Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Belmont Avenue – Traffic Calming Consultation

Environment & Transportation Department,
Traffic Management and Control,
Dublin City Council,
Wood Quay,
Dublin 8.

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1. Setting the Scene – Belmont Avenue

Belmont Avenue is a two-way residential road between Sandford Road in the west and Donnybrook Road in the east. The road is comprised mainly of residential properties and also serves as the access route for a number of cul-de-sacs within. A local school (St. Mary's National School) and the St. Mary's Lawn Tennis Club are also present within it.

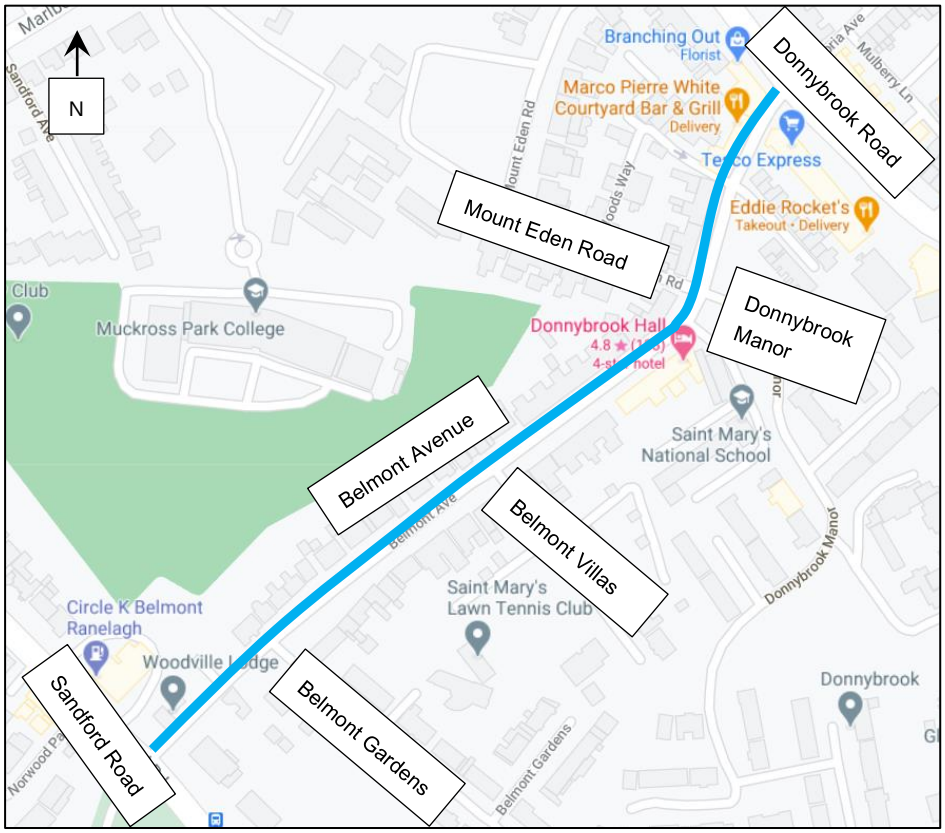

Figure 1 – Belmont Avenue Location

Belmont Avenue is subject to substantial traffic issues, particularly during peak hours, primarily due to the lack of adequate width for two-way traffic and parking to coexist. The width of the existing carriageway throughout the street varies between 5.5 and 8.5 meters. Parking spaces (of approximately 2.1 meters in width) are located on the southern side of the street, resulting in a reduced carriageway width to 3.3m in some locations. Thus, this makes this street inadequate for large two-way traffic flows.

As a consequence of this, Belmont Avenue experiences substantial congestion and queuing issues. Rat-running vehicles approaching from both directions on Sandford Road and Donnybrook Road is a regular occurrence. Vehicles often mount and drive along the footpath, to avoid pinch-points. There have been a number of near misses reported involving school children exposed to unsafe driving manoeuvres. Vehicles in existing parking bays have also been damaged on a multitude of occasions.

The existing footway width varies between 0.9 and 1.7 meters on each side of the carriageway (and as narrow as 0.6 meters behind lighting columns). Consequently, pedestrians using the street are unable to walk two abreast.

2. Proposed Street Changes

An extensive option assessment has been undertaken previously to mitigate the traffic congestion and safety issues discussed above. This included developing 6 options which are listed below:

1. Speed Limit Reduction
2. Removal of Parking Bays to Create Horizontal Deflection
3. Removal of Parking in its Entirety
4. One-way system
5. Restricted Access
6. Filtered Permeability Scheme

Following a review with local councillors of these 6 proposed options, options 1 to 4 were not considered feasible for Belmont Avenue due to their restrictive nature of parking and traffic while applying a speed limit reduction would not amend the rat-running and traffic issues highlighted in Section 1. Thus, the last two options have been developed that will look to address the existing issues while maintaining the existing street layout as much as possible.

1. Option 1: Restricted Access

This main change would look to restrict access from Sandford Road and implement a brief one-way system between Sandford Road and Belmont Gardens. It is intended that would reduce rat-running along Belmont Avenue while allowing the majority of the street to operate as a two-way route. Emergency vehicles and cyclists will still have access from Sandford Road however. This will be complimented by a brief one-way segregated cycle track between Sandford Road and Belmont Gardens and allow for safer cycling infrastructure, particularly those cycling to school.

Additional speed ramps will also be placed on the northbound traffic lane of Sandford Road to slow traffic and allow cyclists to access the right turn lane safety. It will also include bolt down islands in the right turn lane to discourage vehicles from entering this area. The northbound cycle lane on Sandford Road will also have additional flexible bollards to better segregate it from passing traffic.

The existing parking allocation on Belmont Avenue will also be retained with no changes. Belmont Avenue will also have additional 30kmph signage installed to encourage safer speeds along the route. The zebra crossing outside the St. Mary's National School will also be upgraded with new road markings and red tactile paving.

2. Option 2: Filtered Permeability Scheme

This main change would look to restrict access from Sandford Road by providing a cul-de-sac and vehicle turn around area on the western end of Belmont Avenue, by Sandford Road. Traffic counts undertaken has shown the highest flow of traffic was travelling from Sandford Road to Donnybrook Road via Belmont Avenue throughout the day so this option would reduce rat-running considerably. Through traffic from Donnybrook Road would also not be able to access Sandford Road by travelling through Belmont Avenue.

However, cycle access will still be retained from Sandford Road. It is intended that would reduce rat-running along Belmont Avenue while allowing the majority of the street to operate as a two-way route, particularly for residents. Emergency vehicles and cyclists will still have access from Sandford Road however.

Additional speed ramps will also be placed on the northbound traffic lane of Sandford Road to slow traffic and allow cyclists to access the right turn lane safety. It will also include bolt down islands in the right turn lane to discourage vehicles from entering the right turn lane. The northbound cycle lane on Sandford Road will also have additional flexible bollards to better segregate it from passing traffic. The southbound right turn traffic lane will also be extended slightly on Sandford Road.

The existing parking allocation on Belmont Avenue will also be retained with no changes. Belmont Avenue will also have additional 30kmph signage installed to encourage safer speeds along the route. The zebra crossing outside the St. Mary's National School will also be upgraded with new road markings and red tactile paving.

Drawings for both options are also shown in the bottom of this document and as separate PDFs in the Consultation website.

3. Next Steps

A six week consultation period will take place between 1st September 2021 and 13th October 2021. This will include a questionnaire of those who live and travel along Belmont Avenue and their views of these options.

If a preferred option is selected, the next step will be to implement the preferred design at end of 2021/start of 2022 for a six week trial. This will be complemented by Variable Message Signs (VMS) on all approaches to highlight the temporary change to the road.

4. Questionnaire

Dublin City Council are keen to hear your views on this scheme so please answer all questions in the link below. It should take approximately 1-2 minutes to complete.

FILL OUT FORM

5. Option Drawings