

# Wider Area Traffic Cell Analysis of Walsh Road, Ferguson Road and Millmount Avenue, Drumcondra

## Report on Submissions from Members of the Public



# Table of Contents

<b>1</b>	<b>Introduction.....</b>	<b>1</b>
1.1	Project Background .....	1
1.2	Public Information Events.....	1
<b>2</b>	<b>Submissions .....</b>	<b>2</b>
2.1	Introduction .....	2
2.2	Approach to the Review of Submissions .....	2
2.3	Option Preferences .....	2
2.4	Supportive Feedback.....	3
2.5	Opposed Feedback .....	4
2.6	Other Issues .....	7
<b>3</b>	<b>Conclusion.....</b>	<b>8</b>

# 1 Introduction

## 1.1 Project Background

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 rat 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<sup>1</sup> 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 scheme. A number of information sessions were organised to inform and obtain views on Option 6 and the other options.

## 1.2 Public Information Events

Two public information events were held in Drumcondra Library from 4:45-7:30pm on the 19<sup>th</sup> July and the 6<sup>th</sup> September 2016. The events were attended by personnel from **Dublin City Council and AECOM**.

**All** six options were on display in the Library at the events. 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.

---

<sup>1</sup> AECOM Options Report Wider Area Traffic Cell Analysis of Walsh Road, Ferguson Road and Millmount Avenue, Drumcondra

## 2 Submissions

### 2.1 Introduction

Attendees at the public information events were encouraged to fill in a comment sheet provided on the evenings or to submit their comments via email to Dublin City Council. Submissions were accepted up to the 13<sup>th</sup> September. A total of 473 submissions were received by the deadline.

### 2.2 Approach to the Review of Submissions

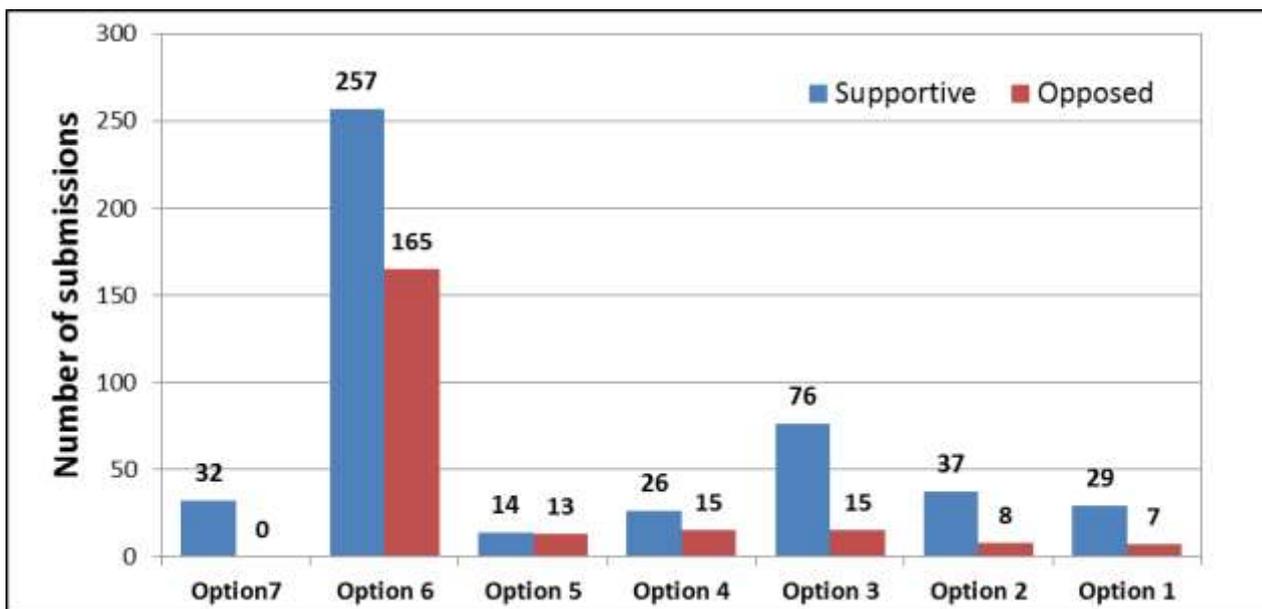
The following outlines the approach to the review of submissions made:

- Firstly, all the comments were examined to establish how many positive and negative preferences were received for each option. The majority of comments received were in relation to Option 6. This is not surprising as this option was identified as the emerging preferred option.
- Secondly in order to gain a better understanding of the reasons behind the preferences expressed, the comments were studied to pick out the most common theme as well as any other issues frequently mentioned.
- Thirdly, the comments received for Option 6 were organised in terms of address. This task was undertaken to understand the general views by location of those that made a submission.
- Finally all the comments were reviewed to capture issues of concern to those that made submissions. This output from this task provides a series of other issues which can inform future work by Dublin City Council.

### 2.3 Option Preferences

Figure 1 below illustrates the number of responses in favour of (blue) and against (red) each of the options.

Note: Option 7 represents “do nothing” i.e. do not introduce any changes to the study area.



### Figure 1: Feedback on Option

A total of 257 respondents were supportive of Option 6 while 165 respondents were opposed to the option. This represents a 61% - 39% split in favour of a road closure (for those that expressed a view on Option 6).

It is noted that the next preference after Option 6, was for Option 3, with less positive preferences expressed in relation to the other options.

It is also important to note, that while the majority of submissions made in relation to Option 6 were supportive of the proposal, there was still a sizable minority opposed to the option.

## 2.4 Supportive Feedback

The following table summarizes the most recurring comments from those in favour of Option 6. The comments are listed in order of popularity, with the most repeated comments at the top.

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

Table 1: List of recurring comments in favour of Option 6

The large majority of submissions in favour of Option 6 expressed the desire to prioritise safety over convenience; meaning that the safety benefits of eliminating rat-runs through the area would far exceed any inconvenience caused to motorists' journey time.

The next most repeated comments were in relation to the danger for children playing in the area due to the excessive volume of traffic throughout the day and the dangerously high speed of vehicles (often over the pavement). Other submissions in favour of Option 6 mentioned how dangerous the area is for elderly people, the damage to parked vehicles, the difficulty in crossing the road and the lack of space for pedestrians on the footpaths which are already dangerous to due vehicles mounting the footpaths in order to pass oncoming traffic.

## 2.5 Opposed Feedback

The list below summarizes the most recurring comments from those opposed to Option 6. Again, the comments are listed in order of popularity, with the most repeated comments at the top.

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

Table 2: List of Recurring Comments against of Option 6

Most of the submissions against Option 6 mentioned that introducing a road closure at the bottom of Ferguson Road would consequently move the high volume of rat-run traffic onto the surrounding residential roads in the wider study area. Many comments also expressed concern about the difficulty in accessing schools in the area as well as local amenities should the proposed road closure be introduced. Other repeated comments were in relation to the increased journey time, redirecting traffic to the already congested Drumcondra Road, and the limited accessibility the area and the negative impact on local businesses.

## 2.5 Location Assessment

The location of submissions made was analysed to obtain a general feel for how the residents of those locations have responded to the proposals.



Figure 2: Houses within close proximity of the proposed road closure

88% of the submissions in favour of Option 6 came from residents living in the area in red in Figure 2. Table 3 and Table 4 below present a breakdown of the number of responses from each street inside this area as well as outside the red area.

Supportive of Option 6	
Walsh Road	155
Ferguson Road	20
O' Daly Road	4
Hardiman Road	15
Windele Road	1
Joyce Road	8
O' Brien's Place	0
Fleming Road	3
Barron Place	0
O' Neachtain Road	1
Comyn Place	0
Millbourne Avenue	2
Millmount Avenue	16
Millmount Villas/Place/Terrace	0
College Manor	0
<b>Inside red area</b>	<b>225 (88%)</b>
<b>Outside red area</b>	<b>32 (12%)</b>

Opposed to Option 6	
Walsh Road	12
Ferguson Road	13
O' Daly Road	2
Hardiman Road	3
Windele Road	7
Joyce Road	1
O' Brien's Place	3
Fleming Road	4
Barron Place	6
O' Neachtain Road	2
Comyn Place	3
Millbourne Avenue	10
Millmount Avenue	15
Millmount Villas/Place/Terrace	4
College Manor	2
<b>Inside red area</b>	<b>87 (53%)</b>
<b>Outside red area</b>	<b>78 (47%)</b>

Table 3 (left) and Table 4 (right): Breakdown of Option 6 preference/opposition by area

Table 3 shows that the support for the road closure is quite localised to within the red area – only 12% of submissions in favour of the road closure came from outside this immediate area. While interestingly Table 4 shows a more even spread of submissions opposing Option 6 outside and inside the red area.

## 2.6 Other Issues

Table 5 lists the most recurring comments which were not directly related to Option 6 i.e. suggestions and general observations from residents of the area.

Comments	No of Submissions
Would like to see speed limits in locality reduced	28
Need to improve/raise the speed bumps	25
The law needs to be enforcement to prevent illegal turning in the area	22
Make Walsh Road and Ferguson Walsh one-way	19
Would like to see filter lane with traffic light to make right turn from Drumcondra road to Millmount easier	18
Would like to see cameras at junctions of Walsh Road and Ferguson Road to catch motorists illegally turning	16
Need pedestrian crossings in the area e.g. on Millmount Avenue, at park entrance on Walsh Road, at lane opposite St Pats	14
Would like electronic bollards for Option 6 which operate during peak times	11
Implement Option 6 on a 3-6 month trial basis	11
Would like to see planters staggered on both sides of Walsh Road and Ferguson Road to slow down traffic	11
Would like to see right turn allowed from Richmond Road	11
Introduce permit / pay and display parking on Millmount Avenue	9
Consideration should be given to need for school parking in the area	6
Would like electronic bollards at top of Walsh Road and Ferguson Road	5
Richmond Road should be made one-way	5
Schools could help the situation by starting at different times	3
Large amount of illegal turning traffic on Walsh Road and Ferguson Road	3

Table 5: List of general comments about the study area

The most commonly mentioned issues were about the need for upgraded speed bumps, speed signs and a reduced speed limit in the study area as well as proper enforcement of restricted movements e.g. the no right turn onto Walsh Road and Ferguson Road, the no left turn from Millmount Avenue and the no right turn from Millbourne Avenue and Richmond Road. Some of the other repeated suggestions included making Walsh Road and Ferguson Road one-way (in opposite directions) and the need for a right turn filter light from Drumcondra Road onto Millmount Avenue, if option 6 goes ahead. Many suggested implementing Option 6 on a trial basis for 3 to 6 months and/or if possible introducing electronic bollards which either operate during peak times or can be lowered via swipe cards allocated to residents.

### 3 Conclusion

The following are the conclusions of this note which summarises the responses to the public information events held in relation to the Wider Area Traffic Cell Analysis of Walsh Road, Ferguson Road and Millmount Avenue project:

- A total of 473 submissions were received;
- The majority of the submissions received related to Option 6. This Option was identified prior to the public information events as the emerging preferred option;
- Of the submissions that expressed a view on Option 6, the majority supported the proposal (61%);
- While those who expressed opposition to Option 6 were in the minority (39%), there was still a sizable volume of submissions from people who held the view that this option should not proceed;
- Those in favour of Option 6 are mostly located in the immediate vicinity of the proposed road closure;
- A number of issues that are not addressed by any of the options are of concern to those that made submissions. These issues have been captured in this report.