



# Interim Mobility Intervention



## Programme 2020

## Pigeon House Road

(October 2020 Report)

CONTENTS

INTRODUCTION.....	4
Covid-19 and Mobility in the City.....	4
Dublin City Covid Mobility Programme .....	5
Background.....	7
Pigeon House Road Area .....	7
Background Documents.....	9
Dublin City Development Plan 2016-2022 .....	9
Dublin City Council Corporate Plan 2015-2019 .....	9
Technical Documents .....	9
Interim Mobility Intervention for Pigeon House Road .....	10
Genesis of Trial .....	10
Trial Design Details .....	11
Road Closure to Motor Vehicles .....	11
Access Restrictions.....	12
Filtered Permeability Street .....	13
Implementation and Duration of Trial .....	14
Anticipated Impacts of Trial.....	14
Positive Impacts .....	15
Negative Impacts .....	15
Consultation.....	16
Pre-Implementation .....	16
Post-Implementation.....	16
Consultation Feedback.....	17
Overview of Feedback .....	17
Stakeholder Feedback.....	18
School Feedback.....	19
Members of the Public Feedback.....	19
Next steps .....	20
Conclusion .....	20
Appendix A.....	21

## Interim Mobility Intervention for Pigeon House Road

Pre-Implementation Consultation Letter .....	21
Appendix B.....	24
Post-Implementation Twitter Post And Statistics .....	24
Post-Implementation Facebook Post And Statistics .....	24
Appendix C.....	27
Post-Implementation Consultation Letter.....	27

## INTRODUCTION

### COVID-19 AND MOBILITY IN THE CITY

The Covid-19 pandemic has affected all our lives and the way in which we work, socialise and communicate. It also has had enormous impacts on our transport system, radically reducing travel levels and is likely to alter our patterns of movement for some time to come.

During the period of maximum restrictions, when all but essential workers were required to stay at home, there were, not unexpectedly, dramatic declines in the numbers of people travelling each day. Car traffic fell to about 30% of pre-Covid levels, bus usage on city services dropped by 90% and rail usage reduced by about 97%.

As the restrictions are eased with workplaces, schools and shops re-opening, the numbers of people travelling and moving around the city will start to increase again. More space is required to allow for social distancing and to support shops and businesses operate in this new environment.

In addition, during the period that 2-metre spacing between passengers is required, there will continue to be a dramatic reduction in the capacity of the public transport system, down to about 20% of its normal levels. As these, or some updated form of social distancing requirements are likely to remain in place for some time, the overall patterns of travel, in the short-term at least, will be significantly different from those that existed just a few months ago.

In our most recent analysis, from November of last year, 116,287 people travelled into the city centre by public transport during the 7am to 10am peak period, representing just over half of the total numbers travelling to the city centre during this period. With a reduced public transport capacity, only about a fifth of this number will be able to use buses, trams and rail for these journeys in the coming months.

What this means is that fewer people will be travelling on public transport and more people will need to be accommodated on other modes. Consequently, there will be many more people cycling each day, there will be an increase in the number of people walking and more people will wish to travel by car.

To facilitate these new patterns of travel, some reallocation of road space will need to be introduced on many streets. These changes will also have to be considered in conjunction with social distancing requirements, which means that changes are needed to various footpaths and public areas to meet these requirements and optimise the use of the space available. In addition, there is a need to consider the needs of businesses, many of which may require additional external space to operate successfully. There is a need to implement these changes in an integrated, co-ordinated way.

### DUBLIN CITY COVID MOBILITY PROGRAMME

Dublin City Council recently published the paper “Enabling the City to Return to Work, Interim Mobility Intervention Programme for Dublin City” which sets out a framework of proposals to address the new and urgent needs which have emerged as a result of the Covid-19 Public Health Emergency in Ireland.

The overall aim of the programme is enabling the city to return to work, to enable retail and leisure activities to restart and allow people to visit family and friends and, in time, schools and colleges to reopen all in line with government guidelines and timescales.

The programme initially looks at the links from the nearer urban villages to the city centre and within the city centre it looks at how a more pedestrian, cycling and public transport friendly centre can be set out. This is very much a “live” programme and over the next number of weeks, additional areas of the city and proposals will be added. The gradual reopening of the economy and society as set out by the Government strategy will present new challenges as it unfolds, so this must, of necessity, be a live programme, the implementation of which will be clearly evident on the ground across Dublin City over the coming months.

The goal of this programme, in essence, is to allow the city to function under the new arrangements arising from the Covid-19 Public Health Emergency, both in terms of providing space for safe movement plus business activities, and in accommodating the changed transport patterns.

At the heart of this plan are the following high-level aims:

- To ensure safe access to and movement within Dublin City for all users;
- To provide sufficient movement capacity to cater for the changed travel patterns; and
- To support the economic recovery of the city and the region.

These high-level aims have been translated into transport-specific objectives as follows:

- To improve pedestrian safety through the provision of additional space for movement and enhanced pedestrian areas;
- To enable more people to cycle by providing safer cycling facilities;
- To provide additional space at many bus stops in order to facilitate social distancing while waiting;
- To accommodate a certain level of car use, calibrated with other transport needs, including possible additional parking provision on the periphery of the city core area; and
- To implement various bus route changes required to enable the roll-out of cycling and walking measures while still maintaining a strong public transport network.

### Interim Mobility Intervention for Pigeon House Road

The measures developed in response to these objectives are being introduced to respond to a new and unprecedented emergency caused by the Covid-19 pandemic. They are being implemented on a temporary basis to respond to the urgent and immediate needs of the city. They will be reviewed periodically to assess their effectiveness and, because of their nature and type of implementation, can be modified as needed to respond to changing needs and requirements.

### BACKGROUND

#### PIGEON HOUSE ROAD AREA

Pigeon House Road is located in the Ringsend area of Dublin. It comprises of both residential and commercial buildings. Originally Pigeon house road extended from its junction with York Road/Cambridge Road to approximately where the Pigeon House power station now stands. However, the road has been split in different locations over the years.

The section of road which is mainly made up of residential dwellings is split by R131 road which leads onto the Tom Clarke Bridge or the East link toll bridge as it is also known as (see Figure 1 below). The majority of residential dwellings are on the west side of the R131 which is where the Interim Mobility intervention has been installed on a trial basis.



Figure 1: Map showing residential area of Pigeon house road.

The section of Pigeon House Road which is located west of the R131 is bounded by Arterial routes to the north, east and south. To the west it is bounded by the river Dodder where it enters into the river Liffey. This is shown in Figure 2 below with the Arterial routes outlined. The Arterial routes are designed to carry larger quantity of vehicles. This section of road

Pigeon House Road is narrow and provides single sided parking to residents on one side. It is unable to facilitate two vehicles passing and because of the large volumes and sometimes heavy vehicles it has led to dangerous situations. Over the years and with increased volumes of traffic this section of Pigeon House Road has become a much used 'Rat Run'. Motorized vehicles have started to use Pigeon House road to avoid traffic on the Arterial routes.



### Interim Mobility Intervention for Pigeon House Road

This has been brought to the attention of Dublin City Councils Transport Advisory Group on many occasions by members of the public, including concerned local residents by way of logged Service requests. These issues on Pigeon House Road which as outlined include heavy Traffic congestion, Rat Running and other dangerous driving behaviour has been raised by elected Councillors both past and present. These issues have on occasions prevented local residents accessing their own dwellings (see Figure 3). **Rat running** is a tactic used to avoid heavy traffic and long delays at traffic signals or other obstacles, even where there are traffic calming measures to discourage its use or laws against taking certain routes.

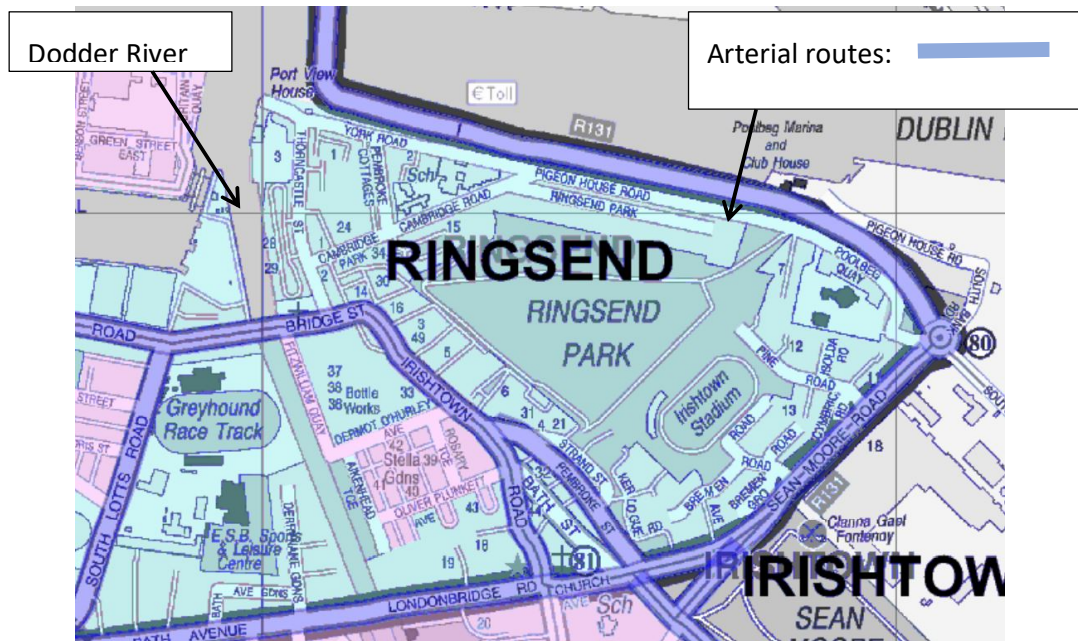


Figure 2: Map showing residential area of Pigeon house road bounded by Arterial roads and River Dodder.



Figure 3: Heavy Traffic Congestion on Pigeon House Road



## BACKGROUND DOCUMENTS

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### DUBLIN CITY DEVELOPMENT PLAN 2016-2022

- The core strategy will guide development in both policy and spatial terms. Delivered together, these priorities represent an integrated and holistic approach to the delivery of essential infrastructure and services within an over-arching sustainable framework.
- In order to create a more sustainable city, the development plan, in accordance with national policy, places emphasis on the need for a modal shift from motorised private modes of transport towards public transport, cycling and walking
- Support the continued development of a quality, affordable and accessible movement system within the city prioritising walking, cycling and quality public transport which serves both the needs of local neighbourhoods and the economy of the city and the health and well-being of all.
- The creation and nurturing of sustainable neighbourhoods, which are designed to facilitate walking and cycling, close to public transport insofar as possible, and a range of community infrastructure, in quality, more intensive mixed-use environments

### DUBLIN CITY COUNCIL CORPORATE PLAN 2015-2019

- The place to live (GOAL 4): 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.
- The place to live (GOAL 6): To promote healthy living and the recreational use of Dublin's unique natural amenities while protecting the environment and building resilience to cope with climate change.

## TECHNICAL DOCUMENTS

- Design Manual for Urban Roads and Streets (DMURS)
- National Cycling Manual
- Traffic Management Guidelines
- Traffic Signs Manual
- Greater Dublin Area (GDA) cycle network plan.

\*Note this is not an exhaustive list

## INTERIM MOBILITY INTERVENTION FOR PIGEON HOUSE ROAD

### GENESIS OF TRIAL

It was agreed at a Strategic Policy Committee (SPC) meeting by elected Councillors in late 2018 to proceed with Neighbourhood Transport Schemes in order to tackle the issues of Rat Running, Speeding, Congestion and other transport related issues in residential areas.

Two Engineers were assigned to the role of Neighbourhood Engineer to deal with these issues. One assigned to the North side of Dublin and the other to the South side.

These Neighbourhood Engineers compiled a list of suitable areas for consideration in this scheme by assessing Service Requests and Councillor Feedback/requests.

A presentation was given to all elected Councillors during the Area Committee meeting on the 9<sup>th</sup> of September 2019 on these Neighbourhood schemes which outlined the list of areas for consideration at that point. The opportunity was afforded to Councillors to add any areas not on the list that they felt should be included. This formed the finalised list of areas for consideration. These areas were then to be assessed and ranked by the Neighbourhood Engineer. Elected Councillors were in support of interventions on Pigeon House Road at that time.

The areas were assessed and ranked. Pigeon House Road was Ranked 4<sup>th</sup> overall in the South side of Dublin.

Unfortunately work was halted on the Neighbourhood Transport Schemes due to the current Covid 19 Pandemic. The current focus at this time is the implementation of Covid Mobility Measures. The aim of these measures is to assist Pedestrians and Cyclists and create safer spaces for local residents.

The areas from the Neighbourhood Transport Schemes were analysed to see which areas would be suitable for intervention under the Covid Mobility Measures. Pigeon House Road was selected through this process.

All elected Councillors in the South East Area were contacted by way of email on the 19<sup>th</sup> of June 2020. This correspondence included details of a proposed Covid Mobility Measure on Pigeon House Road.

Feedback was received from elected representatives that the proposed Covid Mobility Measure would receive more support if the bollards were repositioned from the location west of Cambridge Ave on the initial drawing to a position east of the Poolbeg Quay apartments.

This feedback was taken onboard by the designer and a new design layout was created. This layout included the moving of bollards east of the Poolbeg Quay apartments. In this new layout it was deemed necessary to include two sets of bollards. The first set just east of the Poolbeg Quay apartments and the other set, north of the Ringsend Recycle centre. It was

## Interim Mobility Intervention for Pigeon House Road

agreed to implement the measure with required road markings and signage after all feedback was taken into account.

A letter drop was carried out to all residents and businesses in the local area on July 28<sup>th</sup> 2020 to notify them of the scheme being implemented.

The purpose of the scheme is to create a safer space for Cyclist and Pedestrians which will benefit the local residents and businesses. This will be done by eliminating Rat Running, speeding and congestion on Pigeon House Road.

### TRIAL DESIGN DETAILS

Temporary traffic calming measures were implemented to create a pedestrian and cycling friendly zone on Pigeon House Road.

The trial includes the following three measures:

- Road Closure to Motor Vehicles.
- Access Restrictions.
- Filtered Permeability Street

The above measures are discussed in further detail below.

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### ROAD CLOSURE TO MOTOR VEHICLES

The Road Closure to Motor Vehicles was installed on Pigeon house Road by placing Bollards and Planters to the east of the Poolbeg Quay apartments and also bollards and planters just north of the Ringsend Recycle Centre (Figure 5).

These temporary Bollards and Planters along with the appropriate traffic road markings and signage were installed across the roadway. A mini-roundabout was installed outside the Ringsend Pump Station to facilitate turning movements (Figure 4).



Figure 4: Mini roundabout turning point

## Interim Mobility Intervention for Pigeon House Road

Implementation of this measure results in the elimination of motorised cut-through traffic through Pigeon House Road and drivers are no longer able to use this route as a short-cut from the North side of the city across the East Link Toll bridge to the city centre and vice versa. Filtered permeability through the bollards enables pedestrians and cyclists to continue to take this route. Access through the bollards is also permitted for emergency vehicles.



Figure 5: Road Closure to Motor Vehicles

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### ACCESS RESTRICTIONS

Access Restrictions by way of No Straight ahead (Except Cyclists and Access) were introduced leading onto Pigeon House road at the junction with Cambridge Road and York road. They were also introduced leading onto Pigeon House Road from the Sean Moore roundabout.

Motor vehicle access to any premises such as a house, business, service, school or college in the area is permitted, although some journeys are required to take a more circuitous route (via Thorncastle street or from Sean Moore roundabout) depending on which side of the bollards the premises is located.



### FILTERED PERMEABILITY STREET

Filtered Permeability measures were installed on Pigeon House Road by putting in traffic restrictions. This prevents motor vehicles through access while maintaining access for Pedestrians and Cyclists. This has led to a more active, sustainable, filtered permeability street. Pigeon House road has become a safer environment to its residents due to the complete elimination of motorised vehicles 'Rat Running' through this area.



Figure 6: Increased active sustainable mobility street

### IMPLEMENTATION AND DURATION OF TRIAL

The trial commenced on the morning of 16<sup>th</sup> August 2020 with the introduction of the above measures on Pigeon House Road (Fig 7).



Figure 7: Implementation of trial by DCC Covid Mobility Team

The duration of the trial was initially for a four week period (16th Aug – 13th Sept 2020).

### ANTICIPATED IMPACTS OF TRIAL

The anticipated impacts of the trial are based on observational surveys of the Pigeon House Road Area and research into the impacts of filtered permeability measures.

The Covid Mobility team acknowledges that there was no traffic count surveys conducted in advance of the implementation of this trial. It was implemented as a Covid-19 emergency traffic measure in accordance with the policies set out in the DCC/NTA 'Enabling the City to Return to Work: Interim Mobility Intervention Programme for Dublin City', published in May 2020, which was approved by the City Council at its June 2020 meeting. As this was an emergency measure it was not considered feasible to conduct traffic surveys. Furthermore, it would not have been beneficial to carry out traffic surveys prior to implementation at a time when Covid-19 travel restrictions were in effect, and during the summer months when local schools were closed.

The transport-specific objectives from the Dublin City Covid Mobility Programme are aligned to the needs of Pigeon House Road to improve pedestrian safety through the provision of additional space for movement and enhanced pedestrian areas, and to enable more people to cycle by providing safer cycling.



### POSITIVE IMPACTS

During the design stage of the trial, some of the recognised likely positive impacts of these measures include:

- Motorised cut-through traffic will be eliminated on Pigeon House Road so that drivers will no longer be able to use this local route as a short-cut from Sean Moore Roundabout to Ringsend via Pigeon House Road, and vice versa. 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.
  - Less traffic will create a safer space for local residents, pedestrians, cyclists which include children attending local schools in Cambridge Road and surrounding areas.
  - Permeable neighbourhoods can have benefits for public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion.
  - Reduction in motorised traffic is likely to improve local air quality and reduce noise pollution.
  - Safer cycling routes to the local Ringsend Park and the local amenities it offers.
  - These measures are likely to create a safer and more liveable area for residents of Pigeon House Road, Poolbeg Quay Apartments, Cambridge Avenue, Ringsend Park, Cambridge Road, York Road, Thorncastle Street, and other local streets.
  - Local vehicular access to Pigeon House Road will be retained.
  - Access through the bollards will be maintained for emergency vehicles.
  - Positive health benefits
- 

### NEGATIVE IMPACTS

During the design stage of the trial, some of the recognised likely negative impacts of these measures include:

- Local residents who travel by car will be required to take a more circuitous route. For example, a small number of residents on Pigeon House Road (East of the R131) driving to Cambridge Road will be required to access Cambridge Road via Thorncastle Street.
- Drivers who used to travel down Pigeon House Road to access to the Sean Moore roundabout (and vice-versa) may be inconvenienced and will have to take a longer more circuitous route on the Arterial roads.

### CONSULTATION

#### PRE-IMPLEMENTATION

The Covid Mobility team acknowledges that there was limited opportunity to consult to the same levels as would have been the norm pre-Covid-19. The trial was implemented as a Covid-19 emergency traffic measure in accordance with the policies set out in the DCC/NTA 'Enabling the City to Return to Work: Interim Mobility Intervention Programme for Dublin City', published in May 2020, which was approved by the City Council at its June 2020 meeting. As this was an emergency measure, it was not considered feasible to attempt to conduct pre-Covid-19 levels of consultation.

Nevertheless, significant effort was made to ensure that the Pigeon House Road Filtered Permeability Trial was communicated as broadly as possible. The concept was initially outlined in a document sent to all elected Councillors in the South East Area via email on the 19<sup>th</sup> June 2020. This correspondence included details of a proposed Covid Mobility Measure for Pigeon House Road. Feedback was taken from Councillors and the original proposed design was amended taking this feedback into consideration.

The proposed measures were also highlighted via the Covid Mobility update issued by the Chief Executive on July 23<sup>th</sup> 2020.

Consultation with local residents and stakeholders was initiated with notification leaflets informing them of the upcoming trial due for commencement and the temporary changes to traffic movements on Pigeon House Road. This information leaflet was delivered on the 28<sup>th</sup> July 2020 to all households on Pigeon House Road, Poolbeg Quay Apartments, Cambridge Avenue, Ringsend Park, Cambridge Road, York Road, Thorncastle Street, and other local streets. Key stakeholders groups in the area such as schools and the Bring Centre were also informed of the trial.

In the information leaflet, residents and stakeholders were invited to provide feedback on the trial to our dedicated email address: [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie). A copy of the letter is shown along with the catchment area to which the leaflets were delivered in Appendix A.

Information on the trial was publicised via the Dublin City Council Twitter and Facebook accounts. Copies of these posts are shown in Appendix B.

#### POST-IMPLEMENTATION

After the implementation of the trial, further correspondence was made with the local residents, businesses and stakeholders by way of a letter drop to outline a brief extension of the trial. This extension is to allow for this report to be distributed to all elected Councillors in the South East Area.

## Interim Mobility Intervention for Pigeon House Road

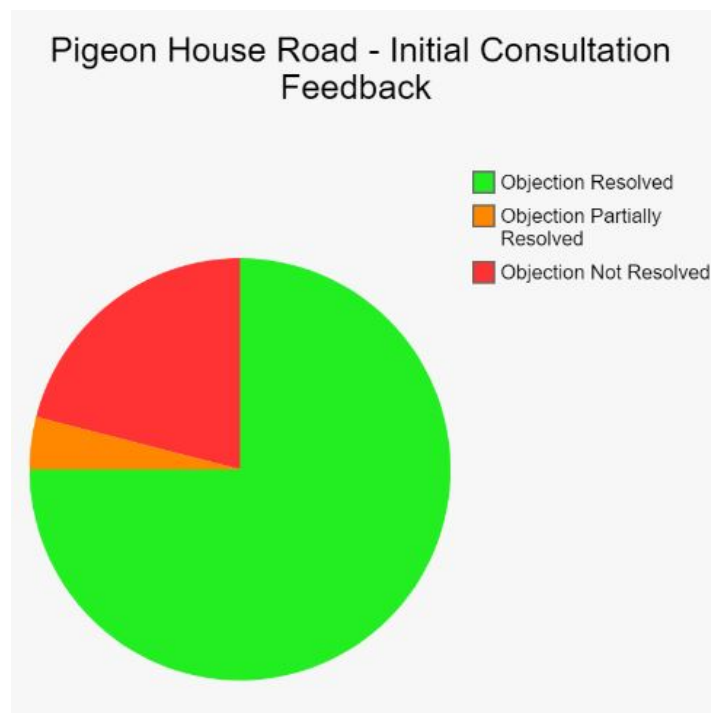
The decision to extend the existing trial on Pigeon House Road will be voted on by elected Councillors at the South East Area Committee meeting. The option will be to extend and monitor the continued trial for a period of 12 months to gauge and evaluate more accurately the effectiveness of this trial. The other option would be to cease the current trial and withdraw the current interventions which were installed for this Interim Mobility Intervention.

### CONSULTATION FEEDBACK

#### OVERVIEW OF FEEDBACK

On the 19<sup>th</sup> of June all elected Councillors were sent notification of a proposed Covid 19 Interim mobility Intervention trial on Pigeon House Road. This document outlined the proposed interventions that were to be installed. From this correspondence, Dublin City Council received 24 responses.

This feedback was taken into consideration and the proposed design was reconsidered to take this feedback into consideration. The chart below outlines how the amendments of the original design resolved these issues.



The feedback received on Dublin City Council's social media posts with regard to Pigeon House Road has been very positive. From 143 reactions to its Facebook post, 133 of these reactions were positive. This information can be seen in Appendix B of this document.

## Interim Mobility Intervention for Pigeon House Road

Since its implementation, the effectiveness of the trial on Pigeon House Road has been monitored on a regular basis. Over 60 emails have been received to the [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie) email address from members of the public, elected Councillors and other stakeholders. This Covid Mobility team continues to receive mails regarding Pigeon House Road and these mails will be monitored closely for the duration of the trial.

The feedback from the correspondence has mainly been positive with reports that 'Rat Running' has been eliminated, and that there is now a greater sense of community within the area.

Feedback has also outlined that Pigeon House Road and surrounding areas are safer for local residents, Cyclists and Pedestrians. There have also been reports from members of the public of both a reduction in noise and air pollution.

It was noted by the Area Engineer that the traffic volumes have been reduced to a fraction of what was previously observed.

Some of the feedback mainly from residents in the Poolbeg Quay apartments expressed concerns about vehicles turning in the entrance to the complex. This feedback has been taken on board by Dublin City Council and extra VMS signage installed at the junction of York/Cambridge Rd and Pigeon House Road has been installed. This has helped resolve the issue.

Naturally, as drivers have become aware that there is no through access through Pigeon House road for motorised vehicles, this issue has decreased dramatically and should cease completely in the near future.

It is important to note that this trialled intervention at Pigeon House Road has not removed any legal street parking from Pigeon House Road and surrounding areas.

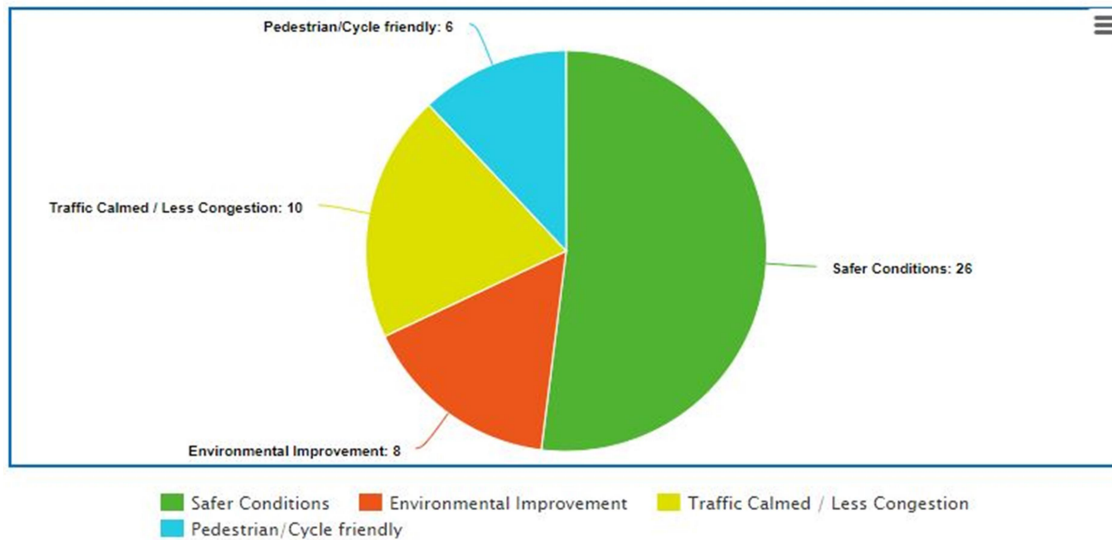
### STAKEHOLDER FEEDBACK

Throughout the trial feedback was welcomed at the dedicated email address:

[Covidmobility@Dublincity.ie](mailto:Covidmobility@Dublincity.ie)

This feedback was continually reviewed throughout and the trial was monitored closely to evaluate its effectiveness. The trial to date has received a high volume of support from members of the public for varying reasons. The graph below highlights the categories which were found to be most beneficial as a result of the intervention and measures put in place on Pigeon House road.

## Interim Mobility Intervention for Pigeon House Road



### SCHOOL FEEDBACK

During the trial we communicated with the local schools in the area. Reports have come back from the local schools that there is now less cars and congestion on the roads in the local area during schools hours. It is also reported that there is an increase in children both walking and cycling to school.

### MEMBERS OF THE PUBLIC FEEDBACK

It is clear from constant monitoring of the trial that traffic throughput, congestion and dangerous driver behavior has been reduced significantly. Feedback to the dedicated email address has indicated safer conditions for all road users in the area. Less noise and air pollution has been seen by local residents with the green verge at the roadside now recovering from where cars had previously been driven. Feedback has indicated that Pedestrian and Cyclist safety has improved for residents in the area. This is most welcome due to the mixed diversity of young and old people living in the area.

This dedicated email address has received negative feedback from members of the public. This feedback covers the following areas: Transport Inconvenience, Parking, Emergency Services access and concern for vehicles turning at the Poolbeg Quay Apartments.

This feedback has been looked at and monitored. Initially it was noted that some vehicles were turning at the entrance to the Poolbeg Quay Apartments. As a result of this further Variable Message Signage (VMS) was put in place to warn cars of the new layout and the measures which had been put in place. The area was then monitored and this issue eliminated as motorized vehicle drivers became aware of the new traffic measures.

It is important to note that Emergency services continue to have access through the filtered permeability measures in cases of emergency and this was one of the critical design briefs

## Interim Mobility Intervention for Pigeon House Road

taken into consideration at initial design stages. Dublin City Council has not removed any parking spaces during any stage of the Interim Mobility Trial on Pigeon House Road.

### NEXT STEPS

Councillors will be given time to digest the above report and to discuss it with local residents and businesses. Feedback is welcome at all time at [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie).

Dublin City Councils Covid Mobility team have continued to monitor the progress of this trial since its initial implementation on the 16th August 2020. Feedback has been taken from Councillors and Members of the Public throughout.

After this continued monitoring and taking this feedback into consideration, it is Dublin City Councils recommendation to extend this trial for a period of 12 months.

### CONCLUSION

It is Dublin City Councils recommendation that this trial should remain in place and be extended for a period of 12 Months while being continually monitored.

The Interim Mobility Scheme on Pigeon House Road has eliminated 'Rat Running' completely which has led to a safer environment and allows for greater sustainable mobility in the area by way of filtered permeability. This includes both Cyclists and Pedestrians who use this area. As feedback suggests a greater sense of community now exists with the high volumes of cut through traffic no longer present.

Interventions on Pigeon House Road has been requested by past and present elected Councillors over the last number of years. The current solution being trialled resolves the countless issues that existed on Pigeon House Road and surrounding streets.



APPENDIX A

PRE-IMPLEMENTATION CONSULTATION LETTER

## Interim Mobility Intervention for Pigeon House Road



### Interim Mobility Intervention for Pigeon House Road.

Dear Resident / Business,

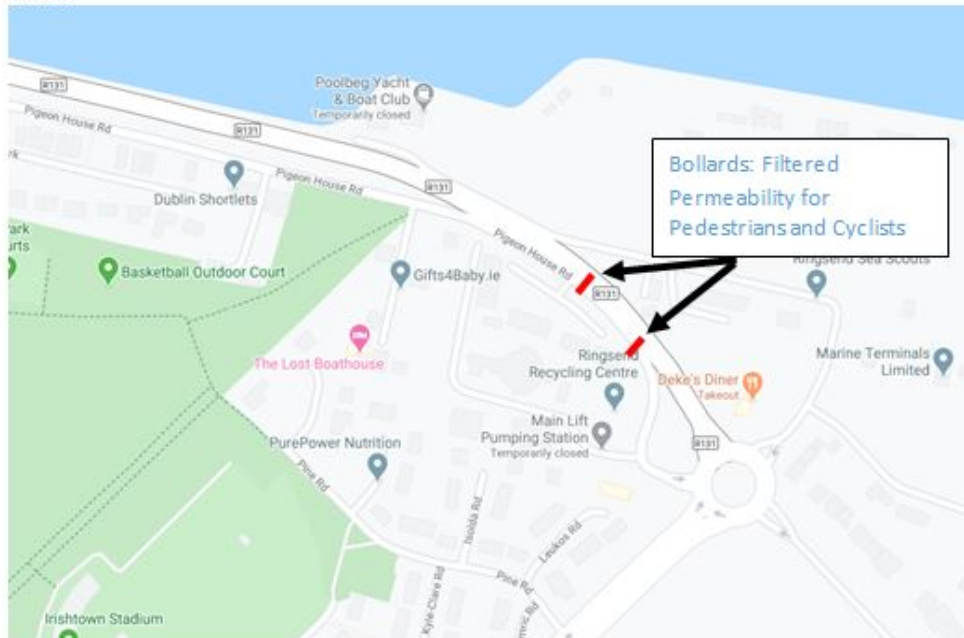
In response to the current Covid-19 pandemic, Dublin City Council have recently published the paper: "Enabling the City to Return to Work, Interim Mobility Intervention Programme for Dublin City" and as part of this the public and elected representatives were invited to make submissions for interventions to assist with mobility and social distancing.

One of the proposals received was to implement a filtered permeability pilot on Pigeon House road and the DCC Covid Mobility team worked up a proposed scheme which was presented to all Councillors in the South East Area and all feedback was taken into consideration with the design of this scheme.

The work will include the provision of a series of bollards across Pigeon House Road, East of the Entrance of the Poolbeg Quay Apartments, with appropriate signage and road markings. Access to residential properties west of the proposed bollards can gain access from Ringsend Village.

Following this consultation Dublin City Council now proposes to implement measures to eliminate cut through traffic on Pigeon House Road for a four week trial period commencing early August 2020.

The impact of this measure would be that motorised cut-through traffic will no longer be able to use Pigeon House Road as a short-cut from Sean Moore Roundabout to the Ringsend Village, and vice versa.



## Interim Mobility Intervention for Pigeon House Road



Filtered permeability through the bollards will enable pedestrians and cyclists to continue to take this route. This will create a safer space for local residents and allow for pedestrians and cyclists to safely use this route. Local vehicular access will be retained although some journeys will be required to take a more circuitous route. Vehicular access through the bollards will be maintained for emergency vehicles.

We welcome your feedback on the above trial at [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie)  
Thank you for your time and your interest on this subject.

Covid Mobility Team,  
Dublin City Council

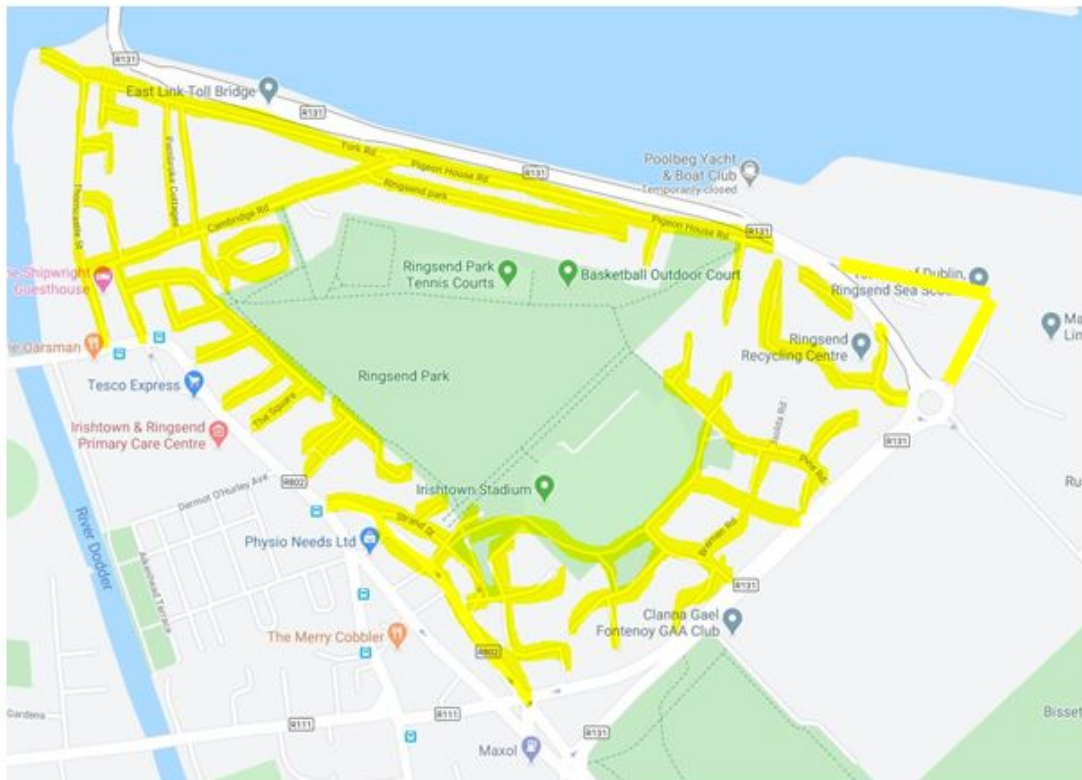


Figure: Map showing residential area for letter drop.

### APPENDIX B

#### POST-IMPLEMENTATION TWITTER POST AND STATISTICS



**Dublin City Council** @DubCityCouncil · Aug 17

New filtered permeability trial implemented on **Pigeon House Road**. It aims to create a safer space for local residents & all pedestrians/cyclists using the route. Trial will run until 27 Sept. Send feedback to covidmobility@dublincity.ie with **Pigeon House Road** in the subject line



17

20

153



#### Tweet Analytics

<b>Impressions</b> times people saw this Tweet on Twitter	25,165
<b>Total engagements</b> times people interacted with this Tweet	3,808
<b>Media engagements</b> number of clicks on your media counted across videos, vines, gifs, and images	2,291
<b>Detail expands</b> times people viewed the details about this Tweet	1,248
<b>Likes</b> times people liked this Tweet	153
<b>Profile clicks</b> number of clicks on your name, @handle, or profile photo	67
<b>Retweets</b> times people retweeted this Tweet	20
<b>Replies</b> replies to this Tweet	17
<b>Link clicks</b> clicks on a URL or Card in this Tweet	12

#### POST-IMPLEMENTATION FACEBOOK POST AND STATISTICS



## Interim Mobility Intervention for Pigeon House Road



**Dublin City Council**

August 17 · 🌐

New filtered permeability trial implemented on Pigeon House Road. The aim of this intervention is to create a safer space for local residents and for the large volumes of pedestrians and cyclists using this route. This trial will run until September 27. All feedback on this trial should be submitted to [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie) with Pigeon House Road in the subject line.



👍❤️👎 143

90 Comments 22 Shares


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## Facebook



## Post Details





**Dublin City Council**  
 August 17 · 🌐

New filtered permeability trial implemented on Pigeon House Road. The aim of this intervention is to create a safer space for local residents and for the large volumes of pedestrians and cyclists using this route. This trial will run until September 27. All feedback on this trial should be submitted to covidmobility@dublincity.ie with Pigeon House Road in the subject line.

### Performance for Your Post

**18105** People Reached

**410** Likes, Comments & Shares

**5623** Post Clicks

<b>1974</b>	<b>0</b>	<b>3649</b>
Photo Views	Link Clicks	Other Clicks

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<b>0</b> Hide All Posts	<b>1</b> Hide Post
<b>0</b> Report as Spam	<b>0</b> Unlike Page

**410** Likes, Comments & Shares

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**View Breakdown**

<b>18105</b>	<b>18105</b>	<b>0</b>
Total Reach	Organic Reach	Paid Reach

<b>20477</b>	<b>20477</b>	<b>0</b>
Total Impressions	Organic Impressions	Paid Impressions

<https://www.facebook.com/DublinCityCouncil/posts/10159395347484625>



APPENDIX C

POST-IMPLEMENTATION CONSULTATION LETTER



**Interim Mobility Intervention for Pigeon House Road [22<sup>nd</sup> September 2020 Update]**

Dear Resident / Business,

As you may be aware, filtered permeability measures were installed on Pigeon House Road and the scheme commenced on the morning of 16<sup>th</sup> August 2020. The trial includes the provision of a series of bollards and temporary planters placed on Pigeon House Road, with appropriate signage and road markings. Dublin City Council carried out these measures in response to the recently published paper: [“Enabling the City to Return to Work, Interim Mobility Intervention Programme for Dublin City”](#). For more information on this programme please visit: <http://www.dublincity.ie/covidmobilityprogramme>.



Implementation of this trial results in the elimination of motorised cut-through traffic from Pigeon House Road and drivers are no longer able to use this route as a short-cut from York / Cambridge Roads to the Sean Moore roundabout, and vice versa. Filtered permeability through the bollards enables pedestrians and cyclists to continue to take this route. This creates a safer space for local residents and for the pedestrians. Access through the bollards is also permitted for emergency vehicles.

No Straight ahead restrictions (Except Cyclists and Access) were introduced from York / Cambridge Roads onto Pigeon House Road, and from the Seam Moore roundabout onto Pigeon House Road to minimise the amount of motorised traffic entering the wider area. Motor vehicle access to any premises such as a house, business, service, school or college in the area is permitted, although some journeys are required to take a more circuitous route (via Ringsend village) depending on which side of the bollards the premises are located.

Dublin City Council introduced this scheme on Pigeon House Road to respond to a new and unprecedented emergency caused by the Covid-19 pandemic. This trial is being reviewed periodically to assess its effectiveness and, because of the nature and type of implementation, can be modified as needed to respond to changing needs and requirements.

A report on this scheme will be presented to Councillors before the October 2020 South East Area Committee meeting. The elected members will assess the filtered permeability scheme at this meeting.

We would love to hear your feedback on the above scheme at [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie). We would like to assure you that any correspondence received via the [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie) email are directed to the appropriate team for consideration. However, due to the unprecedented level of emails, it is not possible to respond individually to all correspondences. If you have any further questions or concerns, please let us know at [covidmobility@dublincity.ie](mailto:covidmobility@dublincity.ie).

Thank you for your time and your interest on this subject.  
Covid Mobility Team,  
Dublin City Council