

# **Commuting, People and Place: Critical Reflections from Practice and Implications for Policy**

## **Transport Planning Implications of Increased Working from Home**

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# Contents

- Propensity for Home Working
- Current Trends in Public Transport Use
- Impact on Peak Hour Commuting
- Transport Planning Considerations
- Wider Planning, Social and Cultural Considerations

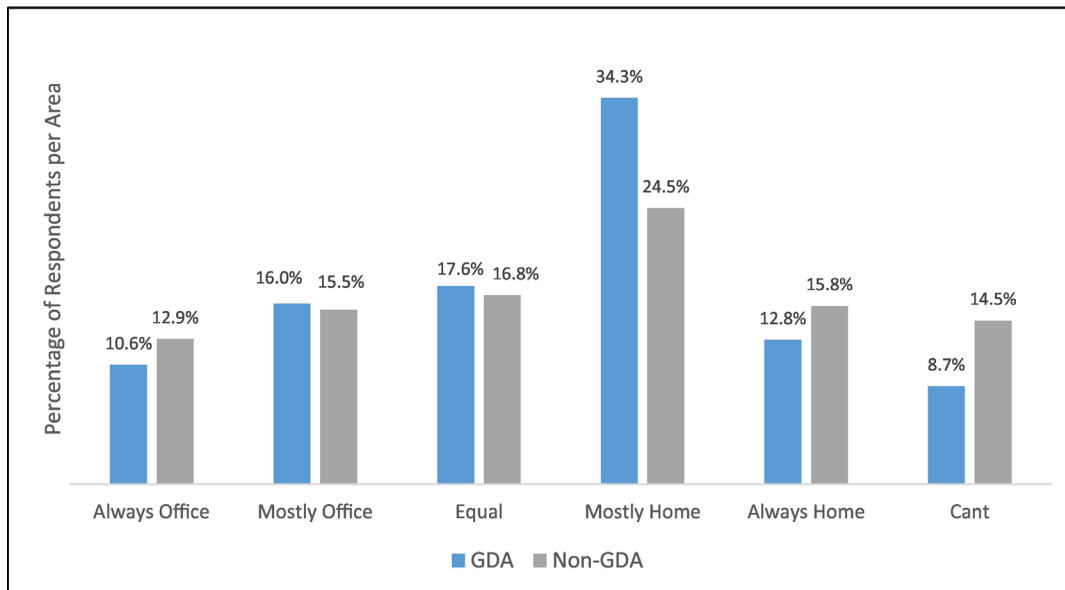
# Propensity for Home Working

Desire to work from home: Results of an Irish study  
Agnieszka Stefaniec, William Brazil, Warren Whitney, Brian Caulfield

Journal of Transport Geography - October 2022

Survey - July 2021 (WfH requirement still in force)

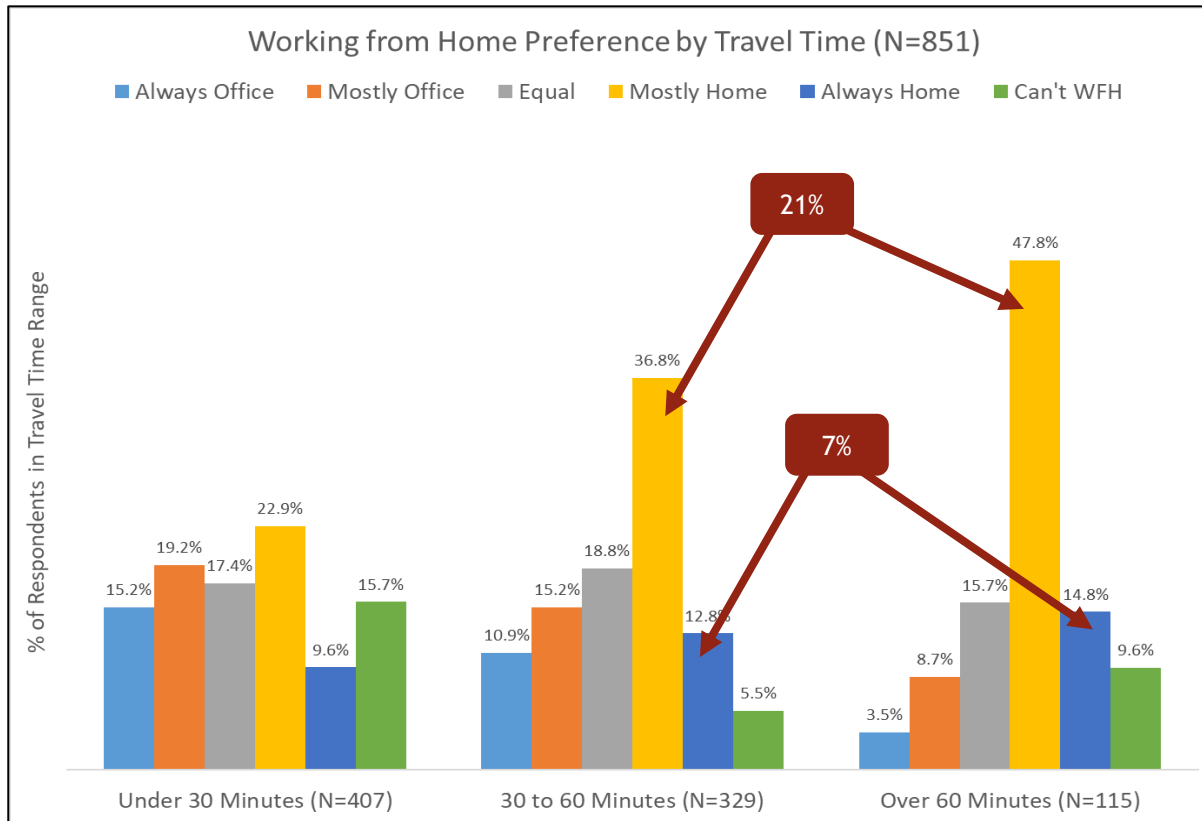
- Focus on Professional Office Workers
- Outcomes - Desire for WfH - GDA and non-GDA



# Propensity for Home Working

## Commute Length

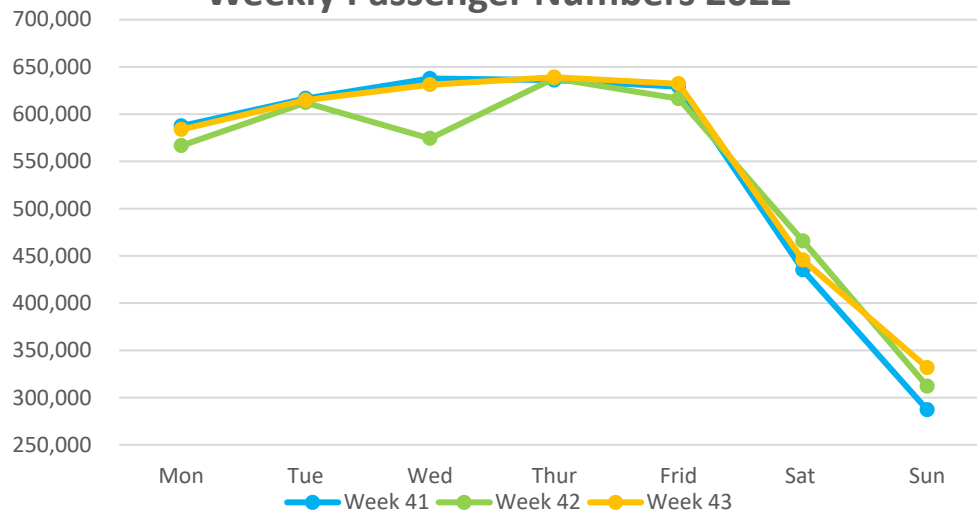
- How does trip length (in time) impact the desire to work from home?
- Trip time based upon stated trip time in categories
- Clear relationship between commute length and desire to WFH



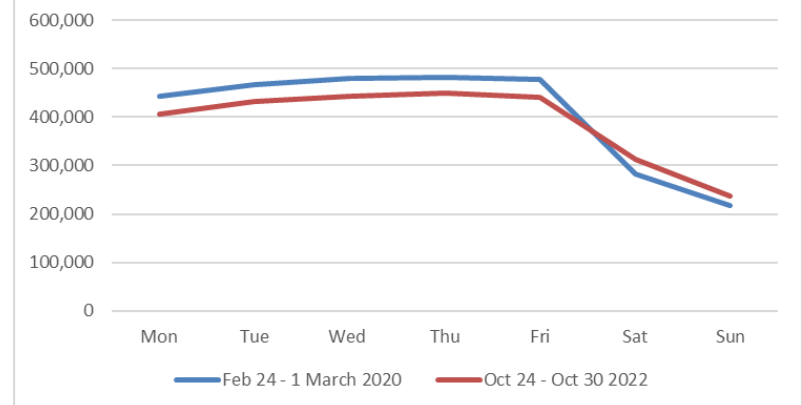
# Current Trends in Public Transport Use

- During early lockdown, passenger numbers were as low as 6%
- By Sept 2020, back up to c.50% - Nov 2021 to c.70%
- November 2022
  - Dublin Bus at 96% of Pre-Covid Numbers
  - Bus Éireann at 120%
  - Bus Éireann Waterford at 107%
  - All others over 85%

## Weekly Passenger Numbers 2022



## Dublin Bus - Daily Profile



# Impact on Peak Hour Commuting

- Reduction across the board in PT use but maybe not as dramatic as first thought
- Road Traffic levels returned to pre-Covid (road capacity will almost always be used - induced traffic)
- Daily profile similar to pre-pandemic
- “Peak of the Peak” has reduced on Monday and Friday in particular
- Context of increased investment in Public Transport via Connecting Ireland and BusConnects incl. 24hr bus services

# Transport Planning Considerations

- Hybrid working is not a simple concept with straightforward positive implications
- Increased trip rates - people making trips for other reasons
  - Commuting accounts for c.25% of all trips (pre-Covid)
  - Work Trips account for 1/3<sup>rd</sup> of Car Vehicle kms
- Transport Planning is not about the peak hour only
  - Off-peak travel accounts for almost 50% of veh/km across all modes
- Implications for our Walking and Cycling Networks and by extension the dominance of the private car at the local level
- Need for greater emphasis on Place-making and the quality of our residential communities
- How do we plan for and justify large-scale investment in Public Transport to meet peak demand for 2 or 3 days a week?
- What is the real impact on Carbon Emissions?
- Where will we be in 2025 or 2030?

# Wider Planning, Social and Cultural Considerations

- Hybrid Working is not a license for laissez-faire planning
  - Cities and Towns exist for a reason - innovation and diffusion of ideas
  - Town Centres First Policy
  - National Planning Framework - City Consolidation
  - Consider school and college trips; retail; leisure; culture and social reasons for travel
  - It does not mean that anyone can live anywhere with no environmental consequences
- Personal Preferences
  - Work Culture “very transactional”
  - Social contact
  - New starters
  - Younger people
  - Housing situations
- Media Narrative
  - Age, Class etc.
  - Weighted towards commuters?



**Thank You**