

# FAQ's Mount Pleasant Avenue Upper Trial Scheme

Project: Mountpleasant Avenue Upper Trial

To: All Stakeholders

Subject: Proposal to introduce trial traffic safety measures of:

- No Straight Ahead Signs (Except Cyclists) to Mountpleasant Avenue Upper from Mountpleasant Avenue Lower.
- No Right Turn Sign (Except Cyclists) to Mountpleasant Avenue Upper from Richmond Hill.

## 1. What is happening?

The following Traffic calming measures will be installed as a pilot on the 29<sup>th</sup> of October 2018. The Traffic Advisory Group had decided to trial the installation of 2 no. No Straight Ahead signs (**Except Cyclists**) at the junction of Mountpleasant Avenue Upper / Richmond Hill heading south, in order to keep permeability for cyclist. Pedestrians & Cyclists will still maintain access to Mountpleasant Avenue Upper from Mountpleasant Avenue Lower and Richmond Hill. There are no changes to Mountpleasant Avenue Upper heading north to Mountpleasant Avenue Lower and west to Richmond Hill.

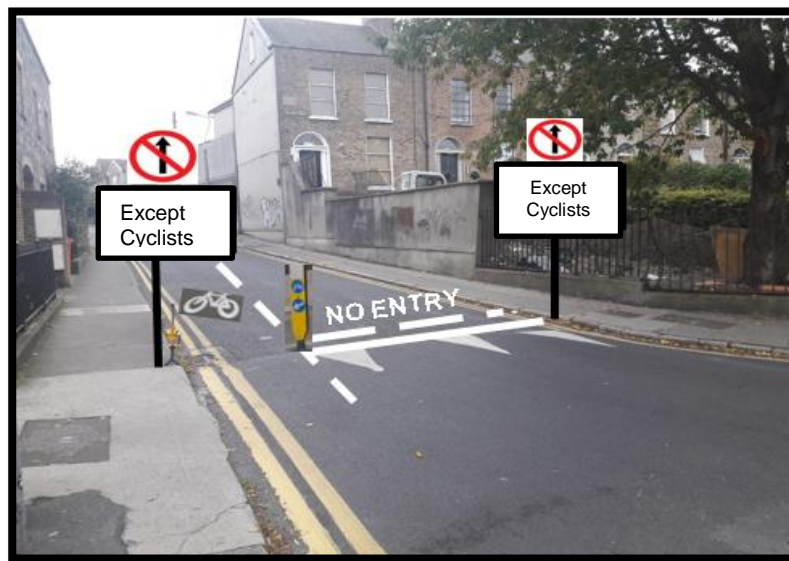


Figure1: No access (**Except Cyclists**) to Mountpleasant Avenue Upper from Mountpleasant Avenue Lower and Richmond Hill

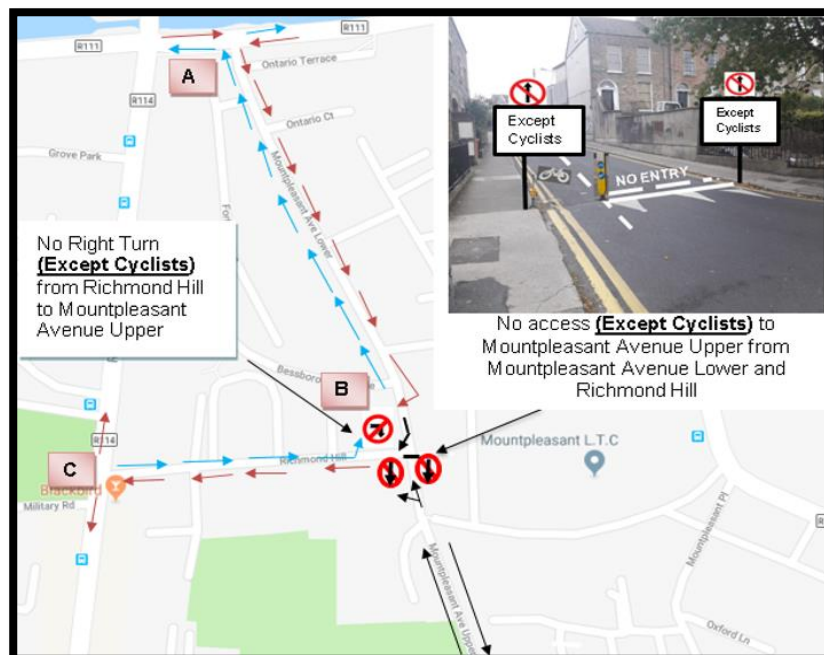


Figure 2: Map Site location.

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## 2. When will the traffic calming measures come into effect?

The Mountpleasant Avenue Upper Trial will be implemented on the Monday 29<sup>th</sup> October 2018.

## 3. What is the duration of the Pilot?

The pilot scheme will commence on 29<sup>th</sup> October 2018. Data and feedback will be gathered until 01<sup>st</sup> February (4 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 South East Area Committee Meeting on 11<sup>th</sup> March 2019.

The Pilot will be complete on 12<sup>th</sup> April 2019.  
(6 months after commencement)

## 4. 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, and Dublin 8 or via email [mountpleasantavenueuppertrial@dublincity.ie](mailto:mountpleasantavenueuppertrial@dublincity.ie) between 29<sup>th</sup> October 2018 and 01<sup>st</sup> February 2018.

## 5. 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 Mount Pleasant Avenue Upper been improved / worsened?
- ii. Have safety concerns for pedestrians and cyclists on Mount Pleasant Avenue Lower 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 Mount Pleasant Avenue Upper?

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 / analyze if modifications are required.

## 6. Will Emergency Vehicles access be maintained during the pilot?

Emergency vehicles have been informed of the Mountpleasant Upper Trial.

## 7. Were Local schools informed?

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

## 8. Can pedestrians and cyclists still get through?

Yes, Pedestrians and cyclists can get through in both directions to Mountpleasant Avenue Upper from Mountpleasant Avenue Lower.

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## 9. Why was the pilot scheme implemented in October?

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

## 10. Reason behind the Mountpleasant Avenue Upper Pilot Scheme?

Dublin City Council has over a number of years received 11 service requests from members of the public and 4 motions from elected public representatives highlighting the impact of traffic volumes on Mountpleasant Avenue Upper. The following health and safety concerns were reported, such as excessive traffic and mounting of the narrow pavement by vehicles on these roads. The aim of this study is to develop a road safety improvement scheme for Mountpleasant Avenue Upper that will reduce the impact of traffic in the area.

## 11. 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 of 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.

## 12. Who carried out the assessment?

The Area Engineer of Dublin City Council Traffic and Environment Department did a site inspection as described in the below Table1, In order to gain an understanding of the site from the perspective of pedestrians, cyclists and motor vehicles using Mountpleasant Avenue,

**Table 1 – Record of Site Inspections Undertaken**

Date	Daylight / Darkness	Attendees	Weather	Road Surfaces
30/05/2018	Daylight	R. Camargo	Clear and sunny	Dry

The South East Area Engineer reviewed all the issues raised by the Councillors of South East Area and local residents; the following issues were assessed during site inspection:

- It was noted that the width of the carriageway at Mountpleasant Avenue Upper is 4.6m wide.
- As a result oncoming vehicles were driving on the footpath.
- The footpath along Mountpleasant Avenue Upper is narrow and has an average width of 0.9m.

Base on the above the Traffic Advisory Group recommends the following trial:

A No Straight Ahead Signage (**Except Cyclists**) to Mountpleasant Avenue Upper from Mountpleasant Avenue Lower and, No Right Turn (**Except Cyclists**) to Mountpleasant Avenue Upper from Richmond Hill. See Figure 3: Site Map Mountpleasant Avenue Upper Trial at the end of this document.

## 13. 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.

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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 trial for Mountpleasant Avenue Upper Trial.

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 Traffic Advisory Group have liaised with the Intelligent Transport Systems (ITS) Section and Councillors of the South East Area and have their support for implementation of the above trial. The Councillors were informed at South East Area Committee Meeting on the 11/06/2018.

## 14. How the trial will be implemented?

The trial will be implement from the 29/10/2018 to 12/04/2019, during this time the proposed Interventions will be measure under three stages:

- **Stage 1:** Measured the volume of cars prior implementation on 09/10/2018 at the location: A, B, C, D, E, and F.  
  
Site a – Canal Rd / Mountpleasant Ave  
Site B – Mountpleasant Ave / Richmond Hill  
Site C – Richmond Hill / Rathmines Rd Lower  
Site D – Mountpleasant Ave / Castlewood Ave  
Site E - Parnell Road / Harold's Cross Road  
Site F - Mespil Road / Sussex Terrace
- **Stage 2:** On the 29th October 2018, The Installation of the following traffic measures will take place:  
No Straight Ahead Signage (Except Cyclists) at the junction of Mountpleasant Avenue Upper/Mountpleasant Avenue Lower and Richmond Hill and,  
No Right Turn (Except Cyclists) to Mountpleasant Avenue Upper from Richmond Hill. See figure 3 Site Map Mountpleasant Avenue Upper Trial
- **Stage 3:** Measure the volume of cars after implementation of the trial will take place in February 2019. Following completion of the above trial, a report and recommendations will be submitted to the South East Area Committee Meeting in April 2019.

## 15. Is Mountpleasant Avenue Upper be made a one way system with the implementation of the trial?

No, Mountpleasant Avenue Upper will still operate as a two way road.

## 16. Are cyclists still allowed to enter Mountpleasant Avenue Upper from Mountpleasant Avenue Lower and Richmond Hill after the implementation of the trial?

Yes. The restriction only applies for motorised vehicles. Cyclists and pedestrians will still be able to access Mountpleasant Avenue Upper from Mountpleasant Avenue Lower and from Richmond Hill.

## 17. Can northbound traffic from Mountpleasant Avenue Upper access Mountpleasant Avenue Lower and Richmond Hill?

Yes.

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## 18. Where was the information about the pilot scheme displayed?

Online on Dublin City Council website <http://www.dublincity.ie/mountpleasantavenueuppertrial>  
Residents at Mountpleasant Avenue and surrounded streets were notified by a leaflet.

## 19. 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.

## 20. 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.

## 21. 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 Mountpleasant Avenue Upper a short cut. These rat running trips will now be diverted onto Harold's Cross Road and Sussex Terrace. Both roads are better able to deal with large volumes of traffic and will have less impact on pedestrian safety.

## 22. Were the emergency services consulted?

Yes, Garda, Fire Brigade, Ambulance Service and Health Centre were contacted.

## 23. 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 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.

## 24. Where can you send observations and queries?

All queries can be send and any comments to the following email [mountpleasantavenueuppertrial@dublincity.ie](mailto:mountpleasantavenueuppertrial@dublincity.ie) during the period of 29/10/2018 to 01/02/2019.



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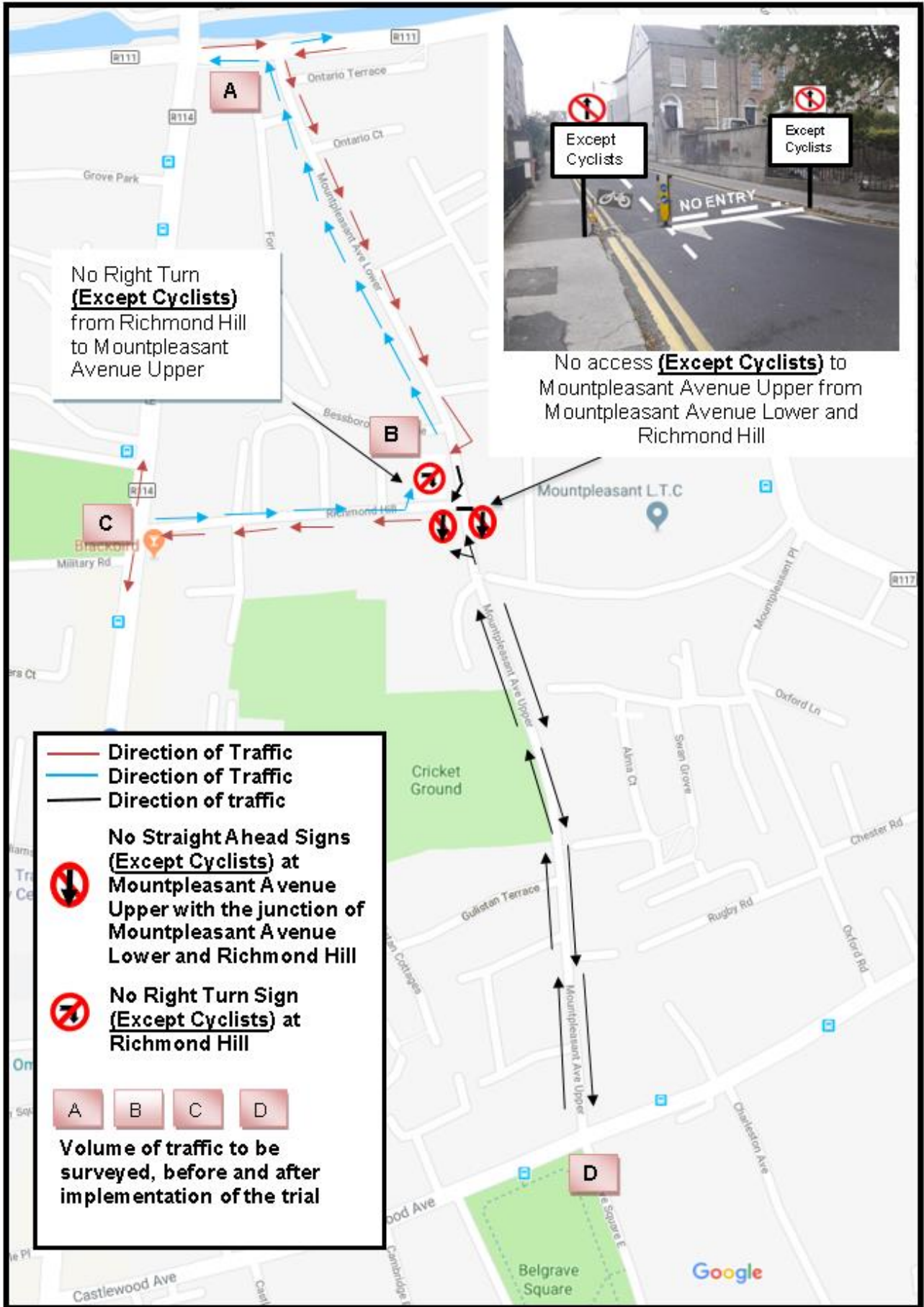


Figure 3: Site Map Mount Pleasant Avenue Upper Trial