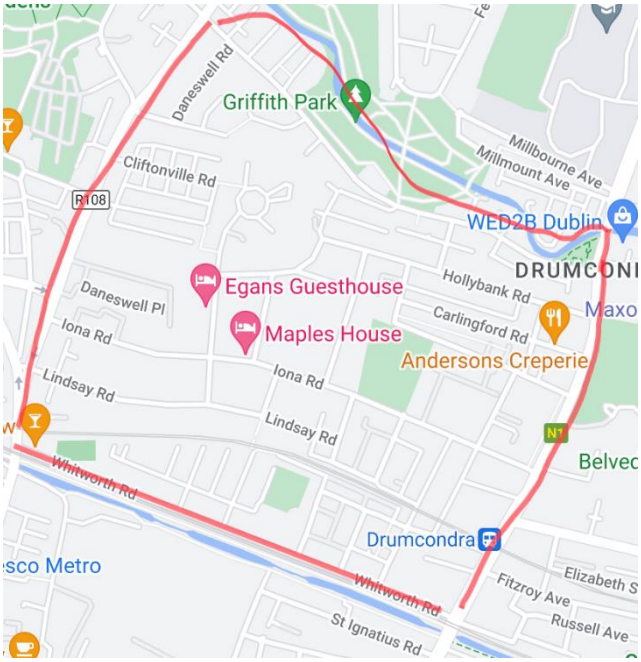
## Update – Iona District Traffic and Environment Survey

We recently distributed a survey. Respondents were asked if they wished to be kept up to date on any developments. This note is summarising responses as of early September.




## Summary of survey responses Sept. '23

- We had received a very encouraging close to 200 responses as of early September.
- Question 2 asked if it has become more challenging to access local amenities. Over 85% reported that it had.
- Question 3 asked about air quality. Over 90% of respondents would favour measures that would improve air quality.
- Question 4 asked if residents would be in favour of steps to reduce traffic volume and speed. Over 70% of respondents would be in favour of "meaningful" traffic management measures.
- Question 5 asked about specific measures, respondents could choose more than one.
    - 20% would welcome modest measures,
    - over 30% would be in favour of measures such as one-way streets,
    - over 55% would welcome steps which would eliminate all non-local ("rat-run") traffic,
    - Over 25% would accept street specific solutions.
- Finally, Question 6 asked "what would you like to see done?".
    - Many responded with specific suggestions. The most popular were; one-ways, cul de sacs (filtered permeability), "zig-zags", narrowings, and the use of planters (for environmental, amenity, and traffic management tools).
    - A significant number of respondents were more focused on desired outcomes; "change", a better environment for pedestrians, and reductions in the speed and volume of traffic were all mentioned many times.

## How busy is traffic?

We collected data through Telraam devices. This data is consistent with data collected as part of the BusConnects planning process. Our data indicates that the busiest streets see over 4,500 motor vehicles in daylight hours on the busier week days. This equates to a vehicle every 15 seconds in peak hours. The medium volume streets see over 1,500 motor vehicles in daylight hours on the busy days, and over 1 vehicle every minute in peak hours.
Our data shows that over 1/3 of motor vehicles exceed the 30km/h speed limit.

## How busy is traffic projected to become

Iona District is located between the N1 and N2. Both of these routes are scheduled to become Bus Connects corridors. These corridors will lead to much improved bus travel times and reduced private motor vehicle capacity. Some vehicles are expected to divert through Iona Distract. The official projections are that residents will experience an 85% increase in in-District traffic, i.e. the busiest

streets will experience a motor vehicle every 9 seconds in peak periods, we expect medium volume streets to see at least a similar percentage increase.

## What solutions might be available

Our group has visited and examined residential areas in Ireland and abroad and observed effective traffic management solutions.
There are many effective solutions implemented in residential areas in Dublin. The advantages of considering solutions that are already implemented in Dublin are that; residents can examine them at first hand, the local authority has experience, and vehicle drivers will be familiar with these.
There is no reason that in the future Iona District could not see more creative solutions.

## What sort of solutions have residents suggested?

There are a set of solutions we characterise as “more of the same”. **Speed bumps, enforcement**, and **signs** are the main examples.
Speed bumps on Iona Road, Hollybank, and Lyndsey Road seem to have little impact. Gardai do carry out speed checks, Irish drivers are a persistent bunch. The photo below is of a sign erected in the Phoenix Park around the time the 30km/h limit was introduced there. If drivers can ignore a glowing object as large as a medium size van, a few extra static signs cannot be expected to work any magic.

Many respondents mentioned **one-ways**. There are one-ways in Iona District, St Joseph’s Avenue and part of St Anne’s Road are examples. One-way streets can make an area less attractive as a short-cut. One-ways would typically be used in conjunction with other measures. A problem with one-ways is that eliminating oncoming traffic makes a street feel wider and this can encourage speeding. One-way streets in Portobello, Shandon Park and the area around Innisfallen Parade are effective because they are supported by other features.

**Herringbone parking** patterns reduce the effective width of wide streets. Narrower streets can; encourage more careful driving, create space for features such as planters, and all while leaving the number of parking spaces at previous levels.

The photograph shows herringbone parking on Lennox Place, Portobello.

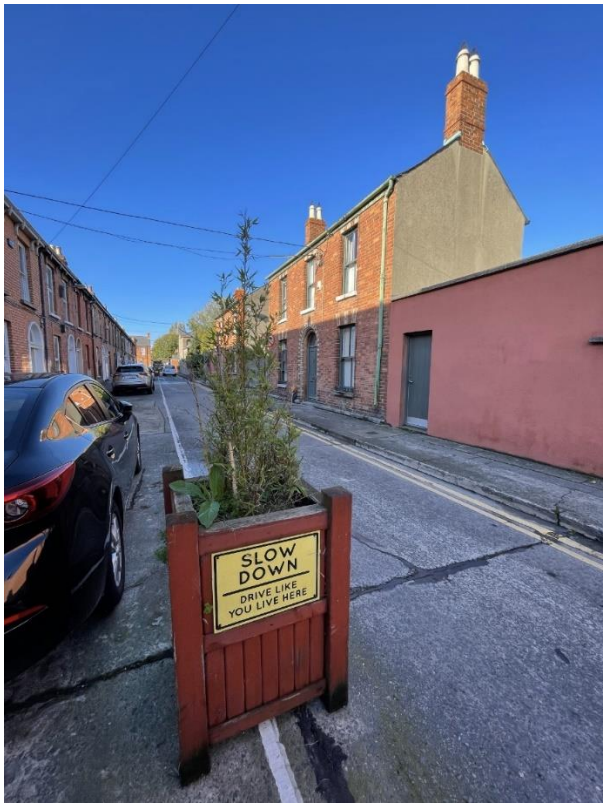

**Zig-zags** and chicanes eliminate straight through routes, encouraging drivers to slow down. They can take many forms. The chicane (see photo) on Avondale Road, Phibsborough is built around a bike rack. Chicanes can be built up with planters, wider sections of footpath and straight-in (90 degree) or herringbone parking.


This zig-zag/(chicane) on Longwood Avenue, Portobello is created by having parking on alternating sides of the street. This can be done with parallel or other parking layouts.

Finally this zig-zag from Birr, Co. Offaly is fairly substantial. A potential problem with chicanes is that some drivers accelerate to try to get to the chicane first, or get frustrated if an unbroken stream of cars keeps them from making progress. Frustrated drivers can be more aggressive. Like one-ways, chicanes are more effective when combined with other features.


**Planters** can have a number of functions, including being used strategically to narrow a street.

The photos show a simple planter from St. Kevin's Road, Portobello and a more complex (read costly and requiring planning) example on Oxmantown Road, Stoneybatter.



One inadvertent traffic management tool that is a feature of many Dublin neighbourhoods are the **natural barriers** made by canals, rivers, and railway lines. Natural barriers can function as amenities.

Luas and rail lines act as barriers in Cabra and parts of Phibsborough, the photo shows the Luas line north from Cabra station.

Canals and rivers act as natural barriers in; Shandon Park, the areas around Innisfallen Parade and Fitzroy Avenue, and Portobello.

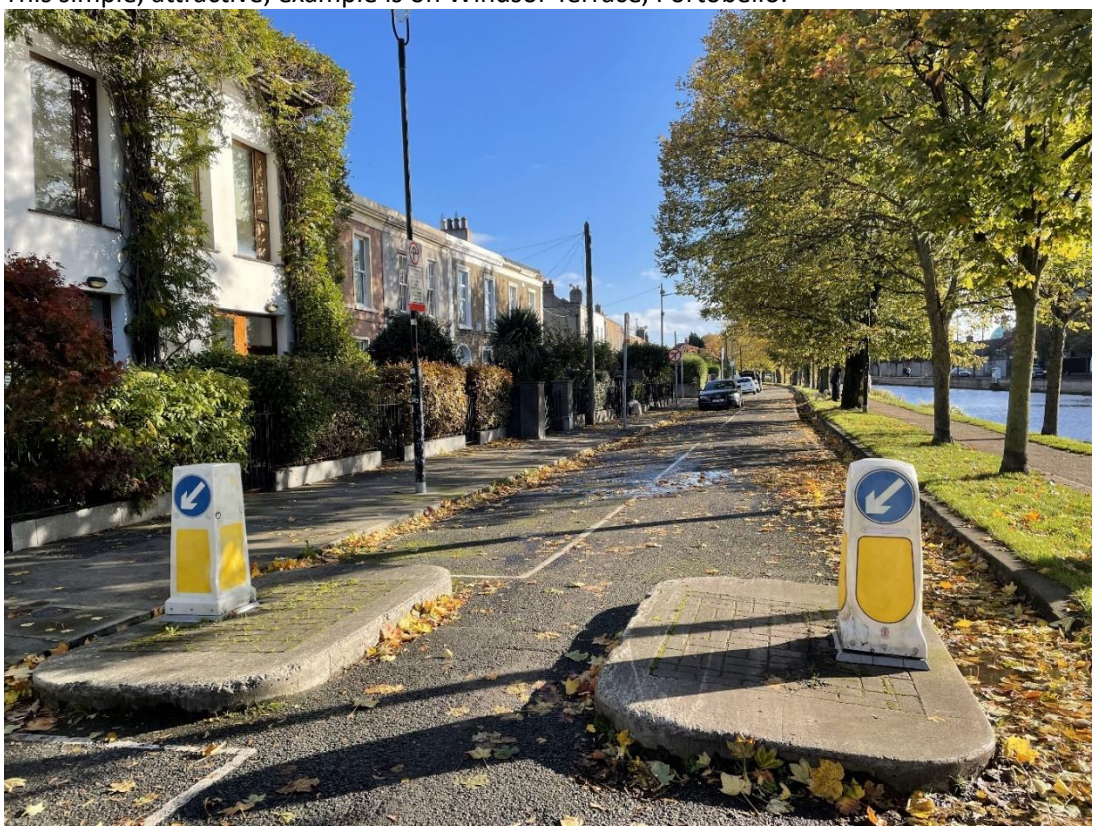
There is no natural barrier in Iona District, i.e. the area is open on four sides. Conceivably, existing rail lines could be incorporated into a traffic barrier.

Lastly, a meaningful number of respondents proposed **cul de sacs and road closures** as a means to remove non-local and rat-run traffic. There are just over 55 streets and gated residential areas in the District, more than 25 of which (45%) are wholly or partly cul de sac or closed. When done well cul de sacs can retain "filtered permeability", i.e. they allow; pedestrian, wheelchair, bicycle, buggy access, and even emergency access.

Cul de sacs (retaining filtered permeability) can be temporary, such as this example from Sallins.


Cul de sacs are more normally permanent. The photo shows a local, somewhat narrow, example from Iona Villas/Cliftonville Road, Iona District.

This simple, attractive, example is on Windsor Terrace, Portobello.



This substantial (and expensive) one on Rathdown Road was built as part of the Technical University of Dublin, Grangegorman development.

Another example can be found at Walsh/Ferguson/Millmount/Milbourne, “the triangle”. This version allows emergency vehicles to pass through.

## The survey will remain open for some time

The survey asked if respondents wanted to be kept up to date. This document is an update to summarise a large number of responses; which included observations about problems, aspirations regarding the future of this residential area, and suggestions about specific measures which might be effective.

The survey is not closed, we are continuing to collect responses and the QR code is provided for district residents who have not gotten around to responding.

Want to get in touch, need a printed survey? Email us at ionadistrictd9@gmail.com