

# Report on Covid Mobility Intervention Proposed for Vernon Avenue

## Contents

Report on Covid Mobility Intervention Proposed for Vernon Avenue .....	1
Background: .....	2
Site Conditions: .....	2
Covid Mobility Intervention proposals .....	4
Consultation.....	5
Conclusion.....	6

## Background:

Councillors will be aware that Dublin City Council recently published its “Enabling the City to Return to Work Interim Mobility Intervention Programme for Dublin City“. This Programme provides a framework for the delivery of a suite of mobility measures to optimise mobility whilst facilitating social distancing requirements.

As part of these measures , in order to help businesses function within the Covid-19 restrictions, businesses may require additional space outside their premises either for waiting areas or some form of outdoor use.

The intention is to increase pedestrian space available where feasible expand, and to do so in a safe manner. The priority locations for these measures are the City Centre and in the Urban Villages, where there is both a high pedestrian footfall and where footpath widths are constrained.

As set out in the above publication, these temporary measures require a review of the use of the existing road space adjacent to the footpath. For example, depending on the location, where there is queueing outside shops and cafés, pedestrian areas may be expanded by using protective bollards.

Following a request the Covid Mobility team received via the Area Office, Vernon Avenue was identified as a priority location for a Covid-19 intervention in order to provide additional pedestrian capacity along the busy row of shops at this location. .

## Site Conditions:

The footpath on the eastern side of Vernon Avenue is typically less than 2m in width, with several pinch points. Cars park at an angle of approx. 60 degrees and are often observed to encroach on the footpath, further reducing the width available to pedestrians, refer to **Figure 2** .

Queuing was observed outside a number of business, and was observed to be most prevalent outside the shops on the Northern end of the indented parking area. Refer to Figure 1

It was determined that there was insufficient space for pedestrians to observe social distancing at this location.

In addition to the issues regarding social distancing, there is evidence that cars are parking in a way that results in the partial blocking of the carriageway, as shown in **Figure 3**.

In addition, it was observed that many cars currently drive into the car parking spaces rather than reversing in . This results in cars having to reverse back out onto the main road carriageway with, in some cases very limited visibility of oncoming cars or bicycles. The proposed intervention will address the road safety risks associated with this.

Alternative parking is available in the vicinity as there is car parking available on the Southern side of the Clontarf Road which serves Vernon Avenue and is connected by means of a signalised pedestrian crossing.

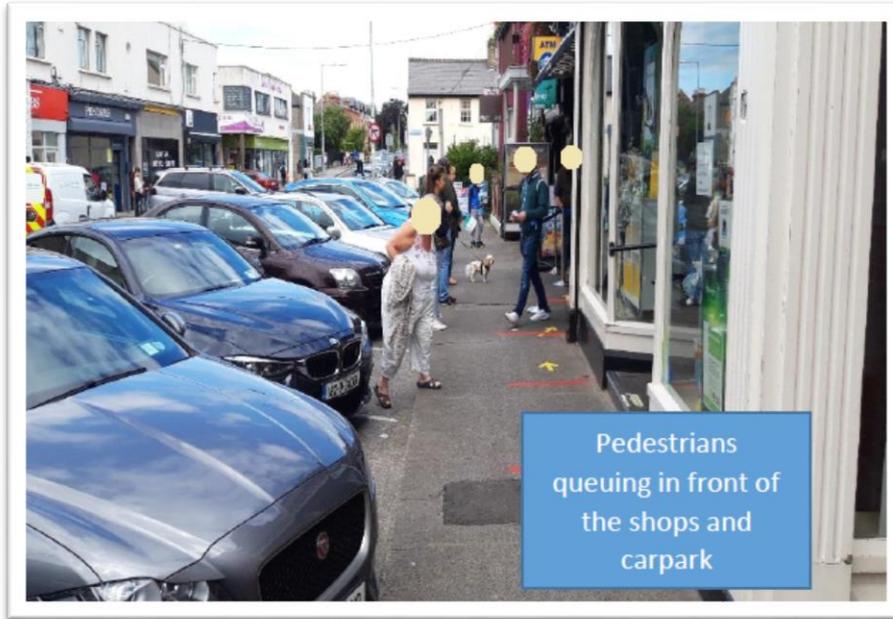


Figure 1 Pedestrians queuing in front of shops

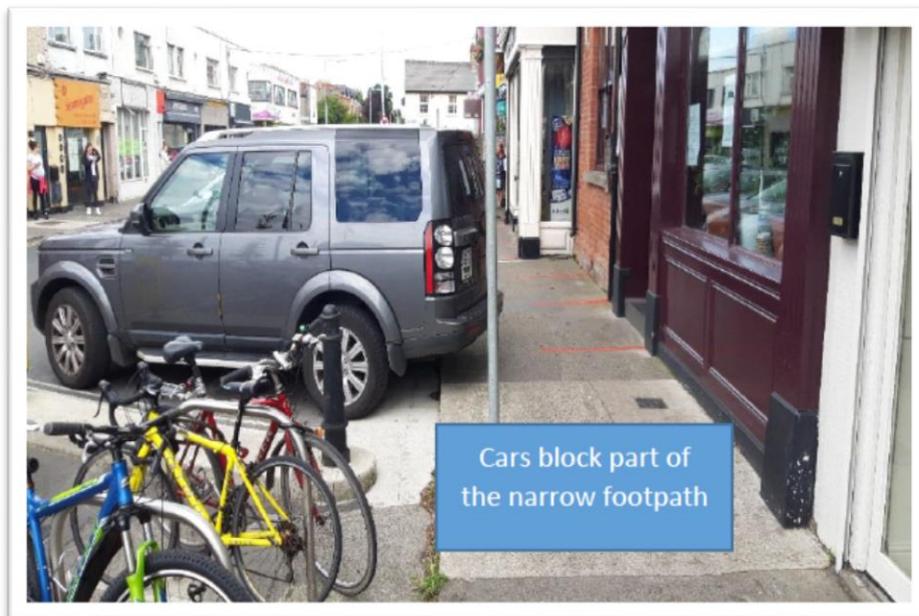


Figure 2 Car parked, encroaching on footpath

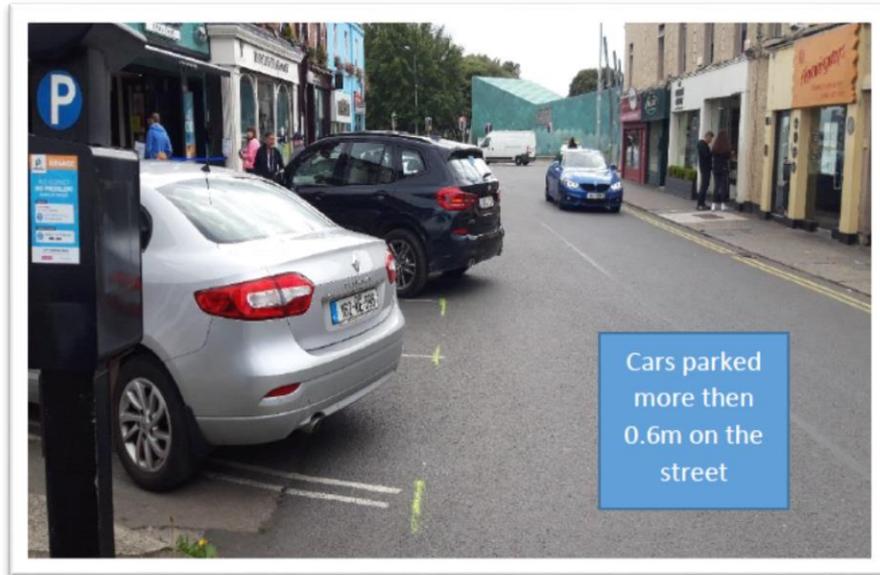


Figure 3 Car Parked, encroaching on carriageway

### Covid Mobility Intervention proposals

The solution to the issues outlined earlier in my report require the removal of the angled parking and the installation of parallel parking .

This creates additional pedestrian space between the parallel parking and the footpath and will facilitate pedestrian movements, queuing and other outdoor use. Parking space numbers would be reduced from the existing 12 number of spaces to 6 spaces. The following Figure 4 provides a graphical representation of the proposed intervention.



**Figure 4. Sketch of proposed measures**

There are two key benefits to this proposal:

1. There would be greater space for pedestrians to socially distance (shown in green above), and
2. The parking situation would be made safe.

The main negative is the reduction in capacity for parking spaces from 12 to . 6 spaces.

## Consultation

There have been over 2000 requests from businesses and residents across DCC for covid mobility interventions to-date.

In response to a national emergency, the interventions being developed and implemented are time critical, and therefore the pre-covid levels of consultation and dialogue are not feasible.

Implemented measures are subject to on-going review and following review , where feasible and deemed necessary, modifications can be accommodated..

Works on the above interventions commenced however, following concerns from local retailers, a decision was made to bring the matter to the local area committee meeting for feedback ..

In the days following the commencement of works and prior to the Local Area Committee Meeting, feedback was sought from local businesses and retailers , the results of which are shown in the table below:

<b>Businesses who responded to Survey</b>	<b>In Favour of Intervention</b>	<b>Neutral</b>	<b>Opposed to Intervention</b>
16	1	7	8

## Conclusion

The footpath on the eastern side of Vernon Avenue is typically less than 2m in width, with several pinch points. There is insufficient space to allow for social distancing which is further exacerbated by the orientation of parking and the behaviour of drivers at this location which is considered to be unsafe.

It is the recommendation of the Covid Mobility Team that with the agreement of the elected members' the works as set out in **figure 4** above, should now proceed.

The works would take approximately 1 night to complete and would likely remain in place until such a time as restrictions were lifted.