

To the Chairperson and Members of the
North West Area Committee

Meeting: 21st November 2017

Item No: 13

Pedestrian Facilities Improvements St. Margaret's Road/McKee Avenue and Jamestown Road/Melville Road Roundabouts



1.0 Background

Environment and transportation department has received representations requesting for the provision of improved pedestrian facilities at St. Margaret's Road/McKee Avenue Roundabout (Lidl Roundabout see Figure 1 below) and Jamestown Road/Melville Road Roundabout (see Figure 2 below).

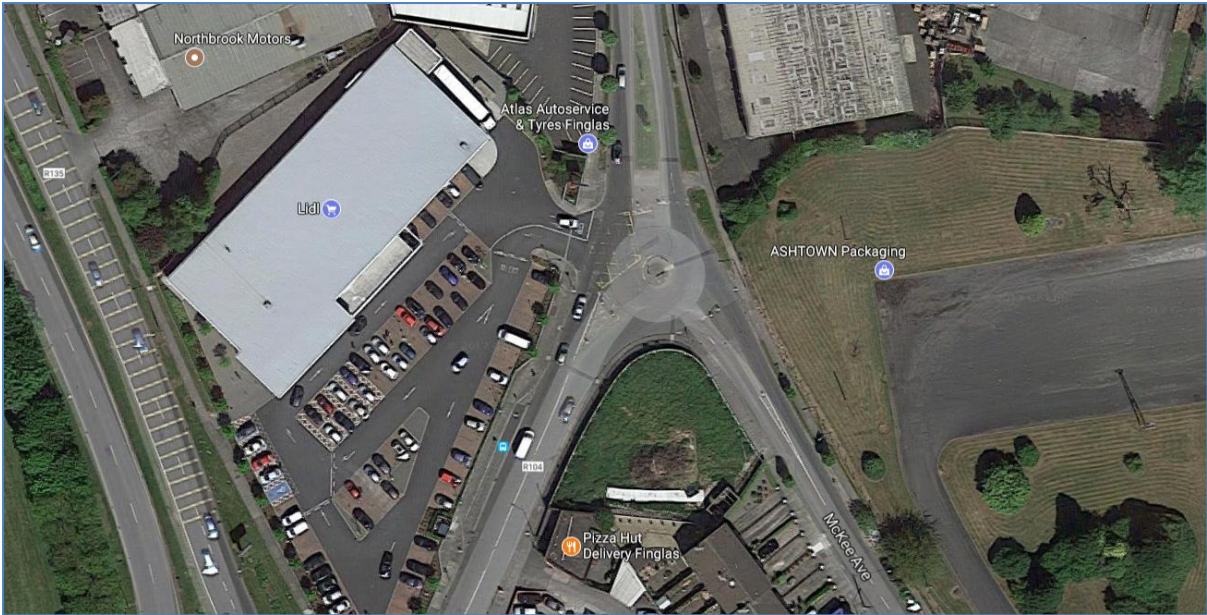


Figure 1 - St. Margaret's Road/McKee Avenue Roundabout



Figure 2 - Jamestown Road/Melville Road Roundabout

2.0 St. Margaret's Road/McKee Avenue Roundabout

2.1 Background

Concerns were raised by the public as part of the public consultation process of the Finglas Village Improvement Scheme. Following the public consultation process it was recommended that the Lidl Roundabout be upgraded.

The following were the main issues raised:

- Safety,
- A pedestrian crossing at Lidl, McKee Avenue is essential.

The roundabout is sited at a high traffic volume location and incorporates a shopping centre entrance/exit. There is also a concern of fast approach speeds to the roundabout and there are no existing pedestrian facilities.

2.2 Proposal

Dublin City Council appointed a consultant to prepare alternative design options. The Preliminary design proposals for the upgrading of the Lidl Roundabout included the evaluation of alternative options.

Two options were developed for the preliminary design of St. Margaret's roundabout, the first was based on a signalised junction and the second included the relocation of the roundabout incorporating a pedestrian crossing. The preferred option subsequently brought to Detail Design consists of an upgrade of the roundabout including the realignment of St. Margaret's road and McKee Avenue approaches and the provision of signalised pedestrian crossings on two arms of the roundabout (see **Figure 3** below)



Figure 3 – Proposed Scheme Design

2.3 Implementation

The proposed upgrade will require the realignment and reinstatement of existing footpaths along the route as well as kerb and carriageway reinstatement at areas which require realignment.

The realignment of St. Margaret's roundabout will include, but not be limited to, the following items of works:

- the construction of two signalised pedestrian crossings for pedestrians and the mobility impaired on the Western and Eastern Arms of the Lidl Roundabout,
- Widening of footpaths along the frontage of Lidl; this will result in the reduction of the St. Margaret's Road approaches to the roundabout.
- It would also be necessary to resurface the roundabout and approach arms.

2.4 Cost

It is estimated that it will cost circa €500k to implement.

3.0 Jamestown Road/Melville Road Roundabout

3.1 Background

The Jamestown Road roundabout is at the intersection of Jamestown Road, Melville Road and Poppintree Park Lane straddling the jurisdictions of Fingal County Council and Dublin City Council.

The NTA's Greater Dublin Area Cycle Network Plan defines Jamestown Road (southern arm), Melville Road and Poppintree Park Lane as secondary and Jamestown Road (northern arm) as a feeder route.

Observations at the roundabout indicate that;

- High traffic volumes exist at peak hours. Dominant destination appears towards Finglas village from the Melville Road arm in the morning peak,
- Significant use by pedestrians and cyclists. Greatest crossing demand appears to be across the southern and eastern arms of the roundabout. Opportunity to cross is dependent on sufficient breaks in traffic and/or courtesy of drivers, and,
- Significant use of roundabout by HGV.

There are no dedicated crossing facilities for vulnerable road users at the roundabout. Fingal County Council installed a Toucan crossing along Melville Road beside the entrance to Melville estate and approximately 200m from the roundabout. Melville Road has segregated one-way cycle tracks that terminate at the roundabout. The northern arm of the roundabout (Jamestown Road) has a mix of cycle lanes and cycle tracks that terminate in advance of the roundabout.

3.2 Proposal

From the site observations it is recommended that an initial controlled crossing for vulnerable road users be installed on the southern arm of the roundabout. This is shown indicatively on **Figure 4** and **Figure 5**.

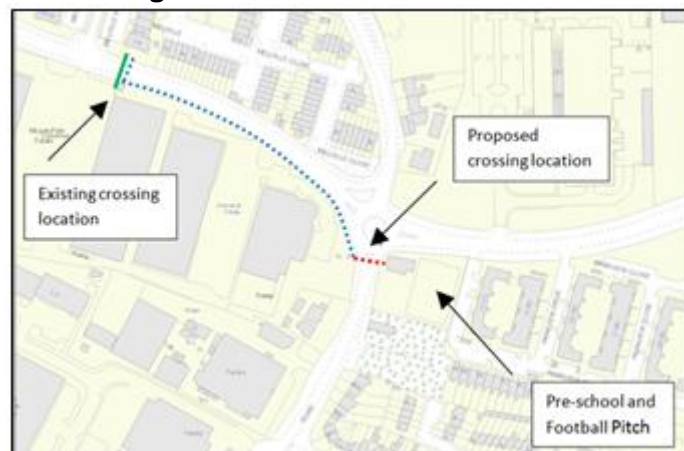


Figure 4 – Proposed Scheme Design

3.3 Cost

A high level cost estimate for the implementation of such a facility is likely to be in the region of €200k. The development of a scheme proposal can only commence with the identification, and securing, of adequate funding and resources.

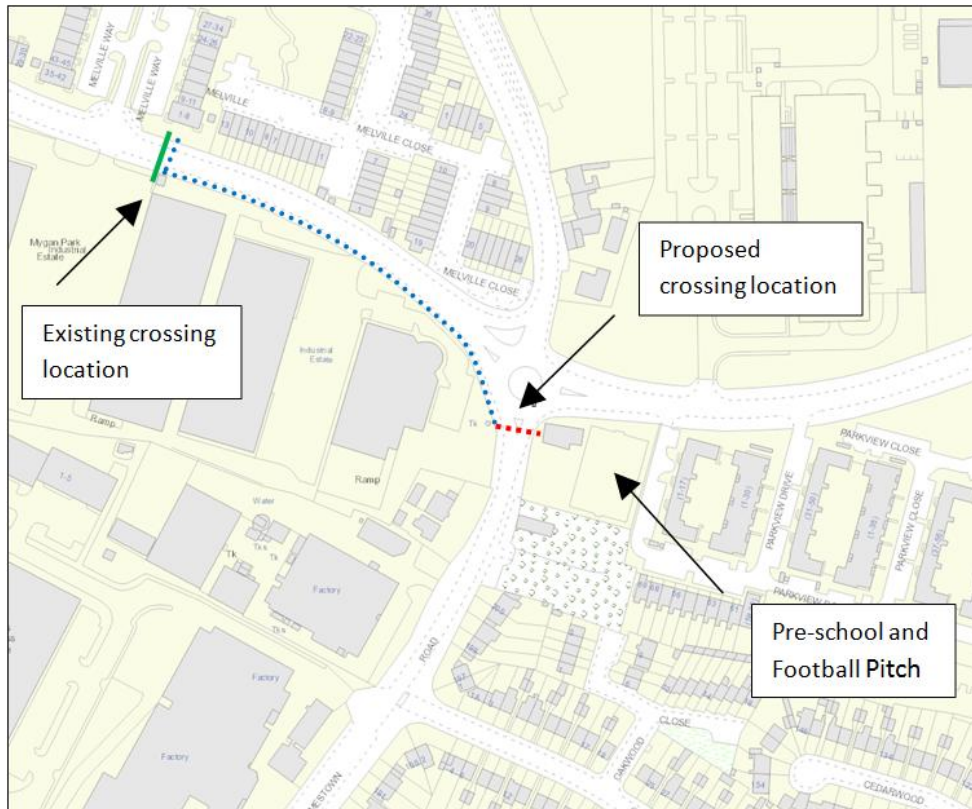


Figure 5: Installation of crossing facility on southern arm shown as red dashed line. Recently installed crossing at Melville Way entrance show as green solid line. Blue dot line indicates route that will be available to vulnerable road users, along existing facilities, to reach proposed new crossing location and access nearby school, pitch and residential areas. Positions are Indicative only.

4.0 Funding

These schemes would not be considered priority projects under the Sustainable Traffic Management Grants programme. It is recommended that consideration be given to use Area Discretionary funding.

Christopher K. Manzira
A/Senior Engineer