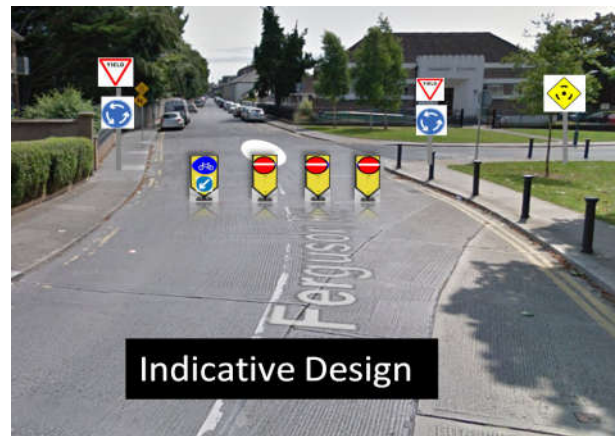


FAQ's Walsh Road / Ferguson Road Pilot Scheme

What is happening?

Traffic calming measures are being installed as a pilot. Temporary Bollards will be installed to the east of 1 Ferguson Road and a Temporary mini roundabout will be implemented to the east of the bollards along with the associated traffic road marking and signage - on the junction of Millbourne Avenue / Millmount Avenue. All other recommended permanent works of option 6 will be reviewed as part of the pilot scheme.



Images can be viewed in high resolution at Dublincity.ie/Drumcondratraffic

When will the traffic calming measures come into effect?

Monday 21 August 17.

What is the duration of the Pilot ?

The pilot scheme will commence on 21 August 17. Data and feedback will be gathered until 21 February 18 (6 months after commencement).

Data and feedback will be analysed and reviewed. Upon this review an executive decision will be made by Senior Management of the Environment and Transportation of DCC.

A recommendation on the pilot scheme will be presented to the councillors at the Northwest Area Committee Meeting on 17 April 2018.

The Pilot will be complete on 21 May 17.
(9 months after commencement)

How can I give feedback during the pilot?

Feedback will be accepted by the Traffic Advisory Group, Environment & Transportation Department, Block 2 Floor 6 Civic Offices, Wood Quay, Dublin 8 or via email drumcondratraffic@dublincity.ie between 21st August 2017 and 21st February 2018.

How will the success of the trial be decided with a view to removal / making permanent ?

The trial will be deemed a success / failure based on the following criteria:

- i. Have safety concerns for pedestrians and cyclists on Walsh Road been improved / worsened?
- ii. Have safety concerns for pedestrians and cyclists on Ferguson Road been improved / worsened?
- iii. Have safety concerns for pedestrians and cyclists on any other roads affected by the pilot scheme been improved / worsened?
- iv. Has rat running been removed from Walsh Road?
- v. Has rat running been removed from Ferguson Road?
- vi. Has rat running been removed from Millmount Avenue ?
- vii. Has rat running been removed from Millbourne Avenue ?
- viii. Have the quantity of illegal right turns from Home Farm Rd been reduced?

The above criteria will be assessed by the following means:

Regular site inspections by the Area Engineers.

Traffic signals will be monitored.

Traffic counts will be conducted at locations within the pilot scheme.

Feedback from the public.

Feedback from other stakeholders.

The area engineer will continue to monitor / analyse if modifications are required.

Will Emergency Vehicles access be maintained during the pilot?

Yes.

Were the local schools informed?

Yes, Local Schools were informed throughout the process. Local schools were contacted throughout the process and that the schools may alert parents of the road safety improvement scheme.

Can pedestrians and cyclists still get through?

Yes, Pedestrians and cyclists can get through in both directions from Ferguson Road , Walsh Road, Millbourne Avenue and Millmount Avenue.

Why was the pilot scheme implemented in August ?

The schedule to implement was based on construction contractors, line marking teams being available to implement the pilot scheme. As a result August was preferred time to implement the pilot scheme.

Reason behind the Walsh Road /Ferguson Road Pilot Scheme ?

Over the last decade and longer there have been many requests from both public representatives and residents to deal with chronic traffic issues on Walsh and Ferguson Road. The issues include rat running, speeding, side long damage to cars and the creation of hostile environment for other road users and pedestrians. The narrowness of the roads resulted in many residents parking their cars on footpaths which exacerbated the danger to pedestrians by inadvertently steering them onto the road itself. A no right turn onto Walsh Road and Ferguson Road was only effective when there was a Garda presence. Any measures

taken to unilaterally reduce volumes on Walsh Road would only divert flow onto Ferguson Road and vice versa.

The Council agreed to undertake and fund a thorough analysis of the problem and report back to both the public representatives and the local community. The idea of the 'wider ' traffic study was never intended to look at the overall Drumcondra area but to gauge the wider effects of any Walsh Road / Ferguson Road proposals on the adjoining access roads and other nearby arterial routes.

What is the purpose of the trial?

The objective of the road safety improvement pilot scheme is to reduce the impact of traffic on the area and to promote sustainable forms of transport such as cycling and walking and to implement the initiatives contained in the government's, 'Smarter Travel, A Sustainable Transport Future 2009-2020. The elimination rat running will encourage more people to choose to walk or cycle by making the experience safer and more pleasant. Safer, more attractive and vibrant streets will benefit everyone by generating and sustaining communities and neighbourhoods, with wide ranging economic, social and environmental consequences.

Who carried out the assessment ?

Dublin City Council Traffic and Environment Department sent out a tender to appoint a Traffic Engineering Consultant from the Framework of Consultants to assess the traffic conditions / issues, rat running, volume of traffic on Walsh and Ferguson Road and Millmount Avenue.

Dublin City Council awarded / appointed Traffic Engineering Consultants AECOM on 24/03/2016. The information collected was analysed by the Traffic Engineering Consultants and used in conjunction with traffic surveys, parking surveys, and speed surveys to form the basis of the Wider Area Traffic Cell Analysis of Walsh Road, Ferguson Road, Millmount Avenue Drumcondra Options Report on 29/06/2016 which is available on Dublin City website www.dublincity.ie/drumcondratraffic.

Did the Council liaise with anyone?

The Traffic Engineering Consultants liaised with stakeholders. Dublin City Council and AECOM organised two information sessions with the public about the proposed measures in Drumcondra Library. Members of the public were given the chance to express their opinions about the different options and leave submissions in the comment box in Drumcondra Library or sent to the Traffic Advisory Group, Environment & Transportation Department, Block 2 Floor 6 Civic Offices, Wood Quay, Dublin 8 or email drumcondratraffic@dublincity.ie.

This information was analysed by the Traffic Consultant AECOM and the Traffic Consultants report on submissions from members of the public were issued to the Councillors at the North West Area Committee on 18/10/2016 and is available on Dublin City Council website www.dublincity.ie/drumcondratraffic.

How was the decision made?

As part of Dublin City Council Corporate Plan 2015 - 2019 to deliver improved quality of life and social inclusion throughout the city by providing sustainable neighbourhoods, supported by a range of services and connected by good public transport and green infrastructure.

Dublin City Council Corporate Plan is to provide for the safe, sustainable and efficient movement of people, and manage the efficient movement of goods and transport in the city, in a sustainable manner. Maintain Dublin as one of the safest cities in Europe for pedestrians. Place the pedestrian at the highest level of priority in transportation planning followed by cycling, public transport, goods and other vehicles. Ensure local safety issues are addressed through the efficient use of the TAG (Traffic Advisory Group) system.

The Development Plan for Dublin City Council 2016 -2022 includes a number of objectives and policies which are of relevance to the study area. The following specific objectives and policies of the Development Plan have been considered in preparation of the Wider Area Traffic Cell Analysis of Walsh Road, Ferguson Road and Millmount Avenue.

A key challenge is to provide for increased accessibility into and throughout the city area and to accommodate the projected growth in travel demand, whilst also encouraging less dependency on the private car. Implementation of traffic calming measures, including the restriction of rat-runs, in appropriate areas in accordance with best practice and following advice contained in the Design Manual for Urban Roads and Streets.

Dublin City Council promotes traffic calming in existing residential neighbourhoods through innovative street design and layout. Dublin City Council promotes walking and cycling, modal change, and supporting public transport measures.

The Development Plan for Dublin City Council 2016 -2022 policies are to improve the pedestrian environment and promote the development of a network of pedestrian route which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe and accessible to all. The plan is to increase capacity for public transport, cycling and walking, where required, in order to achieve sustainable transportation policy objectives

The Senior Management of the Environment and Transportation of DCC reviewed the different options that have been appraised in conjunction with the existing layout against the pilot scheme objectives as well as the appraisal criteria identified within the Department of Transport Common Appraisal Framework and the Traffic Consultants report on submissions.

As a result an Executive Decision was made By Dublin City Council.

The option identified as the most appropriate in terms of meeting the objectives for this pilot scheme by Dublin City and reported to the Councillors at North West Area Committee Meeting on the 18/11/2016 is:

What option was chosen?

Option 6 - Road Closure on Millmount Avenue/Millbourne Avenue

This option proposes traffic calming measures on Millmount Avenue/Millbourne Avenue at the Walsh Road / Ferguson Road / Millbourne Avenue / Millmount Avenue Junction by installing bollards and the implementation of a mini roundabout on Millbourne Avenue / Millmount Avenue. The project will be rolled out as a pilot and DCC will continue to monitor the impact on local roads.

The chosen option decision is available on Dublin City website www.dublincity.ie/drumcondratraffic

The Councillors were informed at North West Area Committee Meeting on the 18/11/2016. The information was made available in Drumcondra Library and online on Dublin City Council website www.dublincity.ie/drumcondratraffic

Where was the information about the pilot scheme displayed ?

The Public Notice of the proposed traffic measures was put in the Irish Independent Newspaper on 17/07/2017 and delivered to the schools and Drumcondra Library and online on Dublin City Council website www.dublincity.ie/drumcondratraffic .

Does Dublin City Council support Sustainable transport ?

Yes , Dublin City Council supports sustainable transport . Walking is the most sustainable form of transport. The need for more walkable communities is also an issue of social equity as it is the poorest and most vulnerable in society, including children, the elderly and the disabled for whom car travel is less of an option. Designing for cyclists must also be given a high priority. Trips by bicycle have the potential to replace motor vehicles as an alternative means of transport for short to medium range trips (and in some cases longer range trips).

What positives are expected to be achieved by the pilot scheme ?

The road safety improvement scheme will retrofit the local residential roads creating sustainable neighbourhoods so that walking and cycling can be the best options for local trips, for example to reach local facilities such as shops and schools. Walking and cycling will improve health and well-being and will provide greater opportunities for interaction which promote neighbourliness and community growth. The aim is to get rid of rat running through traffic.

What negative impacts are expected from the pilot scheme ?

The pilot scheme will cause an inconvenience to some road users, in particular those who travel by car and use the residential local roads of Walsh Road, Ferguson Road, Millbourne Avenue and Millmount Avenue as a short cut. These rat running trips will now be diverted onto Mobhi Road and turn left or commence on Drumcondra Road itself. Both roads are better able to deal with large volumes of traffic and will have less impact on pedestrian safety. The footpaths of Home Farm Road and Drumcondra Road are in general less impeded than the paths of Walsh road, Ferguson road, Millbourne Avenue and Millmount Avenue and as such the increase traffic on these roads is not expected to impact on pedestrian safety on these streets.

Were the emergency services consulted ?

Yes

How was option 6 decided ?

Six options were developed to address the study objectives. The options presented are summarised below.

Option 1 - Staggered Parking. This option proposes the introduction of formalised and staggered on-street parking on the road which could act as a traffic calming feature and curtail vehicular speeds as motorists must manoeuvre around the parked vehicles.

Option 2 - Traffic signals. This option proposes the introduction of a sequence of traffic signals at the bottom of Walsh Road/Ferguson Road which could be used to create a shuttle system and create a delay for vehicles running through the area.

Option 3 - Circuitous route. This option proposes the creation of a circuitous route through the area by introducing a number of obstructions which could be planter boxes or bollards again with the aim of creating a delay for rat runners.

Option 4 - Road Closure on Walsh Road. This option proposes the closure of the Walsh Road /Home Farm junction.

Option 5 - Road Closure on Ferguson Road. This option proposes the closure of Ferguson Road / Home Farm junction.

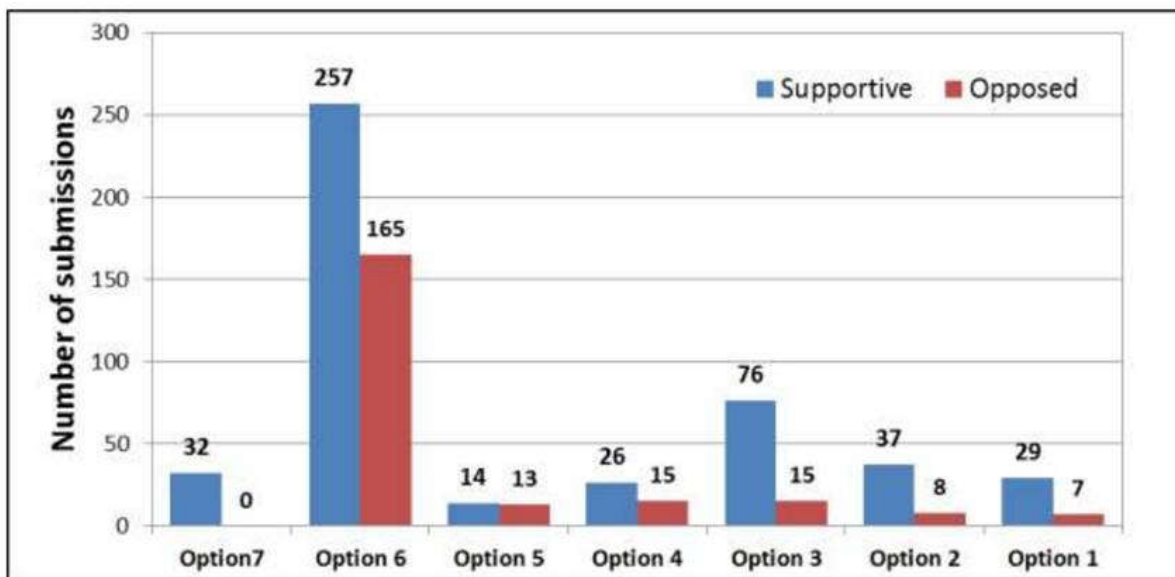
Option 6 - Road Closure on Millmount Avenue/Millbourne Avenue. This option proposes the closure of Millmount Avenue/Millbourne Avenue at the Ferguson Road junction. A report was prepared assessing the merits of each of the options. Option 6 was identified as the most appropriate in terms of meeting the objectives for this pilot scheme. A number of information sessions were organised to inform and obtain views on Option 6 and the other options.

Option 7 – Do nothing.

All six options were put on display in the Drumcondra Library and on Dublin City website www.dublincity.ie/drumcondratraffic

Option 6 was identified as the emerging preferred option. The purpose of the events was to obtain views on the proposals and respond to any feedback provided.

The comments from the public information meeting Option 6: 257 Supporting, 165 Opposed.



What were the recurring comments received from feedback ?

The recurring comments received from feedback are listed in the tables below

| Comments | No of Submissions |
|--|-------------------|
| Must value safety over convenience | 71 |
| Walsh Road / Ferguson Road are too dangerous for children to play | 48 |
| Traffic volumes and vehicular speed through the area are too high | 45 |
| Road closure is the only way to stop rat runs | 44 |
| Walsh Road and Ferguson Road are dangerous because cars drive on the pavement | 24 |
| Damage/fear of damage to parked cars | 22 |
| Too dangerous for elderly people to walk | 17 |
| Difficult to cross road (Walsh, Ferguson, Millmount, Millbourne) to get to school in morning/evening | 16 |
| Option 6 will alleviate noise and air pollution | 14 |
| A road closure will benefit everyone in area | 14 |
| No space for pedestrians on the pavements on Walsh Road / Ferguson Road | 12 |
| Too dangerous for cyclists | 9 |
| Proceed with Option 6 but take away the no right turn on Mobhi road to Home Farm road | 7 |
| Difficult to reverse out of driveway on Walsh Road /Ferguson Road | 6 |
| Large amount of illegal turning traffic on Walsh Road | 6 |

Supportive Feedback

| Comments | No of Submissions |
|--|-------------------|
| Option 6 will only force traffic onto the neighbouring roads | 65 |
| Problem for people looking to access the schools (St Pats and Corpus Christi) | 56 |
| Option 6 would cut residents off from local amenities e.g. Health clinic, shops, church, library | 53 |
| Option 6 will be a major inconvenience in terms of journey time | 45 |
| Opposed to any changes to the existing road layout | 28 |
| Option 6 penalizes access to study area for residents | 26 |
| Drumcondra won't be able to accommodate the additional traffic | 20 |
| Option 3 would be enough to eliminate the rat runs whilst still maintaining full access for all | 16 |
| Too many cars will park at the cul-de-sac if a road closure is introduced | 12 |
| Option 6 would negatively impact local businesses | 10 |
| Option 6 would lead to anti-social behaviour at the road closure | 9 |

Opposed Feedback

Will any other traffic measures or modifications be implemented in the general area during the pilot to mitigate issues caused by the pilot scheme or other external factors?

Dublin City Council will continue to monitor safety and traffic concerns across all areas of the city. As with any living city, modifications will continue to be made as situations arise and circumstances change.