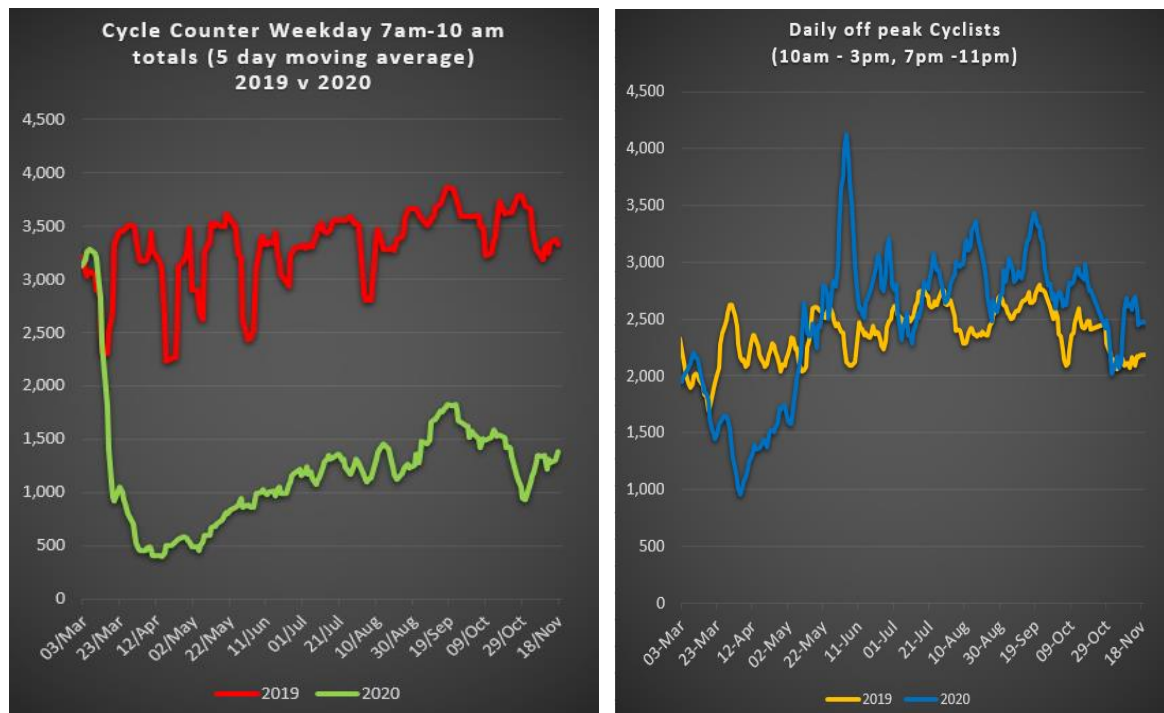
## 1.2 Cycling Volumes

Cycling volumes, which are continuously monitored by City Council's counters (located at Grove Road, North Strand Road, Charleville Mall and Guild Street), show overall cycling numbers at approximately 80% of pre-COVID numbers with this level holding steady since the start of June. Numbers had begun to increase again in September. As with the pedestrian figures, the numbers have dropped since Level 5 restrictions came into force. They also appear to have recovered slightly over the past two weeks and eased off in the past week.



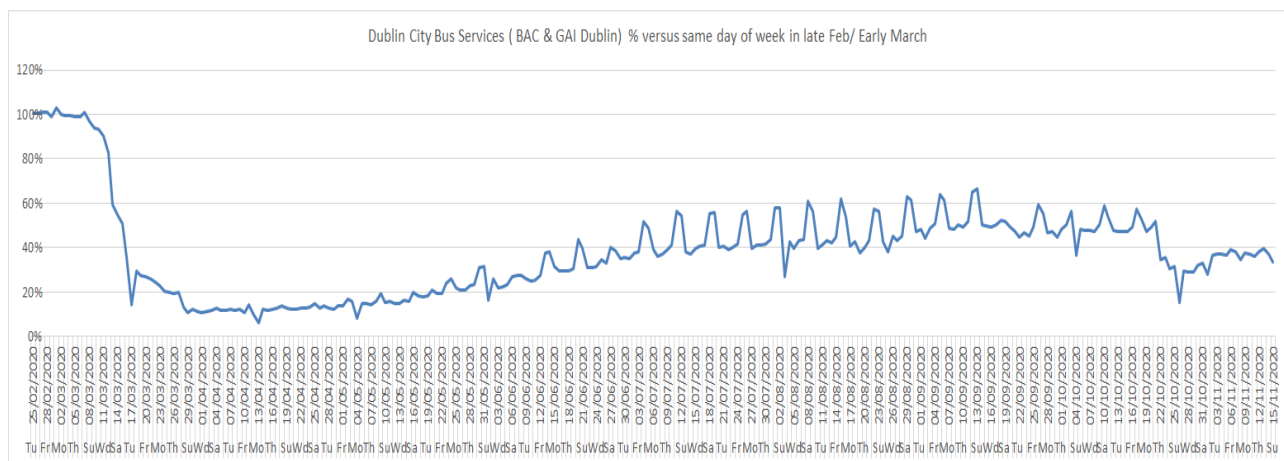
During the peak morning time, 7am to 10am, cycling numbers are at approx. 35% of pre-COVID levels.

Comparing February to November of this year, to last year, we can see that the morning commuter cycling numbers remain significantly reduced. In contrast, the off peak cycling figures are still exceeding 2019 figures.



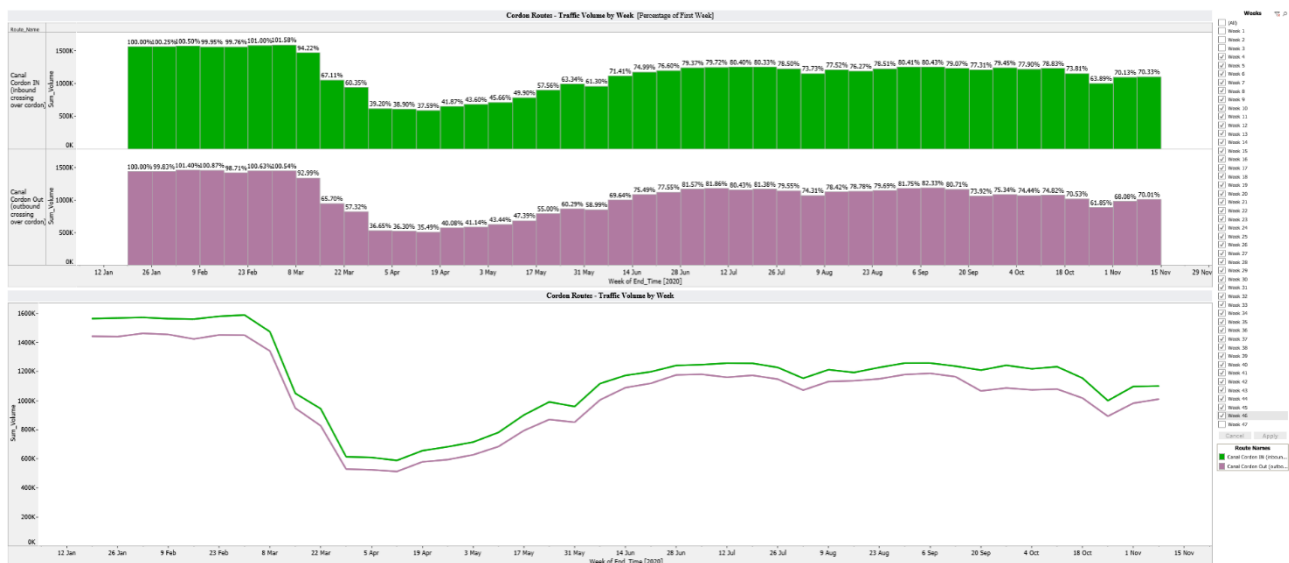
### 1.3 Bus Passenger Numbers

Bus passenger numbers remain at approximately 40% below pre-COVID levels.



### 1.4 General Traffic Volumes

Traffic levels have remained at around 70% of pre-COVID levels since the introduction level 5 restrictions.



## 34. Implementation of Measures

### 34.1 Grafton Street Area – Proposed Pedestrianisation of a Number of Streets in the Grafton Street Area

An online survey for the proposed pedestrianisation of a number of streets in the Grafton Street area has been available on our Consultation Hub since 6 November. We have received 324 submissions to date. The majority of submissions received have been from the general public with very few from businesses. As the majority of businesses in the streets where changes are proposed are currently closed, it seems reasonable for us to propose to extend the deadline for the consultation to 11 December. A Government decision regarding what restriction will apply in December is awaited.

### 2.2 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and ‘Filtered Permeability’

#### Strand Road Cycle Route

Work on the trial cycle route is now scheduled to commence in mid-January 2020. The trial will last for 6 months. A Consultative Forum which will be chaired by the Lord Mayor is being established. Reports on alternative proposals and updates on the scheme are all on the Consultation Hub.

#### Griffith Avenue Cycle Route

Pre-marking for the road markings on Section 2 is now complete. Details of Section 4 were published on the Consultation Hub last Friday, 13 November.

Installation of the second section of the Griffith Avenue Cycle Route from Walnut Rise to the Junction of Drumcondra Road Lower is due to commence by the end of next week.

#### Pigeon House Road Filtered Permeability Trial

The report on the Pigeon House Road, with the City Council’s recommendation to extend the trial for 1 year, was agreed at the South East Area Committee on 9 November.

### ***Resurfacing Works***

Resurfacing works are now complete on Constitution Hill and the extruded kerbs on both the inbound and outbound lanes were completed on 10 November. Road marking and surface colouring works are still to be completed.



*Extruded kerb outbound and inbound on Constitution Hill*

### ***Cycle Lane Protection***

The work to install an extruded concrete kerb on Ormond Quay to protect the interim Liffey Cycle Route has been completed, with road markings and colour surfacing to follow.



The extruded kerb was installed over two days Tuesday and Wednesday, with minimal impact on traffic. It provides protection for cyclists and is less visually intrusive than the previous plastic bollards. As the required excavation depth is very shallow, at a maximum of 175mm which is above the level of underground services, meaning no services need to be moved during installation which speeds up the process considerably. The periodic gaps are to allow for drainage and to ensure that the people can easily leave or join the route. All of the extruded kerbs are designed to be easily removed, as in this case when



the final Liffey Cycle route is being put in.

### ***Inns Quay***

Our colleagues in the Parks Department have kindly assisted the COVID Mobility Team and designed a series of planters to replace the plastic bollards at this location outside the Four Courts. These are due to be installed this weekend. Below is a visual from their landscape architects on what Inns Quay should look like, once this is complete.



### ***Cycle Parking***

A further 14 cycle stands were installed in the past week bringing the total installed this year to 628 stands at 128 locations.

## ***2.3 School Mobility Programme***

### ***School Zones***

We have received two new applications for ***School Zone*** in the past week, bringing the total to 89. The COVID Mobility Technical Team are assessing all submissions for suitability and schools will be contacted with timelines, if it is deemed an appropriate intervention at that location.



*School zone at Holy Spirit National School, Silloge Road, Ballymun*





*School zone at Warrenmount Primary School, Blackpitts, Dublin 8*

Works are underway at:

- St. Louis Infant and Senior Schools, Rathmines, Dublin 6
- St. John Scottus National School, Northumberland Rd, Ballsbridge, Dublin 4
- Our Lady Immaculate Senior School, Darndale, Dublin 17



*Our Lady Immaculate Senior School,  
Darndale*



*St. Louis', Rathmines*

The next Schools Zones will be implemented at:

- Drimnagh Castle National School, Walkinstown, Dublin 12
- Shellybanks ETNS, Roslyn Park, Newgrove Ave, Sandymount, Dublin 4
- Scoil Úna Naofa, Armagh Road, Crumlin, Dublin 12
- Mary Queen of Angels, Gurteen Road, Ballyfermot.

- Scoil Tereasa Naofa, Petrie Road, Dublin 8
- Christ the King NS, Annaly Road, Cabra, Dublin 7
- Marian School, St Catherine's and Casa Caterina, Dominican Campus, Ratoath Road, Cabra, Dublin 7
- Scoil Fhursa, Cromcastle Green, Kilmore West, Dublin 5
- Scoil Ída GNS, Cromcastle Green, Kilmore West, Dublin 5

Note the works being undertaken on the Schools Zones are funded from the Government stimulus package for 2020. We are putting additional resources into this project at the moment to ensure maximum draw down of Government funding by year end.

### ***School Cycle Parking***

The next batch of cycle parking to schools will begin next week. The order will deliver 128 cycle parking stands to 57 schools throughout the city.

## **35. Communications**

### ***35.1 Website***

The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions. As previously advised we will be making more extensive use of the Consultation Hub in order to provide more information on measures.

### ***3.2 DCC Consultation Hub/Citizen Space***

Details of schemes on the Consultation hub at present include:

Grangegorman Filtered Permeability Trial, <https://consultation.dublincity.ie/traffic-and-transport/grangegorman-filtered-permeability-trial/>

Strand Road Cycle Route Trial, <https://consultation.dublincity.ie/traffic-and-transport/strand-road-trial-cycle-route/>

Griffith Avenue, <https://consultation.dublincity.ie/traffic-and-transport/griffith-avenue-protected-cycle-track/>

Grafton Street Area Pedestrianisation, <https://consultation.dublincity.ie/traffic-and-transport/pedestrianisation-of-grafton-street-area/>

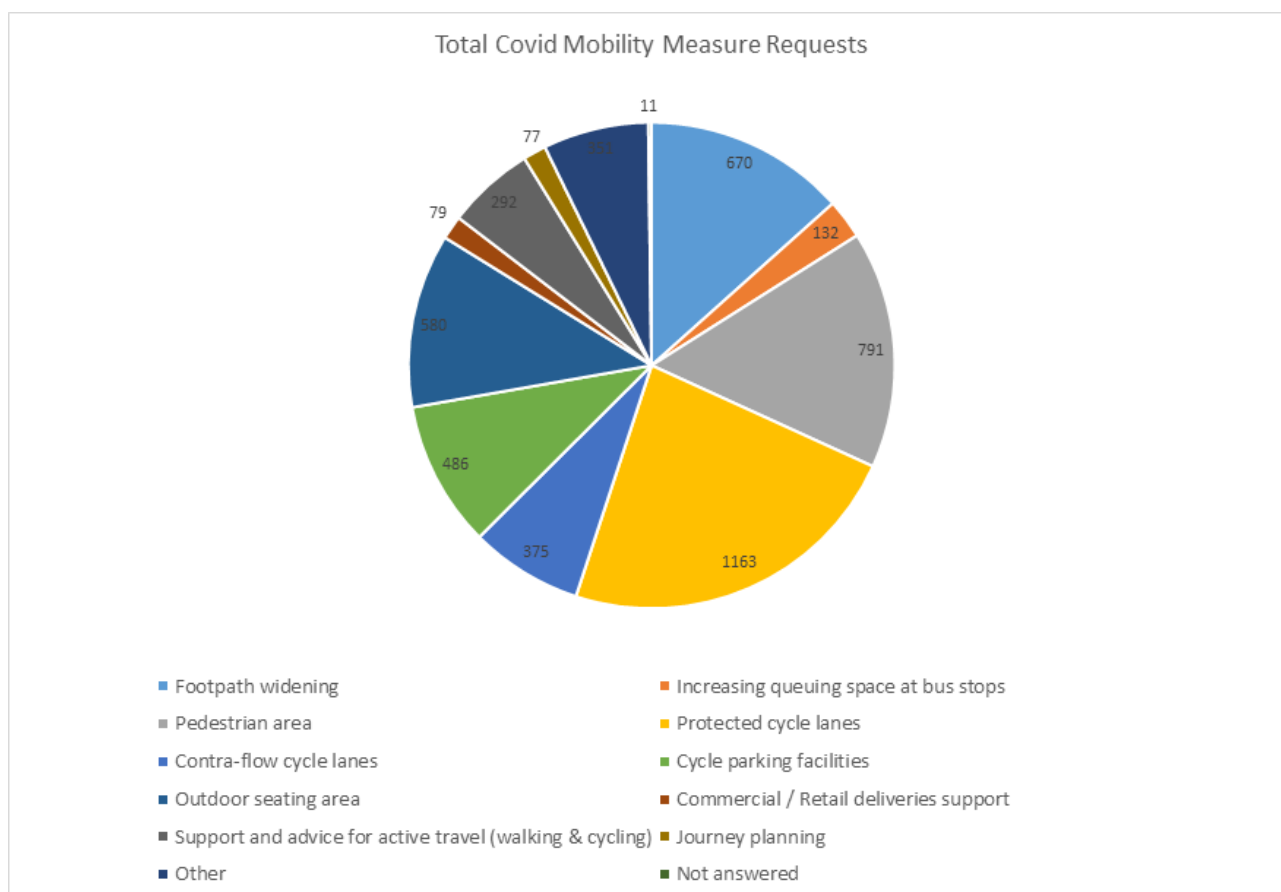
College Green, <https://consultation.dublincity.ie/traffic-and-transport/proposed-extension-of-the-civic-plaza-at-college-g/>

Each week we will alert Members to any new proposals which are available to view on the Consultation Hub and aim to have a more dynamic process for ensuring that support for projects, suggestions on how to improve them and concerns and issues which may need to be addressed can be better handled. Any feedback on this approach is welcome.

### 3.3 Dedicated COVID-19 Mobility Measure Request Form

In the past week, we have received 56 new requests for COVID Mobility Measures. This brings the total number of COVID Mobility requests to 5,007. A breakdown of these requests is given below.

Mobility measure requested	Number
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
<b>Total requests</b>	<b>5,007</b>



### 3.4 COVID-19 Mobility E-Mail

The dedicated e-mail address continues as the primary channel to contact the COVID Mobility Team. It is attracting huge volumes of queries and feedback. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### **3.5    *Councillor Updates***

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via e-mail are also being issued to stakeholders via the Transport SPC and the NTA accessibility network.

### **3.6    *Business Liaison***

The Business Liaison Officer continues to engage and consult with businesses on a number of COVID Mobility Measures citywide and provides advice to cafés, restaurants and bars, on the process for street furniture (tables and chairs) applications.

### **3.7    *Active Travel Promotion***

We are continuing to 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

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).

Owen P Keegan  
**Chief Executive**

28 November 2020

**To the Lord Mayor and Elected Members of the City Council**

### ***COVID-19 Mobility Measures Update***

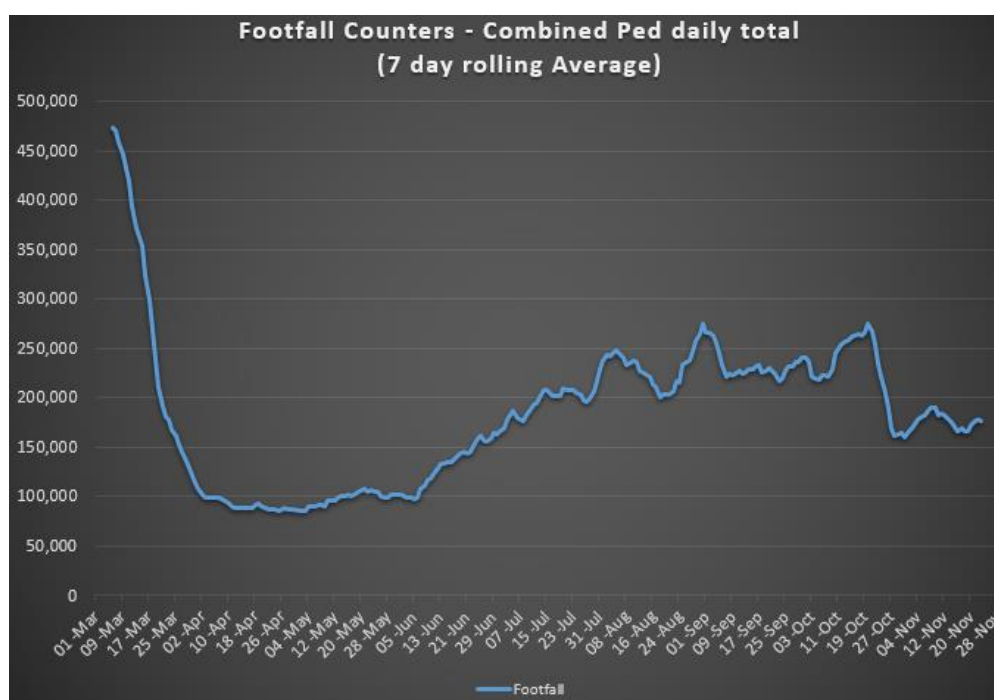
#### **1. Introduction**

Implementation of the COVID Mobility Programme for the City Council area continues with an emphasis on schools and safe zones. The planned easing of Government restrictions will raise issues across the city which will have to be carefully monitored.

A report on progress to date under the COVID Mobility Programme, plans for 2021 together with proposals to restart the TAG service will be submitted to the December City Council meeting.

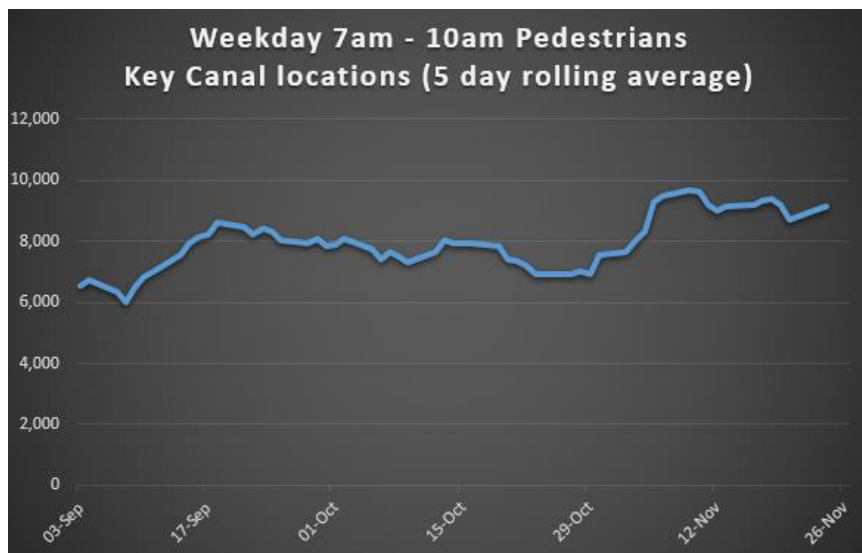
#### **35.2 Pedestrian Volumes**

The footfall counters count continuously and provide 24 hour data. These counters are located between Stephen's Green and Henry St. These show that footfall in this core area had reached a high of around 60% of pre-COVID levels. Footfall dropped when Level 5 restrictions were introduced but it has increased modestly since then and has stabilized over the past two weeks and is now at the levels seen in early July.

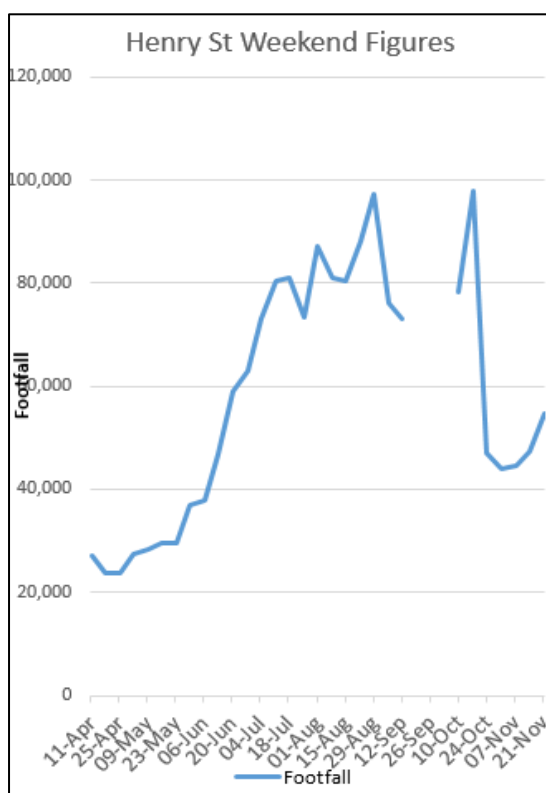
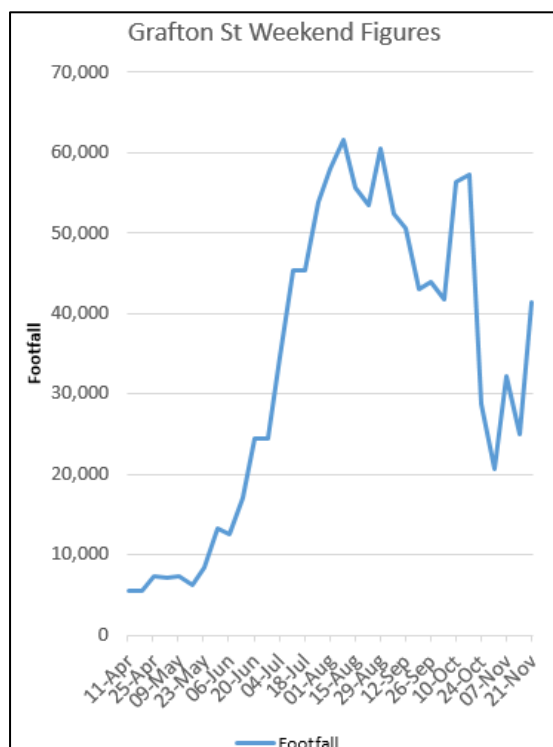




Data from the new footfall counters that have been installed at key pedestrian locations (Phibsborough, Newcomen Bridge, Baggot Street, Grand Canal, North Wall Quay, and Richmond Street), shows that footfall in the morning peak period declined slightly when Level 5 restrictions came into force, but it has already recovered showing more people moving around their local areas.



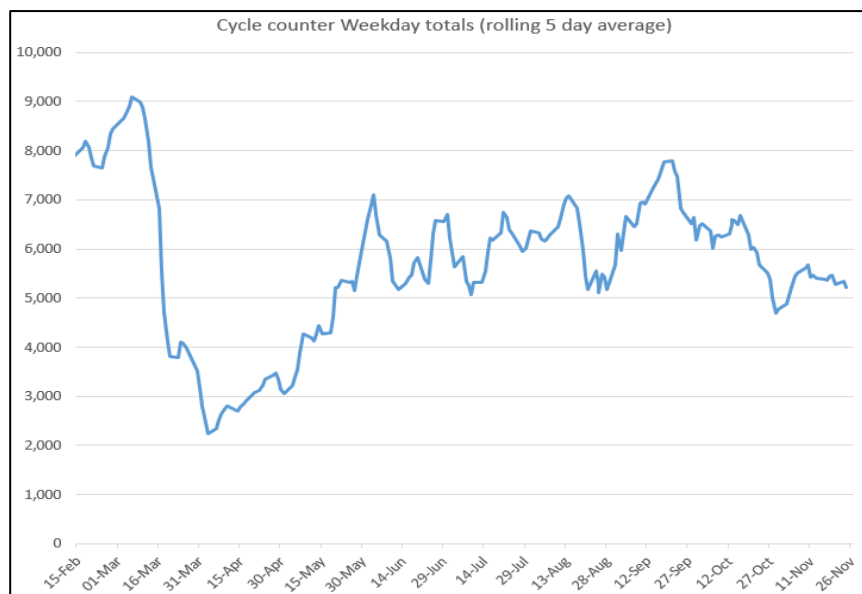
Weekend footfall on Grafton Street and Henry Street was particularly affected by the Level 5 restrictions although the footfall did increase again the past two weekends.



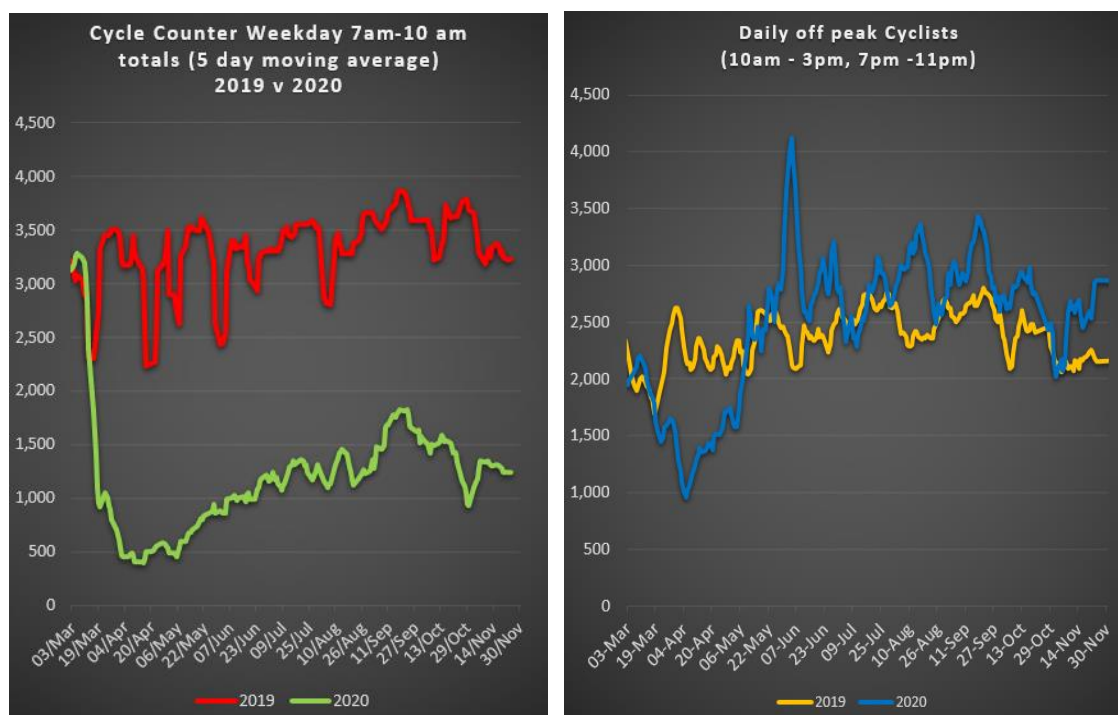
## 1.2 Cycling Volumes

Cycling volumes, which are continuously monitored by City Council's counters (located at Grove Road, North Strand Road, Charleville Mall and Guild Street), show overall cycling numbers at approximately 80% of pre-COVID numbers with this level holding steady since the start of June. Numbers had begun

to increase again in September. As with the pedestrian figures, the numbers dropped when the Level 5 restrictions came into force. They also appear to have recovered slightly over the past two weeks and eased off in the past week.

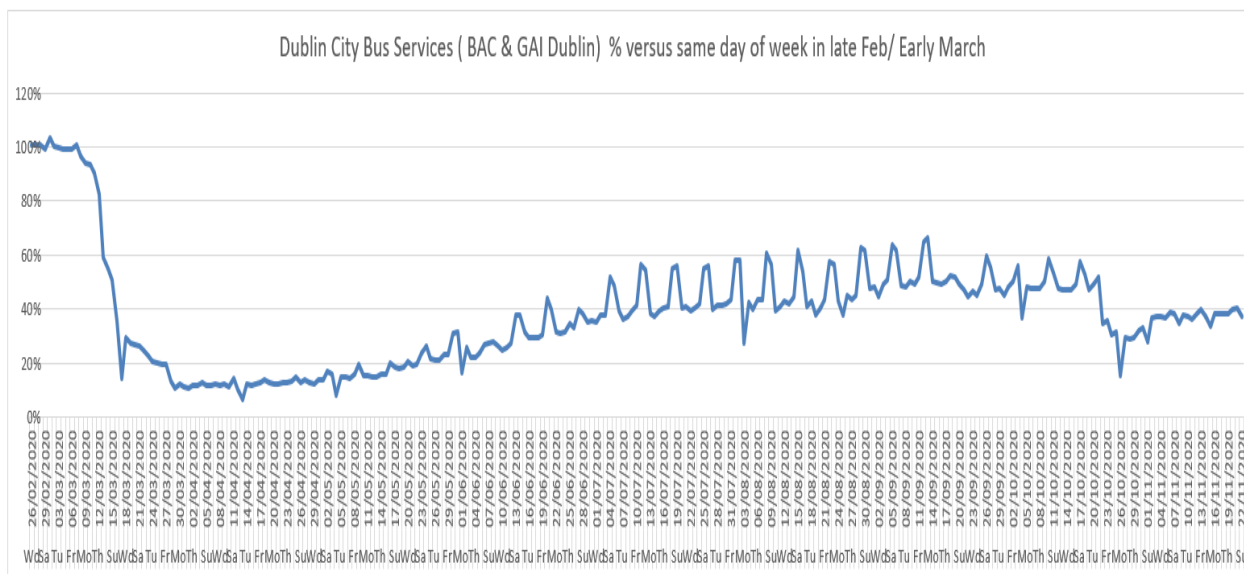


During the peak morning period, 7am to 10am, cycling numbers are at approx. 35% of pre-COVID levels. Comparing February to November of this year, to last year, we can see that the morning commuter cycling numbers remain significantly reduced. In contrast, the off peak cycling figures are still exceeding 2019 figures.



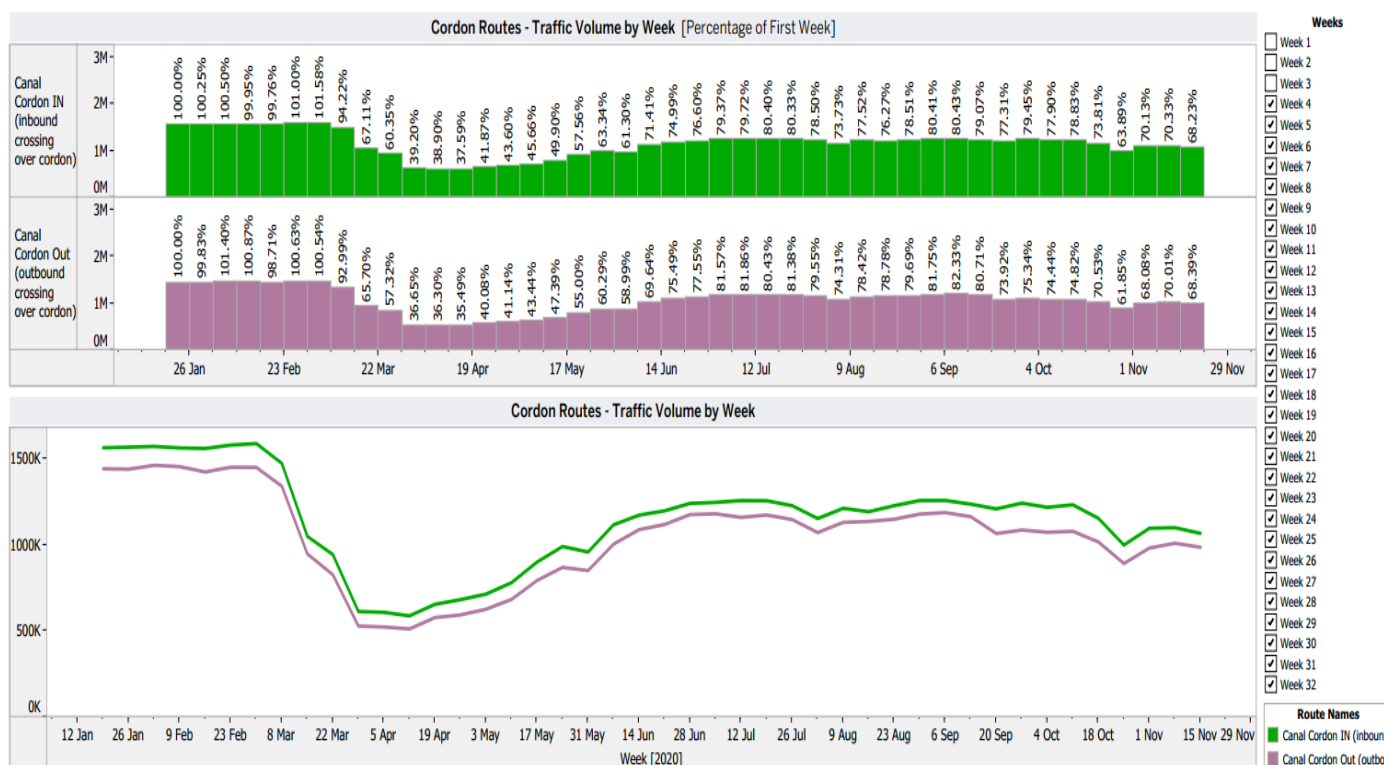
### 1.3 Bus Passenger Numbers

Bus passenger numbers remain at approximately 40% below pre-COVID levels.



### 1.4 General Traffic Volumes

Traffic levels have remained at around 70% of pre-COVID levels since the introduction of level 5 restrictions.



## 36. Implementation of Measures

### ***36.1 Grafton Street Area – Proposed Pedestrianisation of a Number of Streets in the Grafton Street Area***

An online survey on the proposed pedestrianisation of a number of streets in the Grafton Street area has been available on our Consultation Hub since 6 November. We have received 390 submissions to date.

2% of the submissions were from business and retail. To provide the opportunity for businesses to also take part in the consultation we have extended the deadline for submissions until 11 December.

## **2.2 *Footpath extensions***

A footpath extension has been completed on Drury St allowing for extra space for pedestrians and space for outdoor dining. A footpath extension also got underway this week on South William Street and is due to be completed early next week.

The planned easing of restrictions and the restarting of businesses across the city and especially in the city centre will be a key focus over the next few weeks.



***New footpath buildout on Drury Street***

## **2.2 *Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and ‘Filtered Permeability’***

### ***Strand Road Cycle Route***

A Consultative Forum chaired by the Lord Mayor will have its first meeting next week. Reports on alternative proposals and updates on the scheme are all on the Consultation Hub.

### ***Griffith Avenue Cycle Route***

Pre-marking for the road markings on Section 2 is now complete. Details of Section 4 were published on the Consultation Hub on Friday, 13 November.

Installation of the second section of the Griffith Avenue Cycle Route from Walnut Rise to the Junction of Drumcondra Road Lower is due to commence by the end of next week.

### ***Resurfacing Works***

Resurfacing works and extruded kerbs are complete on Constitution Hill with road marking and surface colouring works now also substantially complete.





*Extruded kerb with bollards and buff surfacing on Constitution Hill*

### ***Cycle Lane Protection***

The work to install an extruded concrete kerb on Ormond Quay to protect the interim Liffey Cycle Route has been completed, with road markings and colour surfacing to follow.

### ***Inns Quay***

Our colleagues in the Parks Department have kindly assisted the COVID Mobility Team and designed a series of planters to replace the plastic bollards outside the Four Courts.



*Inns  
before*



*Quay*



*Inns Quay After*

### ***Werburgh Street Cycle Route***

Phase 1 of the cycle route on Werburgh Street has been installed. This includes protection of the existing outbound cycle lane and a new inbound contra flow cycle lane. Phase 2 is currently underway with a detailed design progressing on signalling the Bride Street/Bride Road junction and options for bringing cyclists out onto Christchurch Place being explored. Once the route is established, options for protection instead of bollards will also be considered.



### ***Cycle Parking***

A further 14 cycle stands were installed in the past week bringing the total installed this year to 671 stands at 137 locations.

## ***2.3 School Mobility Programme***

### ***COVID Mobility Schools Outreach Officer***

Niamh Ní Cholmain has recently joined the Business & Communication Unit of the COVID Mobility Team as a dedicated Schools Outreach Officer. Niamh will work specifically with schools to support them and to develop behaviour and education programmes to enhance the effectiveness of the School Zone installations.

### ***School Zones***

We have received three new applications for ***School Zones*** in the past week, bringing the total to 92. The COVID Mobility Technical Team are assessing all submissions for suitability and schools will be contacted with timelines, if it is deemed an appropriate intervention at that location.



### ***St Patrick's Boys National School Millbourne Avenue, Drumcondra***



### ***Final Installation School Zone at Mary Queen of Angels, Gurteen Road, Ballyfermot, Dublin 10 on 27 November 2020***





***Drimnagh Castle National School, Walkinstown, Dublin 12***



***St Louis, Willams Park, Rathmines***

School Zones have been complete recently at:

- St Patrick's Boys National School (Junior) , Millbourne Avenue Drumcondra
- Mary Queen of Angels, Gurteen Road, Ballyfermot.

A School Zone is nearly completion at:

- Drimnagh Castle National School, Walkinstown, Dublin 12.

Designs are complete and works planned at the following locations:

- Shellybanks ETNS, Roslyn Park, Newgrove Ave, Sandymount, Dublin 4.
- Scoil Mhuire GNS, Gilford Road, Sandymount, Dublin 4.
- Scoil Úna Naofa, Armagh Road, Crumlin, Dublin 12.
- Scoil Tereasa Naofa, Petrie Road, Dublin 8.
- Christ the King NS, Annaly Road, Cabra, Dublin 7.
- Marian School, St Catherine's and Casa Caterina, Dominican Campus, Ratoath Road, Cabra, Dublin 7.
- Scoil Fhursa, Cromcastle Green, Kilmore West, Dublin 5.
- Scoil Ída GNS, Cromcastle Green, Kilmore West, Dublin 5.
- Harold's Cross National School, Clareville Road, Dublin 6.
- St. Clare's Primary School, Harold's Cross Road, Dublin.
- Harold's Cross Educate Together, Harold's Cross Road Dublin.

Preliminary designs have been completed for the following school locations:

- Glasnevin Educate Together National School, Griffith Ave, Glasnevin, Dublin 11.
- St Vincent's Primary School, St Philomena's Road, Glasnevin Dublin 11.
- St Joseph's Senior National School, Balbutcher Lane, Ballymun.
- Broombridge Educate Together, Bannow Road, Cabra Dublin 7.

Note the works being undertaken on the Schools Zones are funded from the Government stimulus package for 2020. We are putting additional resources into this project at the moment to ensure maximum draw down of Government funding by year end.

### ***School Cycle Parking***

Delivery of the next batch of cycle parking to schools has commenced. This delivery will bring to 1,162 the numbers of cycle parking spaces delivered to 57 schools across the city.

## **37. Communications**

### ***37.1 Website***

The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions. As previously advised we will be making more extensive use of the Consultation Hub in order to provide more information on measures.

### ***3.2 DCC Consultation Hub/Citizen Space***

Details of schemes on the ***Consultation Hub*** at present include:

Grangegorman Filtered Permeability Trial, <https://consultation.dublincity.ie/traffic-and-transport/grangegorman-filtered-permeability-trial/>

Strand Road Cycle Route Trial, <https://consultation.dublincity.ie/traffic-and-transport/strand->

[road-trial-cycle-route/](#)

Griffith Avenue, <https://consultation.dublincity.ie/traffic-and-transport/griffith-avenue-protected-cycle-track/>

Grafton Street Area Pedestrianisation, <https://consultation.dublincity.ie/traffic-and-transport/pedestrianisation-of-grafton-street-area/>

College Green, <https://consultation.dublincity.ie/traffic-and-transport/proposed-extension-of-the-civic-plaza-at-college-g/>

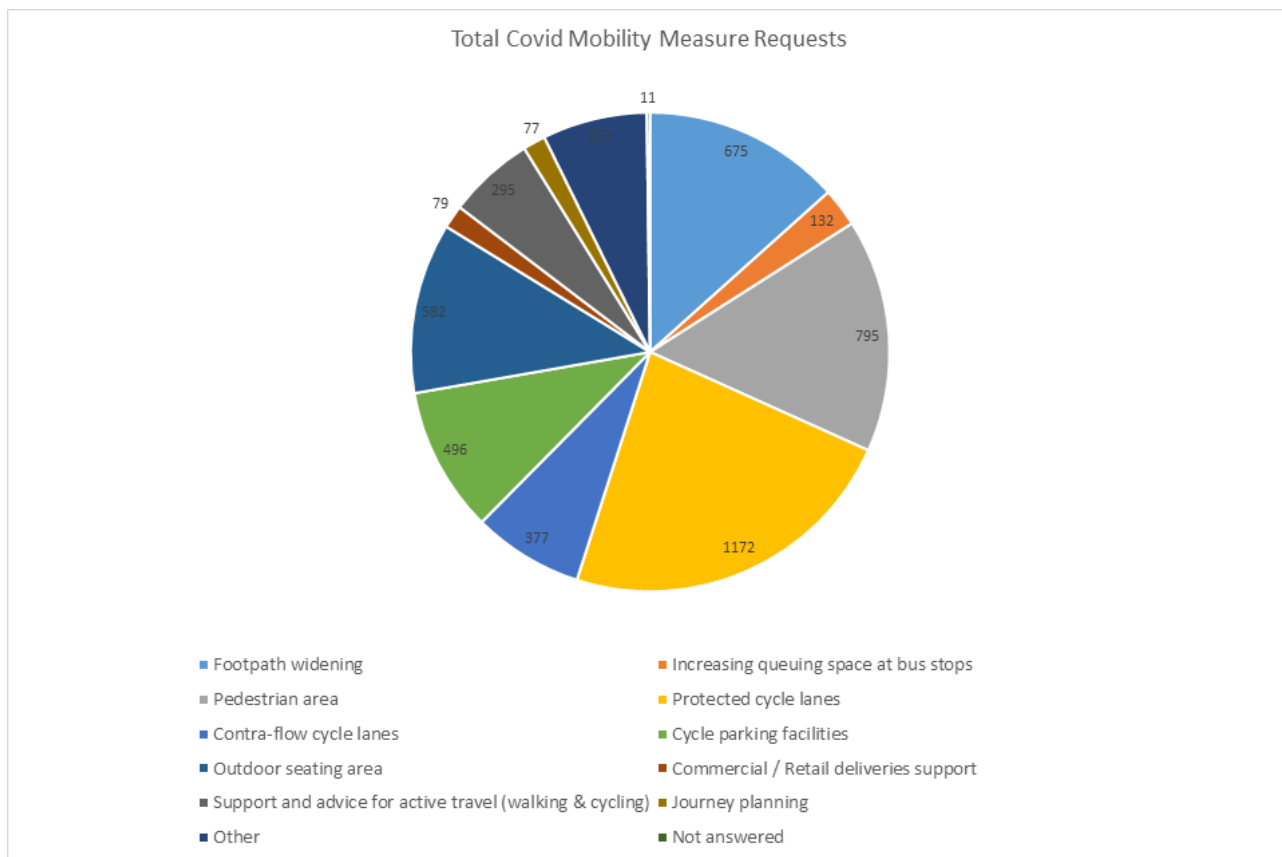
Each week we will alert Members to any new proposals which are available to view on the Consultation Hub and aim to have a more dynamic process for ensuring that support for projects, suggestions on how to improve them and concerns and issues which may need to be addressed can be better handled. Any feedback on this approach is welcome.

### ***3.3 Dedicated COVID-19 Mobility Measure Request Form***

In the past week, we have received 41 new requests for COVID Mobility Measures. This brings the total number of COVID Mobility requests to 5,048. A breakdown of these requests is given below.

<b>Mobility measure requested</b>	<b>Number</b>
Footpath widening	675
Increasing queuing space at bus stops	132
Pedestrian area	795
Protected cycle lanes	1172
Contra-flow cycle lanes	377
Cycle parking facilities	496
Outdoor seating area	582
Commercial / Retail deliveries support	79
Support and advice for active travel (walking & cycling)	295
Journey planning	77
Other	357
Not answered	11
<b><i>Total requests</i></b>	<b>5,048</b>





### 3.4 *COVID-19 Mobility E-Mail*

The dedicated e-mail address continues as the primary channel to contact the COVID Mobility Team. It is attracting huge volumes of queries and feedback. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### 3.5 *Councillor Updates*

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via e-mail are also being issued to stakeholders via the Transport SPC and the NTA accessibility network.

### 3.6 *Business Liaison*

The Business Liaison Officer continues to engage and consult with businesses on a number of COVID Mobility Measures citywide and provides advice to cafés, restaurants and bars, on the process for street furniture (tables and chairs) applications.

### 3.7 *Active Travel Promotion*

We are continuing to 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

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).

Owen P Keegan  
**Chief Executive**

4 December 2020

**To the Lord Mayor and Elected Members of the City Council**

### ***COVID-19 Mobility Measures Update***

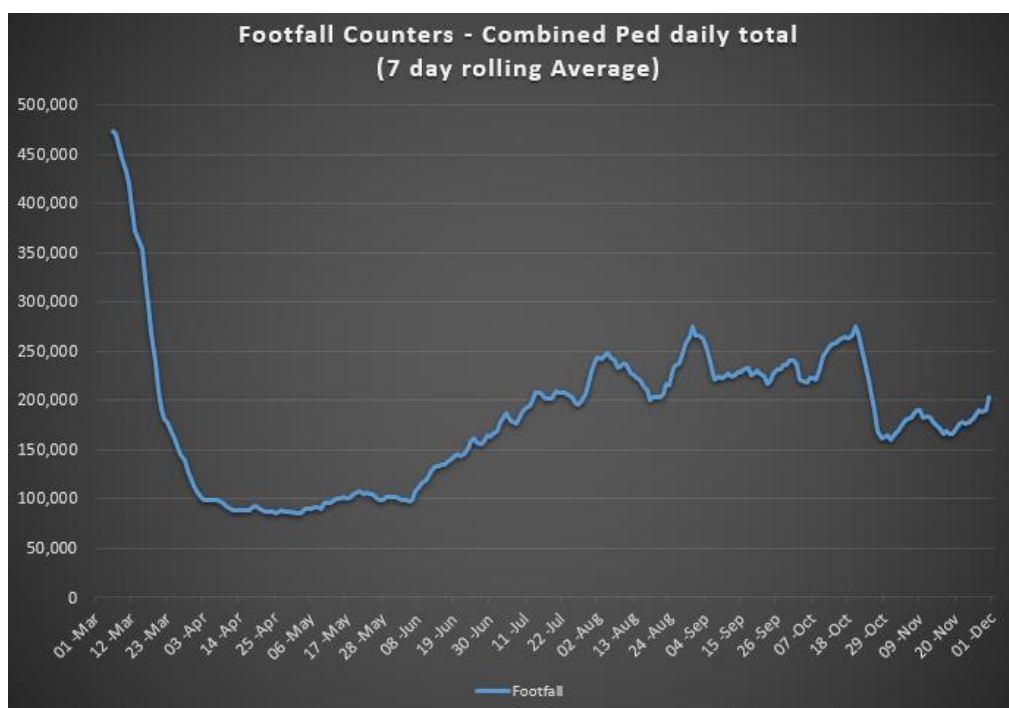
#### **1. Introduction**

Implementation of the COVID Mobility Programme for the City Council area continues with an emphasis on schools and safe zones.

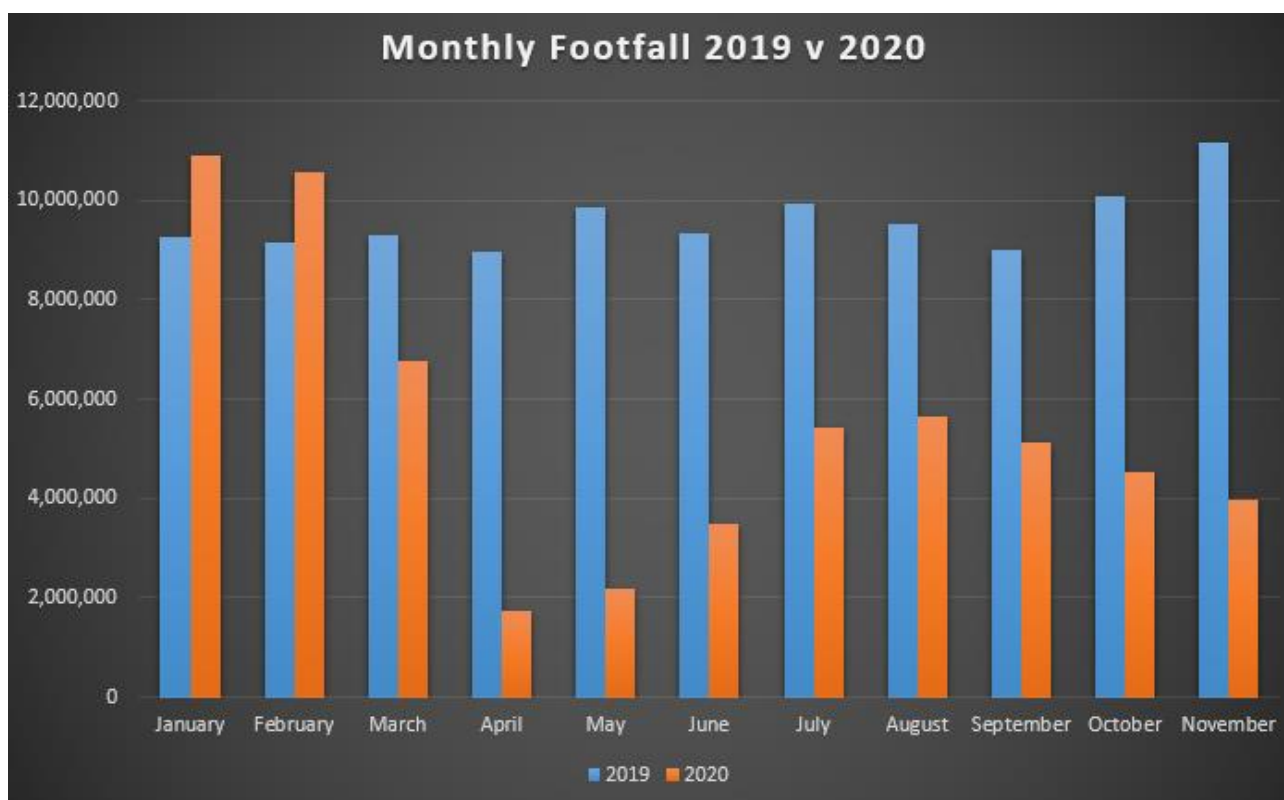
A report on progress to date under the COVID Mobility Programme, plans for 2021 together with proposals to restart the TAG service, has been circulated and is on the Agenda for the December City Council meeting.

#### **37.2 Pedestrian Volumes**

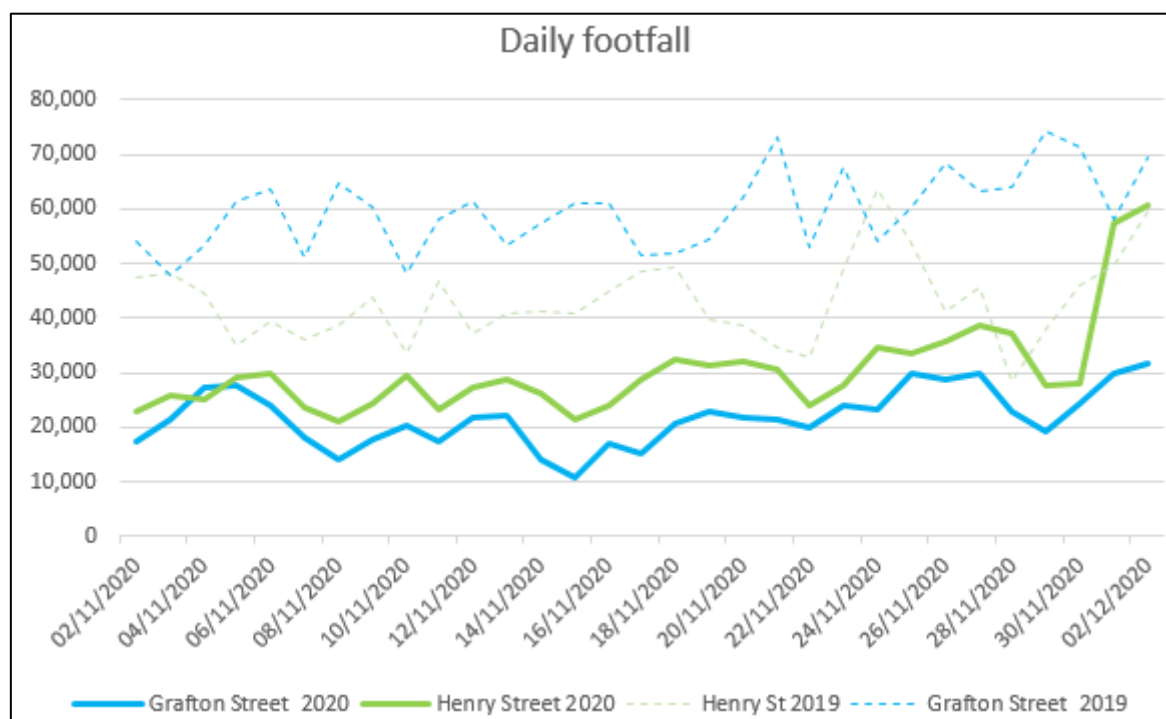
The footfall counters count continuously and provide 24 hour data. These counters are located between Stephen's Green and Henry St. These show that footfall in this core area had reached a high of around 60% of pre-COVID levels. Footfall dropped when Level 5 restrictions were introduced, however, it has increased since the Level 3 restrictions came into effect on 1 December.



A comparison of footfall between 2019 and 2020 is shown on the next page. Footfall in November 2020 was just 35% of its 2019 level.



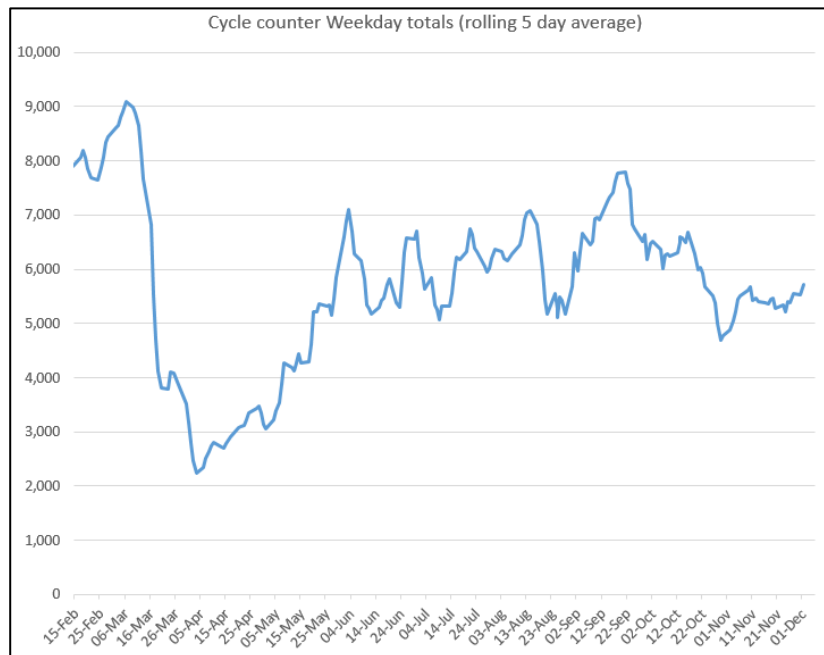
The footfall figures for Grafton St and Henry St for the last month are shown below. There was a significant increase in footfall on Henry St on 1 December 2020 compared to 1 December 2019.



## 1.2 Cycling Volumes

Cycling volumes, which are continuously monitored by City Council's counters (located at Grove Road, North Strand Road, Charleville Mall and Guild Street), show overall cycling numbers at approximately 80% of pre-COVID numbers with this level holding steady since the start of June. Numbers had begun to increase again in September. As with the pedestrian figures, the numbers dropped when Level 5

restrictions came into force. They have recovered slightly over the past two weeks.



During the peak morning time, 7am to 10am, cycling numbers are at approx. 35% of pre-COVID levels. Comparing February to November of this year, to last year, we can see that the morning commuter cycling numbers remain significantly reduced. In contrast, the off peak cycling figures are still exceeding 2019 figures.



### 1.3 Bus Passenger Numbers

Bus passenger numbers increased slightly in the past week.





Only 11 of these submissions were from businesses. Our Business Liaison Officer has been in touch with Dublin Chamber, Dublin Town and ‘Dublin can be Heaven’ highlighting the consultation process. To provide an opportunity for more businesses to take part in the consultation we have extended the deadline for submissions until 11 December.

## **2.2 Footpath Extensions**

A footpath extension has been completed on South William Street allowing for extra space for pedestrians and space for outdoor dining.



*Outdoor furniture on the new footpath buildout on South William Street*

## **2.2 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and ‘Filtered Permeability’**

### ***Strand Road Cycle Route***

The Consultative Forum chaired by the Lord Mayor held its first meeting on 3 December.

### ***Griffith Avenue Cycle Route***

Proposals for Section 5 of the scheme, between Turlough Parade and Malahide Road, were published on the [Consultation Hub](#) this week.

If residents have particular concerns or suggestions regarding any of these proposals we would invite them to send them to us at [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie) (with Griffith Ave in the subject bar).

### ***Resurfacing Works***

Resurfacing works are now complete on Drury Street and South William Street.

### ***Cycle Parking***

A further 14 cycle stands were installed in the past week bringing the total installed this year to 689 stands at 140 locations.



*New Cargo Bike Cycle parking on St. Stephen's Green South*

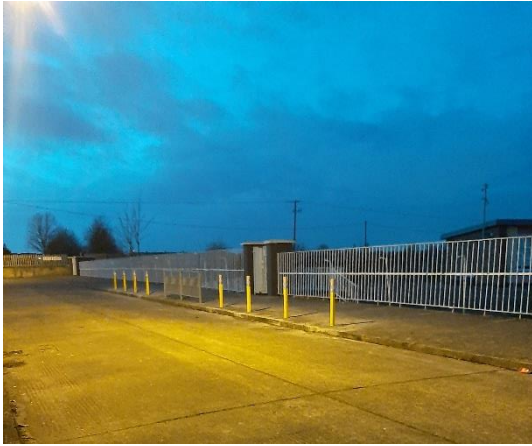
### **2.3 School Mobility Programme**

We received one application for a **School Zone** in the past week, bringing the total to 96. The COVID Mobility Technical Team are assessing all submissions for suitability and schools will be contacted with timelines, if it is deemed an appropriate intervention at the particular location.



*Completed School zone at Mary Queen of Angels, Gurteen Road, Ballyfermot*





*Commencement of School Zone St Louise De Marillac National School, Drumfinn Rd, Ballyfermot, December 2<sup>nd</sup> at dusk and December 3<sup>rd</sup> at dawn*

Schools with works completed:

- Drimmagh Castle National School, Walkinstown, Dublin 12.
- Shellybanks ETNS, Roslyn Park, Newgrove Ave, Sandymount, Dublin 4.

The next Schools Zones will be implemented at:

- Scoil Úna Naofa, Armagh Road, Crumlin, Dublin 12.
- Scoil Tereasa Naofa, Petrie Road, Dublin 8.
- Christ the King NS, Annaly Road, Cabra, Dublin 7.
- Marian School, St Catherine's and Casa Caterina, Dominican Campus, Ratoath Road, Cabra, Dublin 7.
- Scoil Fhursa, Cromcastle Green, Kilmore West, Dublin 5.
- Scoil Íde, GNS, Cromcastle Green, Kilmore West, Dublin 5.
- Harrold's Cross National School, Clareville Road, Dublin 6.
- St. Clares Primary School, Harrold's Cross Road, Dublin.
- Harrold's Cross Educate Together, Harrold's Cross Road Dublin.

Preliminary designs have been completed for the following schools:

- Glasnevin Educate Together National School, Griffith Ave, Glasnevin, Dublin 11
- St Vincent's Primary School, St Philomena's Road, Glasnevin Dublin 11
- St Joseph's Senior National School, Balbutcher Lane, Ballymun
- Broombridge Educate Together, Bannow Road, Cabra Dublin 7.
- Scoil Mhuire GNS, Gilford Road, Sandymount, Dublin 4

Initial school liaison visits involving consultation with school principals, parents and residents as well as observations of travel to school behavior have been conducted at:

- Scoil Mológa, Bóthar Thigh Chláir BÁC 6w, Clareville Road, Dublin 6
- St Louise De Marillac National School, Drumfinn Rd, Ballyfermot, Dublin 10
- Mary Queen of Angels, Gureteen Rd, Drumfinn Rd, Ballyfermot, Dublin 10

Visits are planned for:

- Scoil Áine, Girls School Raheny, Dublin 5
- Nai-Scoil Íde, Raheny, Dublin 5
- Scoil Assaim, Boys National School , All Saints Drive, Raheny Dublin 5

The interviews and observations during these visits will facilitate the co-design of supports and resource material with schools, communities and An Taisce Green-Schools. Schools within a proposed or completed school zone location will be encouraged to work together on community initiatives.

Note the works being undertaken on the Schools Zones are funded from the Government stimulus package for 2020. We are putting additional resources into this project at the moment to ensure maximum draw down of Government funding by year end.

### ***School Cycle Parking***

Delivery of the next batch of cycle parking to schools is now complete. We have to date provided 1,530 cycle parking spaces to 71 schools across the city.

## **39. Communications**

### ***39.1 Website***

The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions. As previously advised we will be making more extensive use of the Consultation Hub in order to provide more information on measures.

### ***3.2 DCC Consultation Hub/Citizen Space***

Details of schemes on the Consultation Hub at present include:

Strand Road Cycle Route Trial, <https://consultation.dublincity.ie/traffic-and-transport/strand-road-trial-cycle-route/>

Griffith Avenue, <https://consultation.dublincity.ie/traffic-and-transport/griffith-avenue-protected-cycle-track/>

Grafton Street Area Pedestrianisation, <https://consultation.dublincity.ie/traffic-and-transport/pedestrianisation-of-grafton-street-area/>

College Green, <https://consultation.dublincity.ie/traffic-and-transport/proposed-extension-of-the-civic-plaza-at-college-g/>

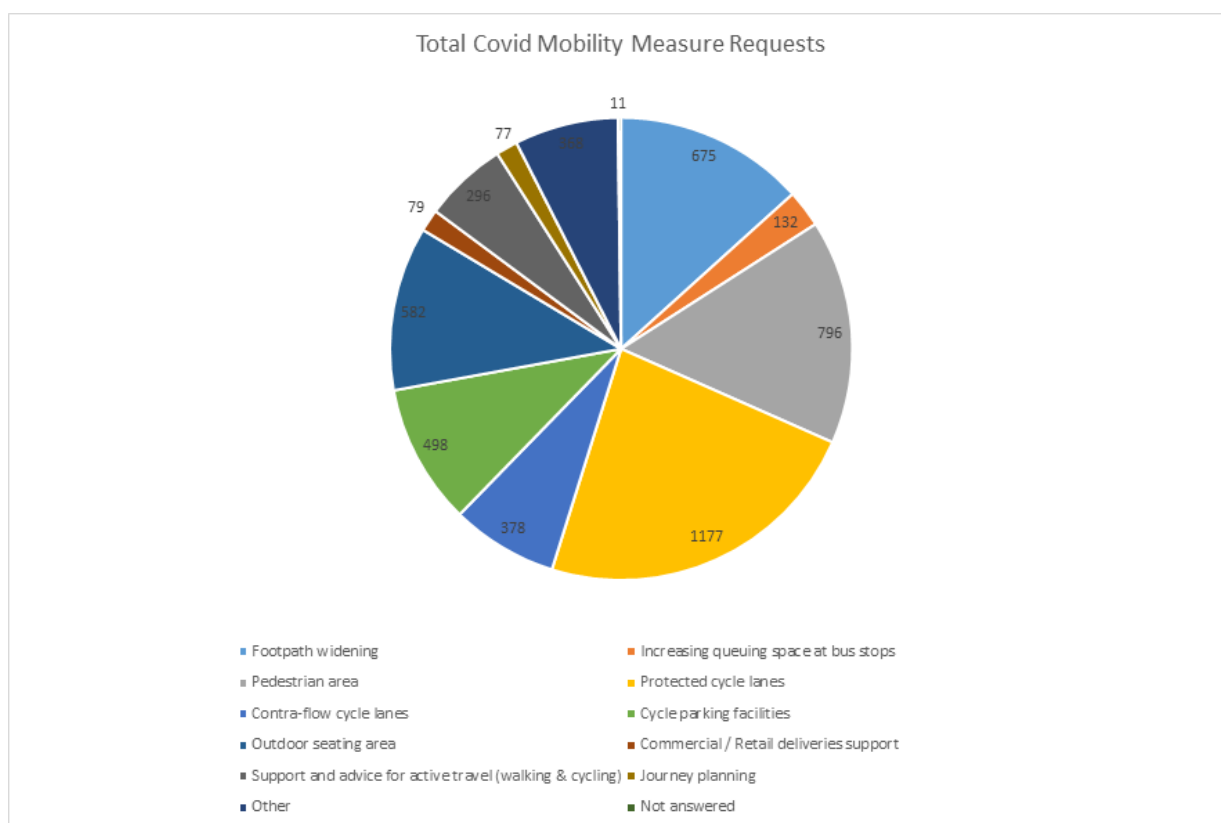
Each week we will alert Members to any new proposals, which are available to view on the Consultation Hub and aim to have a more dynamic process for ensuring that support for projects, suggestions on how to improve them and concerns and issues, which may need to be addressed, can be better handled. Any feedback on this approach is welcome.



### 3.3 Dedicated COVID-19 Mobility Measure Request Form

In the past week, we have received 21 new requests for COVID Mobility Measures. This brings the total number of COVID Mobility requests to 5,069. A breakdown of these requests is given below.

Mobility measure requested	Number
Footpath widening	675
Increasing queuing space at bus stops	132
Pedestrian area	796
Protected cycle lanes	1177
Contra-flow cycle lanes	378
Cycle parking facilities	498
Outdoor seating area	582
Commercial / Retail deliveries support	79
Support and advice for active travel (walking & cycling)	296
Journey planning	77
Other	368
Not answered	11
<b>Total requests</b>	<b>5,069</b>



### 3.4 COVID-19 Mobility E-Mail

The dedicated e-mail address continues as the primary channel to contact the COVID Mobility Team. It is attracting huge volumes of queries and feedback. The intention is that the e-mail is for general queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### **3.5    *Councillor Updates***

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via e-mail are also being issued to stakeholders via the Transport SPC and the NTA accessibility network.

### **3.6    *Business Liaison***

The Business Liaison Officer continues to engage and consult with businesses on a number of COVID Mobility Measures citywide and provides advice to cafés, restaurants and bars, on the process for street furniture (tables and chairs) applications.

### **3.7    *Active Travel Promotion***

We are continuing to 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

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).

Owen P Keegan  
**Chief Executive**

22 December 2020

**To the Lord Mayor and Elected Members of the City Council**

## ***COVID-19 Mobility Measures Update***

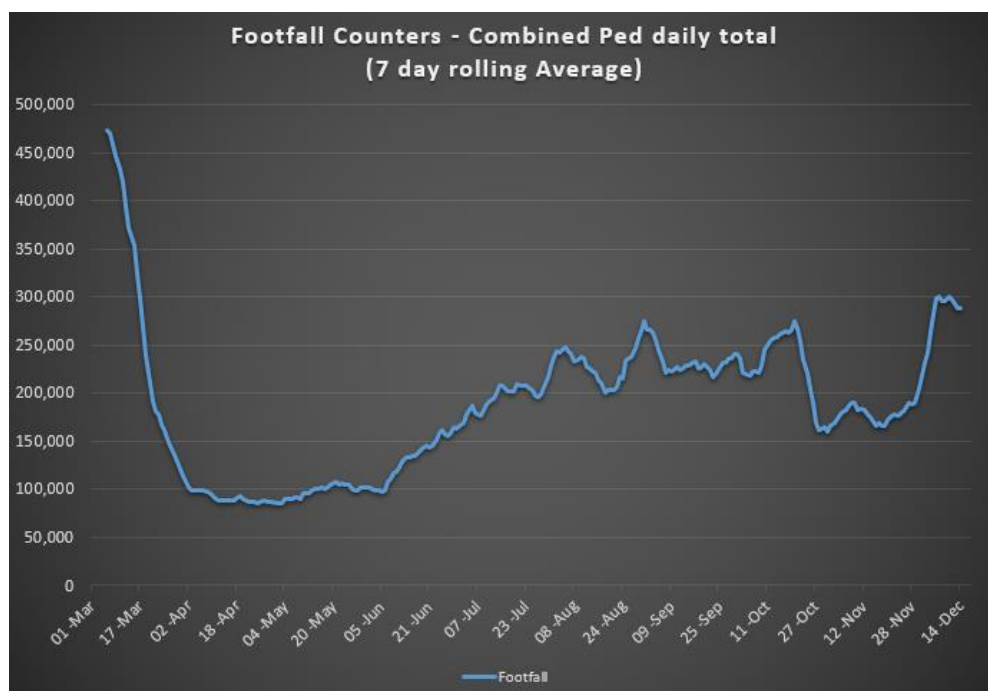
### **1. Introduction**

Implementation of the COVID Mobility Programme for the City Council area continues with an emphasis on schools and safe zones.

A report on progress to date under the COVID Mobility Programme, plans for 2021 together with proposals to restart the TAG service, was circulated and noted at the December City Council meeting.

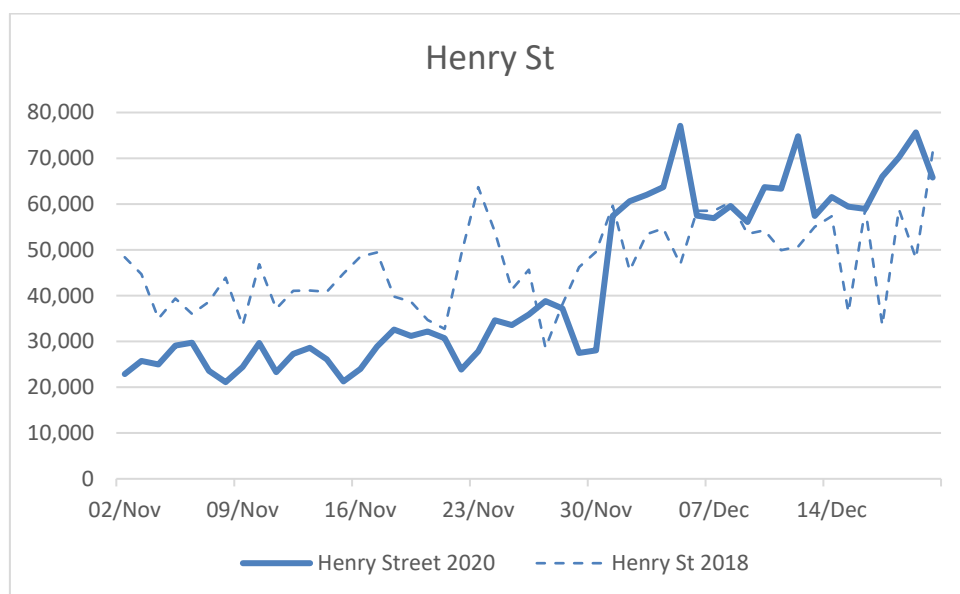
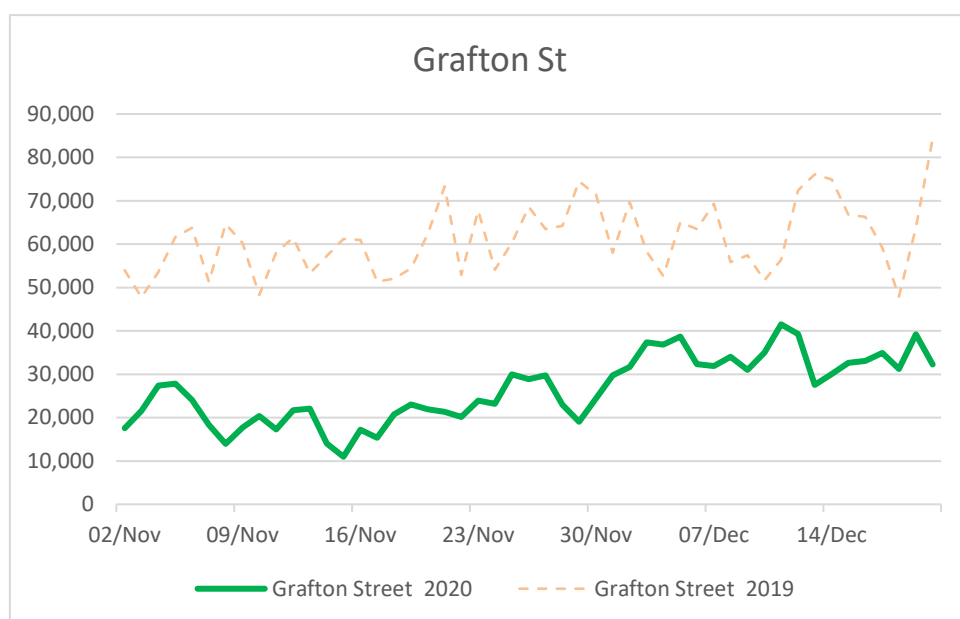
### **39.2 Pedestrian Volumes**

The footfall counters count continuously and provide 24 hour data. These counters are located between Stephen's Green and Henry St. These show that footfall in this core area had reached a high of around 60% of pre-COVID levels. Footfall dropped when Level 5 restrictions were introduced, however, it has increased since the Level 3 restrictions came into effect on 1 December.



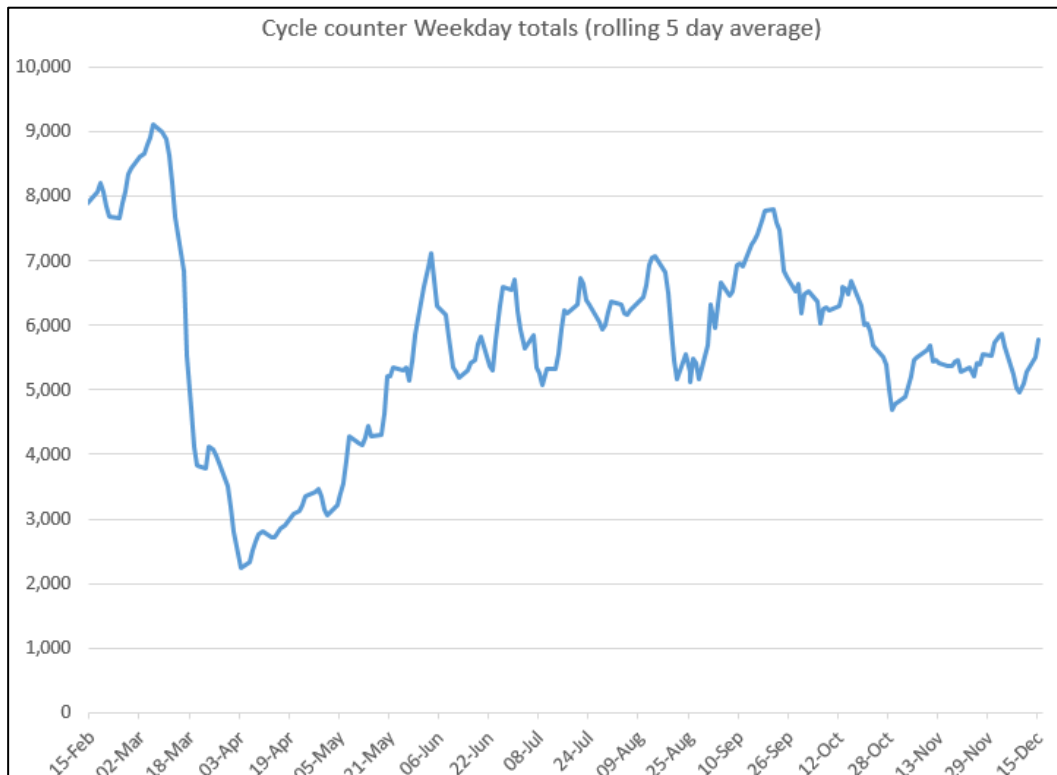
The footfall figures for Grafton St and Henry St from 2 November 2020 and 2019 are shown below. There was a significant increase in footfall on Henry Street from 1 December 2020 with footfall since

early December slightly higher than typical for December. Footfall also increased on Grafton Street though not as much.



## 1.2 Cycling Volumes

Cycling volumes, which are continuously monitored by City Council's counters (located at Grove Road, North Strand Road, Charleville Mall and Guild Street), show overall cycling numbers at approximately 80% of pre-COVID numbers with this level holding steady since the start of June. Numbers had begun to increase again in September. As with the pedestrian figures, the numbers dropped when Level 5 restrictions came into force. They have recovered slightly over the past two weeks.



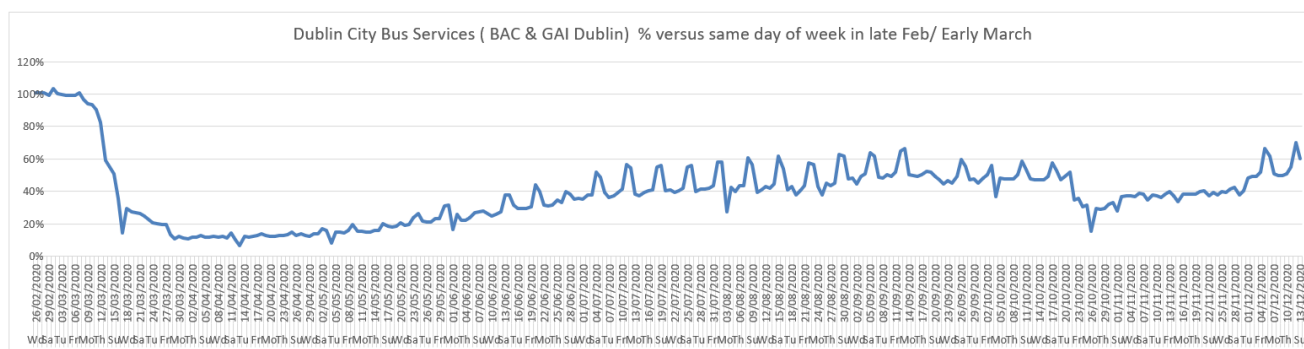
During the peak morning time, 7am to 10am, cycling numbers are at approx. 35% of pre-COVID levels. Comparing February to November of this year, to last year, we can see that the morning commuter cycling numbers remain significantly reduced. In contrast, the off peak cycling figures are still exceeding 2019 figures.



### 1.3 Bus Passenger Numbers

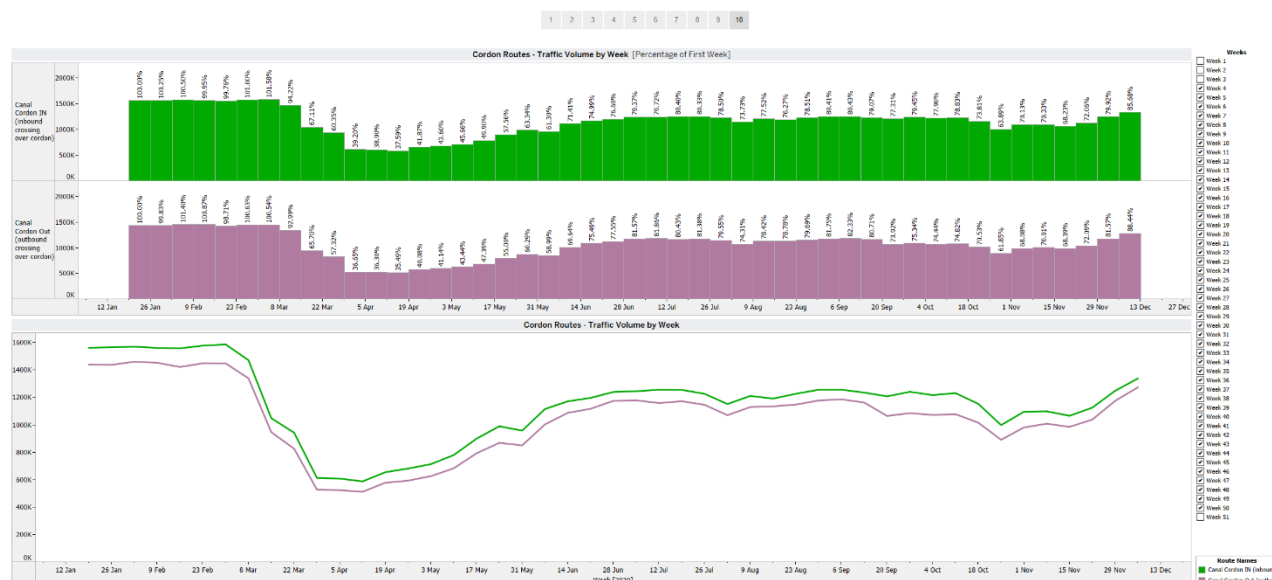
Bus passenger numbers increased again slightly in the past week.





## 1.4 General Traffic Volumes

Since moving from Level 5 to Level 3 restrictions, traffic volumes crossing the cordon have increased by approximately 18%. They are now at approximately 86% of pre-COVID levels for both inbound and outbound.

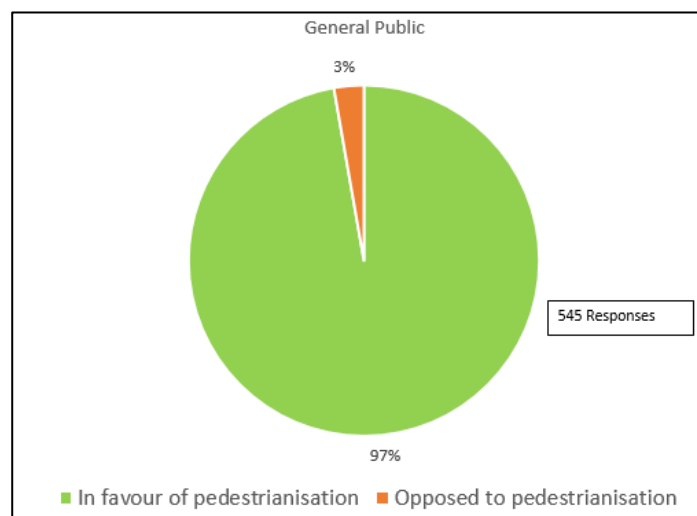
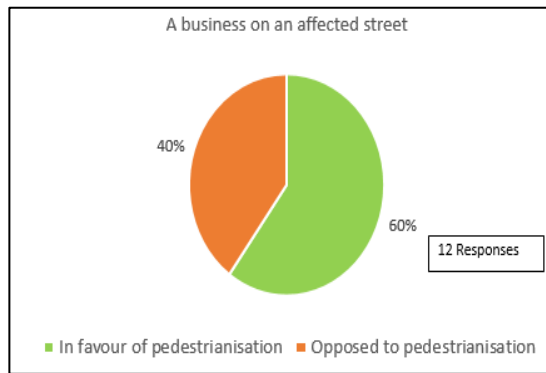
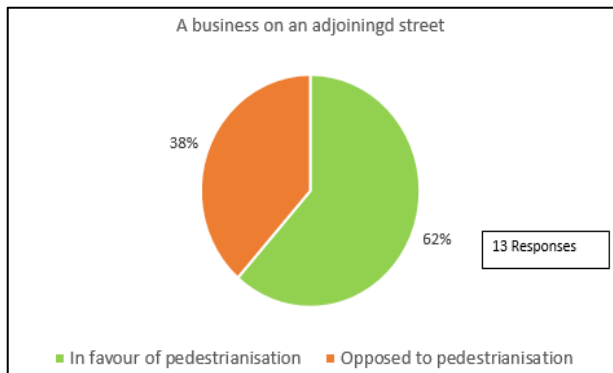


## 40. Implementation of Measures

### 40.1 Grafton Street Area – Proposed Pedestrianisation of a Number of Streets in the Grafton Street Area

An online survey for the proposed pedestrianisation of a number of streets in the Grafton Street area has been available on our Consultation Hub since 6 November. We have received **583** submissions to date. Only 24 of these submissions were from businesses (12 from affected streets, 12 from adjoining streets). Our Business Liaison Officer has been in touch with Dublin Chamber, Dublin Town and ‘Dublin can be Heaven’ highlighting the consultation process and has also engaged with a number of businesses on the affected streets directly

The submissions to-date from the businesses on the affected streets, reveal that 60% are in favour of the proposed pedestrianisation. Of those on the adjacent streets, 67% are in favour. The response from the general public was that 97% are in favour of pedestrianisation.



A report on the consultation and the proposed date for implementation of measures will be issued early January, 2021.

## 2.2 Protected Cycle Facilities, Contra-Flow Facilities, Cycle Parking and 'Filtered Permeability'

### **Strand Road Cycle Route**

Proposals for the Beach Road section of the trial was published on the [Consultation Hub](#) this week.

### **Griffith Avenue Cycle Route**

Proposals for Section 5 of the scheme, between Turlough Parade and Malahide Road, were published on the [Consultation Hub](#) last week. If residents have particular concerns or suggestions regarding any of these proposals we would invite them to send them to us at [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie) (with Griffith Ave in the subject bar).

### **Bull Wall**

The first section of works at the Bull Wall are now complete. Bollards have been installed between the Happy Out Café and the Golf Club Access Road to protect the footpaths. The cycle stands and disabled parking are now complete. In the New Year we intend on continuing with the protection of the footpath working towards the Wooden Bridge.



*New disabled parking bays, cycle parking and footpath protection bollards at Bull Wall*

### ***Cycle Parking***

A further 26 cycle stands at 5 new locations were installed in the past week bringing the total installed this year to 715 stands at 145 locations.

3rd December 2020 - 10th December 2020	
Location	No of Stands
RMDS, Old Mountpleasant	9
Ellis Street	7
Mount Pleasant Square	5
Richmond Street North	5
<b>Total</b>	<b>26</b>



*New Sheffield stands installed on Ellis Street, D7*

In addition, temporary cycle stands, catering for 10 bicycles have been placed on South William Street.



### ***2.3 School Mobility Programme***

The application list for a ***School Zone*** stands at 97 schools. The COVID Mobility Technical Team are assessing all submissions for suitability and schools will be contacted with timelines, if it is deemed an appropriate intervention at the particular location.

Installation of School Zones are underway at:

- Gaelscoil Bharra, Faussagh Ave, Cabra Dublin 7
- Christ the King NS, Annaly Road, Cabra, Dublin 7
- Scoil Eoin, Greendale Road, Dublin 5



*New School Zone at Gaelscoil Bharra, Faussagh Ave, Cabra Dublin 7*





*Pencil bollards in place at Christ the King NS, Annaly Road, Cabra*

The next Schools Zones will be implemented at:

- Our Lady of Good Counsel GNS, Mourne Road, Drimmagh, D12
- Scoil Úna Naofa, Armagh Road, Crumlin, Dublin 12
- Scoil Tereasa Naofa, Petrie Road, Dublin 8
- Marian School, St Catherine's and Casa Caterina, Dominican Campus, Ratoath Road, Cabra, Dublin 7
- Harold's Cross National School, Clareville Road, Dublin 6
- St. Clares Primary School, Harrold's Cross Road, Dublin 6
- Harrold's Cross Educate Together, Harrold's Cross Road, Dublin 6
- Scoil Fhursa, Cromcastle Green, Kilmore West, Dublin 5
- Scoil Íde, GNS, Cromcastle Green, Kilmore West, Dublin 5

Preliminary designs have been completed for the following schools:

- Glasnevin Educate Together National School, Griffith Ave, Glasnevin, Dublin 11
- St Vincent's Primary School, St Philomena's Road, Glasnevin, Dublin 11
- St Joseph's Senior National School, Balbutcher Lane, Ballymun, Dublin 9
- Broombridge Educate Together, Bannow Road, Cabra, Dublin 7

#### ***Scoil Mhuire GNS, Gilford Road, Sandymount, Dublin 4***

Following telephone consultations with the school principal and a representative from the Parents Association regarding proposed School Zone installation, a site visit was organized by the Covid Mobility Schools Outreach Officer on December 8. During this site visit the Outreach Officer held a meeting with the principal and a representative from the Schools Board of Management.

They reviewed the design and were advised that due to concerns in the neighborhood about traffic issues and the aesthetics of the design (pencils and colourful circles) they did not wish to proceed with the installation at this time. They were supportive of the school road signage to alert road users that they were entering the area and they listed their continuing concerns about safety on the road. They are willing to organize and host further online consultation with their neighbors and DCC as needed.

During this site visit, the Outreach Officer also engaged a number of residents of Gilford Road, some of whom were also parents of the school children. They expressed opposition to the installation of the School Zone because of their understanding of other traffic measures in the area, their perception of effects on off street parking, the aesthetics of the design and the need for further consultation with them directly on



all measures for the road. They were supportive of safety measures for children at the entrances. It was agreed to put the proposed programme of works for a School Zone on hold.

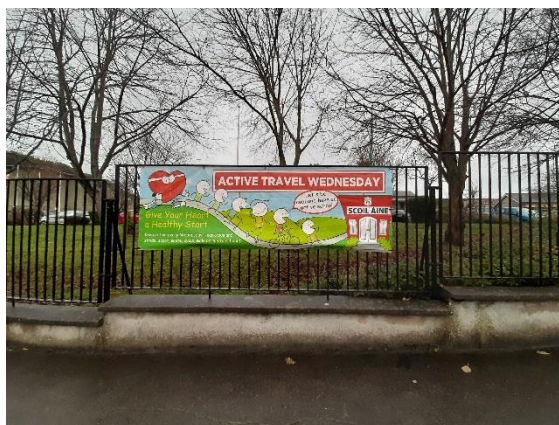
### ***Raheny Site Visit***

Initial school liaison visits involving consultation with school principals, parents and residents, local Gardaí and school wardens as well as observations of travel to school behavior have been conducted at:

- Scoil Áine, Girls School Raheny, Dublin 5
- Nai-Scoil Íde, Raheny, Dublin 5
- Scoil Assaim, Boys National School, All Saints Drive, Raheny Dublin 5



*December 10: Observation Visit and Consultation with Representatives from the Parents Associations for Scoil Áine, Girls School, Nai-Scoil Íde, and Scoil Assaim who are clustered together within Watermill Road and All Saints Drive Raheny, D5*





### *Scooters and Promotion of Active Travel at Scoil Áine, Nai-Scoil Íde, and Scoil Assaim*

The Parents Associations are committed to work on a joint programme of raising awareness with parents and the community on the use of the school zone. Further meetings are planned for the coming weeks as the parking and the traffic flow in the area at school times needs to be addressed by all schools together.

Future consultation and site visit meetings scheduled for

- Our Lady of Good Counsel GNS, Mourne Road, Drimnagh, D12
- Scoil Tereasa Naofa, Petrie Road, Dublin 8
- St Vincents School Chareville Mall
- City Quay Gloucester Street South, Dublin 2
- Rutland Street National School, Lower Gloucester Place, Dublin 1

The interviews and observations during these visits will facilitate the co-design of supports and resource material with schools, communities and An Taisce Green-Schools. Schools within a proposed or completed school zone location will be encouraged to work together on active travel initiatives.

Note the works being undertaken on the School Zones are funded from the Government stimulus package for 2020. We are putting additional resources into this project at the moment to ensure maximum draw down of Government funding by year end.

## **41. Communications**

### **41.1 Website**

The COVID Mobility webpage, [www.dublincity.ie/COVID-19mobilityprogramme](http://www.dublincity.ie/COVID-19mobilityprogramme) is being updated regularly to keep the general public informed of COVID-19 mobility interventions. As previously advised we will be making more extensive use of the Consultation Hub in order to provide more information on measures.

### **3.2 DCC Consultation Hub/Citizen Space**

Details of schemes on the Consultation Hub at present include:

[Strand Road Cycle Route Trial - Beach Road options](#)  
[Griffith Avenue Protected Cycle Track](#)

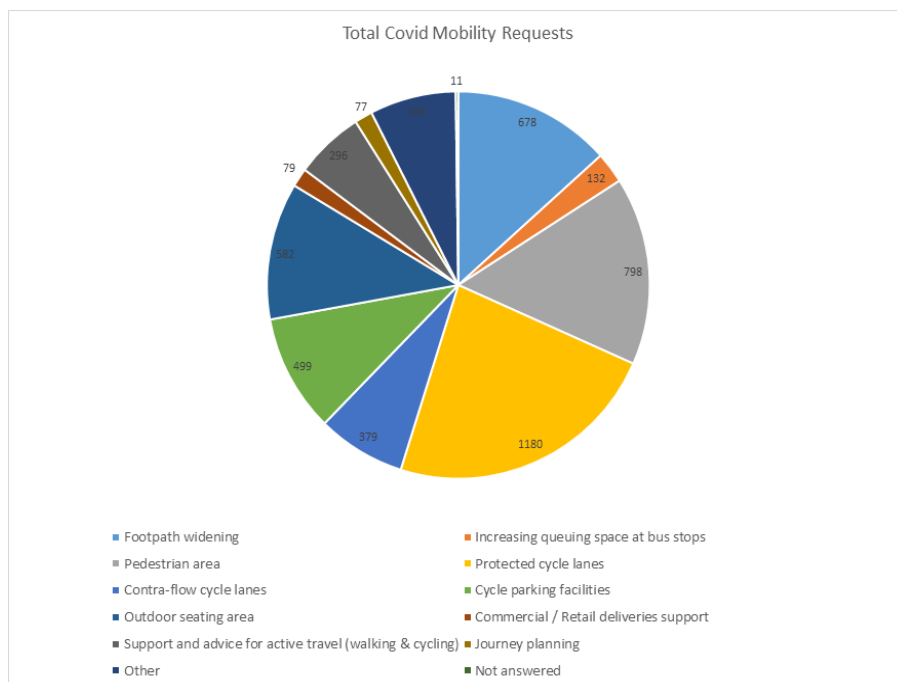
## College Green

Each week we will alert Members to any new proposals, which are available to view on the Consultation Hub and aim to have a more dynamic process for ensuring that support for projects, suggestions on how to improve them and concerns and issues, which may need to be addressed, can be better handled. Any feedback on this approach is welcome.

### **3.3 Dedicated COVID-19 Mobility Measure Request Form**

In the past week, we have received 7 new requests for COVID Mobility Measures. This brings the total number of COVID Mobility requests to 5,081. A breakdown of these requests is given below.

Mobility measure requested	Number
Footpath widening	678
Increasing queuing space at bus stops	132
Pedestrian area	798
Protected cycle lanes	1180
Contra-flow cycle lanes	379
Cycle parking facilities	499
Outdoor seating area	582
Commercial / Retail deliveries support	79
Support and advice for active travel (walking & cycling)	296
Journey planning	77
Other	370
Not answered	11
<b>Total requests</b>	<b>5081</b>



### **3.4 COVID-19 Mobility E-Mail**

The dedicated e-mail address continues as the primary channel to contact the COVID Mobility Team. It is attracting huge volumes of queries and feedback. The intention is that the e-mail is for general

queries and the COVID-19 Mobility Request Form should be used for specific requests at specific locations.

### **3.5 *Councillor Updates***

Updates on COVID-19 mobility measures are issued on a weekly basis to Elected Members. Updates via e-mail are also being issued to stakeholders via the Transport SPC and the NTA accessibility network.

### **3.6 *Business Liaison***

The Business Liaison Officer continues to engage and consult with businesses on a number of COVID Mobility Measures citywide and provides advice to cafés, restaurants and bars, on the process for street furniture (tables and chairs) applications.

### **3.7 *Active Travel Promotion***

We are continuing to 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

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).

Owen P Keegan  
**Chief Executive**