



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Belmont Avenue – Traffic Calming **Consultation Report**

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

March 2022

1. Acknowledgement

Dublin City Council would like to thank all those who took part in this consultation and submitted their views to us. We want to provide a street network that works well for everyone and submission of your views is essential to helping us achieve this.

2. Introduction

This report has been produced to provide a summary of the consultation exercise for the proposed traffic calming interventions on Belmont Avenue. It is intended that one of these options will be installed as part of a six month trial to address some of the road safety and traffic issues identified in previous reports by Dublin City Council (DCC).

The consultation web page and accompanying materials can be found at the following link:

<https://consultation.dublincity.ie/traffic-and-transport/belmont-avenue-traffic-calming/>

3. Consultation Process and Material

The consultation ran online from 13th September 2021 until 25th October 2021. All residents and businesses and road users within the area of Belmont Avenue and adjacent streets were invited to comment on the proposals. This included over 3000 leaflets being distributed to residents in the wider area. All respondents were asked to review two proposals and comment on which option they supported. A Do-Nothing/Neither Option was also provided as one of the options to consider. The proposals concerned the following 2 options shown on the [DCC website](#) and summarised below:

1. Option 1: Restricted Access

This main change would look to restrict access from Sandford Road by implementing a short one-way system between Sandford Road and Belmont Gardens. All vehicles would still be allowed to travel from Donnybrook Road in the east to Sandford Road in the west via Belmont Avenue. It is intended that this would reduce rat-running along Belmont Avenue while allowing the majority of the street to still operate as a two-way route but with reduced traffic volumes. Emergency vehicles and cyclists will still have access from Sandford Road however. This will be achieved through the use of collapsible bollards on the section between Sandford Road and Belmont Gardens. This will be complimented by a one-way segregated cycle track between Sandford Road and Belmont Gardens and allow for safer cycling on Belmont Avenue, particularly those cycling to school.

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 (Cul de Sac with Vehicle Turn around area)

This main change would look to restrict motor vehicle access from Sandford Road by providing a cul-de-sac and vehicle turn-around area on the western end of Belmont Avenue, near the Sandford Road junction. Traffic counts undertaken in early March 2020 has shown the highest flow of traffic on Belmont Avenue was travelling in the direction from Sandford Road to Donnybrook Road; therefore this option could potentially reduce rat-running considerably.

It is intended that this option would reduce rat-running along Belmont Avenue while allowing the majority of the street to operate as a two-way route, particularly for residents. Similar to Option 1, Emergency vehicles and cyclists will still have access from Sandford Road however. This will also be achieved through the usage of collapsible bollards.

The existing parking allocation on Belmont Avenue will be retained with no changes. Belmont Avenue will also have additional 30km/h speed limit signs installed to encourage appropriate 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.

4. Summary of Consultation Results

A total of 392 people responded to the online consultation. The results of responses to each question are summarised below. Residents were also asked for their Eircode and email which was used to validate the originality of each response and avoid duplications.

Question 1: What Gender do you identify as?

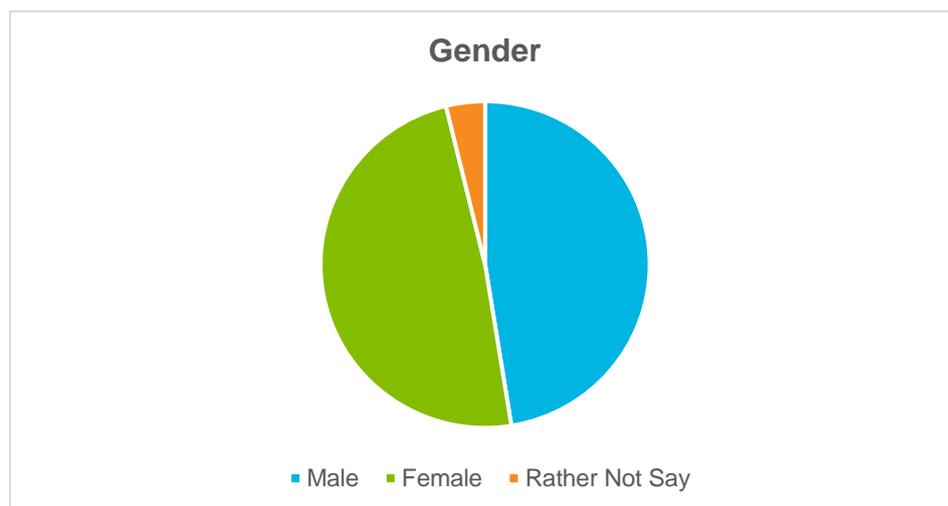


Figure 1 – Gender Results

The gender split was 49% Female, 47% Male and 4% preferring not to say. This could be seen as broadly representative of a typical population.

Question 2: Please select your age group

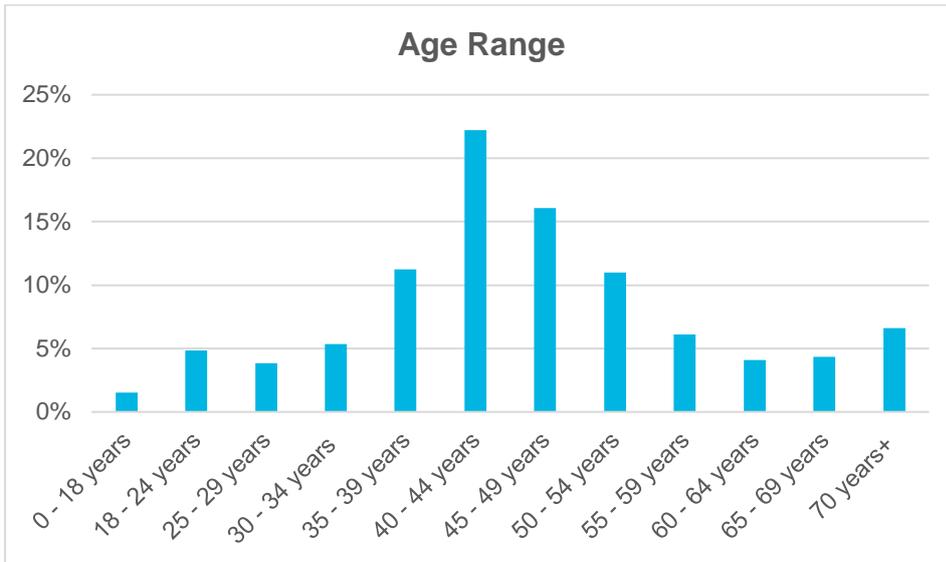


Figure 2 – Age Range of Respondees

The age range of respondents also showed a typical distribution that would be expected for a typical population.

Question 3: Do you have dependent children that walk, cycle or use assisted mobility along Belmont Avenue

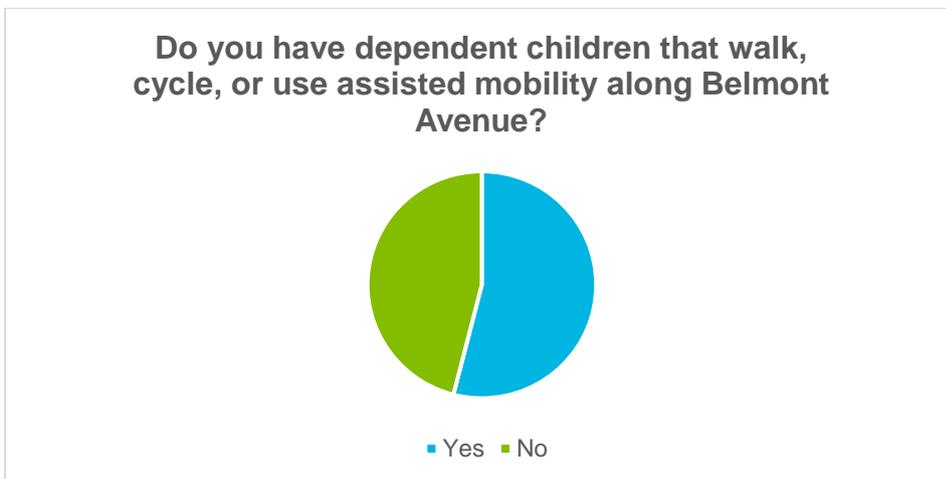


Figure 3 – Do you have dependent children that use Belmont Avenue?

The majority of respondents also had at least one dependent child who uses Belmont Avenue to either walk, cycle or used assisted mobility during the week.

Question 4: What is your usage of Belmont Avenue

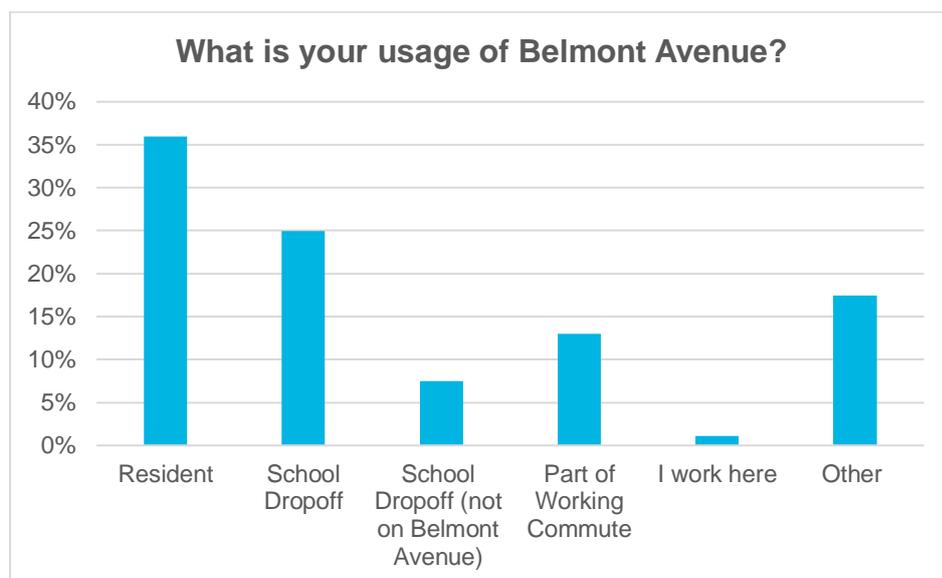


Figure 4 – Usage of Belmont Avenue

The majority of those who responded are residents. 25% of those who responded also used it as school drop-off on Belmont Avenue while 8% used it for school drop-off not on Belmont Avenue.

Question 5: What Street do you reside on

Respondees were then asked what street they resided on. A selection of streets in the study area were provided such as Belmont Avenue and other streets within such as Belmont Villas and Belmont Gardens. Larger roads on the outside of the study area such as Sandford Road, Marlborough Road, Eglington Road, and Donnybrook Road were also possible to select. People also had the option to select ‘Other’ and manually type in their residential street if this was not available. The most common response was ‘Other’ at 40%. These included streets outside the immediate study area such as Clonskeagh, Harold’s Cross and Ballinteer. The next most common was Belmont Avenue at 25% and then Marlborough Road at 10%.

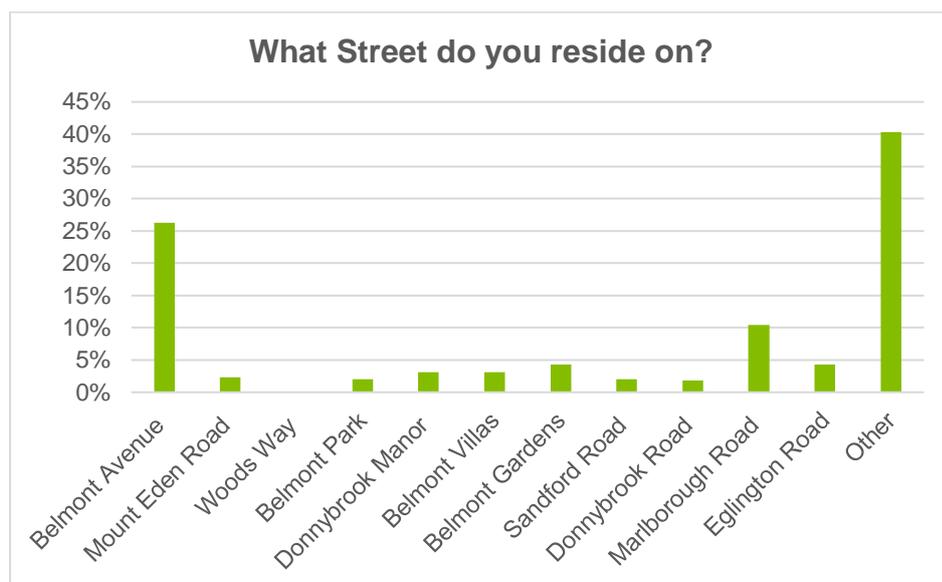


Figure 5 – What Street do you reside on? (All Respondees)

When removing the 'Other' data, Figure 6 below then shows Belmont Avenue at 44%, Marlborough Road at 18% and Eglington Road at 7%.

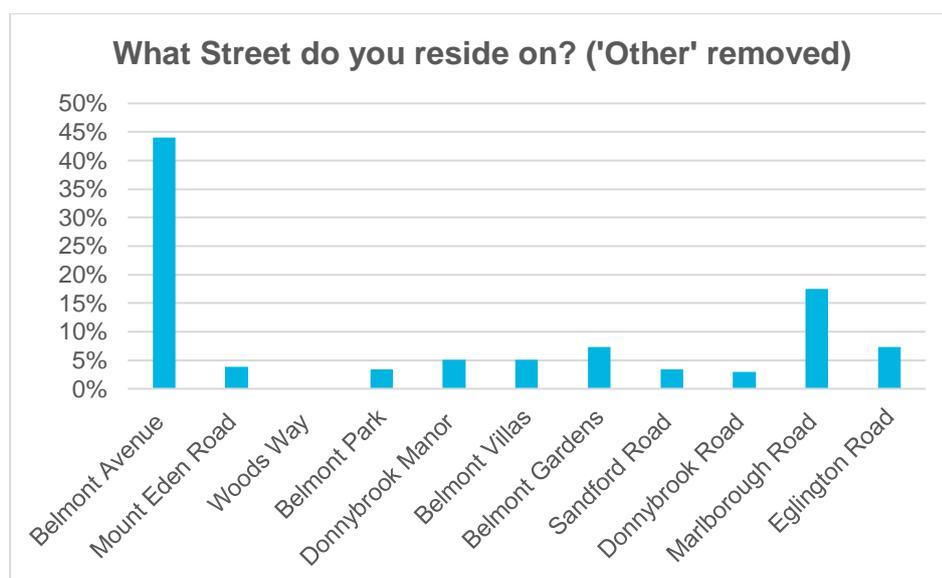


Figure 6 – What Street do you reside on? (Listed Streets only with 'Other' removed)

With such a high number of responses from immediately outside the study area and also from adjacent streets such as Eglington Road and Marlborough Road, the following graphs have been categorised into 3 types of responses:

1. All Respondees: Includes all 392 people who responded to the consultation
2. Listed Streets in Study Area: This includes all streets listed in the consultation with 'Other' removed. (see Figure 6 above)
3. Belmont Avenue Residents Only: This is limited to streets within Belmont Avenue only.

As this scheme looks to directly solve the traffic issues on Belmont Avenue, this will seek to identify if opinions/support of options differs significantly from the All respondees. As residents and commuters on different streets will experience the road safety and traffic calming issues on Belmont Avenue in different ways, this will also look to see if there's any major difference of opinion between the three groups above. This is illustrated in Figures 7 to 10 below.

Question 6: Do you think there is a rat-running issue in Belmont Avenue



Figure 7 – Opinion on Rat Running in Belmont Avenue

Figure 7 above shows that all three sets of data agreed that there are rat running issues on Belmont Avenue. 78% if all respondees agreed with this statement while 75% of those within the listed streets in the study area also agreed. 91% of those living within Belmont Avenue agreed there is a rat tunnng issue in Belmont Avenue.

Question 7: Do you think there are road safety issues in Belmont Avenue



Figure 8 – Opinion on Road Safety Issues in Belmont Avenue

Figure 8 above shows that all three sets of data agreed that there are road safety issues on Belmont Avenue. 89% if all respondees agreed with this statement while 76% of those within the listed streets in the study area also agreed. 94% of those living within Belmont Avenue agreed there is a rat tunning issue in Belmont Avenue.

Question 8: Would you be favour of traffic access restrictions on Belmont Avenue



Figure 9 – Opinion on potential traffic restrictions in Belmont Avenue

Figure 9 above shows that all three sets of data agreed that they would be in favour of traffic restrictions on Belmont Avenue. 89% if all respondees agreed with this statement while 86% of those within the

listed streets in the study area also agreed. 94% of those living within Belmont Avenue agreed there is a rat tunning issue in Belmont Avenue.

Question 9: Overall Support of Options

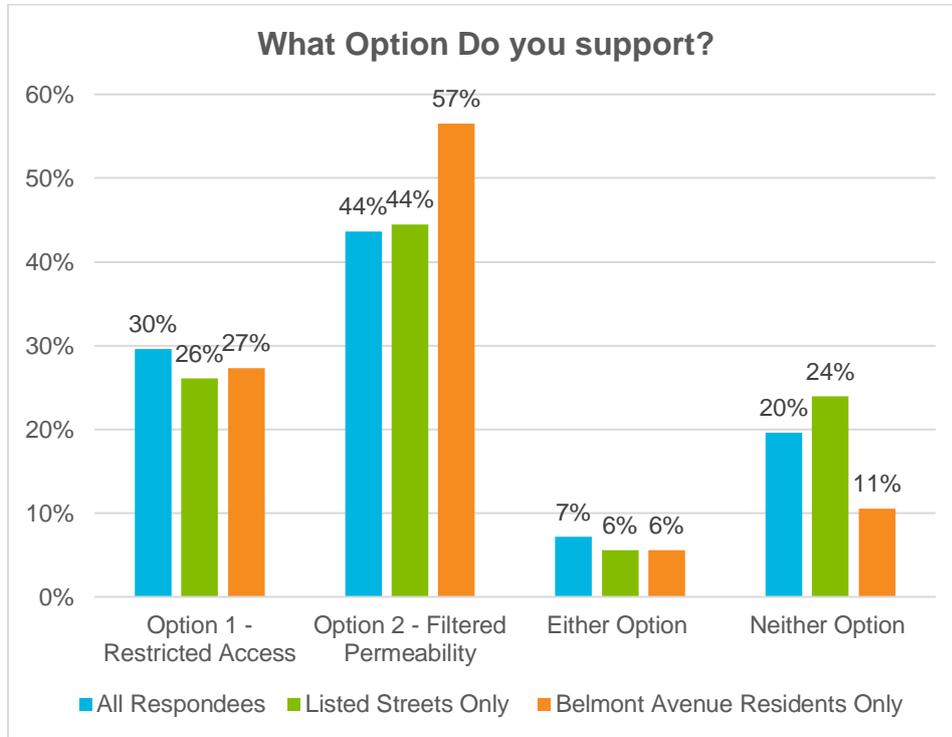


Figure 10 – Support of Traffic Restriction Options in Belmont Avenue

Figure 10 above shows the level of support for different options. 44% of all respondees and those within the listed streets supported Option 2. Support for Option 2 increased to 57% when limited to those within Belmont Avenue only. 7% of all respondees supported either option but this drops to 6% when limited to those within Belmont Avenue or those within the listed streets. 30% of all respondees supported Option 1 but this drops to 26% and 27% respectively when limited to those within listed streets or within Belmont Avenue only. 20% of all respondees wanted neither option to be implemented and this increases to 24% when this is limited to Listed Streets within the study area. Only 11% of those within Belmont Avenue wanted neither option to be implemented. Figures 11 to 17 below also shows the preferred option for residents of different streets such Marlborough Road and Eglington Road.

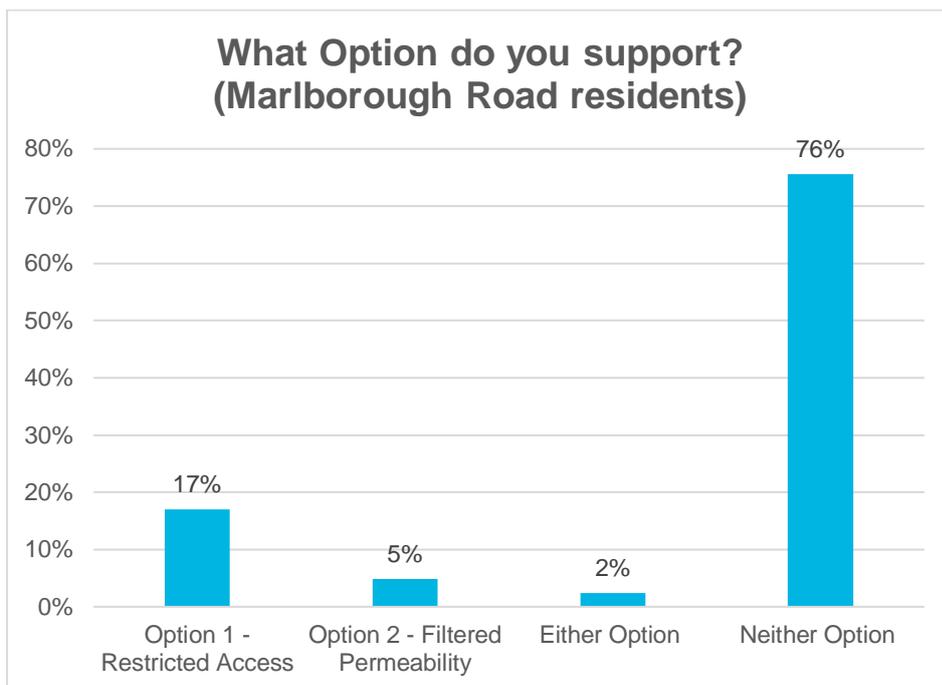


Figure 11 – Preferred Option of Marlborough Road residents

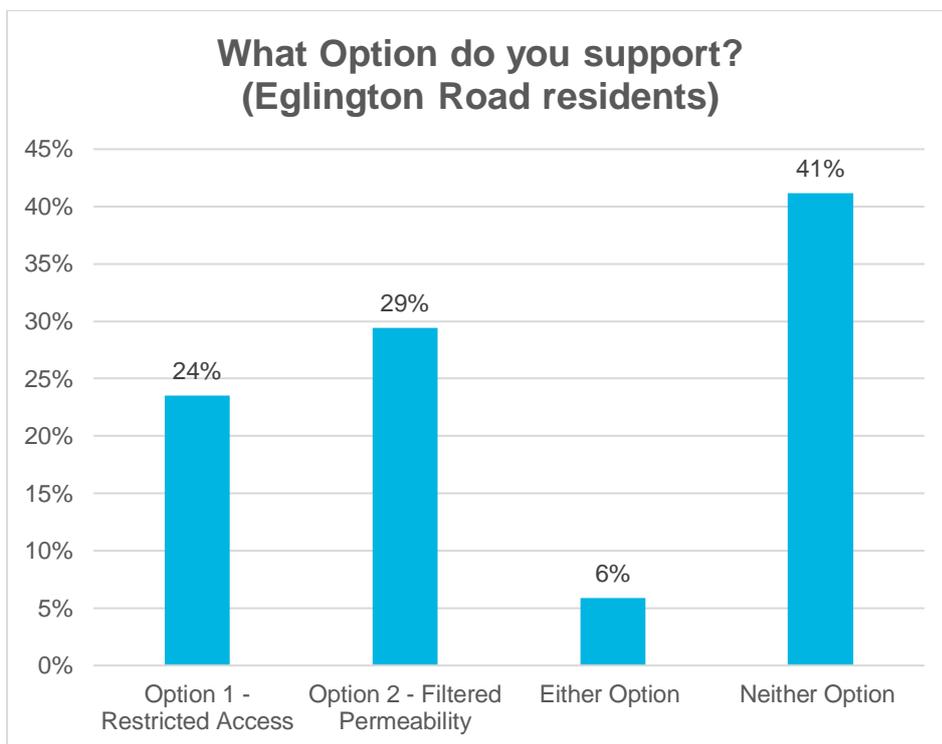


Figure 12 – Preferred Option of Eglington Road residents

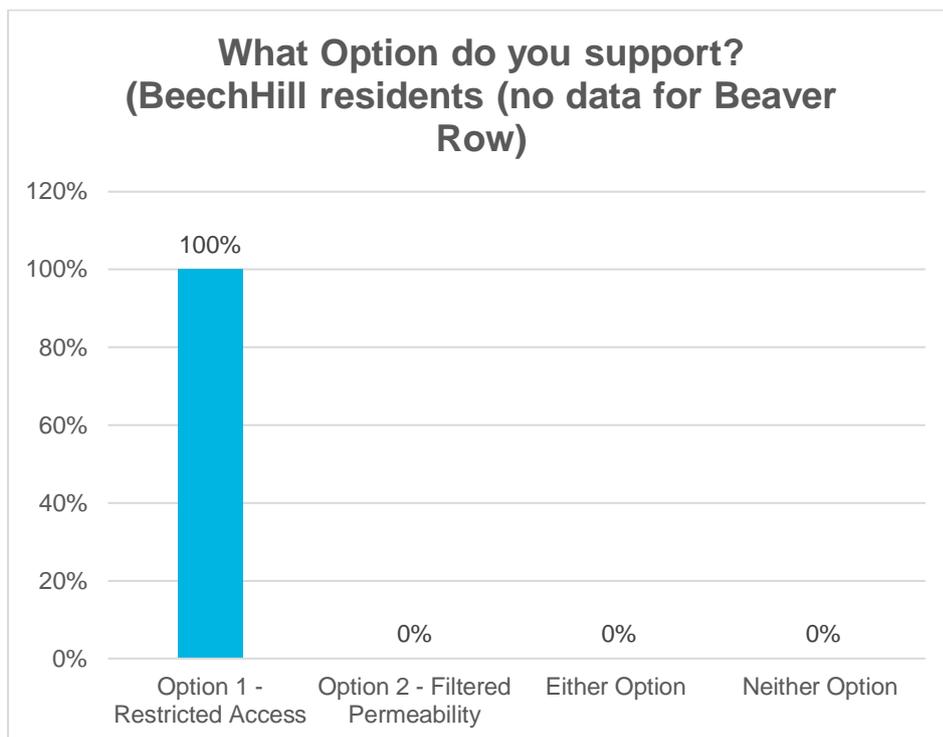


Figure 13 – Preferred Option of Beechill residents

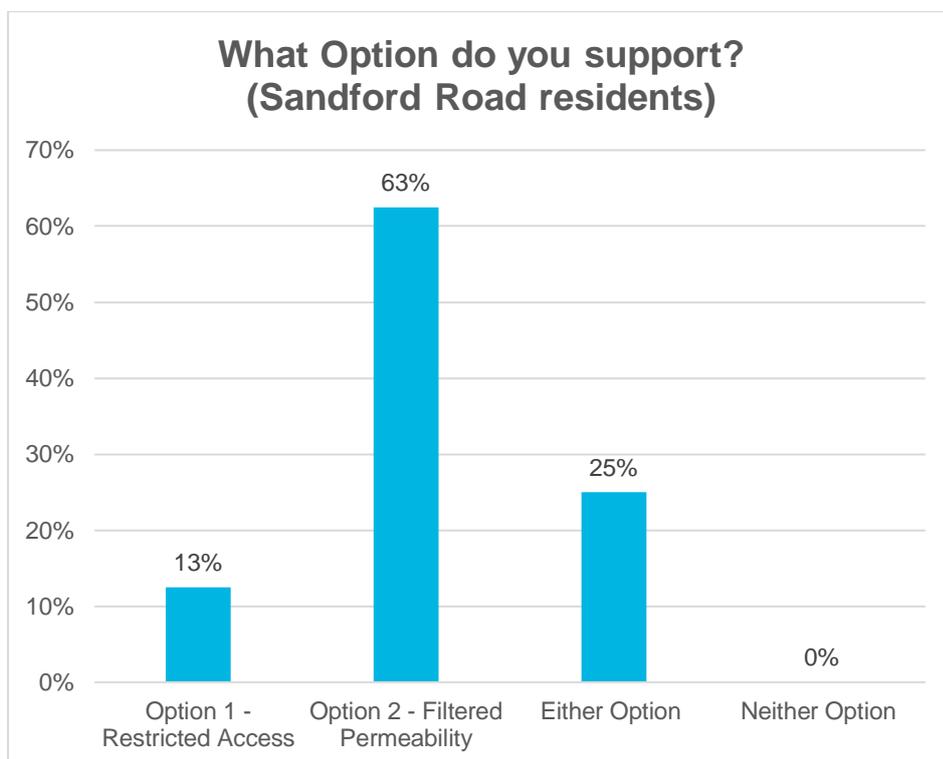


Figure 14 – Preferred Option of Sandford Road residents

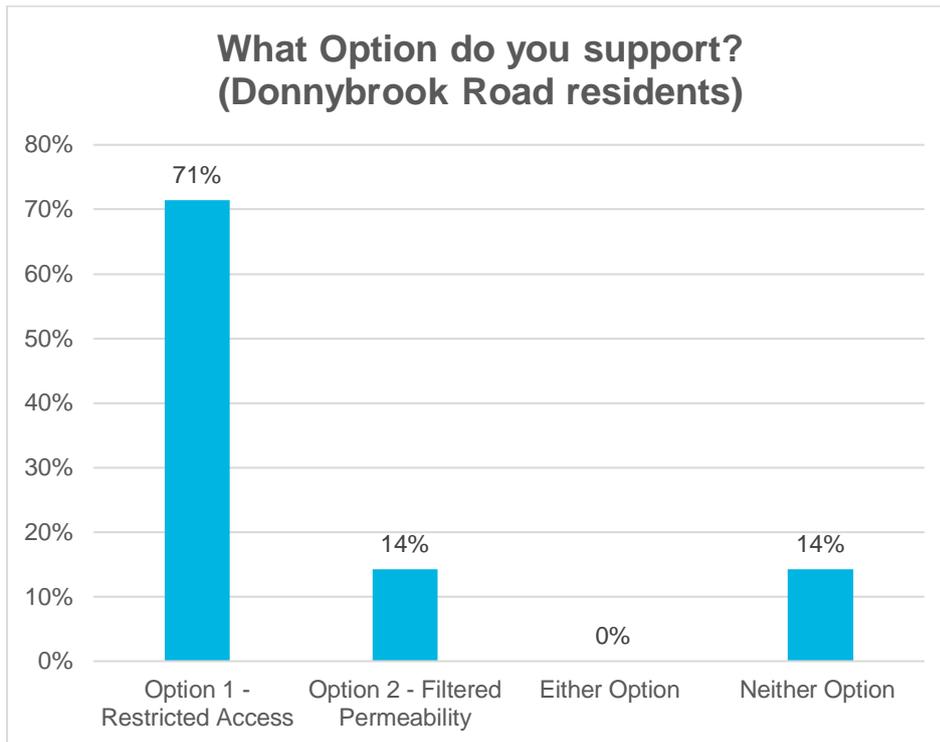


Figure 15 – Preferred Option of Donnybrook Road residents

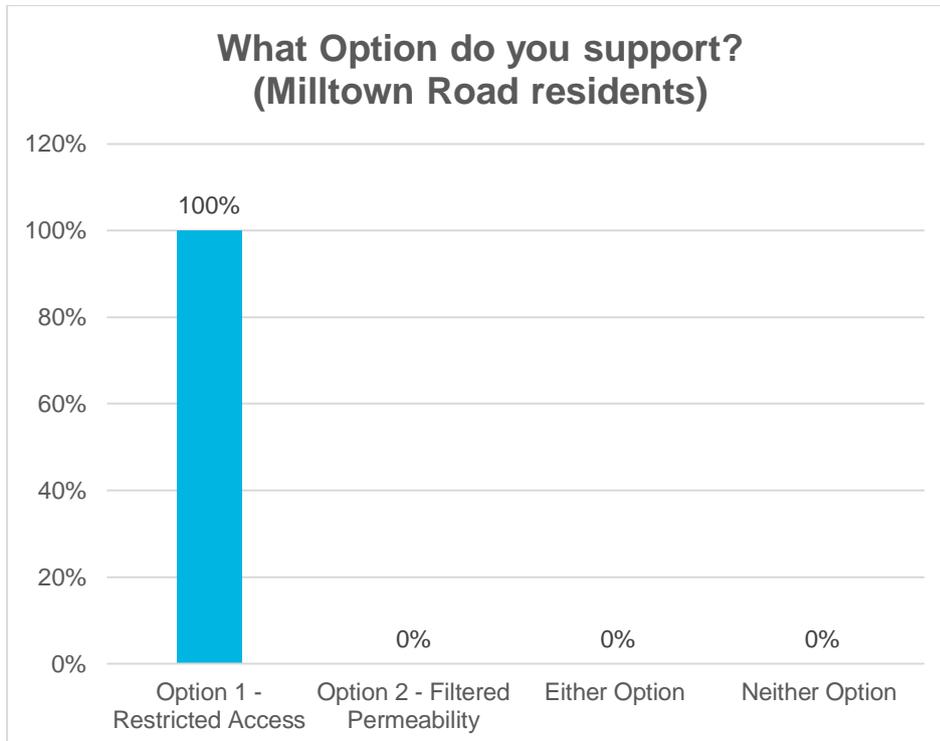


Figure 16 – Preferred Option of Milltown Road residents

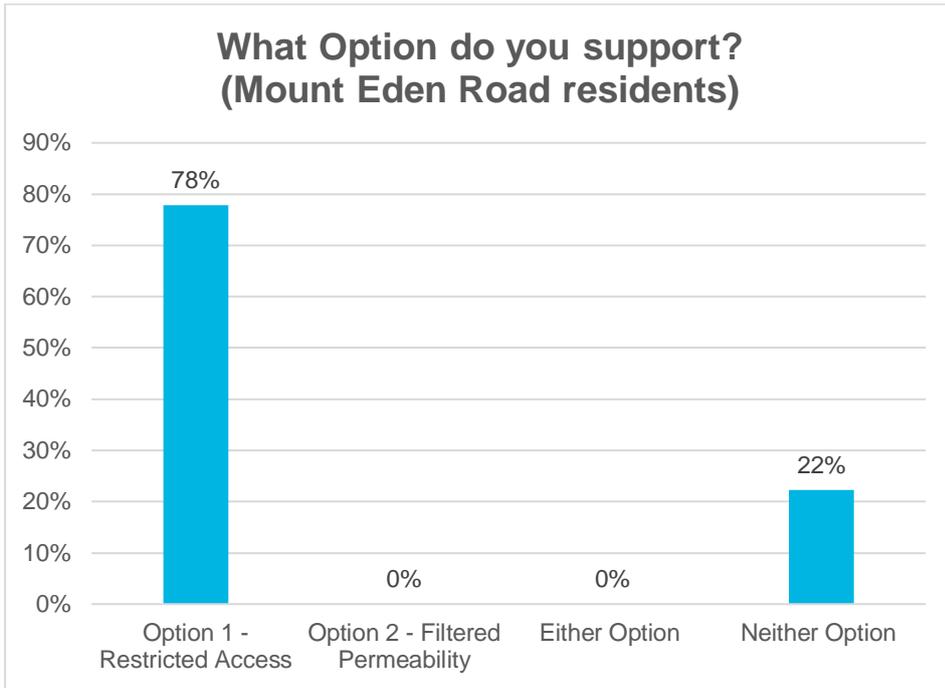


Figure 17 – Preferred Option of Mount Eden Road residents

Question 10: Which of the following travel modes do you use to travel around in your local area and Dublin generally

The travel modes of all respondees were then analysed further. Figure 18 below shows the typical travel mode for each respondee.

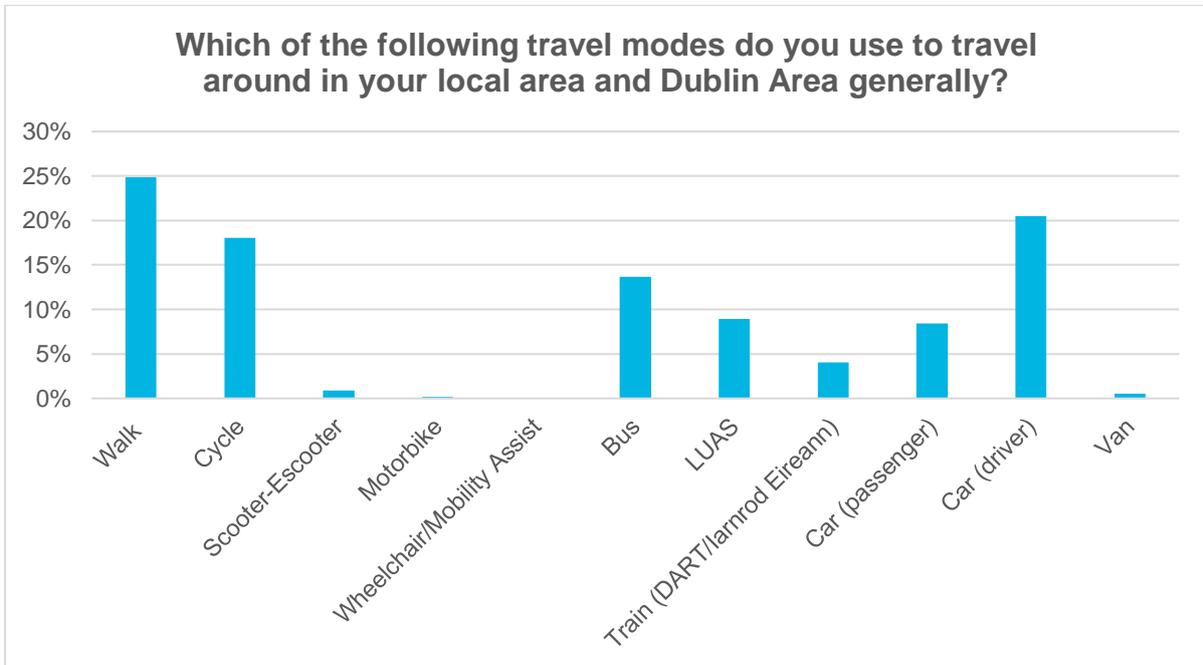


Figure 18 – Travel Modes of Respondees

The above data shows that 25% of people either walk or drive around Dublin with 18% travelling by bicycle. 20% of respondees travelling by car (as a driver) while 8% travelled as a car passenger.

Question 11: What are the main reasons you drive in your local area/in Dublin

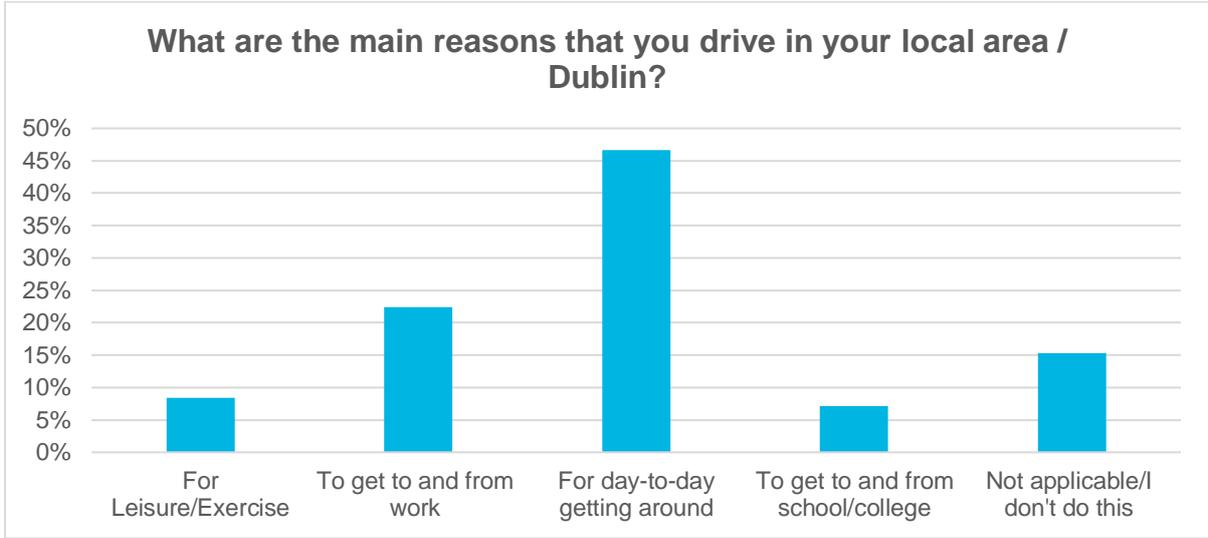


Figure 19 – Reasons for driving in Dublin

The above results show that the main reason people use to drive is for day to day getting around (47%) with the next most common reason being getting to/from work (22%).

Question 12: What are the main reasons you cycle in your local area/in Dublin

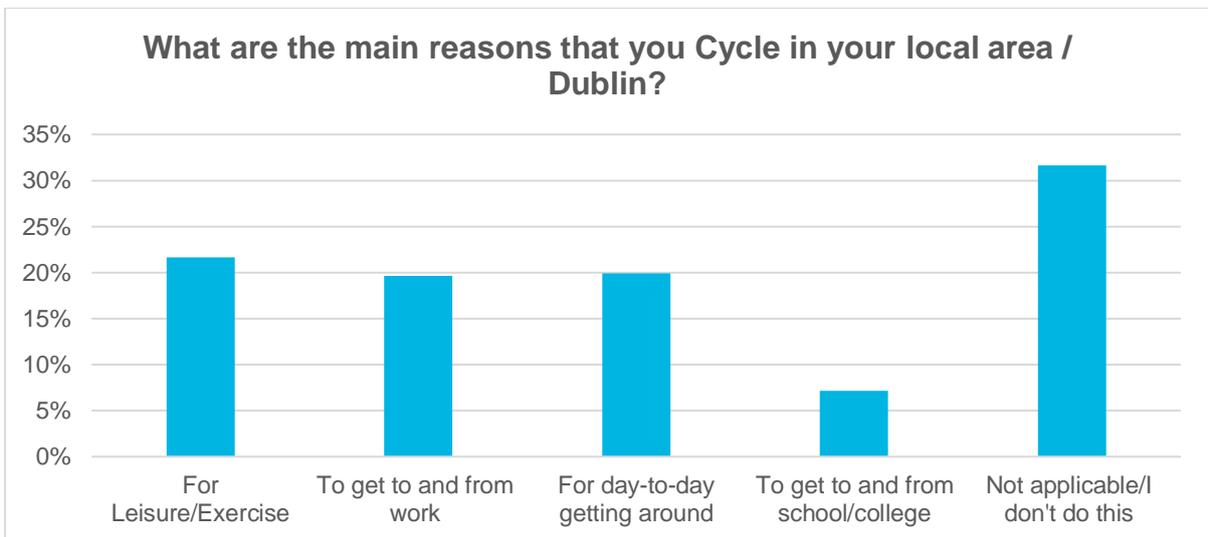


Figure 20 – Reasons for cycling in Dublin

The main reasons people cycle in Dublin is more balanced with 20 to 22% of people using to get to work, leisure facilities or day to day getting around. 32% of respondees stated that they don't cycle.

Question 13: What are the main reasons you use public transport in your local area/in Dublin

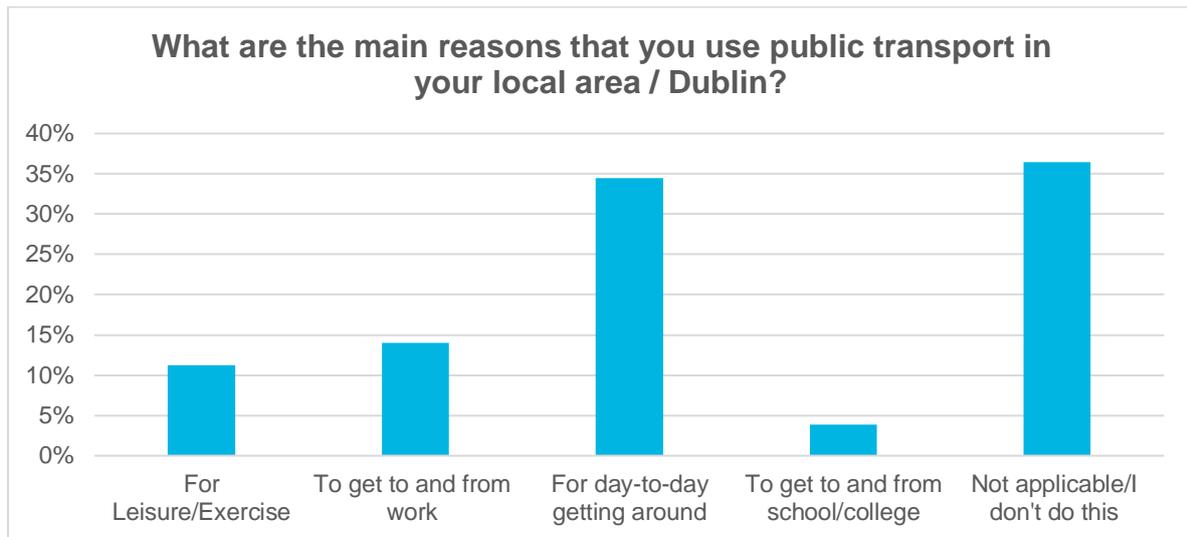


Figure 21 – Reasons for using public transport in Dublin

34% of respondees use public transport for day to day getting around with 36% saying they don't use this mode.

Question 14: What are the main reasons you use an e-scooter/scooter in your local area/in Dublin?

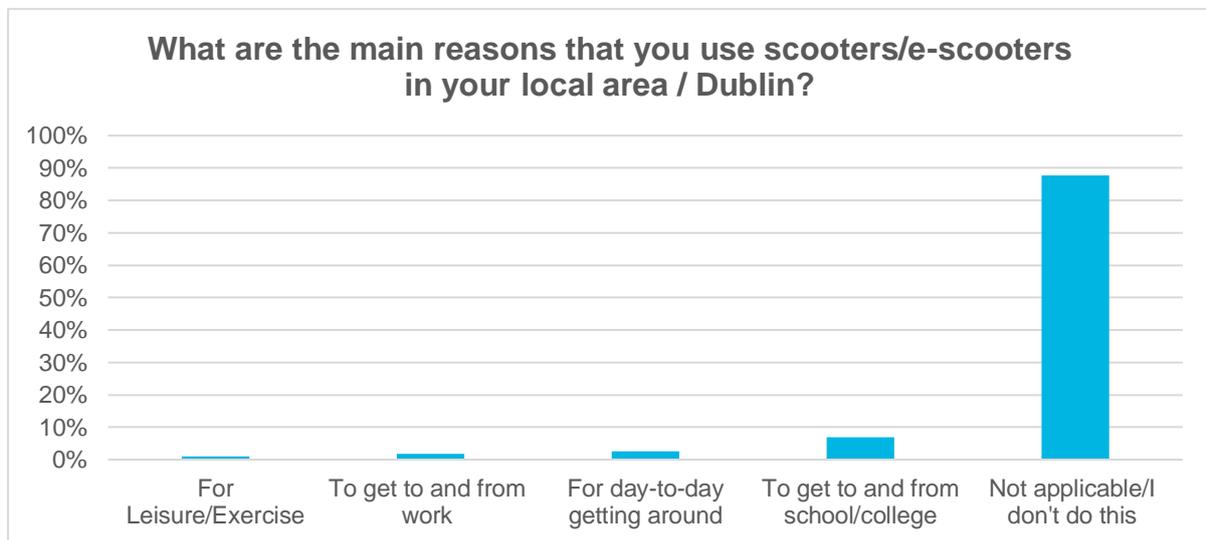


Figure 22 – Reasons for using e-scooters in Dublin

The vast majority (88%) don't use an e-scooter. For those who do use e-scooters, the most common reason was getting to/from school/college (7%).

Question 15: What are the main reasons you use a wheelchair/other mobility assisted mode in your local area/in Dublin



Figure 23 – Reasons for using wheelchairs/mobility assistance in Dublin

Similarly, the majority of respondees (99%) said they don't use wheelchairs or mobility assisted area.

Question 16: What are the main reasons you walk in your local area/in Dublin



Figure 24 – Reasons for walking in Dublin

For people walking in the area, the two most common reasons were for day-to-day getting around (44%) and for leisure/exercise (38%).

Question 17: What road do you use to access Belmont Avenue in the morning

To better understand where people enter/exit Belmont Avenue during the morning, there was 50:50 split between those entering from either Donnybrook Road in the east or Sandford Road in the south. The most common entry appeared to be Donnybrook Road from the south with 30% of those saying they undertake this movement.

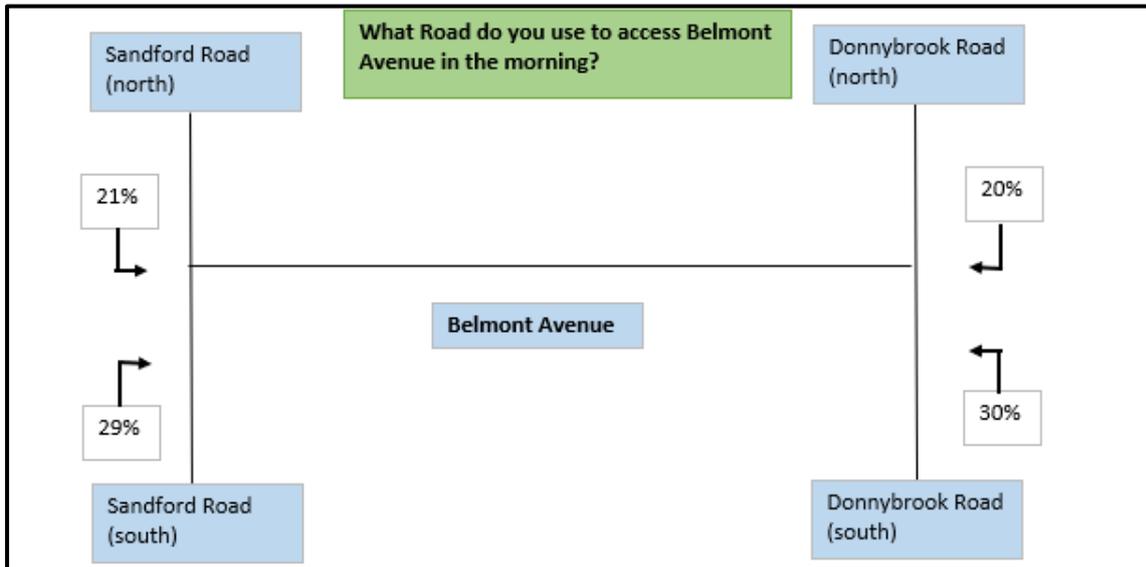


Figure 25 – Direction of entry into Belmont Avenue in morning hours

Question 18: What road do you use to access Belmont Avenue in the afternoon/evening

When a similar question was asked for the afternoon, the majority appeared to enter from Donnybrook Road with the most common movement being left turning into Donnybrook Road from the South.

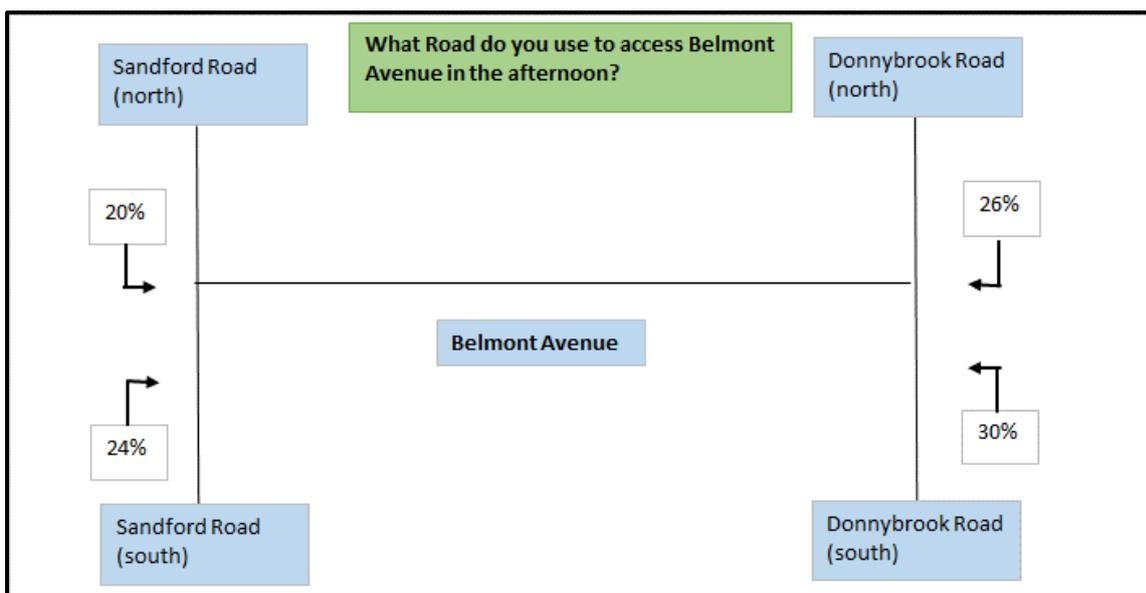


Figure 26 – Direction of entry into Belmont Avenue in afternoon hours

Question 19: Lastly, respondees were given the option of providing additional comments on Belmont Avenue and if they had any further ideas on how to improve the Street or changes to be made.

The original comments are listed in Appendix A but the following themes and points are summarised below:

- Alternative Measures such as different barriers, materials and location of closure, changing restricted access hours, one-way system
- Concerns about road safety issues such as cars mounting the footpath and putting vulnerable road users such as children at risk
- Concern about road rage incidents during different hours of the day
- Belmont Avenue being unsuitable for two-way traffic
- Agreement on the problems but not agreeing with the proposals
- Concern about additional traffic on Marlborough Road as a result of the proposals
- Additional comments supporting Option 2
- Comments on Parking such as additional enforcement, removal and retention
- Concerned parents walking to school and general safety issues regarding vehicles, particularly SUVs, mounting the footpath
- Comments on footpath widths being too narrow on Belmont Avenue with people having to walk in the carriageway to walk past someone. Some comments also included details about recently installed street furniture such as electric charging points reducing the width of the footpath further.

5. Conclusions & Summary

The main conclusions that can be drawn from this data and responses are:

- There is widespread agreement that there are currently rat running issues (75 to 91% agreement) and road safety issues (86 to 94% agreement) on Belmont Avenue
- The majority of responses would also be in favour (86 to 94% agreement) of some form of traffic restriction on Belmont Avenue
- The preferred option to be implemented for a six month trial appears to be Option 2 – Filtered Permeability. This received the highest level of support (44% of all respondents; rising to 57% of respondents for those living in Belmont Avenue). As 6 to 7% of respondees supported either option to be implemented for a trial, this preferred option would increase to 50% of all respondees and 64% for those living in Belmont Avenue.
- However, it should be noted that there were a number of objections from adjacent streets such as Eglinton Road and Marlborough with residents concerned that either option could lead to an increase in traffic and access issues. This is reflected with the majority of residents on both streets preferring neither option (Do-Nothing) to be implemented for the six month trial. In terms of total responses, 20% of all respondees supported neither option.
- Based on those who responded, School Dropoff forms 25% of traffic on Belmont Avenue with the majority coming from Donnybrook.
- Based on the 392 respondees, the direction of traffic entering Belmont Avenue in the morning is split evenly between Sandford Road in the west and Donnybrook Road in the east. In the afternoon, a slightly higher amount of traffic appears to enter from Donnybrook Road. This also reflects traffic counts undertaken in 2019 which showed a slight majority of traffic entering from Donnybrook Road.

6. Next Steps

The proposed next steps to be taken will be:

- Publish this consultation report and present to Councillors at next area committee meeting in March 2022
- Following feedback from councillors, the preferred option will be reviewed with a view to addressing the following concerns highlighted in the consultation:
 - The impact of traffic on parallel streets such as Marlborough Road and Eglington Road. These streets could be considered as part of the six month trial with additional design changes incorporated
 - As the Donnybrook Playschool is due to relocate to Mount Eden Road in Summer 2022, the impact of school traffic on Mount Eden Road will be considered further and if design changes are needed adjacent to the relocated school
- After a preliminary review, DCC Traffic Section would recommend the trial of Option 1 – Restricted Access for safety reasons.
- A Road Safety Audit (RSA) will be undertaken of both options as part of finalising the preferred design for the temporary trial. This will include an RSA of the right turn from Mount Eden Road onto Donnybrook Road.
- DCC will engage with schools and local residents prior to the commencement of the trial.
- The trial start date will be on 1st June 2022. This is to align with the relocation of the school to Mount Eden Road and begin the trial when traffic will likely be lower during the summer months. This will allow DCC to make early adjustments on site if early issues emerge.
- DCC will undertake a monitoring strategy to understand if the trial is successful in addressing the issues discussed previously. This will include taking baseline traffic when traffic volumes ‘return to normal’ in April or May 2022. Following this, additional data will be taken during the trial period using the following methods:
 - 24hour link counts for at least one week on Belmont Avenue, Eglington Road, and Marlborough Road. This should be taken towards the end of the trial when all users will have become familiar with the temporary layout.
 - Turning count survey over at least 2 weekdays
 - Cameras to be positioned for at least one week at the junctions at Sandford Road/Belmont Avenue, Belmont Avenue to east of Belmont Gardens, and Belmont Avenue/Donnybrook Road. It is intended that this will capture any road safety or behavioural issues not captured through traffic counts.
 - These traffic surveys can be undertaken at the junctions indicated in Figure 27 below.

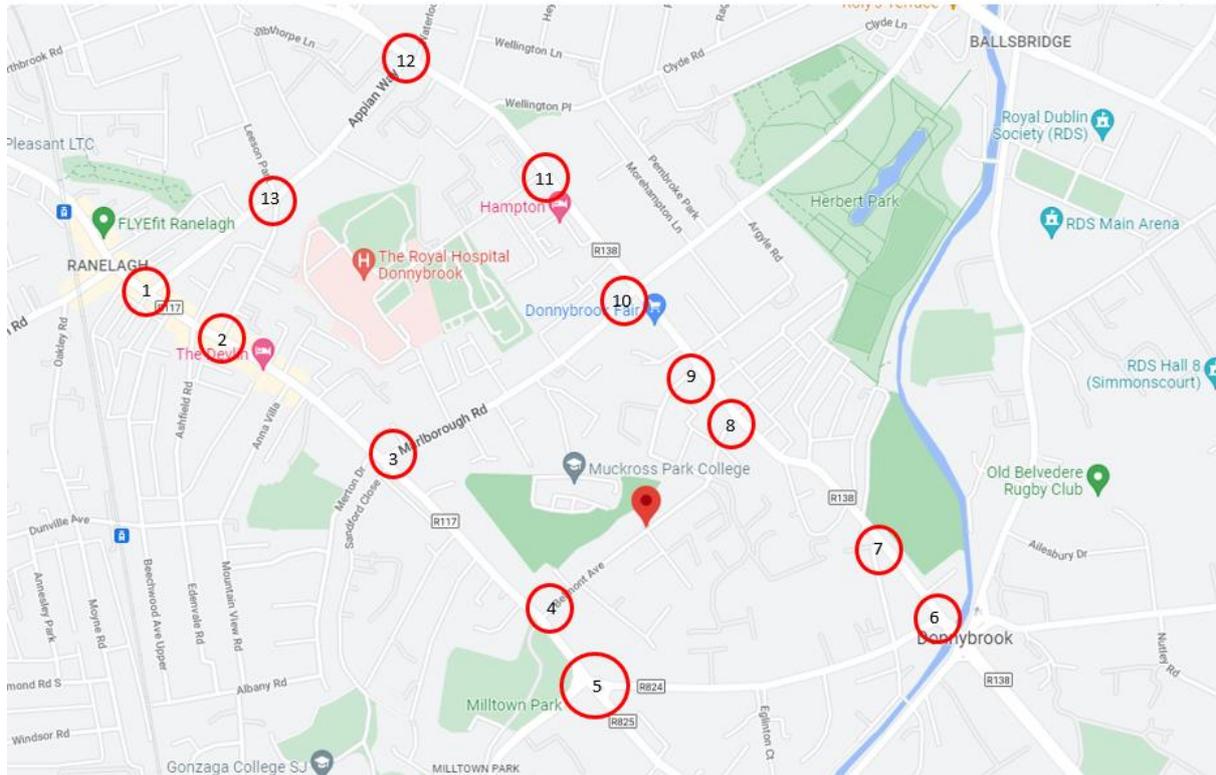


Figure 27 – Proposed Traffic Count Locations

- Once this data is collected, it can be included in a monitoring report to be published following the end of the trial. This will be supported by the data collected above.
- Once the monitoring report has been published, DCC will consider whether to modify, retain or remove the temporary layout based on the outcomes of the monitoring undertaken.

Appendix A: Original Comments Received (Question 19)

NOTE: The following are original comments received during the consultation. These are unedited with the exception of some personal information and data removed to protect anonymity.

1. We live on Belmont Villas. Most of our car journeys go to/from Belmont Avenue onto Sandford Road so closing this junction would be a major inconvenience. My preference would be for a traffic barrier running diagonally across Belmont Avenue at the Mount Eden / Donnybrook Manor crossroads. This barrier would be from (lat = 53.321860, lon = -6.238900) to (lat = 53.321882, lon = -6.238798). We could thus create a one-way traffic cell on Mount Eden - Belmont Avenue - Morehampton Road as well as having ample space for a turning circle at the entrance to Donnybrook Manor.
2. I live at the Sandford road end of Belmont ave and drive to work driving the short distance onto Sandford road to get through Ranelagh and back again that way in evening. My nanny comes from darty again nipping in the top end at sandford road. Both these options restrict our access adding 40 mins a day commute and likely significant traffic delays having to travel down Belmont and up Marlborough to get to where I basically could have easily accessed before. Same for my nanny getting to work. There is an issue of child endangerment at school hours. I think there should be restricted access between 8-10am Monday to Friday. This is simple safe and fair. I see this done on other roads in Ranelagh.
3. With housing increasing in the area and the number of cars increasing, it's important to do something. However I believe shifting the problem to other roads in the area is unfair. As a Sandford road end user I object to my local access to ranelagh /Dartry being impeded. It adds significantly to any car journeys we make.
4. Dear Committee, My views on this are as follows: This review is not holistic and does not take account of the impact on other roads in the local area. Any extra traffic on Marlborough Rd would negatively impact the hundreds of children who travel up Marlborough Road on their way to school including one of my children who walks and another 2 who cycle up the road every day to get to school. The reality is that there are a huge number of school kids converging at the top of Marlborough road between Muckcross, Gonzaga, Sandford park, Sandford national, Scoil Bhride, Lios na NOg, Alex, Conleths, the Institute of Education. It is probably the busiest junction in the country for schoolchildren crossing and 4 of those schools are within a few feet of the junction. This road cannot take any more traffic so any traffic calming measures should ensure that traffic as a whole is calmed, not merely shunted to elsewhere where even more schoolchildren will be impacted. Exiting Belmont Avenue onto Donnybrook Road (travelling South) can be difficult. There is no filter traffic light and frequently a lot of bike traffic. The existing traffic light only changes from red/green as pedestrians cross. If no one is crossing the traffic lights on Donnybrook Road won't turn red to allow traffic out from Belmont Avenue. The traffic at Belmont Avenue, especially during rush hour, is unbearable. It's impossible to find parking space as a resident and most of the time we have to park all the way to the other end of Belmont Avenue (with an infant, a toddler, and a double pram). We very frequently experience traffic jams where cars are blocked because the two way street just doesn't have enough space for cars to flow in both directions.
5. Belmont avenue cannot be considered on its own . All the cross roads that serve schools need to be considered together. Any closure will immediately impact the next road , ie Marlborough rd . Marlborough rd services many more schools than Belmont Ave . I suggest a traffic light system serving one section of Belmont would regulate and discourage the rat run use . Similar system used for road works .
6. I live in 33 Belmont Gardens with wife and two daughters and would be in agreement that something needs to be done with Belmont Avenue. However, making the road a cul-de-sac would have a huge negative impact on Belmont Gardens and simply move the problem rather than fixing it. The majority of the traffic comes from the Milltown Road so as an interim

- measure could a trial of a no right turn onto Belmont Avenue (maybe Monday to Friday) be explored.
7. I am a long term resident Belmont villas. There can be no loss of parking spaces on Belmont Avenue as losing spaces will impact on parking on Belmont villas and other access Roads from Belmont Avenue. It is clear over the last number of years that the situation on Belmont is completely chaotic and very dangerous. It is clear that option 2 is the most safest option as this would stop the rat run and dangerous excessive speeds that some people chose to do this would also stop unsuitable vehicles over the roads weight limit also using the Rd as a rat run it is my understanding that there is a potential massive apartment development in planning on the jesuit site at the top of Belmont Avenue should this happen there would be a massive surge in volume due to construction and new volumes when completed. The most import considerations must be the community who live here create the community finally consideration must be given when this decision is finally made that emergency vehicles must have access as in the recent ambulances have be stuck on Belmont Avenue I also understand that some people will object particularly people in Belmont gardens and top of Belmont Avenue as a resident who lives in the middle we would urge that this is carried forward and the works are carried out quickly and efficiently an allow a much better quality of living
 8. I believe that Option 2 is the only way that the traffic flow on Belmont Avenue can be safely improved. It will be a model for other areas of Dublin who are similarly affected by rat running, speeding and dangerous driving. Option 1 will leave rat runners free to speed up on the now one way Belmont Avenue. This will increase the danger for children, cyclists and pedestrians on the narrow pavements. Furthermore evening rush hour will remain chaotic. Doing nothing is not an option
 9. It appears Option 2 is well thought through and will address majority of the safety concerns on the road. The road is not suited as a 2 way road, which causes significant safety issues, particularly in the morning when there are young school children walking to school, as lack of space on the road results in cars having to mount pavement risking those who are walking on the pavement..
 10. This consultation is a long time coming and I hope that the view of the residents of Belmont Avenue and the other residential streets off it, who are most affected by the traffic , is given greater weight as there will be plenty of those who use this road as a rat run who will not want to see this change. There will also be those doing the school drop offs/collections that should be cycling/walking but choose not to.
 11. I live on Belmont Avenue and fully support the changes proposed for safety, health and practical purposes.It will greatly benefit the community also and allow children safe access to school.
 12. I can imagine that the current traffic situation on Belmont Avenue presents a major problem to the residents and to parents whose children attend St Mary's NS. When the street is parked up it is too narrow for two cars to comfortably pass each other heading in opposite directions. Perhaps the proposed one way system would be the best solution. Could it perhaps operate only at certain peak times of the day? If Belmont Avenue is totally closed to through traffic the car usage of Marlborough Road and Eglinton Road will increase exponentially. As a resident of Marlborough Road this might be of concern to me. Would the introduction of Option 1 for a fixed period of time be helpful to ascertain the knock on effect ? The eventual solution could incorporate the trial findings. Option 2 requires the more drastic immediate action and could be introduced in the event that Option 1 proves unviable.
 13. I characterise the "traffic calming" proposals being made for Belmont Avenue, as making it one way, or making it effectively a cul de sac for vehicles. Neither proposal addresses where traffic would be diverted to, or whether the surrounding roads can safely absorb it. My view is that Marlborough road will see a very large increase in traffic if either of these proposals is adopted, and it is already heavily used by all kinds of people on bikes, on foot and in cars. Although Marlborough road is wider than Belmont Avenue, there is scant room for 2 cars to pass on this road also, and vehicles frequently mount pavements, or drive in the gutters and on double yellow lines. This decreases the margin for error amongst cyclists and pedestrians, the most vulnerable of road and footpath users. Often cars and vans take this road at excessive and unsafe speeds for the millimetres of clearance the space affords. A single delivery or

construction vehicle, or even a breakdown can cause chaos on this road, as all too often happens. I live in Morehampton Terrace and cycle with my primary school aged kids up Marlborough road most mornings. It's scary enough without adding more cars to the road. The reality is that there are a huge number of school kids converging at the top of Marlborough road between Muckcross, Gonzaga, Sandford park, Sandford national, Scoil Bhríde, Lios na NOg, Alex, Conleths, the Institute of Education. It is probably the busiest junction for schools in the country and 4 of those schools are within a short distance of the junction. These are the people who would bear the brunt of any "traffic calming" measures in Belmont Avenue. My view is that any traffic calming measures should ensure that traffic as a whole is calmed, not merely shunted to elsewhere where even more schoolchildren will be impacted

14. Hi. I bought our . I bought our house 72 Belmont Avenue in 2006, and I have seen the traffic issues and safety and rat run issues get worse, year on year. I am a chartered engineer, and I think the Option 2 is very well thought out for all, and this without any doubt is the best option and the one to proceed with. Filtered Permeability. Option 2: This would finally stop the road being a rat run in two directions at the different parts of the day as it currently. With the vehicle turning circle at the west end of Belmont Avenue, beyond my house number 72, at the Sandford Road end well thought out. The whole of Belmont Avenue and the roads off, would be safer for kids and older people. It is a big issue currently. Then two way up Belmont Avenue from Donnybrook on the way to to each resident (and our house), and two way down Belmont Avenue as we leave our houses and head to Donnybrook Village. With no exit or entry for vehicles at the Sandford Road end the right approach. The key for me and my wife to be able to leave our house number 72 and turn down towards Donnybrook Village, the village we live in, safely. The alternative one way option (Option 1) would not suit it would increase traffic on the road during rush hours, the very problem , and personally we would not be able to drive down Belmont Avenue towards Donnybrook from 72. Hoping Option 2 is proceeded with next, which would transform the area. Well done to all involved in bringing forward the process.
15. I am a resident since 2019 and if I had known of the danger within Belmont Avenue I would not have purchased this house. I have two young girls (aged 6 and 8) who have nearly been hit by a car mounting the pavement and rat racing towards them while they scooted on the pavement
16. Have been a resident here for more than 30 years and traffic has always been an issue . It has however become a very serious problem in more recent years . At this stage it's a very serious safety issue Cars overtake each other , drive on the footpaths , refuse to give way . There have been numerous incidents of road rage and residents at times cannot get out the front gates because of cars driving on the footpaths . Incidents of drivers being verbally abusive to residents are frequent . There have also been a number of incidents where residents including children have come close to being hit by cars /vans. Belmont Ave is an accident waiting to happen
17. Over my 30 years as a resident on Belmont Avenue I've seen traffic levels increase considerably. Over this time the number of children living in the area and attending the school have also increased. I fear a tragedy will happen as frustrated drivers speed up to 'make the gap' or use pavements to pass. One way traffic may improve the situation regarding mounting the footpath slightly but the road will be used as a rat run unless cars are slowed by physical barriers or restricted access.
18. The road is quite dangerous at particular times and everyday is a flash point for angry motorists. It is undoubtedly a problematic road. The only option that would realistically help this is option 2. The other option would only create a more intense rat run and not solve the risks to pedestrians or cyclists.
19. Hi, Thank you for planning to make changes to traffic on Belmont Avenue. It is currently so dangerous just walking on the foot path. Cars are treating the path as part of the road. Please don't wait for a fatality to happen.
20. With the amount of traffic using Belmont Avenue as a rat run it is very dangerous walking on the path, particularly for children attending the local schools.
21. rat running issue is particularly dangerous on the corner of Belmont villas and Belmont avenue where a car will eventually aggressively pull in to let traffic down the road and not be able to stop in time if a pedestrian comes around the corner. Many cars pull in on the dish of the property on the corner

22. Option 1 could work but ideally residents of Belmont Gardens and Belmont Avenue should continue to be able to access Belmont Avenue from Sanford Road. Is there a technology that can help to monitor the access for residents only?
23. There is a strong need to reduce traffic on Belmont Avenue for the safety of all, in particular families. I choose option 1 as I think there is a requirement for the working of the wider area to take some of the traffic. At least one way apart from residents should help the gridlock and the mounting of kerbs. Residents of Belmont Gardens tend to use Sandford Road a lot. If there was a way using a barrier/ scanning system to allow us to enter via Sandford that would be optimal. Not sure if we are that advanced yet?
24. The level of danger to pedestrians with cars mounting the kerb routinely is unacceptable. The aggressive driving at speed in a very restricted location and the persistent ugly exchanges between irate motorists need to cease as soon as possible. Belmont Avenue is not suitable as a main thoroughfare for commuters in cars. The sooner it is restricted at both ends the better for local residents and their children. It will also be better for exasperated, considerate motorists in the long run.
25. We should actively encourage people to give up their cars. It's insane that many of the people complaining have large vehicles unsuitable for Dublin roads.
26. My concern about traffic restrictions on Belmont Avenue are because of the knock-on effect to Eglinton Road traffic, which is already overwhelmed and back-logged for several hours on a daily basis. Reducing the traffic flow between Sandford Road and Donnybrook Road will lead to further congestion on other access roads such as Eglinton Road.
27. As a resident of Belmont Avenue, I Would welcome some restricted access to cars particularly where there are safety issues for small children going to and from school at St Mary's, Belmont Ave.
28. Where did options 1 and 2 derive from? On what grounds were these options decided upon? Who is the person responsible for selecting both options? Where is the transparency with regard to these proposals ie. no consultation with residents at any stage. In the interest of fairness and accountability, please supply answers to the aforementioned questions. The engineer's report is incorrect. Therefore it is obvious that the site area concerned is not known to the author of the report. It is unthinkable to block access to Belmont Avenue from Sandford Road. As you are well aware, the roads adjacent, ie. Eglinton Road and Marlboro Road are constantly congested and this would be greatly exacerbated if Belmont Avenue was closed to traffic from Sandford Road. We strongly oppose and object to these unworkable proposals and await answers to our questions stated above.
29. I have 2 concerns: 1. resident parking- as I live in Belmont Park I am very near the school, around the corner from Tesco and across the road from 2 restaurants. Non residents, at school pick up times, when restaurants are open in the evening and people shopping in Tesco- park on double yellow lines, in parking spots but don't pay for parking or stay in their cars until children come out of school. So many times I am unable to park. The 2 options given are actually going to make resident parking for people in Belmont Park and the top of Belmont Avenue harder than it is at the present time; 2. Street lighting: especially the light (no 3) at corner of Belmont Park/Avenue which is broken. I have reported this to Dublin City Council. This makes Belmont Park very dark and the light at the entrance to Donnybrook gardens is shaded because of the overhanging branches from Donnybrook Gardens. Could this branches be cut back? Not alone do they block the light but SAP from the trees gets on the cars parked under them which necessitates the car getting washed to remove the sticky substance. Could the lighting in the area be looked at and another light be put in Belmont Park?
30. I am aware of how difficult it is to navigate Belmont Avenue and how it is necessary to pull in to allow traffic to pass, which is often frustrating as other drivers might not do the same. However, Marleborough Road is also very heavily trafficked and my concern is that the traffic from Belmont will be re-directed to Marleborough (where my daughter attends school) and will simply be moving the Belmont traffic issues to Marleborough. Nothing in this plan would actually solve the traffic issues, but would simply shift them.
31. I would have concerns that restrictions to Belmont Avenue traffic would have a severe knock on effect to traffic on Marlborough Road which is bad enough at present. Morehampton Terrace

- backs onto to Marlborough Road and the laneway at back is used by Terrace residents to exit onto Marlborough Road. Further congestion on Marlborough Road would greatly impinge on vehicles exiting from the Terrace.
32. This is a proposal that has not assessed impact of traffic in nearby roads such Marlborough Road and Eglington Road. Any proposed change to Belmont Road traffic flow should be done in parallel with a solution for Marlborough Road which suffers from the same issues. Of far greater benefit would be a solution to improve the behaviour of traffic at the Marlborough Road /Sandford Road junction, where city-centre traffic routinely breaks the lights on Sanford road at the junction with Sanford close, continuing through the junction and across green pedestrian lights at the church, where children for 5 neighbouring schools cross daily. It is extremely dangerous
 33. Has the impact on the residents of Donnybrook Manor been taken into account. The estate is currently used as a public car park by the parents of St Marys and workers in the Donnybrook Area. It is impossible to get in and out of the estate at school times with people parking illegally on double yellow line. Parents also speed through the estate and park in front of residents driveway / in designated residents parking spaces/ parking illegally on the blend blocking visibility for other drivers. The current situation is extremely dangerous and its a matter of time before someone is seriously injured or killed. The clampers are afraid to clamp these cars and the parents have been extremely aggressive towards them in the past. Residents have a right to access in and out of the estate in a safe manner and kids in the estate have a right to walk around the estate safely without people speeding and reversing dangerous in the residence spaces.
 34. The proposals will simply move traffic from one road to another, namely Marlborough Rd, which is already choca during rush hour.
 35. I fully support traffic calming measures on belmont avenue, however I believe you need to consider both Marlborough road and Belmont Ave as part of the same system. I'm simple terms, I would suggest the same measure be applied to Marlborough road, that is make it one way but from Sandford Rd to Morehampton Road (ie the opposite direction to your one-way proposal for Belmont). Both roads should be considered as a 'rat run'. Both are currently dangerous as cars cannot safely pass one another in both directions, especially with parked cars. There is a high volume of pedestrians who use Belmont during school drop off and pick up in particular, many people walk but the traffic is incredible dangerous. You even have bin lorries driving up there at 08.50 in the morning. Belmont is marginally worse than Marlborough as it is narrower. The footpaths at the top of Belmont Ave and Sandford are ridiculously narrow. Marlborough is slightly wider but traffic uses one or the other almost interchangeably. Finally, when considering changes to Belmont Ave, you will also need to consider Mount Eden Road. Since St Mary's N.S. Moved to their new campus on the grounds of Muckcross, the increase in traffic on mount Eden has also become dangerous, particularly in the morning. With traffic going in both directions making it particularly hazardous. Finally thank you for taking time to read this and conduct this assessment of the traffic in the area. Change is badly needed to prevent any accidents. If I can add one more item, it is the safely of the crossing at the end of Herbert Park - near the large playground. Too many cars don't see the red light and accidentally drive across when the green man is on. Cars are parked far too close to this crossing and it is only a matter of time before a serious accident occurs here given the high volume of people, especially young children who use this crossing to switch from one side of the park to another.
 36. Strongly support some intervention taking place however for broader safety esp for school children a controlled crossing on the east side of sandford road /Marlborough road needs to be put in place at the same time of this intervention. There will be an increase in traffic using Marlborough road onto and from sandford road and the junction is already a safety risk for children (my children go to Sanford national school) without a pedestrian crossing of Marlborough road at the junction.
 37. I like the restricted access option but i would reduce the angle of cars leaving it going south as the won's see cyclists going south on Sandford road. the road width should be 2.75 at the approach to the junction to encourage slower speeds. Consideration should be given to making the road one way beyond Mount Eden road. Thank you for facilitating this important consultations. While I would generally be in favor of option 1, a one way system up Belmont Ave from Donnybrook to Sandford Road; I wonder if any improvements are being made to

Marlborough Road and Eglinton Road to accommodate the additional traffic that currently uses Belmont Ave as a rat run and the additional traffic from residents who would have to use these routes to access Belmont Ave if coming from Sandford Rd, Miltown or Clonskea. Also, it is currently difficult to egress from Belmont Ave and turn right onto Donnybrook Road or access Belmont Ave if coming from the north along Donnybrook Road. I note that no upgrade is proposed for this junction in either option. There is also currently difficulty turning north on to Sandford Road from Belmont Ave and no improvements are proposed for this junction. In relation to Option 2, closing off the Sandford Road end of Belmont Ave; how is it proposed that residents wishing to travel towards Miltown, Clonskea and Sandford Road would access these areas? Will provision be made to turn right from Donnybrook Road up Eglinton Road/improve the junction at Brookvale Road with Donnybrook Road to facilitate access to Eglinton Road? The only other option is to go up Marlborough Road which is very busy at rush hour. A third option would be to close off Belmont Avenue about halfway along it. Residents living towards the Sandford Road end would enter and exit onto Sandford Road with residents at the Donnybrook end entering and exiting onto Donnybrook Road. There would be no through traffic. This is the option I would favor the most.

38. Without any doubt Option 2 of Filtered Permeability is the best option in my opinion to get over the safety issues which are so prevalent on Belmont Avenue. Regularly each day, vehicles of non residents dangerously mount the footpaths on Belmont Avenue, while I push my young daughter's buggy pram while walking on the footpaths, and others walk and cycle on this road. It is so scary as a concerned mother. The Option 1 of a one way road for vehicles onto Sandford Road would actually make the safety issues worst, as increased amounts of drivers using it as short cut would in that scenario use Belmont Avenue as a further rat run, and it would be deemed a free flow express route for cars wanting to head up to Sandford Road, in the minds of drivers, with no oncoming traffic slowing them down. volumes would likely increase and further damaged for pedestrians and cyclists. Just last week in September a 16 wheeler super truck and largest trailer came up Belmont Avenue and exited onto Sandford Road. There was chaos. Just a further example of construction traffic for the new developments being planned and heavy duty traffic and rat run traffic seeing Belmont Avenue as a short cut to Sandford Road if one way. Option 2 has all the answers. Filtered Permeability is very well thought out, allowing access for other pedestrians and parents to walk to and from the Belmont school and Donnybrook village and Ranelagh Village - then safe in knowledge that excess quantity of vehicles have been taken out of the equation, bombing in and out of the Sandford Road end, causing difficulties. Bikes and scooters are the way forward for the environment, and if Option 2 is proceeded it would be on point with international best practice. Belmont Avenue would be a safe place for all residents and visitors to and through Belmont Avenue finally. The road width of Malbourough Road and Eglinton Road and Chelmsford Road/LessonPark/Appian Way are far better for two way vehicle traffic for everyone. Safe. Also the traffic signalling lights on Malbourough Road and Eglinton Road and Chelmsford Road/LessonPark/Appian Way work very well for traveling by vehicle through Dublin 4 and Dublin 6.
39. This review does not take account of the impact any changes will have on other local roads. Any additional traffic on Marlborough Road would adversely impact the residents and the hundreds of children who travel up and down Marlborough Road on their way to and from school including my daughter who walks and my son who cycles to college. There are a huge number of school kids converging at the top of Marlborough Road, from the numerous local primary and secondary schools. Also with impending additional residential and hospitality development in our area, our road cannot take more traffic. Therefore the traffic calming measures should ensure that traffic as a whole is calmed, not merely moved to another road.
40. Belmont Ave is not a road that my children or I would use for going to or from school or work - we would be really grateful if DCC would consider making cycling safer on either/both Herbert Park and Marlborough Road as they would then be able to cycle to and from school in Muckcross Park. As it is, both roads are extremely narrow and unsafe for cyclists.
41. The main issue on Belmont Ave is that it is too narrow for two way traffic. Making it one way would be a sensible option (and the residents should have the main say in which direction in any such scenario). Restricted access (i.e. no access for cars) at one end would have a similar effect, although there would still be some two way issues on the avenue, albeit on a significantly reduced scale (and again, residents should have the main say in which end would

- be restricted). Restricted access (i.e. no access for cars) at one end would have a similar effect, although there would still be some two way issues on the avenue, albeit on a significantly reduced scale (and again, residents should have the main say in which end would be restricted). While the no Through Road option has attractions, there would be a significant risk of knock-on consequences elsewhere - for example east/west traffic could divert onto Marlborough Rd compounding its existing traffic issues, and more north/south traffic could be diverted via Ranelagh (which has enough traffic issues) rather than via Donnybrook which has more road capacity and bus lanes.
42. I have young children in St Mary's NS on Belmont Avenue and it is extremely dangerous and stressful walking and cycling to and from school every day due to heavy traffic so I fully support closing Belmont Avenue to enable children to safely commute to school. In addition, I would like to draw attention to the fact that there is no pedestrian crossing at the top of Eglinton road and hundreds of children are being forced daily to cross three very busy and dangerous junctions at the Miltown road due to this. I have personally witnessed accidents and experienced serious incidents myself due to this. It is a glaring and serious oversight and should be addressed as part of these overall measures as a matter of extreme urgency. I have raised this matter in the past to no avail and hope it will be addressed immediately.
 43. Change the traffic light sequence to allow more cars
 44. The report on Belmont Avenue and subsequent proposals have not taken the potential impact of these measures on other nearby roads into consideration, particularly Marlborough Road and Eglinton Rd. I am a resident of Marlborough Road which currently experiences similar issues to Belmont Avenue at peak traffic times in morning, evening and also at secondary school pickup time in the afternoon. Cars frequently mount the footpaths at pinch points where two lanes of traffic do not fit, cyclists are often forced to dismount due to lack of space for safe cycling and traffic gets backed up throughout the day at both ends of the road due to right hand turning issues. Marlborough Road is also home to Muckross Park College which 720 girls attend daily and the safety of the pedestrians and cyclists to and from the College, as well as the safety of my three needs to be seriously considered before pushing even more traffic on to the road. Describing Belmont Avenue as a "rat run" in the report was quite surprising as Belmont Avenue is no different to Marlborough Road or Eglinton Road or as the majority of users of the road are more often than not residents and are therefore only using the road to get from A to B. Is that not what a public road is for? I also note that there was no proposal to reduce public parking on Belmont Avenue. It seems to have been ruled out but no reason was given. Surely that would be an obvious first step which could be taken to give a little more space to allow cars to pull in from time to time and let traffic flow a little better. Finally, the report appears to be purely anecdotal and contains no reference to data or metrics gathered or produced by the Council proving that the specific traffic issues mentioned actually exist. How can the public make an informed decision on a report that seems to be based only on "hearsay" by individuals with a vested interest. I cannot support either option due to the failure of the report to look at the effect these traffic calming measures will have for the rest of the local community and the lack of specific data identifying that traffic calming measures are actually required. The Council needs to widen the scope of any proposed measures to take the impact on adjacent roads into account. More widely, the Council also needs to come up with inventive ways of discouraging car usage and getting adults and children safely walking, cycling and using public transport in the City. Simply pushing existing traffic from one road on to a neighbouring road which is also beyond capacity is not a fair or acceptable solution.
 45. Any of the "problems" in this survey are far worse on Marlborough road. by restricting the volume of traffic on Belmont ave you will greatly increase these same problems on Marlborough road. the traffic delays on Marlborough road are much greater than those on Belmont avenue. The use of the phrase 'rat run' is pejorative - this a public road not a privately built housing estate. By this definition Marlborough road is much more of a 'rat run' than Belmont avenue as can be verified by visiting it during rush hour. Belmont avenue does not have a greater problem with road safety compared with adjacent roads. The issues are everywhere around here, but these plans will make it safety worse on Marlborough road. These proposals convert Belmont Ave, a public road, into a private car park (the main issue!) to the detriment of adjacent roads. Instead why not reduce the amount of on-street parking to allow traffic to move up and down the road.

46. This proposal has not taken into consideration surrounding roads - a holistic approach should be taken for the whole Donnybrook area. As a resident of Marlborough Road we have similar problems to Belmont Avenue and the above proposals will only move the problem down a road making Marlborough Road even worse!
47. Hi, I feel the best option is number 2 but would like to know more about the likely impact on Marlborough Road. I also feel that there must be a pedestrian crossing at the top of Eglinton Road. The crossing on the Milltown Road side is dangerous. I also feel there should be a speed limit of 30 km/ph in the city in general.
48. If this is a "ran run" fire the rat!!! you can't just close one off cause it doesn't suit. spot the people with the TD influence on their street. christ. Neither proposal addresses where traffic would be diverted to, or whether the surrounding roads can safely absorb it. which they can not. the proposal is The "traffic calming" proposals being made for Belmont Avenue, feel more like making it one way, or making it effectively a cul de sac for vehicles. My view is that Marlborough road will see a very large increase in traffic if either of these proposals is adopted, and it is already heavily used by all kinds of people on bikes, on foot and in cars & trucks. there was a young girl killed on the crossroads 8 weeks ago by a lorry. we need all the streets for access. Although Marlborough road is wider than Belmont Avenue, there is scant room for 2 cars to pass on this road also, and vehicles frequently mount pavements, or drive in the gutters and on double yellow lines. This decreases the margin for error amongst cyclists and pedestrians, the most vulnerable of road and footpath users. Often cars and vans take this road at excessive and unsafe speeds for the millimetres of clearance the space affords. A single delivery or construction vehicle, or even a breakdown can cause chaos on this road, as all too often happens. I live in Morehampton Terrace and cycle with my 2 school aged kids up Marlborough road most mornings. It's scary enough without adding more cars to the road. The reality is that there are a huge number of school kids converging at the top of Marlborough road between Muckcross, Gonzaga, Sandford park, Sandford national, Scoil Bhríde, Lios na NOg, Alex, Conleths, the Institute of Education. It is probably the busiest junction for schools in the country and 4 of those schools are within a short distance of the junction. These are the people who would bear the brunt of any "traffic calming" measures in Belmont Avenue. My view is that any traffic calming measures should ensure that traffic as a whole is calmed, not merely shunted to elsewhere where even more schoolchildren will be impacted
49. I object to the fact that this proposal is being considered in isolation from the other roads around the area. If you make these type of traffic calming measures (much needed I agree) it will create havoc in the streets either side. As my child attends Muckcross Park and Marlborough Road is already very congested and dangerous it is vital that any changes take the impact on Marlborough into account. In fact I believe that you should propose changes to Marlborough road to run effectively 'contrary' to Belmont Road in order to prevent chaos (and increased danger) on the adjoining roads. Although both I and my daughter are quite competent cyclists there is NO WAY that I or she would cycle to school/work as it is far too dangerous. Finally, I am all in support of reducing the traffic particularly on local streets but it cannot be done without being cognizant of the impact on adjacent streets.
50. I find the traffic generally well behaved and polite. The high incidence of unnecessarily large SUV vehicles doesn't help. The reason we drive our daughter to and from school is that the bus that Dublin Bus used to supply on a sub-contracted basis has been discontinued. Believe me if there was an adequate public transport system, we would use it. Perhaps Muckcross could put some pressure on Dublin Bus to resurrect it ? I believe every school should have school buses to reduce traffic, particularly as there is so little space for drop offs.
51. Many/most residents in Belmont Gardens are very concerned about the two proposals being considered which result in our access to/from Sandford Road being denied. Residents of Belmont Gardens need proper access to their homes and completely cutting off access to Sandford Rd is not an option. Clearly one of the main issues on Belmont Avenue is that when cars are parked on the middle part of the Avenue (between Donnybrook Manor & Belmont Gardens) it can cause congestion with two way traffic. This is usually managed by cars pulling to one side but at certain times of the day this is problematic as there aren't enough spots to pull into. If a reasonable level of on-street parking was removed on that part of the Avenue this would greatly reduce some of the current issues. The original engineer's report considered

removing all or just a very small number of parking spaces but they didn't consider anything in between. They understandably discounted the two extremes but didn't offer an explanation for not considering a more measured approach to the removal of certain on-street parking spaces. The Cul de Sac option would be a disaster for many Belmont Gardens residents. An alteration of Option 1 could achieve the same objectives of Option 1 as follows.....Rather than blocked access to Belmont Avenue from Sandford Rd, could a "no through road" sign be erected at the Sandford Rd end, but allow two way traffic between Sandford Rd and Belmont Gardens. Traffic entering from Sanford Road would not be able to get any further than Belmont Gardens e.g. there would be a flower box/bollards blocking traffic heading to Donnybrook from the Belmont Gardens/Belmont Avenue junction i.e. Belmont Ave remains two way between Donnybrook to Belmont Gardens, there is full one way between Donnybrook & Sandford Rd, traffic could enter Belmont Ave from Sandford Rd but they wouldn't be able to get past Belmont Gardens so this would eliminate the "rat run", It's not ideal for Belmont Gardens residents but it helps achieve a reduction of traffic and would greatly improve safety on the road

52. Filtered permeability is exactly what we need in the city. We have to start prioritising cyclists whilst giving them a safe space in which to cycle to encourage modal shift. Moving people from cars to bikes is vital in solving our congestion crisis, they have to be empowered to by such schemes as filtered permeability.
53. Belmont Avenue is a rat run for drivers living outside the area, and on many occasions daily they mount the footpaths where children are walking to and from school. St. Mary's National School has trebled in size over the past 25 years and the population is due to increase a lot further due to current planning applications in progress. This will affect Belmont Avenue with further increases in the student numbers of both the local National and Secondary schools. I'm in favour of option 2 with no vehicular access from Sandford Road into Belmont Avenue except cyclists and emergency vehicles. This would greatly reduce the flow of traffic and residents in the Belmont Area would benefit by it
54. Re: Q14. I use Belmont Ave to exit Donnybrook Manor and to head to Sandford Rd. I have ticked Option 2, but in my firm opinion I believe that with the removal of a few strategic car parking spaces on Belmont Avenue you could continue to have the two way traffic. If you removed approx 2 car parking spaces just after the Belmont Villas turn it would sort out the traffic jams. It's really only at that point that there are jams, as that's the narrowest part of the road ! You could also put a Yield to oncoming traffic just outside the school, to allow the traffic coming from Sandford Road to clear the road first, before the cars head up to Sandford Rd.
55. It would make more sense to make Belmont Ave one way for vehicles travelling from Sandford Road towards Donnybrook Road. Option 1 will force all school traffic onto Marlborough Rd, where they then have to turn right onto Donnybrook Road- this will cause chaos as a right turn just holds up everything.
56. I am appalled by the suggestions put forward. I have major issues on a number of fronts. 1. Lack of consultation: It is baffling that nobody has been consulted locally. The principal of the school on Belmont Avenue has not been consulted - the school is the biggest stakeholder in these proposals and the lack of consultation is baffling. The local residents have also not been consulted or listened to. Local residents emails on this matter have been ignored. 2. Errors in the information: The maps have a number of errors and are not correct. The engineer has not made a site visit as is evident from the map detail. The traffic information in the original report goes the wrong way and the traffic statistics are incorrect. 3. Impact on the residents of Belmont Gardens: We live in a cul de sac, the issues on Belmont Avenue do not impact us. I want to be able to drive freely to Ranelagh and Donnybrook in either direction. That is why we chose to live here. I need to be able to use my car on a wet day to dry to school and work. Option 2 would move the issues of Belmont Avenue into Belmont Gardens. Large cars would turn in Belmont Gardens: 4. No other options for access: How else can we access Belmont Avenue? Marlborough Road and Eglinton Road are extremely congested and are not practical options for accessing Belmont Avenue. This will have a massive impact on the busyness of both of those roads also and push the traffic issues elsewhere (especially Marlborough Road where there is a school) and Mount Eden Road (where there is a school also). 5. Lack of equity: The lowest impact on the smallest amount of people would be removing some of the parking on Belmont Avenue. Many of those residents have rear access they could use. This plan will impact negatively on the residents of Belmont Gardens, Eglinton Road, Marlborough Road,

- Mount Eden Road and Donnybrook Manor. 6. Speed: Either of these plans will result in cars speeding at peak times because they will have space and free flow to do so. 7. Lack of consideration of other developments coming in the area: Where will the traffic from the new apartments being built on Eglinton Road and the Jesuit site go?
57. Definitely only wide enough for one way.
 58. I believe option 2 would have make traffic in the area much worse. There is a big problem with traffic on Belmont Ave and option one would resolve all the issues that I know of.
 59. I think that it is important to keep Belmont Ave 2 way. It is good and wide for 2 lanes. Why not reduce or remove the car parking. There is lots of parking on the side roads
 60. One way system a child is going to get knocked down in its current situation its an accident waiting to happen. Drivers when I commuted and lived in clonskeagh would mount the path where kids were walking. Drivers are aggressive due to the frustration of the lack of a two lane access.
 61. Restricting access to traffic on Belmont Avenue will divert traffic to Marlborough Road, hundreds of school kids use that road for the many schools in the vicinity. There have been several minor collisions already given the congestion. Safety of young walking kids is paramount and this proposal puts those kids at risk on an already congested road.
 62. Please leave it the way it is
 63. Please remove the EV parking bays as there is already enormous pressure on parking in the area, especially now restrictions have been lifted and the commercial end of Belmont Avenue is much busier. The bike station is also unnecessary as there is already one around the corner on Donnybrook Road and another one near Mulberry Lane. The bike station is rarely used. It is obvious from the number of residents who find themselves having to park illegally on double yellow lines that the parking situation as it currently stands is no longer tenable. There are a considerable number of children living on Belmont Avenue and obviously the school brings numerous children onto the roads in the mornings and in the afternoon. The second option would calm the traffic down substantially and make the Avenue much safer.
 64. Belmont Ave needs to be blocked off totally like option 2. As a resident I believe option 1 would result in a continuation of the rat run it is currently,,,,, but with increased speeds. We also have a big issue with residential park (not enough) recently added EV ONLY PARKING... this has now attracted more cars to the street. (No EV charging in either of the 2 garages within 30 seconds drive from Belmont Ave). Dcc Also added bike stations(junction Belmont/mount Eden), when all residents have gardens with facilities to park bikes. The school also has its own bike bay! There are a lot of families with children on the Avenue, families who fear for their children's safety as the current Avenue can not cater for high volumes of city/ none residential commuters
 65. There is no analysis of the effect of the proposal on nearby effected roads. Marlborough Road which has 2 schools is already saturated with traffic. Adding morning traffic would seriously effect the safety of this road and reduce the quiet enjoyment of the residents. There has been no analysis of the proposed development of 600 plus units in Milltown Park. We note that option 3 is on the Web but not on the paper sent to residents. An initiative solution might be to a timed one way. With Easterly in the morning and Westerly in the pm. For the record I do not use Belmont Ave in the morning or evening. However your survey does not allow for this option.
 66. Fix the problems with D4 mums is their massive 4x4s slowing the whole road down as they have no idea how big their cars are. Make it a one way. its a very easy problem to fix
 67. More restrictions need to be in place during school drop off/pick up times. As a resident of Donnybrook manor it is impossible to get in and out during those time periods. Belmont Avenue and Marlborough road should be made into opposite one way systems.
 68. It's dangerous with cars mounting the path to get past eachother. It isn't safe to be a pedestrian or driver on the road. People who don't know the road drive too fast and aggressive and it causes severe blockages with road rage
 69. Resident on road, busy with school related pedestrians and very small children at certain times. Major safety issue at present with cars mounting footpaths as not prepared to wait for oncoming traffic. Several near misses with small children ,also residents cars hit very frequently

- and damage to mirrors generally with cars continuing on their journeys. Has changed in the past few years mainly because cars becoming less patient and expect to get up or down the avenue without pulling in which is not feasible without using the footpaths. In my opinion this is completely unsafe and unacceptable, leaving a one way/ two way option for residents may still allow this to happen ,albeit less frequently. hence I would support Option 2
70. I have been run off the road by a van I have more footage than RTÉ showing the dangers of walking on Belmont Avenue
71. I took the photo of the 8 year old child diving for cover as the Ranger jeep recklessly mounted the kerb as part of an overtaking manoeuvre in 2020. The problem is that this driver behaviour is absolutely commonplace. There is NO enforcement of rules of the road on Belmont Avenue despite the proximity of the Garda station.
72. This street is very busy at certain times every day with large volumes of large vehicles but it is too narrow to handle this traffic and its leads to: 1) Traffic Jams to complete deadlock, 2) Dangerous driving on pavements. 3) Danger to children, pedestrians and cyclists. 4) Total disruption to residents.
73. I GO TO SCHOOL EVERY DAY ON MY BIKE AND THERE IS ALWAYS BAD TRAFFIC ON THE ROAD. We need to limit the amount of cars on the road to make it safe.
74. everyday it is a traffic jam going to school. There are too many cars on the road.
75. Just a very busy road and always becomes blocked. Absolutely impossible at times. It should not be a through road as it is too narrow and has become a rat run.
76. While I cannot add any further views on how to improve traffic usage on Belmont Avenue, something must change before there is a serious incident.
77. The footpath is strictly for pedestrians and on a daily basis, vehicles i.e cars and trucks are mounting the footpaths numerous times during each day. Entering and exiting Belmont Villas can take more than 15 mins when vehicles cannot move up or down Belmont Avenue. I would like to think that consideration for the residents in the Belmont Area are respected and that their feedback which you requested will be listened to by the Decision Makers. Option 2, with no vehicular access from Sandford Road into Belmont Avenue except cyclists and emergency vehicles and no through vehicular route from Donnybrook Road to Sandford Road via Belmont Avenue except cycles and emergency vehicles as this is the only solution to make Belmont a safe place
78. Major traffic congestion on a day to day basis causing delays and obstructions to both pedestrians and drivers as cars are mounting footpaths on both sides to manoeuvre up and down Belmont avenue which creates an unsafe environment for children and all other pedestrians. Delays entering and exiting Belmont villas by up to 30 minutes occurs on a daily basis and will only become worse in the coming months and years as building development in the area and population increases. I am opting for option 2 - no vehicle access from sandford road with exception of cyclists and emergency vehicles which will keep Belmont a safer area to reside
79. For either option, reduce the width of the right turning lane on Sandyford Road and widen the cycle lanes in both directions on Sandyford Road. Add protective bollards at edge of cycle tracks southbound on Sandyford Road to protect people cycling from encroachment by drivers avoiding the bolt down islands.
80. It's unclear to me how the section of Belmont Avenue between Mount Eden Road and Donnybrook Road is treated under both options. I think there is a good case to favour option 1 but leave that lower portion of Belmont Avenue two way. It's wider and will allow Mount Eden residents to exit onto Donnybrook Road turning south at a controlled junction. Exiting south onto Donnybrook Road from Mount Eden Road is dangerous and also traffic backs up if a lot of cars are looking to make this turn. This has substantially increased since the school opened.
81. It does not make sense to consider traffic-calming proposals for Belmont Avenue in isolation. Both proposals would inevitably increase traffic on nearby streets, notably Marlborough Rd and Eglinton Rd. These are already very busy, especially at morning and evening rush hour and school pick-up times. Neither of them has a cycle lane. It is disappointing to see so little evidence of joined-up thinking in these consultation documents, in terms of the impact on

- neighbouring streets, and in terms of how they fit in with Dublin City Council's wider development plan.
82. Belmont avenue should be one way and marlboro road one way ...traffic calming bumps in both roads to slow down traffic ...Traffic in both roads vary early morning and evening commuting Outside that little traffic on belmont avenue School on. belmont avenue causes major issue at entrance to Donnybrook Manor every morning and at 1.30 and 2.30 with mums collecting kids. cannot see any improvement in that in your proposal ... DCC enforcement take no notice of our complaints and issue for residents entering and leaving the estate..
 83. I have flagged to the council, a number of times, the safety issues pedestrians and school children in particular. Every day cars are mounting footpaths or accelerating to high speeds due to congestion (i.e. road rage and racing to get to next gap in traffic) This is a rat run that has massive volumes of traffic on a road only suitable for local access volumes. Option 2 is needed to close this rat run both in morning and evening times. We also need better traffic calming measures as speed is a serious issue as well. Option 1 would only increase speed and volumes in the mornings when safety is most needed due to high volumes of schoolchildren walking and cycling If not, there is a tragic accident waiting to happen. If this unfortunately happens then you have been warned and notified (also to individual councilors on numerous occasions). We also have number of high density accommodation developments in build or planning stages in the immediate vicinity which will increase traffic volumes significantly on a road that is already experiencing chaotic conditions on an hourly basis! Only way forward to ensure safety and avoid tragedy is option 2.
 84. Traffic on Belmont Ave has become a major safety issue - it is only a matter of time before a child is seriously injured on the way to school by cars or trucks mounting the pavement
 85. I live on Belmont Avenue and witness daily threats to the safety of all pedestrians, but particularly children attempting to get to and from school. I have three young children and don't allow them to cycle on the road as it is too dangerous. We also only ever use the footpath that has parking bays beside it as they provide a shield from the traffic that routinely mounts the footpath. Traffic routinely mounting the footpath, heavy trucks on the road, traffic congestion at the school gate, road rage leading to dangerous driving and angry verbal exchanges between drivers on the road are regular scenes on Belmont Avenue. The status quo cannot remain.
 86. Belmont Avenue I wish to object to both proposals as I live on Marlborough Road and the traffic will be increased on the road. This will make it more dangerous and more uncomfortable for the residents and the school children of all the neighbouring schools. The proposal for Belmont Avenue states that it is a 'Traffic Calming Proposal' without taking into account the effect on the rest of the neighbourhood which will be to increase the traffic aggravation. The motivation for these proposals is pedestrian accidents and car damage. This is an issue on all roads yet no survey has been done to assess whether Belmont Avenue has a higher level per car than any of the neighbouring roads. 1. This plan has not considered any knock-on effect on the roads adjacent to Belmont Avenue. This cannot be a sensible way to improve traffic management in this or any other area. 2. There are five possible right turns from Ranelagh/Sandford Road. Currently three of them are available to motorists. This proposal will reduce the number to two, (Marlborough Road and Chelmsford Road) having an adverse effect on these two that has not been taken into account in this proposal. 3. While the original proposal for Belmont Avenue had three alternatives, the current proposal has two. The dropped proposal, traffic calming and a small reduction in parking places, was the most sensible one. 4. There was a traffic number survey on Belmont Avenue before the proposals were made. However, there was no such survey on Eglington Road, Marlborough Road, Sallymount Avenue, Appian Way or Chelmsford Road. This would be necessary if the proposed changes are to be taken as a serious proposal. 5. No account has been taken of the new Primary School being built with its entrance on Mount Eden Road. 6. If option Two is put into operation on Belmont Avenue, the cars will continue to turn into Belmont Avenue from Sandford Road, as there will be nothing and no one to stop them. It would appear that this proposal could not be driven by any traffic management division in Dublin City Council. It is disappointing that the City has only taken into account the residents of Belmont Avenue rather than those of the area as a whole. As an aside, there is minimal enforcement of the traffic regulations in the area. About one in ten cars that turn into Marlborough Road traveling

- North on Morehampton Road, immediately execute a three-point turn so that they can cross over onto Herbert Park.
87. I live on Belmont Avenue and have a 6yr old and an 8yr old. The road is wholly unsafe. Dangerous driving is a daily practice on this road. Drivers seem to think speeding and driving on the footpath is legal on Belmont Avenue. It is used as a rat run to avoid main through way roads like Eglinton & Marlborough. Someone will be killed, it is a matter of time. My children and I have had to jump back into front gardens on several occasions to avoid cars driving on the pavement. I have also stepped out of my gate into the path and nearly been hit by a car driving on the pavement. We have a right to be safe on the footpath where we live and something needs to be done now. It is a narrow residential road not designed to take the traffic that is currently using the road. I am in favour of option 2 as option 1 will encourage the rat run and speeding. I want my children to be safe and the children who attend st Mary's national school to be safe. The road rage on the road is also horrendous.
 88. Priority has to be the safety of pedestrians on Belmont Avenue. Filtered permeability would be my preferred option of the 2 laid out. Could this be started at the turn into Belmont Gardens (and not at the top of Belmont Avenue)- at least the residents of Belmont Gardens and the residents at the top of Belmont Avenue would have access to and from Donnybrook and Sandford Road? The option of fully restricted access to Sandford Road would have huge impact on the areas around in terms of congestion. Secondly for the members of Belmont Gardens (like us) access to and from Sandford Road is vital. There were road works a couple of years ago at the Sandford Road end of Belmont Avenue and the knock on impact to Eglinton Road etc brought traffic to a standstill. I think the best option would be: 1) Install traffic lights on Belmont Avenue; 2) Remove some parking spaces on Belmont Avenue (many residents off Belmont Avenue have off street parking or rear parking); 3) Heavy trucks should be banned from Belmont Avenue (this should be done immediately) ; 4) More ramps (slow traffic) and put pillars by the footpath (to stop traffic mounting the footpaths and protect children walking to school); => this would increase safety, stop the congestion on the avenue, leave access to residents both ways, wouldn't impact traffic in neighboring roads.
 89. I have lived here my entire life and Belmont Avenue has become a very dangerous road for pedestrians and cyclists and car users there is constant Carnage, arguments, footpath mounting long delayed traffic, and has just become a living nightmare to use I have to bring and collect my Daughter 11 going and coming from school which she is in st Mary's because I am afraid a car will hit her because they speed up and mount the path in frustration I have also had to get scratches repaired on my car which is parked on the street and fix my wing mirror twice which is costly I have witnessed people threatening each other with the road rage this street carries it is a disgrace and something needs to be done with immediate effect now that new house have been built at the top of Belmont avenue which is more cars been added to the street and apartments apparently going to be built in milltown park. Thanks you.
 90. Extremely dangerous road. We don't leave the house between 8.30-9.30, school pick up times and rush hour in the evening. Lack of parking and impossible to move car during busy times. I've seen many angry out bursts between drivers. Accidents. Parents driving SUVs not waiting to give way causing back ups. I've been sitting of the road for 30 minutes trying to get a few meters, People driving on footpaths with children around, extremely dangerous. The road is not suitable for 2 way traffic
 91. Sorry to be negative but I am only concerned that restricted access on to Belmont Ave will cause a massive increase of traffic on Marlborough Road. As it is only 3 cars can get through the lights at the junction with Morehampton Rd before the lights change. So its already very slow. In fact the junction of Morehampton/Marlborough Rd is mentioned in radio traffic reports every morning as being congested. And mid afternoon when Muckross College closes causes more congestion.
 92. Belmont ave one way Marlborough Rd the opposite way
 93. The avenue is congested with traffic and is unable to take two-way traffic and is dangerous for many users on foot due to cars and lorries driving up on the pavement.
 94. I believe that there are issues with this road, however making it one way would be of great inconvenience to the residents. Not too sure how to fix it

95. I am very supportive of this initiative by Dublin City Council and look forward to seeing a significant improvement to the traffic issues on the Avenue. I live on Belmont Avenue and at regular intervals throughout the day the traffic becomes gridlocked in front of my house. This frequently is accompanied by people blowing their horns at any hour of the day or night. Occasionally there are also road rage incidents. Drivers and other road users regularly mount the kerb which can be extremely dangerous for pedestrians of all ages. Given the narrow road and footpaths, and the fact that there is a large school located on the avenue, I believe option 2 would greatly improve the situation and the quality of life of the residents and road users alike.
96. I believe strongly that change is required on Belmont Avenue. Every day and multiple times a day there are significant traffic resulting in dangerous driving including driving on foot paths and speeding where drivers perceive a gap opening up. Children and adults are being put at significant risk. I have also seen multiple times where emergency vehicles cannot travel due to blockages. Daily there are road rage incidents and constant damage to cars parked on the road (I personally have paid several thousands on repairs and I know this is the case for many others). Cars can be repaired though but I believe there is a huge risk right now that someone will be seriously or fatally injured with the current situation. I would urge the council to please support and take action here.
97. I have chosen Option 2 as I feel this will allow a cycle lane for the whole road which is needed. If option 1 is chosen my concern would be the speed and quantity of cars on the road. At the moment about 50% of drivers don't stop at the pedestrian crossing when kids are present Or waiting to cross which I actively use with my young children. I feel with option 1 this will increase the volume of cars going at speed ignoring the children crossing and it's only a matter of time before a child is injured or worse.
98. I live at 31 Belmont Avenue, which is the precise point at where the most aggravation in terms of competing traffic occurs. Our day is punctuated by frequent horn-blowing, shouts and anger as folks take out their frustration at some out working of the congestion (cars refusing to back up, cars jumping the "queue" etc). Therefore we greatly welcome in our household this initiative by Dublin City Council to seek to address what is an increasingly fraught issue around living in Belmont Avenue. With our thanks for your attention and it is our sincere hope that you will be able to translate the initiative into long term action. If anybody wishes to discuss the matter further with me or my wife we would be very pleased to do so. Thank you
99. I am living on Belmont Avenue for 32 years. In recent years I have witnessed serious dangerous vehicle manoeuvres on a regular basis. The worst being when a car charges up or down Belmont Avenue at high speed to beat a forming queue. It is only a matter of time before a child is badly injured
100. Although difficult to make change and to gain consensus, I firmly agree that something needs to be done to address the current traffic issues on Belmont Avenue. An extremely high level of road rage and aggression is evident throughout the day on the road. I am the mother of primary school children who are just old enough to have the maturity to walk home unaccompanied, however my husband and I feel we cannot allow this with the dangerous traffic situation on Belmont Avenue. I feel Option 1 is the better of the two options. I do not think Option 2 is feasible as the knock on effect would be to push traffic out to Eglinton and Marlborough roads which are already congested. In addition to this I believe the majority of residents including myself would be very unhappy to have no access at all to Sandford Road from Belmont avenue. If many people are opposed to Option 1 perhaps traffic lights could be considered at pinch points similar to Dunville Avenue.
101. Cars frequently Mount the pavement on Belmont Avenue at all times during the day. I have serious concerns regarding the safety of pedestrians and access for emergency vehicles if the current situation is to remain.
102. The traffic is extremely bad in Belmont Ave but to cut off access all together would be sheer madness it would all transfer to Marlboro Rd which would then be as bad as or worse than Belmont this may suit residents but they bought a house in a through Rd so don't close it. I do wonder whether it would be preferable not to have cyclist coming down when all the car/ cycle traffic is going up I really object to the fact that we in Morehampton Rd are not considered of any importance. Those two roads are our life lines. BELMONT AVENUE I ACCEPT HAS

BECOME DANGEROUS IN BOTH DIRECTIONS SO IM IN FAVOUR OF OPTION 2. OPTION 2 SEEMS THE BEST OPTION FOR A DANGEROUS ROAD

103. The problem with restricting traffic on Belmont Avenue is that the problem will simply be transferred to Marlborough Road where similar problems already exist. Hundreds of children travel up and down Marlborough Road daily on their way to school. The relevant schools include Sandford Park, Gonzaga College, Muckross, Sandford national, Scoil Bride, Lios no nOg, Alexandra College, St Conleths and St Marys College. Very few of these students require passage through Belmont Avenue. Marlborough Road is already subject to long queues of traffic for hours in the morning and evening. Any changes to Belmont Avenue need to take the needs and problems of Marlborough Road into consideration.
104. Overall I am a big fan of the filtered permeability proposal (Option 2). I think it maximises the space for children and families to take back Belmont Avenue as somewhere that most of the day is a calm and safe space for a whole community to exist. I think changing to a 1-way system (Option 1) merely makes it better for rat running in 1 direction and increases the speed at which you can use it as a rat run in a direction. The "gains" from this proposal such as 100-200 metres of cycle lane are minor at best and likely useless. I also think option-2 will increase "good behaviour" for the locality such as children cycling to St Marys which will reduce traffic again (on top of the general "rat-running" reduction). I think any increase in driving time for residents on the Sandford end will be marginal as it will be much smoother to drive in and out onto Donnybrook road anyway which can easily be a 5-10 minute delay at the moment certain mornings and evenings. Overall, I really hope the filtered permeability can be moved on as quickly as possible. It's possible it could be transformative to the area. I would add that in the filtered permeability option, there are then around 100 metres of "dead" road on the sandford end that should be used for a more ambitious seating/planting arrangement and give the whole road a social space / mini-park to help build further community around. This however could be added at a further date and is not integral to the main initial benefits of Option 2. Congratulations on the good and well thought out options! But Option 2 is the clear winner.
105. I would like to thank you for the work that you have done on this and recognise your good intentions. Unfortunately, I am not able to support either of the two options that you have presented. My suggestion for the future is below. 1. The problems with access in Belmont Avenue are two-fold. The first is that drivers are very thoughtless in allowing others to use the road - particularly heading from Donnybrook to Sandford (i.e. when they have to pass outside the parked cars. Signage clearly indicating who has right-of-way would solve this. The second is that too many parents insist on dropping their children by car to the school at Belmont and Mt. Eden. They cause massive congestion and are a danger to the school children. As a cyclist, the size of the vehicles that many of them drive is overwhelming! Outside of the school rush, there are fewer cars parked and the road works reasonably well, except for evening commuter traffic. It is users' behaviour that should change, not the right of access. Closing down access for vehicles will make life more difficult for residents. Perhaps temporary restrictions during school hours could be useful; but to close the street down for general use because of the actions of a selfish cohort is very undesirable and unnecessary. I think that the process by which you selected the (coincidentally) last two options is empirically very weak. There is no real assessment of the other options evident in your documentation. 2. The commuter traffic is described as "rat-running". This is an emotive and judgemental term that fails to understand that "rat-running" is where selfish drivers take shortcuts through residential side streets and estates. The drivers on Belmont are not rat-running: they are using the route because there is no other choice. From Roebuck to Ranelagh, there are only three permitted right turns: Beaver Row, Belmont Avenue and Marlborough Road. Removing Belmont Avenue as an access to Donnybrook means that there would only be two options remaining - both of which are extraordinarily congested 24/7. The same applies in reverse, with the additional option of Eglinton Road, which is also severely congested 24/7. I note this as a cyclist, who occasionally has to use a car. The proposals, as they are, would cause chaos. 3. The proposed street furniture of bollards, bolt-down islands, bolt-down speed bumps and excessive signage are shockingly badly considered. The sort of clutter proposed would deface the area, without providing a single measure that would address safety. For example, as a cyclist when I am turning right onto Belmont, the manoeuvre is very difficult, so I often stop at the pedestrian light and cross over as a pedestrian. No part of these proposals address that - in fact they exacerbate the problem by proposing the bollards. 4. No account has been taken in the

proposals for the vast number of new apartments proposed for the hinterland of the area - these future residents will add to the problems of permeability of our streets, which is crucial to the resilience of our communities. of permeability of our streets, which is crucial to the resilience of our communities. 5. I want to reiterate that I am primarily a walker and cyclist, so for me the impact of car-restrictions will be small. However, many people in the locality do need to use their cars. During Covid-19, the sequences of traffic lights in the area have been changed - many to de-synchronise the flow of traffic (eg Morehampton Road and Marlborough Road, where the pedestrian lights and traffic lights conflict, one on red when the other is on green). These changes now mean that an average of 3-6 cars get through a green light at the junctions that will remain available to the driver. The contribution that this will make to carbon and nitrogen dioxide emissions will be exacerbated. 6. In summary, it saddens me to note that, in my opinion, the proposals for Belmont Avenue are ill-considered; will not ease any of the problems of the road and make them worse for residents of the area; do not address the safety of cyclists or school children in their manoeuvres; will lead to visual clutter; will lead to further congestion elsewhere in the locality ; and will not improve the lot of the residents. 7. The solution: Sharing the roadway as a unified surface for pedestrians, cycles and cars, with priority for the foot and bike, would be the best way of addressing the shared nature of this road. Removing the speed bumps and enforcing a 30 km speed limit (which is rarely possible in any case) would make it safe for all. Restricting through access during school opening and closing hours could address the challenges of the congestion on the road at these times, as well as making it safer for the children. This could easily be done (and is elsewhere in the city). The lollipop women and men, who guard the children, could assist. Giving cyclists and pedestrians priority on the small section of Sandford Road would also assist safety. These things can be done by changes in the colours of the road surfaces - see the success of the decorative painting around other schools, for example. 8. Summary: What is needed here is a culture change, where the balance moves from the car to the pedestrian/cyclist. It does not require ugly interventions and unnecessary restrictions for Belmont Avenue to be an exemplar of the future of our streets, shared by all, with equal respect. I urge you to revisit your proposals to take a holistic view of the overall area as we look to the future.

106. I don't think it is an option to leave it as it is and I don't think that Option 2 will work well. The avenue is congested with traffic and is unable to take two-way traffic and is dangerous for many users on foot due to cars and lorries driving up on the pavement.
107. Belmont Avenue has had traffic issues for many years. We live just off Belmont Avenue and use it every day as our kids go to school in St Mary's on Belmont and their sports (tennis, hockey, GAA and soccer) all rely on daily use of the road. The traffic speed is a big issue. Because of the need to get down the road fast, cars speed without heed to how close they are to kids. On Mondays when bins are on the kerb kids are forced to walk on the roads jinking between this traffic. It's an accident waiting to happen especially where the footpaths are so narrow. Cars routinely mount the pavement endangering pedestrians. Cars routinely drive through the pedestrian lights at the school even when kids are on the crossing. The driver behaviour is horrible and a serious danger to children. The street should be pedestrianised. It's a rat run that isn't necessary. Cars can access via Marlborough, Eglinton, Appian Way, Beaver Road etc. There is no need for Belmont Avenue to be used by cars. We support any measure that removes vehicular traffic from Belmont Avenue.
108. Agree Belmont Avenue needs to be addressed; Option 1 is the better solution however does not address wider traffic issue as a result. Traffic needing to get to N11 will be diverted to Eglinton Road or Marlborough Road, both of which are already heavily congested at peak times. Eglinton Road / N11 traffic lights only allow for 5 cars through at time, Marlborough Road can be just 2 or 3 depending on N11 volume. I live on Cherryfield Avenue, it is already difficult for traffic to safely join Sandford Road and access the N11, a main artery for the area. Yes address Belmont Ave but offer alternative viable solutions for traffic displaced such as altering light sequences.
109. As a resident of Belmont Avenue I worry about the school at the bottom of the road, I want change but clearly we need a system that allows parents to drop off their kids to school also. Our roads cannot cater for everyone to cycle , the city is not Amsterdam . We need to change the street to one way I feel because you have to allow parents who are dropping their kids to school to do so . I hope the DCC has taken the school into account and drop off , will there be a roundabout outside the school?

110. I welcome this initiative enormously. Belmont Avenue and Mount Eden Road are extremely dangerous particularly at school drop off and collection times. I feel it is only a matter of time before someone is seriously injured or worse. My family would be more likely to cycle to and from school if road safety was improved on these roads and traffic calming measures were in place. I have long thought that Belmont Avenue should be one way with perhaps an alternate complimentary one way system operating on Marlborough Road to create a safe loop. Thank you for engaging on this topic.
111. Belmont Ave is a vital route for those travelling from Milltown and beyond. Having lived in Milltown for over 16 years Belmont Ave is the only way to get into and through Donnybrook. Eglinton road is a no go in the morning and I have regularly spent over 30 minutes trying to get through the lights at the Donnybrook end. Marlborough road is even worse as it is narrow and the lights at the Donnybrook end let limited cars through. I cross the Marlborough road Donnybrook road intersection at least 4 times a day with my 4 children and it is treacherous as cars consistently break the lights even though there is a pedestrian crossing. It is an accident waiting to happen! The Eglinton road junction will become more congested with the new apartments being built adjacent to the Donnybrook road end. Therefore the area will become utterly gridlocked. Serious consideration needs to be given to those coming from further afield Rathgar, Dartry, Milltown etc. I often hear talk of public transport but having commuted from Milltown to Eastpoint for over 5 years there are simply no options if you need to drop children to school etc. A 1.5 hour luas/ train/ bus journey is simply ridiculous for a 5km journey and cycling across the east link is simply a death wish. Belmont Ave is treacherous and I would suggest a contra flow system whereby cars could access Belmont from Sandford road in the morning 12-12pm and from 12pm-12am access is via Donnybrook road end. If there was a small reduction in the number of parking spaces on the street this would also improve traffic flow as only a small number of houses do not have rear access.
112. The street at the sandford end needs wider footpaths. The road itself is not wide enough to support traffic in both directions combined with on street parking. On a wet day school drop off is a nightmare and there is no set-down area in front of the schools
113. The road should be one way as there is just not enough room at peak times and even outside peak times and it becomes a mess and causes long delays and dangerous conditions.
114. The changes proposed for Belmont Avenue may resolve some of the issues on Belmont Avenue but they take no account of the effect of these changes on other roads, particularly Marlborough Road, and the fact that the changes just push the problems onto Marlborough Road where there are also hundreds of school children coming to and from schools who are already facing safety challenges getting there. Any proposal for Belmont Avenue will have to be much wider and include all the other roads in the vicinity because it is unfair and counter productive to simply foist the Belmont Avenue problems onto the residents and students travelling and moving around on the other roads.
115. There have been a lot of accidents at traffic lights on Belmont avenue and junction of Sandford Road and we had a very near miss while crossing at pedestrian lights with three children. Car went through lights and just missed our four year old. We had the green man! Belmont avenue needs to be closed off urgently and let people walk or cycle safely. Something must be done to alert motorists and cyclists to traffic lights. I observe lights been broken several times each week. Furthermore it is impossible to get out of Norwood Park onto the Sandford Road.
116. I am delighted to hear about this plan. I fear that the road has become so dangerous for children accessing the school. Cars frequently drive on the footpath or speed down the road.
117. Implementing any changes on Belmont needs to be done in consideration of the negative impact it will have on surrounding areas, particularly Marlborough Road. Cars mounting the footpaths is already a major problem on Marlborough Road, this will be compounded if these changes are put in place. It is only a matter of time before a child is hit by a car on the way to one of the six primary schools in the surrounding area, it's even more likely if you increase the number of cars on our road.
118. I believe something must be done as the roads are very chaotic throughout everyday. I think that option 2 could cause issues initially until people know there is no through road but eventually will be the best option

119. If some of the parking at the Donnybrook end of Belmont Avenue was removed there would be no traffic issues. As little as 10 less parking bays would solve the problem. The residents who park there could be given permits for nearby roads. If Belmont Avenue is closed off it will just lead to more traffic problems on other local roads. The traffic will not disappear!!
120. As a parent of a 7 year old attending St Mary's this initiative would be the single most important safety change possible. I have witnessed a car hitting a mother (not serious T.G. - caught in doorway), cars and trucks mounting pavements near young children and buggies, road rage/aggressive drivers at pedestrian crossing and elsewhere on Belmont avenue - in front of children, cars on yellow lines on corners, cars pulling in nearly hitting children, a car going on fire (c June 2020) near school entrance and real difficulty getting cars able to move away and prevent spread of flames. There is also serious health risk from idling engines <https://www.irishtimes.com/news/education/dozens-of-schools-to-introduce-no-idling-zones-under-campaign-to-tackle-air-pollution-1.4416178>. I also believe Mount Eden Road should be made one-way for health and safety reasons also.
121. Do you know that google maps send you down belmont ave when traveling to Ranaghla/rathmines/direction. I dont believe it is a 'rat run' because there is no other road that the drivers should be using instead of Belmont. I have voted for neither option as i dont believe you have given enough written or detailed picture- for example with the 'restricted access' can you drive from the housing estate or mt eden road down to donnybrook. i feel the safety issues on my eden road are more prominent as the footpaths are in terrible condition due to large tree roots and the part of mt eden leading onto belomnt ave should be a one way road- ie do not let cars turn left or right from belmont ave onto mt eden. i vote yes to 30km speedy limit & addition signage & improved crossing at the school.
122. I have lived at 44 Belmont Avenue for 18 years. There has always been something of an issue with the volume of traffic on the road and the poor behaviour of some drivers. However over recent years the problem has become much worse. There is a significant safety issue with cars and vans driving on footpaths every single day. The risk to pedestrians, especially school-children is very high and the consequences could be disastrous for those involved. Please make sure Option 2 is implemented to ensure the safety of the hundreds of adults and children who use the road each day.
123. Traffic should be one way only apart from bikes. Currently cars are forced to mount footpaths as the road is too narrow for 2 way traffic given that there is residents parking in place.
124. I don't believe Belmont Ave is a rat run, it is one of the 3 main roads connecting Milltown with Donnybrook. It works most successfully out of the 3 roads in my view except at certain times in the day and usually because of aggressive and careless driving. When people wait and respect the flow of traffic on both sides, it is very safe and the traffic flows. The issue arises when drivers 'pile in' and try to follow behind drivers who have made it past parked cars. I think a better system if technically available is to have some traffic prompts (or mini lights like you see when road works are happening) or removing some of the parking on the road. Failing that, restrict access at one entrance to Belmont during certain times of the day. This latter option in my view is very restrictive, will not help with the other roads and will make life more difficult for more people in order to deal with the few aggressive drivers but I can see for residents and school children that it currently has the potential to be very unsafe at certain times so do believe something needs to be done.
125. As a person who uses Belmont Avenue at least 6 times a day, I agree there is a problem. However, I feel that people who use this road for school drop off purposes, learn to understand the dynamics of yielding to allow other cars to pass. All it takes is one impatient person to bully their way either up or down the road and cause chaos and roadblocks. There is enough room for 2/3 cars to pull in at the Belmont Villas junction to allow cars coming towards Donnybrook to pass through, but if one extra car comes along, everyone is blocked...therefore, pushing people onto footpaths to clear the jam. Which isn't ideal or in any way safe. A resolution without restricting access completely either direction, would be to restrict Belmont Avenue to local access and school access from 7/8 am until 10am and again from possibly 1-3pm. There are quite a few roads in the area with time restricted access. (Richmond Avenue South being one example). Another issue could be the fact that cars coming up Eglinton Road cannot turn right onto Sandford road, that then would encourage cars to pass through Belmont Avenue to gain access to Sandford Road. Another issue could be the fact that cars coming up Eglinton Road

cannot turn right onto Sandford road, that then would encourage cars to pass through Belmont Avenue to gain access to Sandford Road. Most courteous drivers can manage Belmont Avenue without posing much danger to other drivers or pedestrians. The problem with Belmont Avenue, is the impatient drivers that either overtake waiting cars, or simply barge their way up or down the road, whether there is room for them or not. There is enough room either end, for cars to wait and allow others to pass. I think it will be unproductive to completely shut Belmont Avenue off to people coming from Sandford road direction and push that traffic down to Donnybrook, which is already at maximum capacity. A simple yield sign at St Mary's school and again at Belmont Gardens could deter impatient drivers from pushing their way down and causing chaos. Or simply restrict it as a rat run from school drop off times. The school drop off drivers, eventually learn to have patience and allow others to pass. I definitely think a right turn filter needs to be trialled from Eglinton Road to Sandford Road though. Personally, I don't live in the area so I know my opinion will probably hold less value than residents, but I'm a childminder. I've spent the last 6 years doing school runs, I'm on Belmont Avenue more times than I'm on my own road that I live on. I've seen the chaos and drama. Something needs to be done but I think a one way system or cul de sac is a step too far. Smaller measures should definitely be attempted first.

126. The 2 electric charging stations should not be located on a road as unsuitably busy as Belmont Avenue and instead they should be relocated onto a more suitable road like Victoria Avenue particularly in light of the proposed changes to Belmont Avenue. These two spaces are constantly occupied by non-electric cars visiting Tesco, or for St Mary's school collections or by motorists using Marco Pierre White's restaurant and who invariably leave their cars there overnight. Even as I fill in this survey there is a non electric car occupying one of the e-charging spaces at 3.15pm in the afternoon!!
127. I use Belmont Avenue to walk my two children to St Mary's NS every morning and collect them every afternoon (one child is in the Belmont Rd campus and the other in the Mount Eden Road campus). The current situation is extremely dangerous, in particular in the mornings, but also in the afternoons. Cars mounting the kerb is a common occurrence and it is only a matter of time before a serious accident occurs. For this reason, I fully support the proposals being put forward. My preference is for Option 1 (Restricted Access) but I would also welcome Option 2 (Filtered Permeability). I also use Belmont Avenue at other times in my car and it's clear that the road is not suitable for two way traffic with insufficient space available. I also appreciate the fact that residents need to park their cars on the road as there is limited off street parking on the road. Both of the proposed Options would rectify these issues and make the road a much more pleasant experience for residents, school-children and commuters.
128. In changing the traffic flow on Belmont Avenue it would also be prudent to change the flow on Marlborough Road at the same time and have it flow in the opposite direction ,thereby creating a smooth " around the block " route for people going to and from Donnybrook to adjoining areas.
129. 2 years ago we had a very close call. My wife was crossing the pedestrian crossing at St. Mary's NS on Belmont Av with two young children at school close time. A car (Car 1) coming from Donnybrook Rd stopped to let them cross. A second car (Car 2) coming from Donnybrook Rd assumed Car 1 had stopped to allow traffic coming from Sandford Rd direction to filter through. Impatient, Car 2 decided to accelerate hard to make it up Belmont Avenue without letting oncoming traffic clear. Car 2 missed the two young children by an inch. The current road configuration encourages drivers to travel at high speed to avoid clogging up the road.
130. It needs to be one way with bike lanes, it is too narrow for 2 pavements (full of school kids 9 months per year) 2 lanes of traffic and parking. It is dangerous for the school kids with cars driving on pavements regularly to get through due to the width of the road. My 6 year old was nearly knocked down last year so I now generally approach the school from the Donnybrook side particularly in the mornings as it is much safer. I used to come the Sandford Road approach but it is too dangerous in my view. There are similarities to the road that I live on, Chelmsford Road which is too narrow for 2 way traffic with a bus Route and 2 pavements. The traffic needs to be rerouted one way with dedicated bike lanes which will encourage use of bikes by discouraging use of cars and this can only be a good thing
131. It is important to restrict access from both directions, the speed and lack of care of drivers using the route to get to and from work has brought significant elements of danger to young and old

- pedestrians and cyclists. Allowing traffic enter from Donnybrook Road through to Sandford Rd will create further danger with one way drivers travelling at speed believing they have unfettered access to a one way rat run. The road is not fit for the purpose of a commuter route.
132. Living on this road is an absolute nightmare. Motorists drive along the pavements, our car has been regularly damaged by passing motorists (as recently as today, our car wing mirror was knocked off by a passing motorist who failed to stop) and road rage is a daily occurrence. Both children and adults are at risk in the mornings and evenings when walking on the pavements. It's only a matter of time before there is a fatality / serious injury.
 133. I have been living on Belmont Avenue for the last 5 years and the traffic has become progressively worse and is now at a stage of constant road traffic jams, incidents, road rage and most importantly dangerous for all residents and also for the school children walking to and from school. There will be a serious incident without a doubt if a traffic calming solution is not put in place ASAP.
 134. Belmont Ave is an extremely dangerous rat run. A cul-de-sac is the only solution to the problem.
 135. I fear for the safety of my grandchildren who live on Belmont Avenue. Speeding rat runners going in both directions. Only a cul-de-sac can provide safety.
 136. Fully supportive of option A. Changes are needed as soon as possible for the protection of our children and residents using Belmont avenue. Time is of the essence as it is just an accident waiting to happen, and we have been very lucky so far.
 137. The status quo can't continue. Every day there is a Mexican standoff of some sort which can only be resolved by cars, vans, busses and the occasional truck mounting the kerb which puts pedestrians in danger as the paths are narrow. There are so many children that use the paths throughout the day. It's just not safe. I have lived here for almost 30 years and I believe this will be a huge stimulus for residents and commuters alike to cycle more and drive less.
 138. Belmont Avenue traffic is shambolic and something needs to be done ASAP. It is not only immensely frustrating due to log jams of traffic every single day, but it is also a safety hazard for my two young children as cars regularly drive up on the kerb/path to get by one another in frustration and often look out of control when doing so. It is scary living here with young children and taking them to and from school/Creche in the mornings/afternoons
 139. Pedestrian crossings needed on east side of Sandford road, between Eglinton road and Ranelagh triangle. e.g. Belmont avenue, Marlborough road and Chelmsford road. Very large volumes of schoolchildren moving in both directions to school, footpaths on both sides of Sandford road are needed.
 140. DCC must take account of the fact that vehicles that are prevented from using Belmont Avenue, (5,000 journeys/day) will use the surrounding roads. Marlborough Road is already grid-locked between 7.15-9.15am, mid-afternoon 3.15-4pm and in evening rush hour of 5.15-6.30pm. 700 pupils attend Muckcross Park School, most arrive and are collected later by car, creating enormous peak-time congestion. Ranelagh is already very busy, with Sandford Park School (400 pupils) 200 yards from the junction of Marlborough Road and Sandford Road, and is another huge source of congestion. It is not possible to turn right (eastwards) onto Eglinton Road from the Clonskeagh Road, and if Belmont Avenue is closed to eastbound cars, vehicles will then attempt to turn right onto Marlborough Road. This will result in total Grid-lock on Marlborough Road, and will seriously impact the lives of the residents on this road. DCC should also appreciate that prioritising cyclists on the city's roads discriminates against those > 60 years who do not/are unable to cycle. How many people over 60 years cycle? Very few. DCC is required to represent ALL of the area's residents not just those who live on Belmont Avenue. Care must be taken to ensure that solving any issues on Belmont Avenue will not result in worse problems for the residents on surrounding roads. Suggestion: Why does DCC not restrict the use of side roads by those in 4-wheel drive vehicles? Historically, 2 'cars', of normal width can pass easily on Marlborough Road. 4-wheel drive/ Rangerovers etc., have now become fashion statements, and very few are required for commercial reasons and equally very, for the use of 3 baby-seats. Restricting the use of these vehicles to necessity would ease traffic congestion on all roads, country-wide. At what vehicle width will traffic planners call a halt! DCC must be practical and fair to all in attempting to solve the traffic issues, and restricting the use of wide vehicles such as 4-wheel drives on roads other than main roads would be a good place

- to start. The vast majority of people do not need these vehicles to travel to school or work, a car is sufficient.
141. Footpaths need widening on both sides. Can't fit a double buggy and forced on the road with a vulnerable child due to position on lampposts. Pedestrian cross requires upgrading and all small junctions should have pedestrian crossings Cycle lanes with barriers Remove parking spots
 142. It's not a rat run - dedicated right turn lanes at either end. Why were other options not considered like better signage & taking out parking? It is an important link road from Clonskeagh / Milltown to Donnybrook & visa versa etc. Was a TM study conducted to identify the effects of the proposals? I need to get in & out at either end depending on where I'm going. My elderly mother lives in Milltown & often visits by car. How do you propose she gets to us if Sanford end closed? There will be greater congestion on Marlboro road, Eglington, Beaver Row, milltown road, Sanfodford Road. Legal action will be considered by like minded people if this goes through...
 143. Belmont Ave one way westbound; Marlborough Road one way eastbound
 144. I really support changes to this route as it is currently very dangerous for all road users
 145. Street is very tight for two way traffic along with parking - to retain parking should both Marlborough road and Belmont avenue be made one way to create a loop?
 146. Modification of the pedestrian crossing on Sandford Road so that children, and others, on bicycle can start their journey down the Avenue without right-turning traffic approaching from the south along Sandford Road close-passing around the bend would be good, in the event that general traffic is allowed to continue to use the Avenue.
 147. Provide a continuous footpath across Belmont Avenue at Sandyford Road and put something in place to ensure that drivers don't pull into the gap at the top of Sandford Road. Please add ramps that are accessible for all people on bikes. My young daughter struggles with the really high ones and we struggle with them when she's on the back of our bike seat. The metal bolt on ones are a no-no. Please have road markings, signage and maybe an education campaign about not overtaking cyclists on Belmont Avenue and let cyclists know to take the lane and not leave room for overtaking where it's not safe. Widen the footpaths on Belmont Avenue itself.
 148. Permanent protective measures for cycle lanes should be introduced and safer junction design explored.
 149. I think option 2 would be beneficial to the area. It would make it safer for cyclists, pedestrians and local school children.
 150. Both options look good, I'd defer to residents on the block as to the partial one-way versus the cul-de-sac. I am slightly concerned by the ending of the contra flow cycle lane. Because parking is on the opposite side, oncoming drivers and contra flow cyclists will face each other head-on at the Belmont Gardens junction. Perhaps the last 1-2 parking spaces before the junction could be removed to give oncoming cars more space to move to the left before encountering cyclists from the opposite direction.
 151. I reject to all proposals; We dont need a cycle route; As a resident I have the right to want my street to stay open. I live here; This will increase anti social behavior
 152. I regularly use Nutley Avenue as part of my commute between Ranelagh and Booterstown. That road is filtered with no access to traffic from Seaview Terrace and no through access to any vehicular traffic. After the horrors of navigating Donnybrook Nutley Avenue is completely safe, even when parents collect their children in SUVs from St Mary's College. There is no need for any dedicated cycle lanes and all parking spaces have been retained. I think a similar system would work brilliantly in Belmont Avenue. It would allow residents their needed access and parking spaces, would facilitate safe travel for children walking or cycling to the schools in the area and would also improve conditions for adult cyclists and people with disabilities. Furthermore it would allow residents of Belmont to get in and out of their road easier instead of having to navigate around queues of traffic using their road as a rat run.
 153. I dont support any of these proposals of closing off roads etc as it will have an impact on traffic flow & the several bus routes. Donnybrook is a QBC meaning it has several high frequent

- routes. Closing off roads will delay these bus services making people late for work & school. A cycle way to the school is not needed
154. Belmont Road is too narrow to permit two way car traffic and parking. With no alternatives for resident parking the road should either be one way throughout (from the school to Sandford Road) or blocked off to cars at one end. Option 1 has road safety implications as cyclists travelling east will meet cars travelling west and these are likely to be travelling faster than now as there are fewer impediments, in the way of cars travelling the opposite direction. On either option 1 or 2 the cycle lanes should be separated by bollards to stop parking on them. Belmont Avenue at the junction at Sandford road should be narrowed to make it safer and easier for pedestrians to cross.
 155. I fully support Option 2.
 156. Option 2 would be amazing for making my cycling journey safer!
 157. One way system essential. Constant congestion at busy times. Drivers overtake if you yield to oncoming traffic, creating worse congestion. Cyclists bullied off the road. School drop-off drivers block pedestrian crossing and endanger kids and school warden
 158. I avoid driving around D6, D4 and up/down Belmont Ave as traffic always heavy and so many oversized SUVs make it difficult for other drivers as well as cyclists and pedestrians, in terms of space and visibility
 159. Current situation on Belmont Ave is intolerable, with drivers jamming up traffic in both directions, and frequently driving on footpaths, some change is absolutely needed. There are plenty of other options for traffic, including Marlborough and Eglington Roads, so cutting off through traffic isn't a big deal to protect vulnerable road users, especially children going to or from school.
 160. Restrict car access between 8-9 am and 1-3pm.
 161. In my opinion consideration should be given to assessing the feasibility of adopting a one way system down (towards Donnybrook) Belmont Avenue in the morning hours (say 0800 to 1000 hrs Mon to Fri) and reversing that flow in afternoons or evenings. This is a more sensible use of the existing road rather than simply closing a road with no assessment on the wider impact. There is no reason why flow in one direction cannot be maintained. To not present more options than the two presented, suggests to me that this is nothing more than a box-ticking exercise. The language and tone of Q.6 re. "rat-run" is leading, biased towards an outcome and surprisingly unprofessional.
 162. I use the footpath only as I don't drive and I am only in the car as a passenger. Firstly, The footpaths are very narrow and in poor condition for not very safe for especially for elderly pedestrians. Then went the cars drive onto the paths it's very dangerous and nothing seems to be done. I never see a Garda presence or traffic wardens to stop cars and bicycles mounting the footpaths. So I would like a Garda presence at peak times. Also if traffic wardens could come in the mornings and evenings as many people going to shops and dropping of or collecting children from school just park on double yellow lines.
 163. Do not let anyone other than residents or their visitors with parking permits park on Belmont Park or Belmont Avenue from 7am until 12 mid night- Monday to Saturday. I have to leave very early each morning for work because I have to drive down Belmont Avenue to Sandford Rd from Belmont Park to avoid traffic jams. In the evening I find it very hard to get parking on Belmont Ave or Belmont Park. I have just got a new car and if I park on Belmont Avenue outside Donnybrook gardens beside the electric charging points I have to get a car wash because of the sap falling onto my car from the overhanging trees from Donnybrook Gardens. Also I don't think trucks should be allowed down Belmont Avenue unless they have business in the Avenue.
 164. Just pedestrianise the whole area and make it safe for families, I drive a car but they really are the worst thing in the world for communities
 165. Make it one way.
 166. Great idea to stop the rat run on Belmont Avenue. It will make cycling on the road so much safer for all abilities.

167. Much too narrow a road for drivers. Bullying by drivers... chicken run
168. The current situation on Belmont Avenue is quite dangerous particularly in the mornings. Cars and trucks can't drive down that road due to the parked cars in both directions, there is only room for one-way traffic. Often there is a stand-off between 2 angry drivers who are stuck, and neither will or can reverse, then they drive up on the path, which is also extremely narrow, close to where there are very young children walking/scooting and cycling. Due to the stand-offs, often the drivers are angry and not focusing on the pedestrians/children. There is also congestion due to the schools. As the junior part of the school is on Belmont Avenue, it is mainly used by the younger children, i.e., 4, 5 and 6 year olds, who are less visible to the cars and large trucks due to their size and Belmont has also tripled in size and so there are also now a lot more children, which also makes the situation even more critical.
169. Please include a better cycle crossing at Sandford Road and a school zone outside St Mary's
170. Just make it one-way for all traffic and alternate it with nearby routes.
171. I use this road to get to and from St. Mary's National School and St. Mary's Tennis Club. I have two young boys who use it too. I think the traffic situation is seriously dangerous and I have personally experienced and witnessed road rage due to people getting very frustrated. Many times I wait to let cars up/down and the drivers behind me have beeped at me and even passed me out. There are regularly long delays while two drivers drive straight towards each other and have to use the footpath to get around each other. There are regularly cars mounting the footpath as very young children make their way to school on the path. It's far too dangerous to go up and down that road with children on bikes as even walking is dangerous. I'm afraid that someone is going to get killed on that road if something isn't done about it. I'm most in favour with Option 1 but Option 2 would be fine with me also, as anything is better than the status quo. Many thanks for your very helpful work on this.
172. The Avenue has become a short-cut for two main roads top and bottom. How there has not been a serious accident before now is a miracle. School children and pedestrians are very vulnerable to cars mounting footpaths. Getting out of your drive can be a problem.
173. I feel there will be a major accident at some point if traffic is not curtailed. The number of children now walking to school with parents has increased very much and in the evening workers cycling and walking home the Avenue has become a rat run.
174. Anything that would calm traffic and irate and abusive drivers using Avenue as a shortcut
175. As things are, drivers are driving on the footpath to be able to get through, irrespective of whether pedestrians, including children, are walking on them. This causes a real danger as well for pedestrians exiting their house onto the footpath. Road rage has become common when the road becomes clogged by traffic in both directions trying to get through. Horns and swearing are becoming common. If there are oil deliveries, coal deliveries, Tesco deliveries etc., these make things a great deal more difficult.
176. I grew up on Belmont Avenue and have seen it change a lot over the years. My daughter and her small family lived in No. 65 for a number of years and used a pushchair for their baby / toddler. On a number of occasions they had to duck into gateways to avoid cars driving on the footpath. It became almost impossible for them to drive in and out of the gate due to the parking on the opposite side of the road, combined with snarled-up two-way traffic on the Avenue. I have witnessed some really angry interactions between drivers who want someone else to move to let them through. At the Sandford Road end of the Avenue, there is a recent development of a number of high-value houses / apartments which will bring additional traffic onto the Avenue.#
177. Have a minimum width for the footpath on both sides of the road, in parts it is way too narrow for pedestrians to walk comfortably, let alone overtake others or meet pedestrians coming the opposite direction. At present pedestrians walking on the narrow footpath step out onto the road for space. Obviously a safety issue for themselves, cyclists and vehicles. There is also a conflict for space between pedestrians and cyclists forced to cycle close to the footpath. Then there is the issue of vehicles driving so close to the narrow paths that I have actually been hit with a van's wing mirror while walking on Belmont Avenue. Given that this is a very busy access route for St Mary's National School, children with big backpacks, scooters etc using these narrow pathways are clueless to the dangers. Mondays are especially dangerous as its

- bin collection day and using the footpaths is a nightmare. Finally there is the issue of vehicles mounting the footpaths and pedestrians have no where to go as the footpaths are too narrow, but hopefully the proposed traffic calming measure should eliminate this, nonetheless, the footpaths should be widened for all the previous reasons mentioned. Thank you
178. This junction is along my regular cycle commute to UCD. Both options are a big improvement as they would stop north bound traffic on Sandford Road turning right on to Belmont Avenue. As cars wait to turn right the ones behind often move into the cycle lane to overtake. I have often seen cars endanger cyclists by doing this. A lot of children cycle along this Sandford route to and from school.
179. Widened footpaths (particularly at Sandford Road end), even footpaths (with Dutch-style dropped kerbs in place of current style of dropped kerbs) and continuous footways across side roads.
180. My grandchildren go to st Mary's belmont school & I help to collect them.
181. This road needs a drastic rethink to make it safe for the 100s of children coming in and out of St Mary's, and for pedestrians & cyclists wishing to access Donnybrook or Ranelagh from either end. Some suggestions I have: 1. Enhance the crossing at Sandford park to include cycle lights, rather than the right filter. It's very hard to cross traffic on our bike coming from eglinton road junction and impossible for you g children to complete this manoeuvre 2. Enhance pedestrian crossing at St Mary's, to ensure cars do not block the "keep clear area". For example, could it be made a school zone with additional bollards similar to other schools across the city? 3. Add signage at either end of Belmont Avenue to warn drivers of school pick up times and to avoid or slow down. I have 3 children, 5, 3 & 0. I can't collect my 5year old from school with the other 2, as it's impossible to get a double buggy safely down the road on the footpath. There is a lamppost on both sides blocking our way. We use a cargo bike as we don't feel it's safe for our children to cycle or scoot independently. An upgrade is seriously required. Parking could be removed to make more space!
182. Note to reply to question 5 above: Neither option, as the main problem appears to be one of aggressive driving and failure to observe the Rules of the Road. Also neither option would appear to resolve traffic congestion from children being dropped off at school by private cars and child safety issues arising from that congestion. Note to reply to question 7 above: Yes, see note on 5 above; these road safety problems are not exclusive to Belmont Avenue, e.g. in nearby Marlborough Road, where there is adequate road space for the existing two lanes of traffic, together with on-street parking on the southern side, car drivers frequently seem unable or unwilling to negotiate the 2 way system, either driving over the mid-line, holding back unnecessarily for on-coming traffic or illegally mounting and driving on the pavement, or parking illegally. Note to reply to question 8: No, because (1) more thought needs to be given to ensuring that car drivers comply with the Rules of the Road, (2) to favouring active transport such as walking, cycling and public transport and (3) to any measures necessary for the safety of children attending the school and pedestrians generally. Overall, this is a well-intentioned and consultative but piecemeal approach to traffic management as the changes proposed on Belmont Avenue would impinge on the surrounding neighbourhood. Dangerous and anti-social driving practices such as driving up on the footpath (or parking illegally) need to be tackled. More thought needs to be given and resources provided if necessary to ensuring that car drivers generally comply with the Rules of the Road. For climate, environmental and health reasons, active transport, such as walking, cycling and public transport, need to be given priority over private cars. Note to reply to question 12: This list is too limited e.g, does not include transport for shopping and heavy items, medical reasons, family support visits
183. I am fully in favor of looking at how to make it safer for pedestrians on Belmont ave. my children go to saint marys now at mount Eden and I've experienced first hand the problems there. Equally driving along that road can be a nightmare. However I don't think either option is a consideration without looking at its impact on Marlborough Road. If there's a plan to restrict vehicle access then all traffic will just move to Marlborough Road which is equally busy and chaotic. A solution I'd suggest is one way traffic on Belmont and Marlborough but not just closing or severely restricting thruway traffic to Belmont.
184. The road is a danger.the drivers are aggressive.no consideration for the kids or can't even see them .it's only a matter of time when there is an awful accident

185. The traffic situation on Belmont Avenue is currently extremely dangerous. Something needs to be done as soon as possible before a child is killed. Urgent action is necessary.
186. Limited one way at peak school hours. The issue is largely at school time. Suggest one way from sandford road down Belmont ave 8 - 9.30am Mon - Fri and 1 - 3pm.
187. Belmont Avenue is not suitable for 2-way traffic. Cyclists and pedestrians should be prioritised
188. We are residents and my son attends St marys. It is extremely dangerous st drop off and collection times, but really at all times during the day. I have witnessed motorists getting into a physical fight because of this road. Big safety issue
189. The biggest problem has been traffic management on a 2 way street with only room for one vehicle to pass parked cars. When cars proceeding from Donnybrook Road end (uphill) have no space to pull in, cars proceeding from Sandford Road end (downhill) need to wait beside a space to allow passing (despite generally having right of way wrt the parked cars). Major gridlock and problems arise when multiple cars going uphill proceed without knowing that there is space to pull in to allow downhill traffic (which hasn't waited as above) to pass. A traffic light system could also work, or removing on street parking on Belmont Avenue (even a clearway - 8-9.30a.m.) Evenings are not as bad as schools are well finished for evening rush hours. Any closure of Sandford Road to Belmont Avenue access will have major implications for morning traffic Northbound through Ranelagh and also Marlborough Road eastbound and possibly Beaver Row eastbound.
190. I feel stopping traffic going down Belmont from sandford is going to overwhelm Eglinton which is already chock a block. I will have to pull in at the petrol station on sandford and let my kids (one is special needs) walk down to school on there own which is scary for me. It will be a massive problem for school drops offs and collections.
191. It is a hugely problematic and dangerous road for residents and school goers. I believe option 2 would go some way towards fixing this.
192. It's far too dangerous as is. It needs to be one way only. It's a complete disaster for residents & all the children walking / cycling to school.
193. I feel a one way system from Sandford Road up to the school would be a good idea but that the other part of the road coming from morehampton road including the estate beside and mount eden road should remain two way.
194. Thanks for the survey. The road is just too dangerous for children and real concern over a serious incident. My car was damaged twice on the school run.
195. Restricted access great idea. Area is too congested. Narrow roads for parking and residents and commuters.
196. Less on street parking. Local and school access only. More signage. Stop and go traffic light option.
197. I've witnessed some unbelievable dangerous driving on that road. I've witnessed angry / dangerous altercations between drivers. I've witnessed the lollipop man and parents get abuse from drivers. All these things that I have witnessed my children have also witnessed
198. Both as a cyclist dropping small children to school in St. Mary's on a cargo bike and as the mother of small independent cyclists, I would be concerned about the proposed vehicle turning head at the junction of Sandford Road and Belmont Avenue. If there was a segregated cycle path, I might have favoured Option 2 but it appears that cyclists may be turning into an area where quite a few cars may end up turning. Also I would be afraid that at-running may be reduced but we could still have large numbers of school-dropping cars driving up Belmont Avenue, turning and then re-entering two-way traffic flow.
199. If you restrict the access onto belmount Avenue you will make it impossible for people to get their kids to school from ranelagh and milltown. It will not be possible to get down eglinton road In the mornings for school. There is nowhere for parents to park to let kids walk down belmount Avenue. I can foresee parents pulling in and letting their kids jump out of the car which will be an accident waiting to happen on sandford road. There is no other road to get to the school as it is at the end of the Belmont Avenue for most parents. Those that live in donnybrook do not need to drive to school so therefore do not need to access this road so maybe you could

- restrict access from donnybrook road. It makes more sense as the school is at the donnybrook end of belmount. I just don't know how parents will get their kids to school on a wet winters morning when you cannot expect them to walk to school. Thank you
200. Main issue is danger to children going to school. There isn't room for 2 cars going up and down, drivers get frustrated and mount the curb
 201. We need to do something about the safety and access to St Mary School as soon as possible. We cycle with our kids and it's currently dangerous with cars up on paths and trucks driving down.
 202. This needs urgent action due to safety of school children and all pedestrians. Cycling is very difficult in this area also and not at all suitable for younger cyclists.
 203. While Option 2 is preferred, I'd also be ok with Option 1. Safety for cyclists on road and kids/buggies on path is a major issue. Pavement is so narrow that sometimes (e.g. bin day, or when a lorry parks on kerb) it is unavoidable to walk on road. This is extremely dangerous at the moment.
 204. Something has to change as it is so dangerous in the mornings for my kids! Even though it is quicker for us to walk down Belmont Avenue from Eglinton road I would prefer to walk through Donnybrook to avoid all the cars
 205. I drop my daughter off and walk up Belmont Ave back to my house. Foot traffic in both directions requires me to hop on road which can be dangerous. I would prefer walk or cycle access only on this street or car access only available to residents living on street with single direction one way to Donnybrook road and no access from Sanford road. Thanks.
 206. This should be part of a similar consultation regarding restricted access on Marlborough Road, as traffic could go up one road and down on the other road- especially considering they are both narrow with on street parking. Without this wider consideration it is unclear how the volume of traffic can be accommodated.
 207. I am concerned that while the road is busy at peak traffic times the impact on other roads in Donnybrook will be affected. Essentially limiting access to Belmont Avenue just pushes the problem elsewhere. In my opinion this decision cannot be made in isolation. I also would suggest the concern for safety is also exaggerated by some parties. If I were suggest a solution it would be limit car parking and speed bumps to slow down drivers and improve the road crossing for the children.
 208. Remove on street parking.
 209. Thank you for your efforts to improve the safety of the road for all users.
 210. The safety of all pedestrians, whether kids or adults, is currently in jeopardy due to the behaviour of road traffic users. We favour Option 2, but if neither option is chosen, it is essential that the road is closed to Vans and other HGVs other than those for local deliveries.
 211. I used to be resident (owner occupier) at 11 Belmont Park from 2011 to 2018. Before I had children (pre 2013), I use to drive up Belmont Avenue every morning to Sandford road in order to get to work. Timing was everything in order to get up the road before the on coming traffic. I used to think at the time, how could they make this street work better. The only logical option, was restricted access with one way traffic.
 212. I walk my twins to St. Mary's National school twice a day and the paths are busy and a squeeze at the best of times. As a road it's just not suited to two way traffic and definitely not suitable for trucks which occasionally try to travel along it. If it was one way this would make a considerable difference for everyone, road and path users alike. Thank you for listening.
 213. The main safety issue, especially for children and the less mobile, is cars and vehicles driving on the footpath. Cars are getting bigger, higher and wider, and the footpath has become the default option. Many drivers are unable to manage them and judge the kerbside distances, eg just look at the number who drive OUTSIDE the double lines when trying to pass oncoming traffic, before then sweeping up on the footpath. My neighbour had dishing installed on the footpath at No 85 for vehicle access and ever since cars drive past my gate on the footpath, often at speed. My gate at No. 81 and recessed footpath is completely hidden from their view behind a pillar. If the youngest members of our family walk a half metre outside the gate without

careful adult supervision they are in mortal danger and risk a fatality. This must stop! Enough is enough! Our safety and the lives of our children deserve it. Option 1 will also suit for when I or visiting family members use a car. I would normally only use a car for travelling to south county Dublin and further via a left turn onto Sandford Road and then down Eglinton Road, when public transport is not an option, eg with sports equipment and / or heavy items. This would be my preferred route also for hospital visits, either to A & E at for transport of self / family / neighbours to SVUH Elm Park or the Beacon Hospital, Sandyford. I can return by Morehamton Road and with the new restrictions it will be much safer and easier to drive up Belmont Avenue. Cyclists, especially younger cyclists, will also find it safer and easier with less reason to cycle on the foot path on Belmont Avenue with the new restrictions. Very young children will of course still cycle on the footpath with adult supervision to and from the local schools and this is not an issue with residents. We all just want them to be safe.

214. A one way system would be best. It is dangerous that cars have to go onto the path to get past each other, this happened numerous times throughout the day.
215. I'd like to have the street be more safe for children and other pedestrians. Currently, it's quite bad and has always been. I used to have to play down a side lane because the street was so dangerous with the cars flying down it, well above any safe speed limit
216. I have worked on Belmont Ave for almost 20 years running a playschool and afterschool that is housed in Donnybrook Youth club which is beside the national school entrance of St Mary's on Belmont Ave. in the last 5 years we have moved to the area and my daughter now attends St Mary's NS. We walk/ cycle or my daughter scooters each day. We see daily traffic issues particularly in the mornings and afternoons of cars coming from Donnybrook Rd not giving way and causing a traffic jam. There is not enough room for cars to pass each other due to parked vehicles on the left side. Cars coming down from Sandford road mount the very narrow foot path often unaware of young pedestrians, to get passed the gridlock. I think option one, of a one way system will work better for the community overall. I would also like to see a widening of the footpath at the Sandford Rd end of Belmont Ave with a barrier to safe guard young children who walk to school.
217. The simplest solution is a policy - using signage - that no vehicle travel UP Belmont avenue between 8am and 9.30am - this is when virtually all the traffic is flowing DOWN Belmont Avenue. Also no vehicle can travel down Belmont ave between 4pm and 6pm - a time when virtually all the traffic is flowing UP Belmont avenue. A permanent stop to traffic flow in either of the options proposed will cause MAYHEM - unreasonable to turn a two way street into a one way - too many users
218. Trucks and vans should not have access at school times. Do something soon. Anything. Someone is going to get killed. Most likely a child.
219. As the St Mary's campus sites have their location at the Donnybrook Road end Belmont Avenue it would not make sense to have access to Belmont Avenue from the Donnybrook road end. A one way road with access to Belmont Avenue from Sanford Road would make more sense as then access to the schools is still effectively possible from both ends of Belmont Ave. Those living to the west of the school would not be cut off and those living to the east would not be too far from the school sites, as the Donnybrook road is in close proximity to the schools
220. Supportive of the general concept. Get the sense looking at Belmont Avenue in isolation will result in unintended consequences at Malborough Road and it's junctions with Sandford Road and Donnybrook Road, and also Mount Eden Road, which are also unsafe and experience rat-running. The scheme should also be looked at in the context of school streets initiatives. The lack of a co-ordinated/strategic approach for the area has the potential to undermine the scheme and ultimately it's success. For example; parents who previously used Belmont Avenue north-south in AM, dropped their kids off (sometimes not too safely), and continued on to Donnybrook Road. The same parents would now access via Donnybrook Road, and either U-Turn on Belmont Avenue or use Mount Eden Road past the school entrance, to continue on their journey. This introduces more conflicting movements at Donnybrook Road and Mount Eden Road than exists at present; so solving one problem has introduced another. So the scheme should be introduced along with traffic measures to support a school streets approach, with an overall strategic view.

221. New school building to incorporate drop-off/ pick up zone. Cycle zones to allow easy transition from Belmont to Sandford Rd.
222. To stop cars, van, motorcycle that going to Belmont Avenue especially during morning school time to all children to avoid accident and safety to all children
223. I really agree with making it one way. The traffic getting up on the footpath to get passed each other is a danger to the kids attending St Marys. One stretch of footpath on the left going down from Sandford rd is too narrow for the footfall. I have seen children step out on the road to pass along this section! It's an accident waiting to happen. I had asked the question when my daughter started in the school a few years ago and was told it was not one way because the emergency services needed access both ways but I think your plans resolve that issue. I encourage you to make a decision quickly as it is long overdue and we are lucky no one has been hurt to date.
224. We have raised our views a number of times via counsellors. There are additional solutions that are not outlined in your report and that are fairer to local residents. Such as the below: 1. Change the flow of the traffic as per either of your options but with resident only access. We are very supportive of the proposed improvements but we need to be able to access Belmont Avenue from the Sandford Road end. 2. Move the proposed cul de sac point to the other end of Belmont Avenue near the school. Develop a cul de sac outside St Marys primary school / Donnybrook Manor. This allows access to Sandford Road for residents of Belmont Gardens, Villas and Avenue. It also provides a unique opportunity to make a really safe school zone for school children with the option of having a fully pedestrianised crossing point at the end of the cul de sac allowing children to move safely between the two St Marys school campuses. 3. Implement the traffic calming measures for daylight hours from 7am to 6pm but allow us to access our homes from Sandford Road at off peak hours. We have raised the above previously and we do not feel that we have been heard. We want to support the measures but the reality is that a large number of local residents want to retain access to Belmont Avenue from Sandford Road.
225. The traffic on Belmont Avenue is often congested and I agree some change is required for safety reasons. As a resident of Belmont Gardens I wish to maintain as much access to and from my home as possible. I mainly drive from Belmont Gardens to Sandford Road so it is important to me that we continue to have access to and from Sandford Road from Belmont Gardens. There are 34 houses in Belmont Gardens many with young families who use this access. One option would be to trial restricting access to Belmont Avenue except for residents as follows: No access between 7am and 10am from Sandford Road; and No access between 4pm and 7pm from Donnybrook Road. This may have a sufficient impact to reduce the congestion Failing this my preferred option would be that Belmont Avenue becomes one way with traffic allowed from Donnybrook up to Sandford Road AND it continues as two-way for the portion from Sandford Road to Belmont Gardens to allow Belmont Gardens residents to continue to have access to and from Sandford Road. Note: there are no parking spaces on the stretch from Belmont Gardens to Sandford Road so it allows for two-way traffic comfortably. Again this should be introduced first on a trial basis Additional speed bumps should be installed on Belmont Avenue and the speed limit should be reduced to 30km to ensure a new one-way system does not cause a speed issue. The zebra crossing at St Marys NS should be upgraded. The path on Belmont Avenue should be widened as on bin days the path is too narrow for pedestrian traffic going to school. Possibly we could have a path (wider) on one side of the road only. A dedicated cycle lane (protected with bollards) from Sandford Road to Donnybrook would be useful. Cyclists going from Donnybrook to Sandford Road could use the road as there probably wouldn't be room for a two - way cycle lane. Additional comments are: Option 2 is our least favourite option as it allows for no access onto Sandford Road which is what we use the most and it is likely that it will still be congested with a lot of cars turning illegally along the road and possibly turning into Belmont Gardens to turn. Children at play signs should be installed at the entrance of Belmont Gardens. We are concerned that there is a big development planned on the Jesuit Site on Sandford Road so traffic using Belmont Avenue could increase. To allow better traffic circulation in the area it would be useful if : A) cars could turn right (with a filter) from Eglington Road onto Sandford Road; and B) cars could turn right (with a filter) from Marlborough Road onto Donnybrook Road. Bollards should be installed on Sandford Road to protect the right turn lane for cars turning onto Belmont Avenue - often traffic coming from Ranelagh along Sandford Road drives straight across this right turn area. We do

- not believe there has been adequate discussion with the residents in the area and this is required as it will impact residents' enjoyment of and access to their homes and the value of property in the area. There appear to be errors in the Engineer Report from 2020 as the traffic in the morning is heavier from Sandford Road and the traffic in the evening is heavier from Donnybrook (the report indicates the opposite). The report should be corrected and any decision should be based on the correct information.
226. The restrictions would increase the traffic jams on Milltown Road. I use Belmont Avenue going into town & also to visit my son. The alternative is Eglinton Road which is always jammed in the mornings.
 227. Danger to public health as emergency services get stuck in traffic and can not turn around. Increased insurance premiums for residents cars due to damage because of limited two way traffic space. Traffic jams. Even at the small hours. Accompanied by aggressive behaviour of drivers (shouting) Use of the road as a rat run is a danger to all especially children particularly at zebra crossing as not all drivers seem to be aware of it. Regularly see drivers go through without slowing down when someone is crossing.
 228. I'm an avid cyclist with 3 children (6month to 5yrs old) either cycling solo or in tandem(cargo bike). The biggest issue is turning onto Belmont ave coming from Sandford Rd South and crossing what is a main artery from South Dublin into city. The pedestrian crossing with lights at that junction could do with being beefed up somehow to enable easy of cyclists crossing the road onto Belmont ave. Separately, the junction of Belmont ave and donnybrook Road is very wide even with the island mid point making it a real challenge to cross Belmont road at that point.
 229. I use Belmont Avenue for rat running when I drive into town. It's a residential street and it shouldn't be allowed.
 230. Belmont is too narrow for two-directional traffic. I cycle on Belmont most evenings even though Eglinton Road has cycle lanes. Any of the proposed measures would greatly increase safety for cyclists especially children going to the school. I take Belmont from Sandford Road in the evening so I can turn right onto Donnybrook Road at Tesco, rather than taking Eglinton Road and navigating through the lanes at Bective to turn down Eglinton Terrace. I don't think additional speed limit signs would help as drivers don't obey traffic signs. Please consider traffic calming measures instead but not ones that put cyclists in danger like on Lombard St
 231. Restrict parking within 100mtrs of St Marys national school between 8-9am. A max speed of 30 K
 232. Something needs to be changed on Belmont Avenue as it is a major health & safety risk for all users. We would have a concern with Option 1 Proposals particularly with the Sandford Road Belmont Avenue junction. Existing our house onto Belmont Avenue we would be driving onto a proposed cycle lane or crossing the cycle lane to exist Belmont Avenue onto Sandford Road.
 233. I live in 4 Sandford Grove which are the four new houses off 91 Belmont Avenue. The proposed contraflow cycle lane in Option 1 seems to suggest that vehicles leaving Sandford Grove can not turn left. I think it is important that vehicles here can turn left and right similar to vehicles leaving Belmont Gardens. Overall I think its important that one of the two options are implemented by DCC before a child is seriously injured. The current traffic situation on Belmont Avenue is dangerous for pedestrians and cyclists
 234. With either option there still will be 2 way traffic on most of the road, even if the volume is reduced. And the hazard that a child will be injured by cars/trucks driving on the footpath. The north side footpath should be protected with intermittent bollards installed on its edge, to prevent vehicles driving on it. This should be incorporated with any solution. I can understand why residents may want to retain access from both sides, but the safety measures of bollards should be trialled. Also further traffic calming should be trialled to reduce speed significantly below 30kph as with narrow footpaths and narrow roads.
 235. If Belmont Avenue is closed off or partially closed off, it will cause more congestion on Marlborough Rd., Eglinton Rd, Sandford Rd and Beaver Road. The traffic has to use some road! A lot of commuters use Belmont Ave to cut through to Morehampton Road to get into the city centre. This is not rat running - it is just getting from A to B. People who come from Clonskeagh, Dundrum, Milltown etc have to use some road to get into the city. The solution to the problem

- is to remove some of the parking on Belmont Ave. Why wasn't this an option in the survey? Who decided that this was not an option? The local residents were not asked their opinion about this. A few chicanes could be put in and the problem would be solved instantly. The people who park on Belmont Ave could be given permits for the nearby roads. This would be much better than closing a road.
236. I am seriously worried about the impact of any restrictions on Belmont Avenue to the volume of traffic using Marlborough Road. Already Marlborough Road can be quite congested during the morning and evening rush hour and at school pick-up times. Throughout the day it is frequently necessary for cars to pull in to allow cars coming the other way to pass on this road. Restricting Belmont Ave to traffic + the increased traffic as a result of major new housing developments proposed nearby (eg. the 670 housing units proposed for the Milltown Institute site) will very adversely affect both access and through traffic on Marlborough Road.
237. Myself and my wife live on Bushfield Terrace and we think both proposals for Belmont avenue will adversely affect traffic on Marlborough Road which will make access to/from Bushfield Terrace very difficult. Currently Marlborough Road is very congested and cars need to give way in order for other cars to pass going in the opposite direction. If the proposals for Belmont Avenue go ahead the amount of traffic using Marlborough Road will greatly increase and nearby large housing projects will make this situation even worse
238. I understand the issue regarding traffic on Belmont Avenue. However, as I rarely use the road my concerns around the proposed changes relate more to the fact that if northbound traffic (i.e. traffic from Milltown and Clonskeagh direction) can no longer turn right into Belmont Ave it will inevitably, instead, turn right into Marlborough Road. Marlborough Road, while not as narrow as Belmont Ave, is still relatively narrow. It can be heavily congested at peak times. On weekday mornings traffic can be backed up almost the entire length of the road from Morehampton Rd to Sandford Rd. The reverse often applies at evening peak. If traffic is diverted from Belmont Ave to Marlborough Rd I predict there will be chaos on Marlborough Rd and huge inconvenience to the residents of the road and the streets off it, Bushfield Tce, Carlisle Ave, Sandford Ave, and Bushfield Ave.
239. Trying to alleviate the motor traffic congestion on Belmont Avenue in isolation to any other traffic calming actions on surrounding roads is an act of pure stupidity, all you are achieving is moving the problem to other roads. If the council is serious about alleviating the traffic situation in roads surrounding Donnybrook, Belmont Avenue and Marlborough Road must be made one way in a simultaneous move. These two roads are been used for dropping students to the various schools operating in the area - St Marys National School (Belmont Ave), Muckcross Park (Marlborough Rd - Mount Eden Rd), Sandford Pk (Sandford Rd). A further move to take commercial traffic away from these roads would be to restrict entry to roads from either end to allow entry width for motor cars only. There is a vehicle size restriction for entering Marlborough Road from Morehampton Road but this is not observed at all - just a joke. Therefore the message to motor vehicle drivers must be you cannot enter these roads (prevention) rather than you may not enter the road.(please do not entry!) Taking Marlborough Road in isolation, the road has become a very dangerous place for pedestrians, commercial vehicles driving down west to east are now mounting the footpath at speed at the lower end (No 23 down) irrespective if pedestrians on footpath. This is to avoid vehicles having to slow down of give way to on coming traffic Summary: In my opinion you cannot take action on traffic calming measures on Belmont Avenue without also introducing measures on Marlborough Road
240. Any restriction of access on Belmont Road will have an effect on Marlborough Road, i.e. increase the traffic there. It is already very heavy, servicing a number of schools, parents drive often SUV to bring and collect children. So often two cars cannot pass each other. Any measure which make car driving easier will only increase the traffic volume
241. New houses at Sandford Grove and apartments at Woodville not considered for turning right down Belmont avenue. - old green street lights on Belmont ave are a huge obstruction to pedestrians, particularly parents with buggies and wheelchair users. They also add significantly to traffic problems at Belmont villas where cars should be able to pass at the wider section but can't. - too much parking allowed on Belmont ave without enough pull in/passing space and too much parking allowed near the school entrance, causing daily confusion and aggression. - better school signage required as drivers do not seem to be aware

242. As a parent of 4 young children who go to school on Belmont Av I am sometimes terrified of what might happen on our daily walk to and from school. Cars regularly mount the footpath even while young children are walking or scooting there. Sometimes car tyres come dangerously close to the feet of young children. On Monday mornings the bins are on the footpaths (parts of which are extremely narrow, particularly at the sandford road end) and I have on many occasions had to step off the footpath (with a buggy) onto a busy road where drivers tend to be rather impatient. I have witnessed a numbers of shouting matches between drivers on Belmont Av as they battled to make their way up and down the road. I have also had scary moments trying to cross at the pedestrian crossing outside the school on Belmont Av. Often motorists are so concerned with assessing their ability to progress up Belmont Av that they are not paying attention to pedestrians trying to cross. I think there is a genuine risk that a child could get seriously injured, or worse, if vehicular access is not radically reduced on Belmont Av and I implore you to execute this change.
243. Finding some method of stopping cars driving on the pavement has gotten absurd and has several near missed
244. I want to thank the council for all of the work done on this and for the consultation process. Something has to change. The status quo is completely dysfunctional and someone will be injured. Option 2 has the best chance of solving the problem given that the road is simply not fit for purpose as a road for two way throughput of traffic. Logjams regularly happen even on Saturday or Sunday afternoons. The risk with Option 1 is that it creates a cannonball run effect with an even higher volume of traffic using the street to move from Donnybrook to Ranelagh direction and treating the road as de facto one way. In addition resident cars moving in opposite direction will be moving against that volume and this will create regular opportunities for the usual logjams to happen on the Avenue's usual pinch points. So Option 1 comes with uncertain benefits and it's own safety risks. Many thanks again for this chance to give our views.
245. The options related to clear signage of the speed limit & upgrade of the pedestrian crossing at St Marys School are appropriate. Both other measures proposed will significantly increase traffic through both Eglinton Rd & Marlborough Rd. In particular, increased traffic volumes are already anticipated in Eglinton Road where a large scale housing development is currently under construction and planning applications have been made for further large scale developments at the Donnybrook end of the road and also in Milltown. The proposed speed ramps and signage are a good idea for Belmont Avenue however also need to be applied to Eglinton Road where there is a disregard for the speed limit from many transiting vehicles. This road has many resident children and teenagers who need to be able to cycle & cross the road safely.
246. Any restrictions to Belmont Road simply increase the difficulties on all of the already overburdened nearby streets. The proposals do not address the core problems. Infrastructure has not kept pace with residential and commercial development. The N11 filters into Donnybrook, which is a bottleneck already. Motorists clog the side roads out of necessity. Just think what traffic will be like when all the apartments zoned by ABP in contravention of the city plan are built. Donnybrook will be beyond dangerous for pedestrians, cyclists and road users. Planning at its absolute most inept and disgraceful.
247. Get rid of the on street parking as most residents who back onto the tennis club all have garages. Also some of the houses on the Marco Pierre Whyte strip have garages accessed from the lane way behind. The solution is not simply to dump the problem from Belmont onto Marlborough or Eglinton. They need to find a solution to free up space on their own roads rather than using their garages for storage & not parking which they were originally intended for.
248. My views and issues are the road should be one way before there's a fatal accident which will then be too late
249. Belmont Avenue has traffic issues made and often traffic is at a standstill due to opposite traveling traffic. I think it needs wider engagement to assess implication to traffic on Eglinton Road, morehampton road and sand Ford road.
250. I am gravely concerned to belatedly learn of this scheme from a neighbour as we received no notification of the proposal, despite living on a parallel road where traffic is likely to substantially

- increase in the event of Belmont Avenue being restricted to traffic. In the interests of good planning, there needs to be proper consultation before this scheme should proceed any further.
251. The trouble with the flow of traffic on Belmont avenue is that the Rules of the Road are not enforced - namely the right of way for traffic coming down from Sandford Road. 1. There should be a sign at the bottom of Belmont Avenue clearly advising of this right of way in order to encourage upcoming traffic from Donnybrook and Mount Eden Road to wait. 2. There should also be a pull - in point on the left half way up Belmont Avenue to allow 2 to 3 cars travelling up the road to pull in and enable traffic from Sandford Road to pass. During off peak times the flow of traffic works well. There is congestion when school starts and finishes but this is well marshalled by the Lollipop men and women on Belmont Ave. and Mount Eden Road. Care is taken for the children although the bulk of some of the cars create a hazard. It is on Friday evenings between 5 and 7.30pm that cars coming up Belmont Avenue are driven recklessly, aggressively and often at a dangerous speed and this is an issue that should be addressed. The radical changes proposed are not necessary and overcomplicated. A realistic and common sense implementation of existing legislation should be the first step.
252. 1. This traffic calming proposal was NOT systematically delivered to all houses on Marlborough Road, or the adjoining roads, mine being one of them. 2. It was purely by chance that I found out about this exercise and obtained a copy. 3. To focus solely on a "solution" for Belmont Avenue without any consideration of the effect it will have on other roads in the area is a recipe for total chaos. 4. It is disingenuous of the Council and councillors to agree to this exercise in isolation when residents on Marlborough Road have, over the years, communicated similar issues with both the Council and Councillors, including myself to no avail. I am sure the same can be said for residents on other streets in the related area. On what basis was this made decision made.?! Why was no traffic survey made of the other roads? 5. According to a segment of a DCC report (AECOM) "Belmont Avenue works in a network with other streets in the Donnybrook and Ranelagh area, most notably Marlborough Road where congestion issues are also observed. Although Marlborough Road is an arterial route designed to accommodate heavier traffic flow, the impact on this road from any interventions implemented on Belmont Avenue will have to be carefully considered." !!!!!!! 6. The fact that there is little enforcement of traffic regulations : no traffic wardens, gardai thin on the ground and clampers cant be everywhere, means that bad behaviour continues unabated. 7. Politicising the issue is not appropriate. In my view it must be left to the Council's relevant technical experts, without interference, to come up with a plan which works for the good of all concerned.
253. It's unsustainable...change it
254. The main problem is the road cannot cope with two-way traffic. This can result in regular stand-offs between motorists who cannot pass each other. This can happen at anytime of day, but, it seems to me, is mainly an issue between 8 and 9 am when the schools runs are in full swing. Ultimately, motorists pass by driving on the footpath, and this is dangerous to children going to school. In my view, the Restricted Access proposal will eliminate the vast majority of two-way traffic flow on the street, thereby dealing with the issue described here. In my view Restricted Access deals with the real safety issues, but maintains reasonable access to what is a public road.
255. It is only a matter of time before a child or adult gets knocked down. There is a school at the junction of Mount Eden road and regularly cars literally race at high speed to get up Belmont Avenue to avoid waiting for on coming traffic. Every day there are rows where cars won't give way to each other - either restricted access or one way flow would make this much safer
256. There is a major and increasing safety issue on the road and implementing option 1 or 2 is needed to avoid a catastrophe and the loss of life.
257. In the 15+ years I've lived on Belmont Ave I've never witnessed driver behaviour as shocking as this past 2 years. Pedestrians are at serious risk of injury on a daily basis largely from school run parents, a significant number of whom do not live in the immediate vicinity and seem to think nothing of mounting the pavements with total disregard to pedestrians both adult and children. In addition there is a marked increase in the number of lorries and trucks using the avenue as a rat run, some form of barrier/height restriction is needed to stop this

OPTION 1 - RESTRICTED ACCESS

SUMMARY OF CHANGES

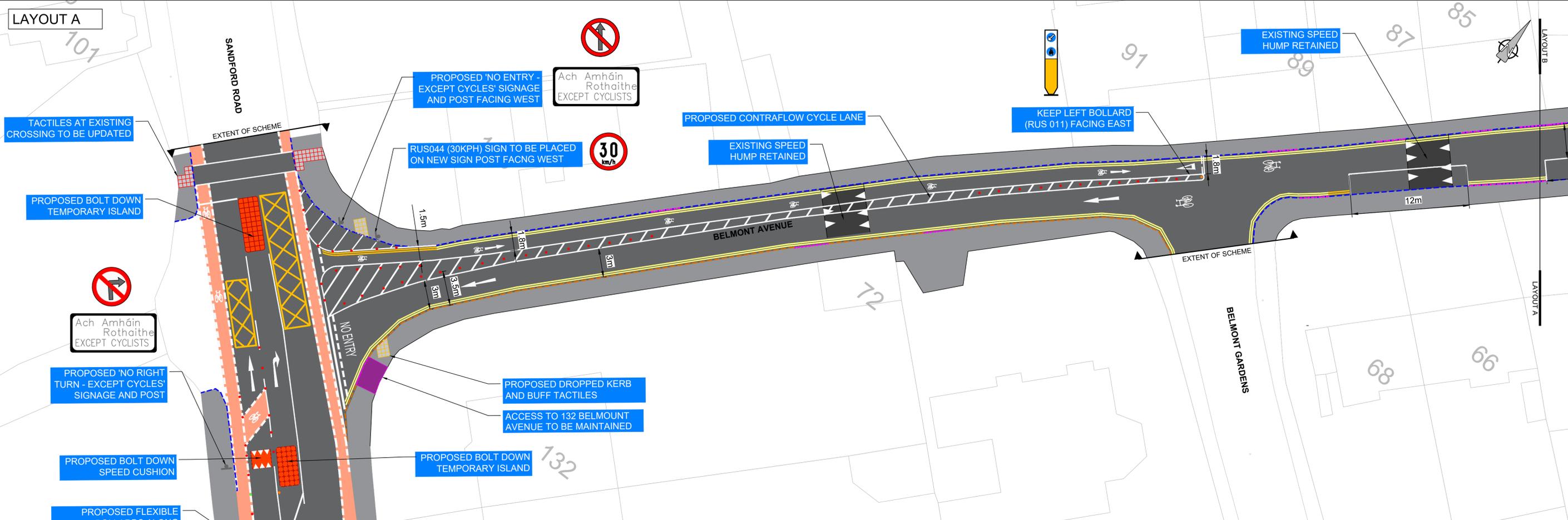
JUNCTION OF SANDFORD ROAD/BELMONT AVENUE (SEE LAYOUT A)

- NO ACCESS FROM SANDFORD ROAD INTO BELMONT AVENUE EXCEPT CYCLISTS AND EMERGENCY VEHICLES
- ALL VEHICLES ALLOWED TO TRAVEL FROM DONNYBROOK ROAD TO SANDFORD ROAD VIA BELMONT AVENUE
- EASTBOUND CYCLE LANE AT ENTRANCE TO BELMONT AVENUE TO BETTER PROTECT CYCLISTS, PARTICULARLY SCHOOL GOING CHILDREN
- DROPPED KERBS AND TACTILES TO ALLOW PEDESTRIANS TO CROSS BELMONT AVENUE TO EAST OF SANDFORD ROAD
- SPEED HUMPS ON SANDFORD ROAD TO REDUCE SPEEDS

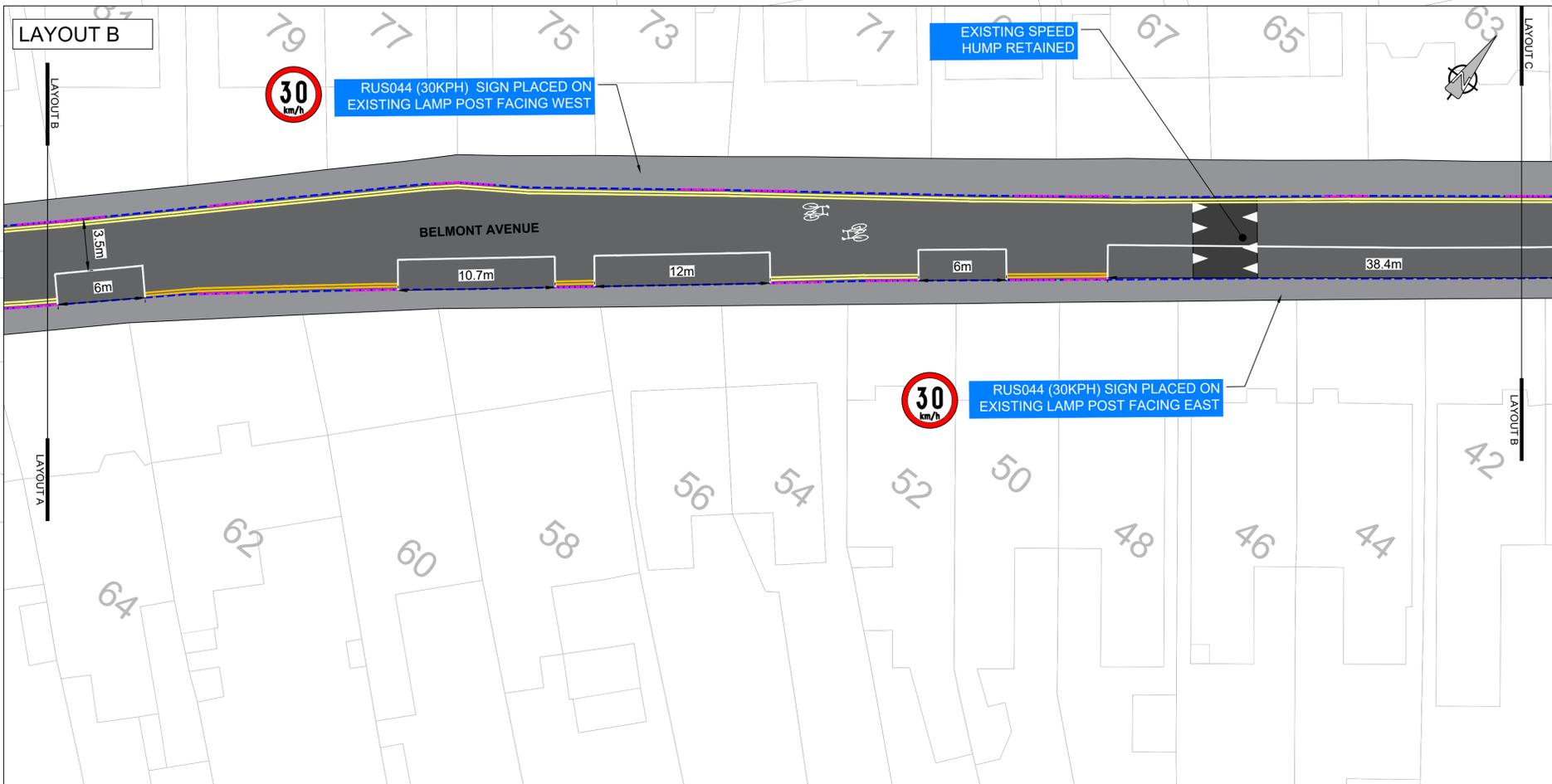
BELMONT AVENUE (SEE LAYOUTS B, C, AND D)

- NO CHANGES TO PARKING WITH ALL SPACES RETAINED
- ADDITIONAL 30km/h SIGNS TO HIGHLIGHT EXISTING SPEED LIMIT
- PEDESTRIAN CROSSING AT ST. MARY'S SCHOOL UPGRADED
- NO CHANGES AT JUNCTION OF BELMONT AVENUE

LAYOUT A



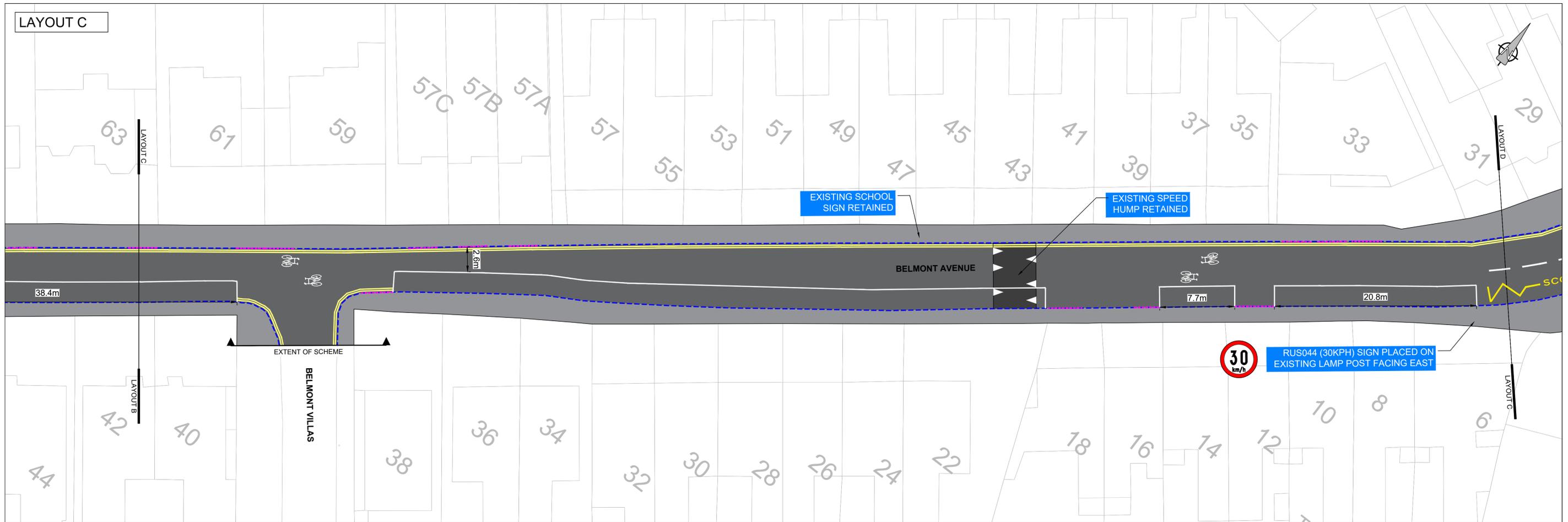
LAYOUT B



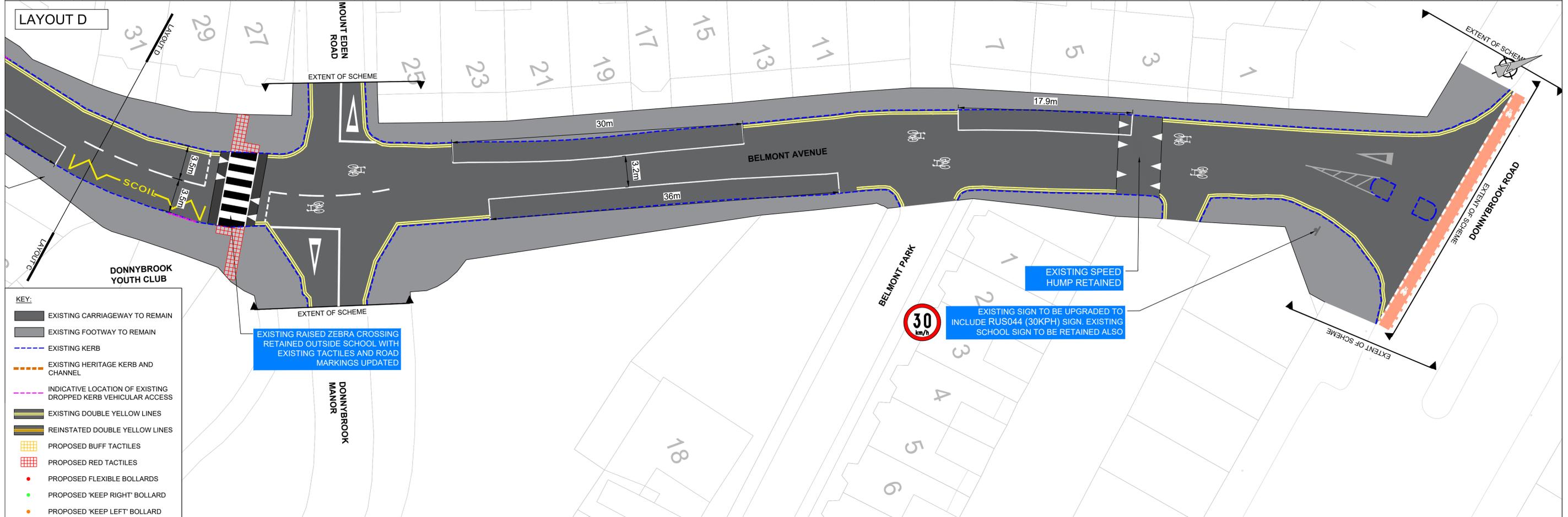
- KEY:**
- EXISTING CARRIAGEWAY TO REMAIN
 - EXISTING FOOTWAY TO REMAIN
 - EXISTING KERB
 - EXISTING HERITAGE KERB AND CHANNEL
 - INDICATIVE LOCATION OF EXISTING DROPPED KERB VEHICULAR ACCESS
 - EXISTING DOUBLE YELLOW LINES
 - REINSTATED DOUBLE YELLOW LINES
 - PROPOSED BUFF TACTILES
 - PROPOSED RED TACTILES
 - PROPOSED FLEXIBLE BOLLARDS
 - PROPOSED 'KEEP RIGHT' BOLLARD
 - PROPOSED 'KEEP LEFT' BOLLARD

**BELMOUNT AVENUE TRAFFIC CALMING:
OPTION 1: RESTRICTED ACCESS - SHEET 2 OF 3**

LAYOUT C



LAYOUT D



- KEY:**
- EXISTING CARRIAGEWAY TO REMAIN
 - EXISTING FOOTWAY TO REMAIN
 - EXISTING KERB
 - EXISTING HERITAGE KERB AND CHANNEL
 - INDICATIVE LOCATION OF EXISTING DROPPED KERB VEHICULAR ACCESS
 - EXISTING DOUBLE YELLOW LINES
 - REINSTATED DOUBLE YELLOW LINES
 - PROPOSED BUFF TACTILES
 - PROPOSED RED TACTILES
 - PROPOSED FLEXIBLE BOLLARDS
 - PROPOSED 'KEEP RIGHT' BOLLARD
 - PROPOSED 'KEEP LEFT' BOLLARD

**BELMONT AVENUE TRAFFIC CALMING:
OPTION 1: RESTRICTED ACCESS - SHEET 3 OF 3**

OPTION 2 - FILTERED PERMEABILITY

SUMMARY OF CHANGES

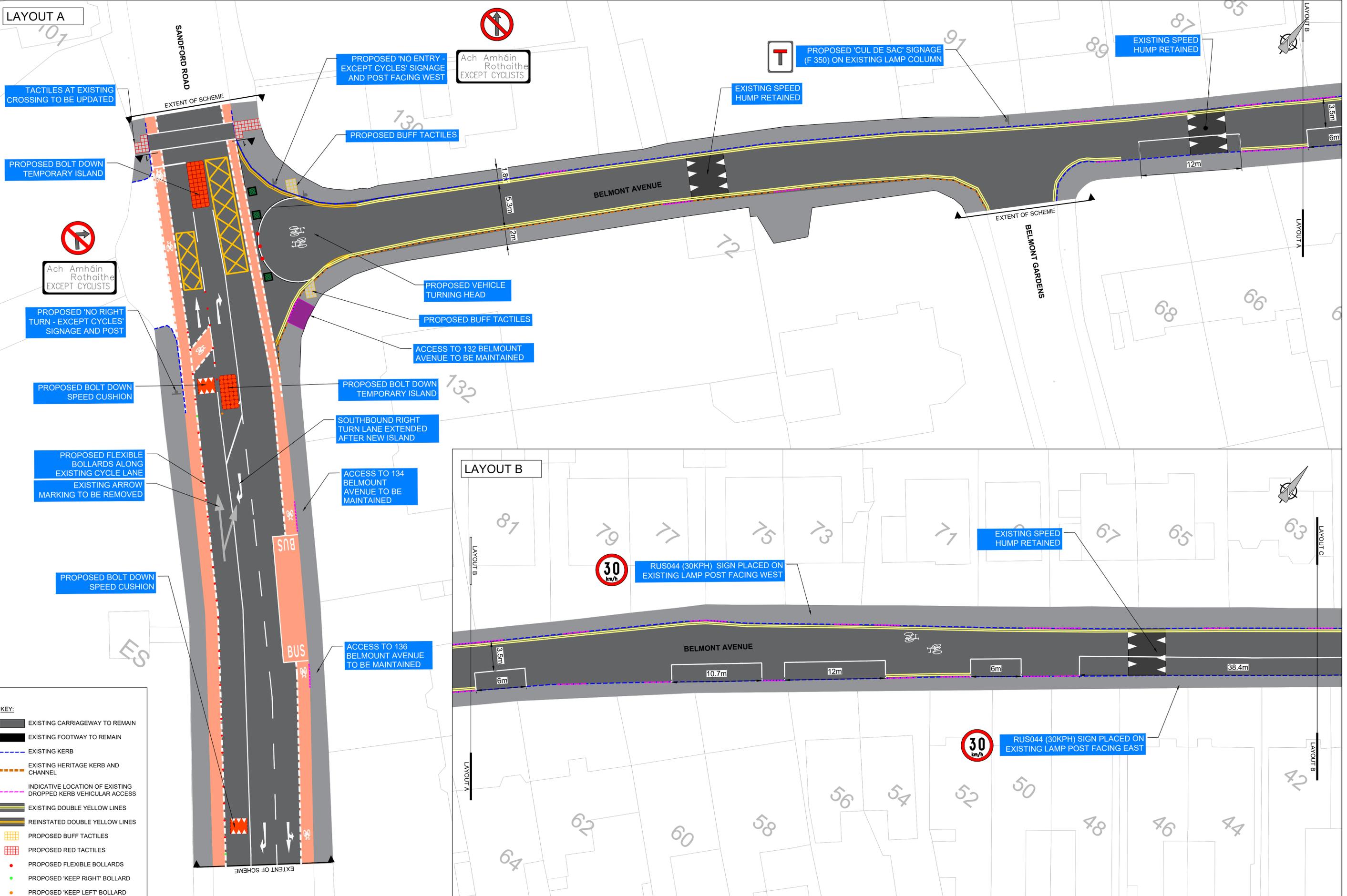
JUNCTION OF SANDFORD ROAD/BELMONT AVENUE (SEE LAYOUT A)

- NO ACCESS FROM SANDFORD ROAD INTO BELMONT AVENUE EXCEPT CYCLISTS AND EMERGENCY VEHICLES
- NO THROUGH ROUTE FROM DONNYBROOK ROAD TO SANDFORD ROAD EXCEPT CYCLES AND EMERGENCY VEHICLES
- VEHICLE TURNAROUND AREA TO ASSIST LOCAL RESIDENTS
- ADDITIONAL PLANTERS ADDED AT WESTERN END OF BELMONT AVENUE
- DROPPED KERBS AND TACTILES TO ALLOW PEDESTRIANS TO CROSS BELMONT AVENUE TO EAST OF SANDFORD ROAD
- SPEED HUMPS ON SANDFORD ROAD TO REDUCE SPEEDS

BELMONT AVENUE (SEE LAYOUTS B, C, AND D)

- NO CHANGES TO PARKING WITH ALL SPACES RETAINED
- ADDITIONAL 30km/h SIGNS TO HIGHLIGHT EXISTING SPEED LIMIT
- PEDESTRIAN CROSSING AT ST. MARY'S SCHOOL UPGRADED
- NO CHANGES AT JUNCTION OF BELMONT AVENUE / DONNYBROOK ROAD

LAYOUT A



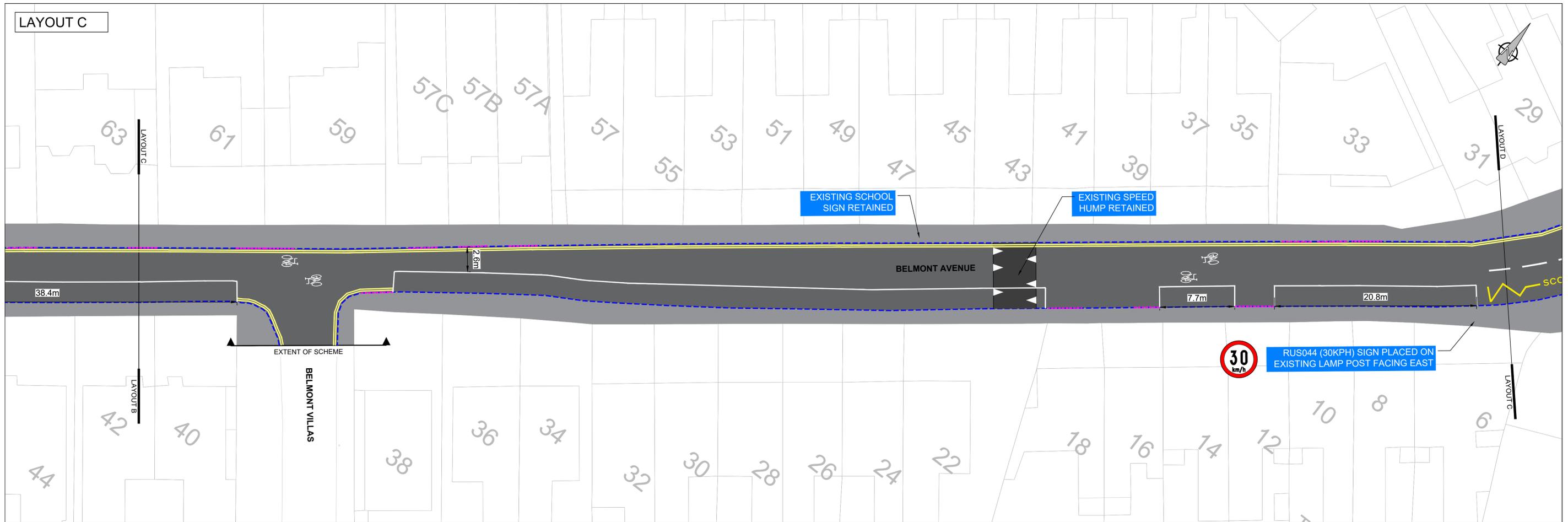
LAYOUT B



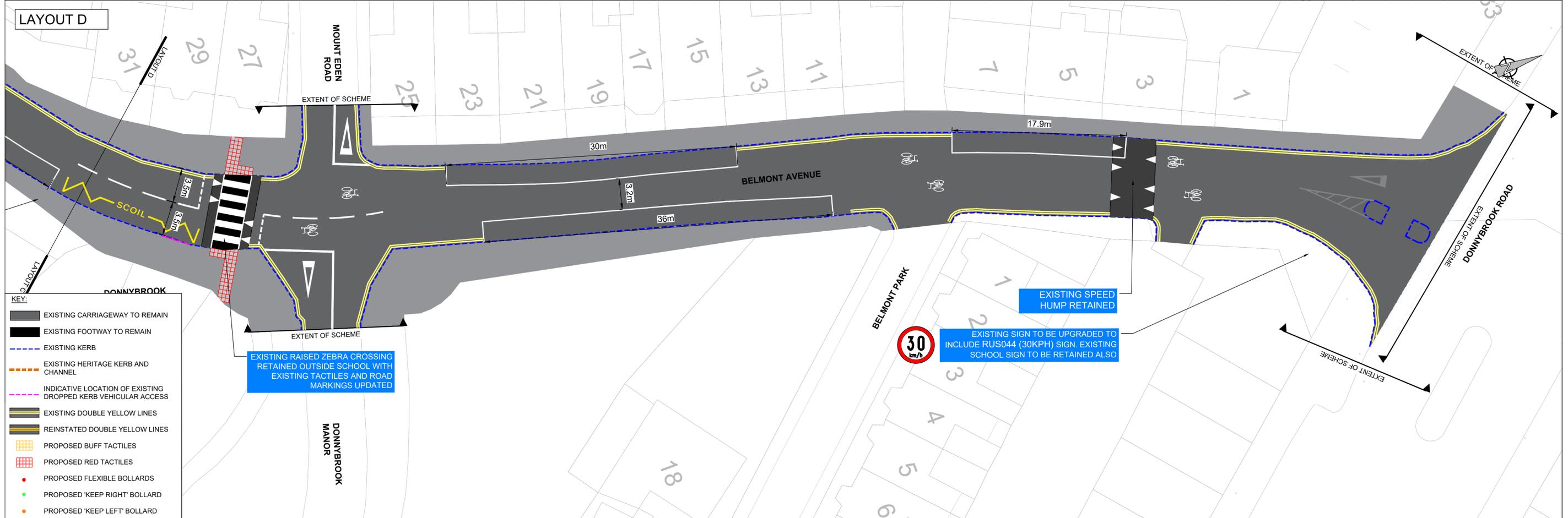
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**BELMONT AVENUE TRAFFIC CALMING:
OPTION 2: FILTERED PERMEABILITY - SHEET 2 OF 3**

LAYOUT C



LAYOUT D



- KEY:
- EXISTING CARRIAGEWAY TO REMAIN
 - EXISTING FOOTWAY TO REMAIN
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**BELMONT AVENUE TRAFFIC CALMING:
OPTION 2: FILTERED PERMEABILITY - SHEET 3 OF 3**