



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council



Church Street East Filtered Permeability Trial Proposal

Report on Non Statutory Public Consultation

December 2022

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ACKNOWLEDGEMENT

Dublin City Council would like to thank all those who took part in this consultation and submitted their views to us. We want to provide a street network that works well for everyone and submission of your views is essential to helping us achieve this.

INTRODUCTION

Dublin City Council have received numerous correspondence in recent years regarding transport-related issues on Church Street East and Abercorn Road including cut-through traffic. In March 2022, a virtual meeting was held between the Central Area Office, Traffic Dept. and our Elected Councillors to discuss transport issues in the area. At this meeting, it was proposed to implement Filtered Permeability measures on Church Street East to alleviate these issues for a six month trial period.

It is anticipated that the trial can be installed in early 2023 if there is support from local residents and stakeholders. The trial will include the provision of a series of bollards and/or temporary planters with appropriate traffic road markings and signage placed along the eastern end of Church Street East at the Church Street East / East Road junction. The impact of this measure will be that motorised cut-through traffic will be eliminated on Church Street East so that drivers will no longer be able to use this route as a short-cut from Sheriff Street Upper to East Road (and vice-versa).

Filtered permeability through the bollards will enable pedestrians and cyclists to continue to take this route. Access through the bollards will be maintained for emergency vehicles. Local vehicular access to Church Street East and neighbouring streets will be retained although some journeys will be required to take a more circuitous route via the Abercorn Road / Sheriff Street Upper junction.

The existing No Left Turn (Except Cyclists 16.00-19.00 Mon-Fri) from Sheriff Street Upper to Abercorn Road will be removed to allow all vehicles to take this turn.

It is intended that the proposed Filtered Permeability Measures will improve safety on the street and create a more liveable area for residents of Church Street East and the local area.

This report has been produced to provide a summary of the consultation exercise for the proposed Filtered Permeability Trial on Church Street East.

The consultation web page and accompanying materials can be found at the following link:

<https://consultation.dublincity.ie/traffic-and-transport/churchstreeteast/>

CONSULTATION PROCESS AND MATERIAL

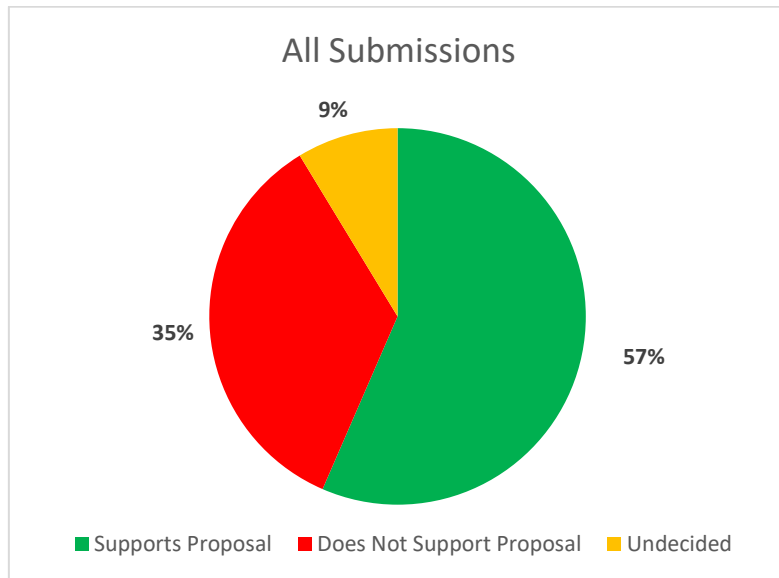
The non-statutory public consultation ran online from 27th September to 11th October 2022. All residents and local stakeholders within the area of Church Street East and adjacent streets were invited to comment on the proposals. This included approx. 150 leaflets being distributed to residents in the area. Local stakeholders including the Saudi Arabian Cultural Bureau on Sheriff Street Upper and our Elected Members were also contacted and provided with the consultation details.

All respondents were asked to review and provide feedback on the proposal and in particular the following questions were asked:

1. Are you a resident, business, public representative, general public, other?
2. How will this proposal affect you?
3. Do you have any suggestions for further improving the proposal?
4. Do you have any concerns about the proposal?

CONSULTATION FEEDBACK

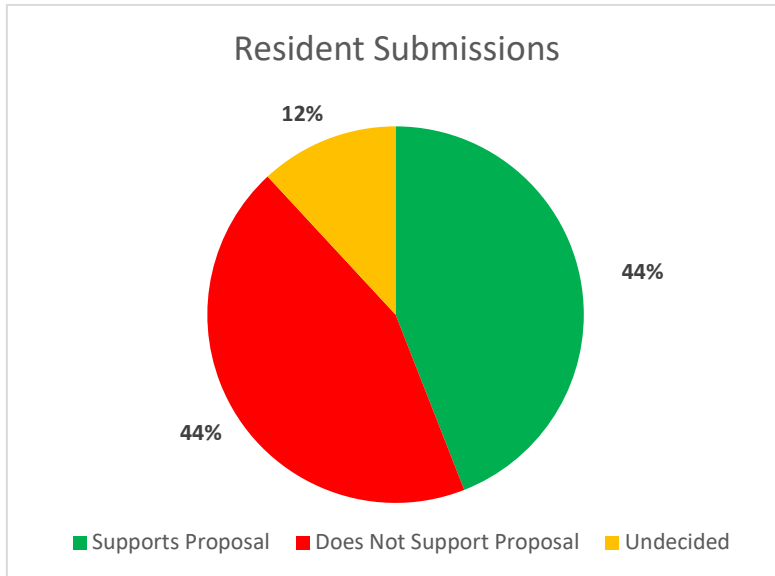
There were a total of 23 submissions received. Overall there is a majority in support of the proposal with 57% of all submissions in favour, 35% do not support and 9% were undecided or did not say.



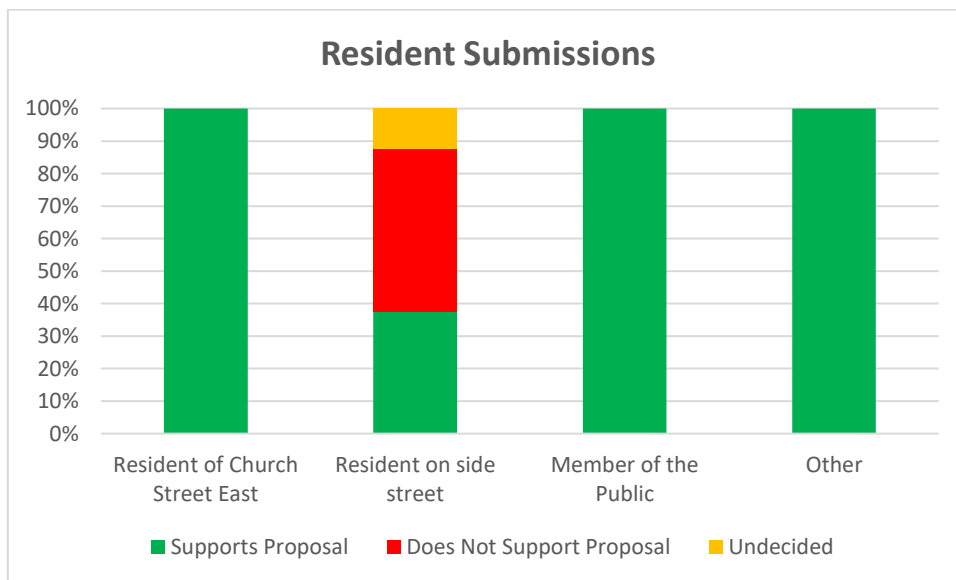
A copy of all submissions received are contained in Appendix A.

SUBMISSION BREAKDOWN

There were 18 submissions from residents in the local area, 2 on Church Street East itself and 16 from adjacent streets. 44% of the submissions are in favour and 44% not in favour, 12% were undecided or did not say.



On Church Street East itself all respondents (100%) support the proposal. Half (50%) of residents from adjacent streets do not support the proposal while 38% were in support and 12% were undecided or did not say. 5 submissions received from members of the public and other respondents were all in support of the proposals.



The main reasons residents and other respondents were in favour was due to improving road safety especially for children, reducing cut-through traffic in the area, prioritises cyclists over cars, will reduce traffic noise and creates a calmer and more residential place to live.

Some of the positive comments received were:

“Traffic calming in the area is very welcome. Dreadful problems in the area with speeding vehicles in the morning that running past kids going to school.” - A resident on a side street to Church Street East.

“This proposal is an excellent idea, and will help to significantly calm and reduce motor traffic volumes in the area, while continuing to permit access for motor vehicles and through-traffic for walking, wheeling and cycling. This will be to the benefit of residents, commuters, and passers-by alike.” – Non local resident.

“It will greatly reduce the effects of rat running through the area and will reduce traffic noise.” - A resident on a side street to Church Street East.

“I see no disadvantage to this proposal and am 100% behind it and wish it would become a permanent feature. It will increase residents' safety and stop cars speeding and using the routs as a rat run to avoid traffic lights. It's a progressive and welcome proposal.” – A resident of Church Street East.

Two common concerns were as follows:

- Driving a more circuitous route will add significant time to their journey.

Dublin City Council Response: One of the main positives of the trial is to eliminate cut-through traffic in this residential area. This aim is in line with Dublin City Council Development Plan 2016-2022 paragraph MT044 which refers to the implementation of traffic calming measures including the restriction of rat-runs in residential areas. Accordingly, drivers who previously used Church Street East as a cut-through route from East Road to Sheriff Street Upper (and vice-versa) will be inconvenienced as they will have to drive a more circuitous route on the main roads (i.e. Sheriff Street Upper and East Road) which are designated to accommodate larger volumes of traffic.

Due to the nature of the filtered permeability measures, one of the anticipated negative impacts of this trial is that some residents and drivers accessing a premises in this residential area will also have to drive a more circuitous route i.e. drivers travelling south on East Road will be required to travel an additional 130 metres through the East Wall / Sherriff Street Upper signalised junction to access the area via the Sherriff Street Upper / Abercorn Road junction.

- Traffic will increase on the other roads.

Dublin City Council Response: A before and after evaluation of the trial will be carried out to assess the effectiveness of the trial. This will include traffic count and speed surveys on Church Street East and adjacent streets. The results will indicate if the trial should be made permanent, amended or removed, and if additional traffic calming measures should be considered for implementation in the area.

There is sometimes concern that filtered permeability measures will increase congestion and associated pollution on the main roads i.e. East Road and Sheriff Street Upper. The evidence shows this not to be the case. It can take months for traffic patterns to settle, but medium-term “traffic evaporation” is well-evidenced. Research suggests that around 15% of displaced traffic disappears from the area entirely as drivers adjust routes and behaviour – avoiding the area, changing to sustainable transport modes or even cancelling journeys.

Two common suggestions were as follows:

- The filtered permeability measures should be installed at a different location in the area.

Dublin City Council Response: A number of locations were considered and feedback from Councillors along with safety concerns determined the final location for the proposed trial. The majority of the feedback suggests that residents are satisfied with the chosen location.

- Measures should be installed to allow traffic to exit Abercorn Road onto Sheriff Street Upper.

Dublin City Council Response: It is acknowledged that there may be congestion on Sheriff Street Upper during peak times that may obstruct traffic exiting Abercorn Road. It is proposed that a yellow box will be installed on this junction in order to prevent the blockage by vehicles and to ensure the smooth flow of traffic.

OTHER SUBMISSIONS

An email was received on 13th October 2022 (two days after the 11th October 2020 consultation deadline had passed) from a member of the public who printed off their own survey forms and asked residents for their feedback. Residents were asked to select an option (i.e. tick a box) from the following three options:

- I support the proposal.
- I do not support the proposal.
- I do not support the proposal, but want an alternative proposal.

There were 20 submissions with signatures – 7 were in support of the proposal, 7 not in support, and 6 were not in support but want an alternative proposal. It is unknown if these submissions are duplicates i.e. from people who already gave their feedback through the official channel (i.e. DCC Consultation Hub).

RECOMMENDATION

Overall there is a majority in support of the proposal as presented for consultation which is for a 6 month Filtered Permeability Trial on the eastern end of Church Street East at the East Road junction. The main reasons respondents were in favour was due to improving road safety especially for children, reducing cut-through traffic in the area, prioritises cyclists over cars, will reduce traffic noise and creates a calmer and more residential place to live

Concerns have been raised in relation to increased travel time and traffic on adjacent roads. Dublin City Council has now provided responses to these primary concerns and these will be taken into account at the detailed design stage. Furthermore, any installed interventions will be of a temporary nature (e.g. bollards and planters) and so can easily be removed or modified during the trial as needed, and no permanent works are required.

Therefore the Environment and Transportation Department would intend, with the support of local councillors, to proceed with the development of a detailed design for this trial and implement the proposal as set out in the Consultation report for a 6 month Filtered Permeability Trial on Church Street East to be implemented in early 2023. Please note that this implementation timeline is subject to the completion of a detailed design, and an independent Road Safety Audit is required prior to installation to ensure safety of the proposed design.

During the detailed design stage the following key stakeholders will be consulted with and asked for their input on the proposed design:

- Dublin Fire Brigade
- Emergency services including An Garda Síochána and National Ambulance Service

The impact of the proposed new operation of Church Street East will be actively monitored and a report brought to Councillors two months prior to the end of the trial to assess how the changes have worked and if any alterations in its operation would be needed. Councillors will then be given the opportunity to advise whether to install the filtered permeability measures on a permanent basis or remove it.

NEXT STEPS

Councillors will be given time to review the above report and to discuss it with local residents and businesses. Feedback is welcome at all time at NTSnorth@dublincity.ie. Councillors are also welcome to suggest any requirements in the detailed design and these can be reviewed.

Feedback on this report will be sought from Councillors at the 13th December 2022 Central Area Committee Meeting. At this meeting, Councillors will be given the opportunity to vote to determine whether or not to implement the proposal as presented for consultation which is for a 6 month Filtered Permeability Trial on the eastern end of Church Street East.

Neighbourhood Transport Team

NTSnorth@dublincity.ie

APPENDIX A

Are you: - Capacity	Are you: - If other, please specify	How will this proposal affect you? - How will this proposal affect you?	Do you have any suggestions for further improving the proposal? - Suggestions for improving the proposal	Do you have any concerns about the proposal? - Concerns	Any other comments? - Other comments
A resident of Church Street East		I see no disadvantage to this proposal and am 100% behind it and wish it would become a permanent feature. It will increase residents' safety and stop cars speeding and using the routs as a rat run to avoid traffic lights. It's a progressive and welcome proposal.	I think planters would be preferable to solely bollards and would help filter out the volume of traffic on East Road and add environmental-friendly benefits to the locality.	I see no negatives in it whatsoever. It's a WIN.	I'm delighted that this proposal is about to be implemented. How long might it run for? Can it be permanent?
A resident of Church Street East		I think it would be a positive measure. It may reduce parking spaces from being taken by non residents	Please provide residential parking permits. It is extremely hard to find parking on Church Street East.		
A member of the public		It should make it safer to cycle to east wall and thus make me more likely to do so.		No	More of this elsewhere please. The one in Ringsend has been a big improvement so hopefully this one will too
A member of the public		Walk on the street	No	No	I approve of design

A member of the public		Positively. It will make me feel safer when cycling or walking in the area.	Further measures to restrict motor vehicle access or to slow down vehicles in the area are welcomed.	No.	Non
A resident on a side street to Church Street East or the local area		Traffic calming in the area is very welcome. Dreadful problems in the area with speeding vehicles in the morning that running past kids going to school on east wall road and creche in the sean ocasey centre	Steel Planters similar to those installed on jonny Cullens Hill adjacent rather than bollards. An opportunity to introduce some greening. Badly needed in the neic	No	filtered permeability in the rest 9f east wall would be very welcome to address this issue, not just in this location
A resident on a side street to Church Street East or the local area		Positive impact	Planters instead of bollards	Great idea. Well done Dublin City Council, a super initiative.	None
A resident on a side street to Church Street East or the local area		I live in the area mentioned above	No	Yes, who asked for this? Was it residents or a politician? I don't find rat running to be a problem here	I do not support this proposal
A resident on a side street to Church Street East or the local area		Block normal access to my home	Put the bollards half way down Church St East. It's that street that wants the changes so what happens should be for them and not affect every street	More appealing route for the scramblers/motorbikes	

<p>A resident on a side street to Church Street East or the local area</p>	<p>Resident Irvine court</p>	<p>I won't be able to turn into my house. I will have to go through a set of traffic lights and proceed to take a left hand turn. With the amount of traffic now on that road it will cause quite a major disruption.</p> <p>No cyclist come through our estate so not sure why this is even being suggested.</p>	<p>I would suggest having this during the week but at weekends you leave it open to residents or find a way for residents to use this entrance at all times and not cut of this entrance for people that live here</p>	<p>Yes quite a few no cyclists come through our estate so I am not sure why yet another cycle area is being introduced around this area when we are already under pressure with builders parking in our estate it will make it extremely hard to now exit our estate causing back log of cars in already over populated area during the week</p>	<p>I don't want this trial and I am not sure where this proposal has come from or even if the residents have even been asked about this</p>
<p>A resident on a side street to Church Street East or the local area</p>		<p>It will negatively affect me</p>	<p>Yes</p>	<p>Yes</p>	<p>Please do not implement this proposal</p>
<p>A resident on a side street to Church Street East or the local area</p>		<p>It will greatly reduce the effects of rat running through the area and will reduce traffic noise.</p>	<p>I would love to see a speed bump installed at the sheriff street end of Abercorn Road.</p> <p>I would also be in favour of designated parking, as we sometimes have a builder's van blocking our only window for the entire day.</p>	<p>None whatsoever.</p>	<p>Is there anything that can prevent a van parking directly in front of a single storey terraced home and blocking the window all day.</p>

A resident on a side street to Church Street East or the local area		It will greatly reduce traffic cutting through Abercorn Road & Church Street East when avoiding the traffic lights on the main road. There have also been very large trucks cutting through from the building sites in the area.	The introduction of speed bumps. I have seen the introduction of beautiful flower beds in East Wall on Fort Road. Maybe our area could have something similar. Living in an area with no front gardens it would be a nice feature.	No.	It will be interesting to see how this experiment turns out. Looking forward to the trial.
A resident on a side street to Church Street East or the local area	Irvine Court resident	This proposal is going to block easy access to east road, it's going to add a crazy amount of traffic on Abercorn road as we will have to exit the estate that way. We need access to east road to get to school, shops, work. Blocking this access is going to make our life so much harder.	Instead of blocking access to east road, why don't you put bollards in the middle of church street east, so people will stop cutting through to avoid the light but us resident of Irvine Court/terrace will still be able to exit that way. Or electric bollards with access only to residents.	Concerns about exiting the estate to reach east road, how are we supposed to get to school on rainy days? Going around Abercorn road is not practical at all and will disturb the residents there.	How about blocking access to sheriff street on Abercorn road instead?
A resident on a side street to Church Street East or the local area		Won't have access to East road, and will have to drive through Church Street East to reach sheriff street and turning into east road increasing the traffic and the time in the car to leave the area	Giving only the locals the possibility to drive through Church Street East from East Road	This will increase the traffic and will force the locals to stay more in the traffic to reach local shops like Lidl or Aldi	This proposal must guarantee car access to the locals to avoid other discomfort to the area (the builders already took over the area with heavy traffic and dust)

<p>A resident on a side street to Church Street East or the local area</p>	<p>I am a resident of church place. We have campaigned for 15 years for improvements in this community through our community group the Irvine terrace area action group</p>	<p>The proposal if initiated will add approx 10 mins to school run journeys. Approx 10 mins to all return journeys. The proposal unfortunately does not address the needs of the residents of the 100+ houses in this community.</p>	<p>The proposal should please include address the traffic calming that is required and badly needed in the Irvine terrace area. i.e. the area needs to be treated as what it actually is - a valuable inner city community nestled between the railway, Johnny Cullen's hill and the expansion of the Dockland tech.</p>	<p>The proposal does not address the greater issue. The streets Irvine terrace Irvine court church street east and Abercorn we believe, should be treated as an area of special importance. We are a community of terraces houses and one apartment block. The footpaths need to be replaced and raised with traffic encouraged into single lanes on the corners.</p>	<p>Please call ----- if you would like to discuss further. Irvine terrace area action group</p>
<p>A resident on a side street to Church Street East or the local area</p>		<p>We will not be able to get into our home without going through an additional set of traffic lights and I think the idea of this filter is ridiculous. We were given letters into our house but only half of the people on my road received them.</p>	<p>Either leave things as they are or close the junction at Abercorn Rd/Sheriff St.</p>	<p>Half the people in the area think this is a foregone conclusion and that we are being railroaded into accepting it</p>	<p>Leave our area alone</p>

<p>A resident on a side street to Church Street East or the local area</p>		<p>It's going to cause congestion from residents trying to exit and get into these roads ,sheriff street bridge is a car park it's always busy so using this end of Abercorn road to enter and exit is a bad idea it's also very hard to get out of this exit because of the parked cars and traffic , cars actually cut through this road more than they do on church street . So i object to church street being blocked off</p>	<p>I suggest if this has to go ahead block off Abercorn road to sheriff street , it makes more sense more cars use this cut through because the traffic is always busier on sheriff street . I also suggest if the exit is going to be Abercorn road put traffic lights on the exit so we can actually get out of Abercorn road</p>	<p>Yes you are blocking us in to our area. as it is we are not part of sheriff street or Eastwall community we are in between both and also your landlocking us in. access is going to be restricted, I'm worried about emergency access also</p>	<p>Just don't block the road</p>
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<p>A resident on a side street to Church Street East or the local area</p>		<p>I live on Irvine Terrace and use the junction for accessing & leaving my home - Local access & emergency vehicle access need to be retained at that junction</p>	<p>Clear signage indicating "no through road/local access only" together with speed ramps on Church Street East. Proper & periodic Garda presence monitoring traffic would go a huge way to discouraging cut through traffic, much the same as was in place when no left turns off East Road onto Caledon Road etc was implemented several years ago</p>	<p>Yes I would be concerned if there was only 1 access route to Irvine Terrace for local access & particularly for emergency vehicles. I have previously been stuck in an ambulance that was unable to get onto Sherriff Street via Abercorn road due to route being blocked by large vehicle entering the Irish Rail Yard. Also, if that Irish Rail yard becomes the point of access for the Metro North works site then it would be a disaster trying to get in and out of the area via Abercorn/Sherriff Street</p>	
<p>A resident on a side street to Church Street East or the local area</p>		<p>Hard to predict the implications for Abercorn Road if there is no parking available to non-residents on Church Street East.</p>	<p>A bit more greenery would enhance the environment</p>	<p>As expressed in 2 above.</p>	

<p>A resident on a side street to Church Street East or the local area</p>		<p>It will make the neighbourhood feel safer to walk around. I often feel like the residential streets demand too much vigilance about vehicular traffic.</p>	<p>Extend this to other streets in the area including Bargy Road. Restrict traffic on East Road which is a major source of traffic on the surrounding streets.</p>	<p>None</p>	<p>East Road is the problem and this project is just treating the symptom and not the cause. East Road needs to have less on-street parking, wider footpaths and be turned into a one-way street or one-way for private vehicles.</p>
<p>Other</p>	<p>A resident of Dublin Central</p>	<p>This proposal is an excellent idea, and will help to significantly calm and reduce motor traffic volumes in the area, while continuing to permit access for motor vehicles and through-traffic for walking, wheeling and cycling. This will be to the benefit of residents, commuters, and passersby alike.</p>	<p>I think that this proposal will be improved by the addition of Sign F 350 (cul-de-sac) to existing signage poles at the entrance to Abercorn Road from Sheriff Street.</p> <p>In addition, I think that the use of bollards should be kept to an absolute minimum (except, for example, where emergency vehicle access is required), and that the majority of interventions be comprised of planters, seating, and other improvements to the streetscape.</p>	<p>I am concerned that this proposal will last only six months. I urge the Council to explore all options for extending or making permanent this proposal.</p> <p>I am also concerned that the permeability location will attract illegal parking, which then blocks and obstructs the free movement of residents and other people walking, wheeling and cycling through, as can be seen daily at other permeability interventions in the city (e.g. Cabra Drive).</p>	<p>Please look at the examples of Grangegorman, Cabra Drive and elsewhere, as providing some ideas for best practice, lessons learned, and what can go wrong and right.</p>

Other	Resident's Association	We support initiatives of this kind in the wider Dublin City Council area	Please trial more and more measures such as this. Often times residents are anxious of change but when they see a trial working well they are in favour of permanent change.	None	Request that St. Anne's Road, Drumcondra, Dublin 9 at the junction of Drumcondra Road is considered for a similar trial. This junction was closed for two weeks recently to facilitate road works which reduced traffic on surrounding residential streets without causing delays on the main arterial routes. Residents would support a trial.
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