

Technical Note

| | |
|---|---|
| Project: Mountpleasant Avenue Upper | To: All Councillors South East Area |
| Subject: To review the trial traffic safety measure to be implemented at Mountpleasant Avenue Upper. | From: <ul style="list-style-type: none">• Neil O'Donoghue Executive Engineer South Area• Rossana Camargo South East Area Engineer |
| Date: 31 nd May 2018 | cc: Helen Smirnova |

Objective

The objective of this Technical Note is to examine interactions between pedestrians, cyclists and motor vehicles at Mountpleasant Avenue Upper and to provide recommendations for pedestrian walking safety.

The investigation has been commissioned in response to queries and requests from local councillors and/or complaints from members of the public.

Desktop Study

Site Description

The site is located at Mountpleasant Avenue Upper surrounded by the following roads: Rathmines Road Lower, Canal Road, Castlewood Ave between the border of Rathmines and Ranelagh, in the city of Dublin, Ireland. The current speed limit at the location is 50km/h. Also, the below schools and other public facility are in the vicinity.

- a) Leeson Park School Of Music
- b) St Mary's College, Dublin
- c) Ladybug Creche & Montessori
- d) Master Ding Academy: Ranelagh. Traditional Tai Chi Chuan.
- e) Kids Inc - Creche & Montessori, Ranelagh
- f) Ranelagh Multi-Denominational School
- g) IELO Internet English Learn Online
- h) StageScreen Classes
- i) Sandford Park School
- j) Leinster Cricket Club

As part of the Dublin City Council Speed Limit Review, it is proposed that Mountpleasant Avenue Upper be included in the 2018 Speed Limit Review for adoption of the 30Km/h Speed Limit. Refer to Figure 1 below for the existing layout.

Technical Note

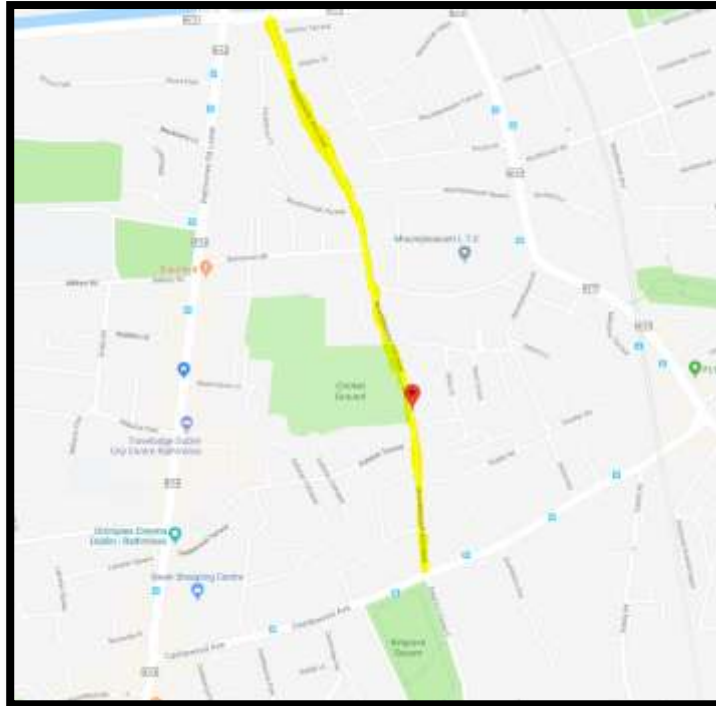


Figure 1 – Mountpleasant Avenue Existing Layout

Collision Evidence Provided by the RSA (Online Map of Collisions in Ireland)

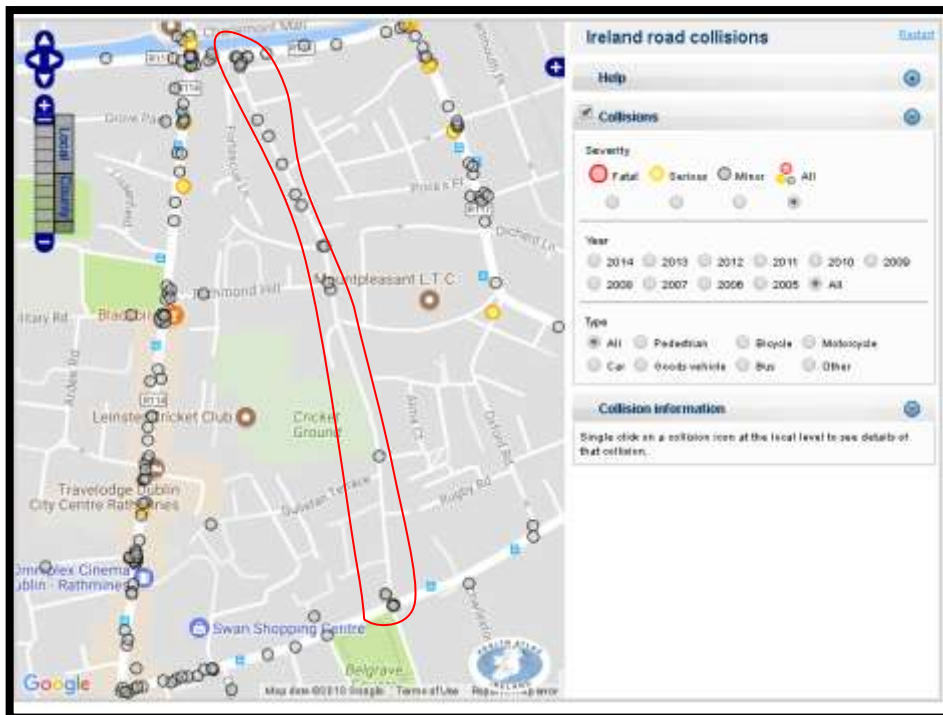


Figure 2: RSA Collision Records

With reference Figure 2 following:

- A total of 14 collisions have been recorded from 1996-2013.
- All the collisions have been minor injury.

Technical Note

1. No of Traffic Enquiries

Dublin City Council has over a number of years received 11 service requests from members of the public and 4 motions from elected public representatives highlighting the impact of traffic volumes on Mountpleasant Avenue and the health and safety concerns which arise from what was reported as excessive traffic, mounting of pavement by vehicles on these roads.

2. Site Assessment

In order to gain an understanding of the site from the perspective of pedestrians, cyclists and motor vehicles using Mountpleasant Avenue, the Area Engineer did a site inspection as described in the following Table 1.

Table 1 – Record of Site Inspections Undertaken

| Date | Daylight / Darkness | Attendees | Weather | Road Surfaces |
|------------|---------------------|------------|-----------------|---------------|
| 30/05/2018 | Daylight | R. Camargo | Clear and sunny | Dry |

The South East Area Engineer reviewed all the issues raised by the Councillors of South East Area and residents; the following issues were assessed during site inspection:

- It was noted that the width of the carriageway at Mountpleasant Avenue Upper is 4.6m wide.
- As a result oncoming vehicles were driving on the footpath
- The footpath along Mountpleasant Avenue Upper is narrow and has an average width of 0.9m.

3. Proposed Interventions

Base on the above the Traffic Advisory Group recommends the following trial.

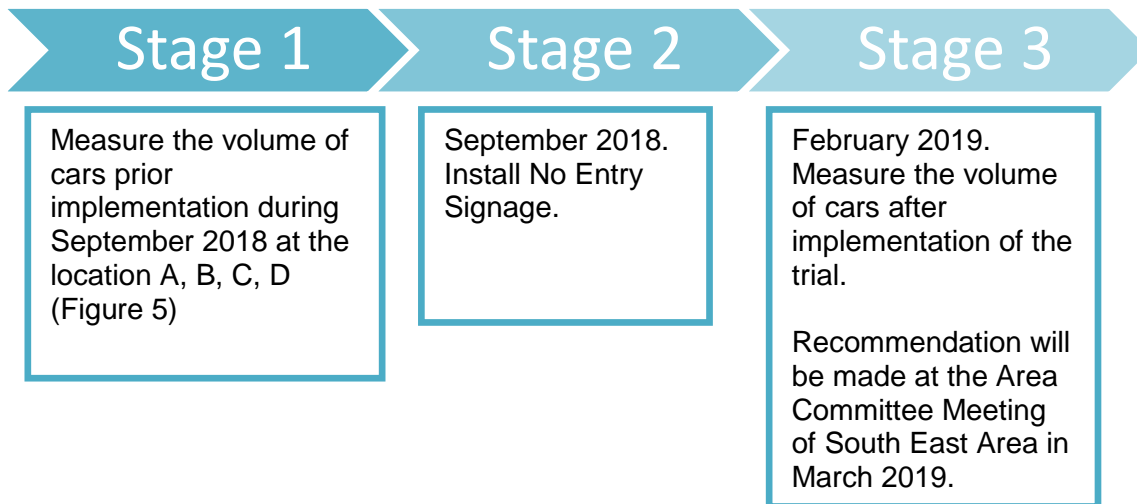


Figure 3: Stage of the Trial

- Traffic counts will take place in September 2018, at the following location:
 - A: Canal Road/ Mountpleasant Avenue Lower
 - B: Mountpleasant Avenue Lower / Richmond Hill
 - C: Richmond Hill/ Rathmines Road
 - D: Mountpleasant Avenue Upper/ Belgrave Square North
- The Traffic Advisory Group had decided to trial the proposal of installation of No Entry Sign (RUS 050) of Mountpleasant Avenue Lower heading south at the junction of at Mountpleasant Avenue Lower

Technical Note

with the junction of Richmond Hill Road (Figure 4.) The Traffic Advisory Group have liaised with the Intelligent Traffic System (ITS) Group and have their support for implementation of this trial. Please see below proposal (Figure 5.)

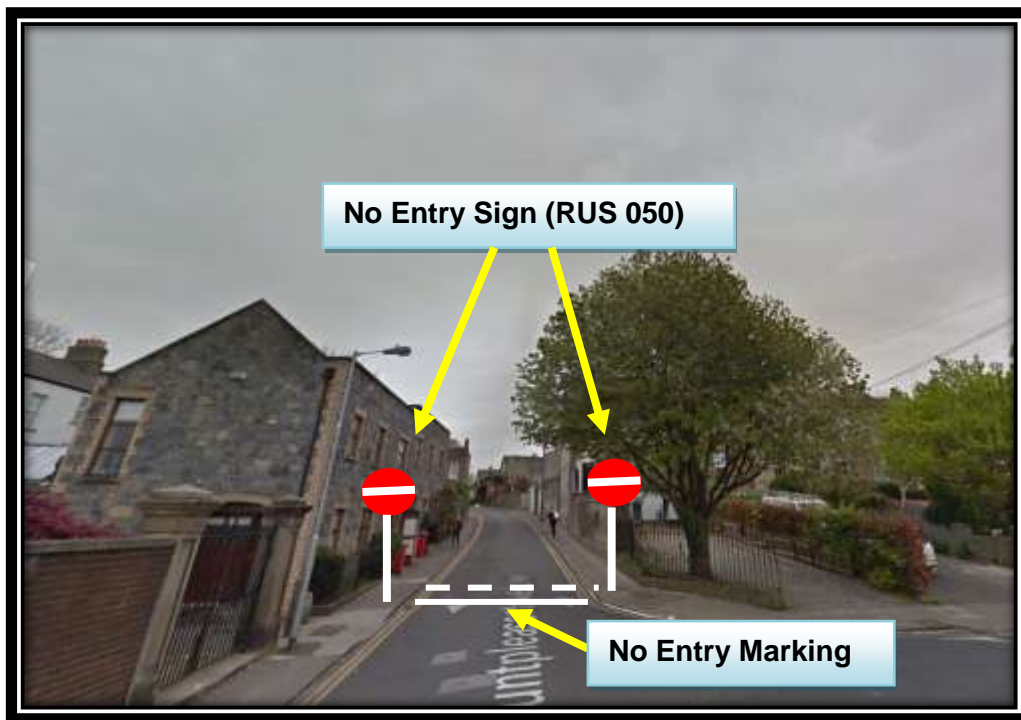


Figure 4: No Entry Sign and Road Markings on Mountpleasant Avenue Lower

- The implementation of this measure would help to reduce the traffic volume that is passing through the area.
- Traffic travelling from the canal turning at Mountpleasant Avenue Lower will be diverted through Richmond Hill at the junction of Rathmines Road Lower. During the trial, this junction will be monitored.
- A No Right Turn ban will be recommended on the North side of the carriageway of Richmond Hill at the junction of Richmond Hill with Mountpleasant Avenue Lower.
- If the trial measure becomes permanent, then it would be considered to widen the footpath as a build-out at the critical points where the footpath is too narrow.

Technical Note

3. Site Map of the Trail

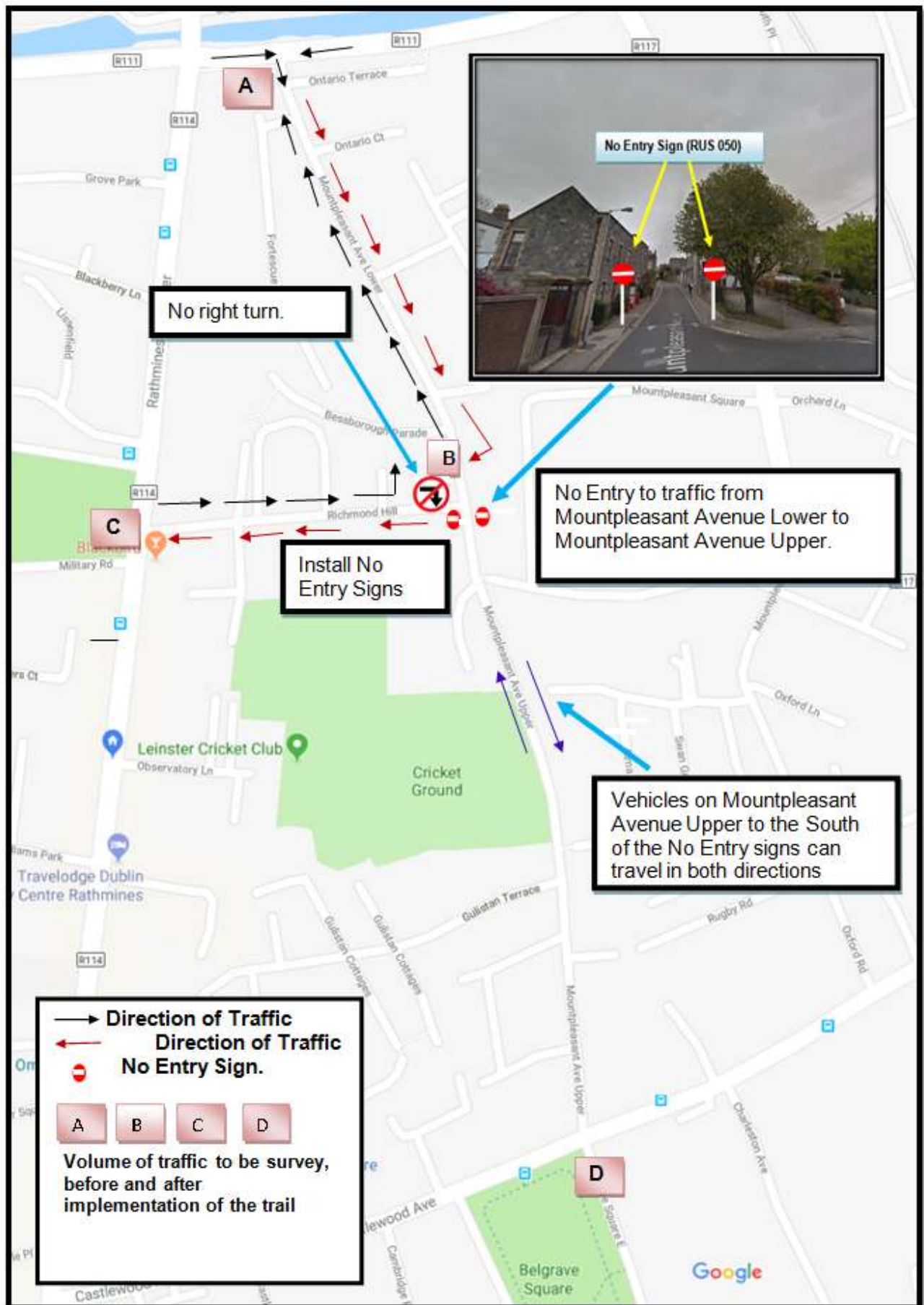


Figure 5: Map of the Trial