



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

BELMONT AVENUE FINAL REPORT

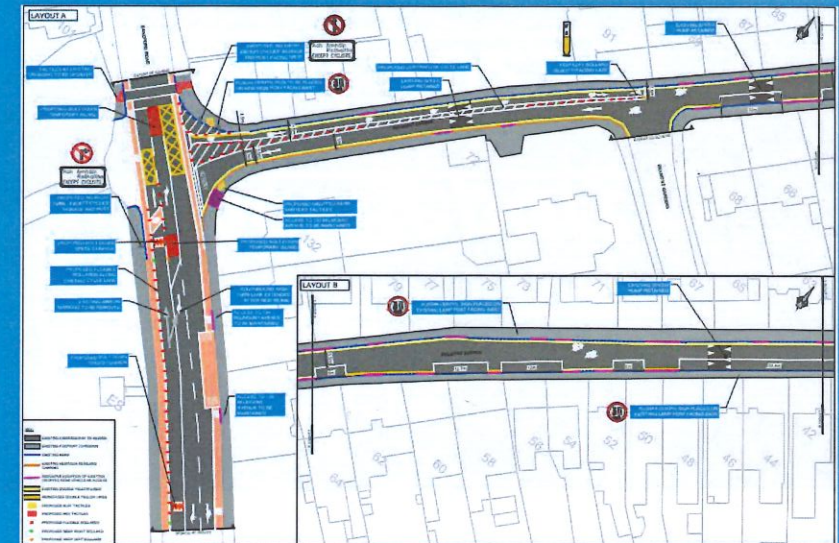


Belmont Avenue **Final Report** **Sept 2023**

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Belmont Avenue – Project Genesis

- Belmont Avenue Transport Issues.
- Problem Analysis.
- Potential intervention options.
- Non Statutory Public Consultation.
- Restricted Access trial implemented in August 2022 (6 month trial period)
- Assessment to evaluate trial effectiveness (Transport Surveys, Non Statutory Public Consultation).
- Final Report
- Presentation



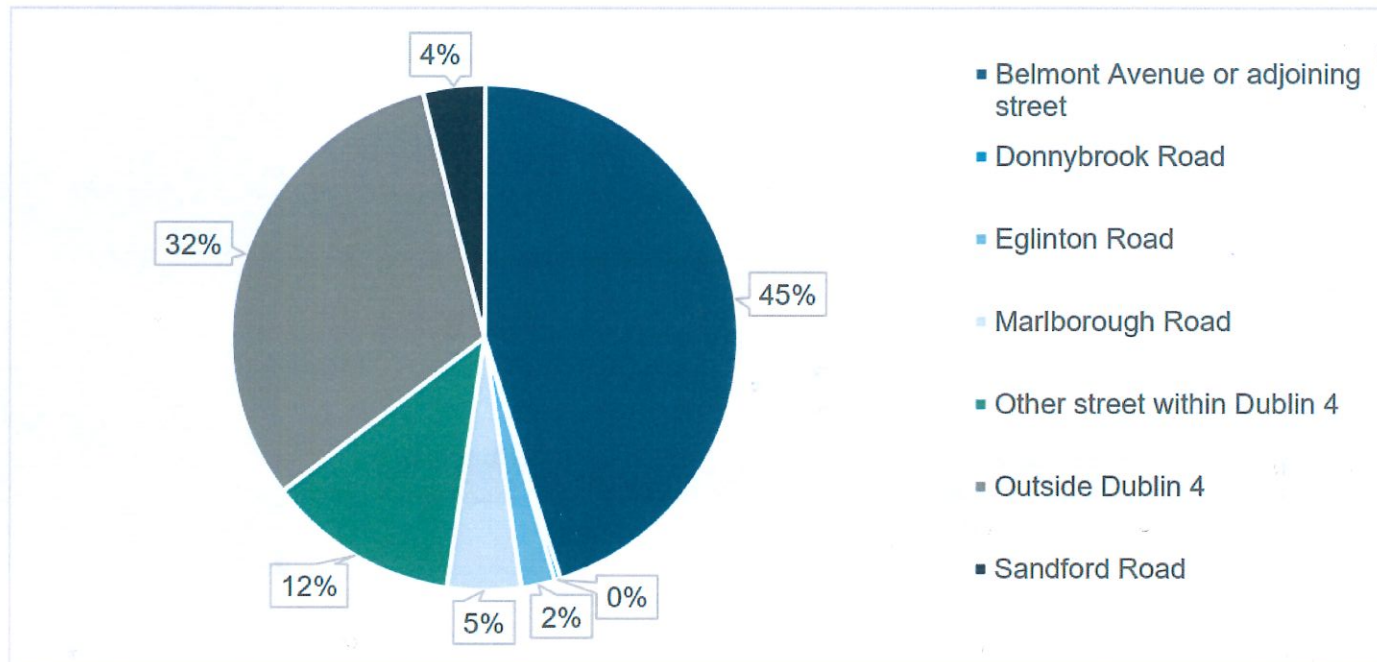
Belmont Avenue - Objectives

Table 1-1 - Scheme Objectives

Criteria	Specific Objectives
Safety	<ul style="list-style-type: none">• To improve the safety of all road users using Belmont Avenue• To improve the safety of children accessing St. Marys National School• To reduce the frequency of illegal parking and 'rat running' along Belmont Avenue.
Environment	<ul style="list-style-type: none">• To encourage active transport along Belmont Avenue.• To reduce the quantity of vehicles accessing Belmont Avenue, particularly during the busy school period.
Social Inclusion	<ul style="list-style-type: none">• To embrace public input during the scheme's development
Physical Activity	<ul style="list-style-type: none">• To improve the health and general wellbeing of users.• To promote active lifestyles through facilitating improved active travel measures along the scheme.

Non Statutory Public Consultation – Survey Results

Q6. Which street do you live on?

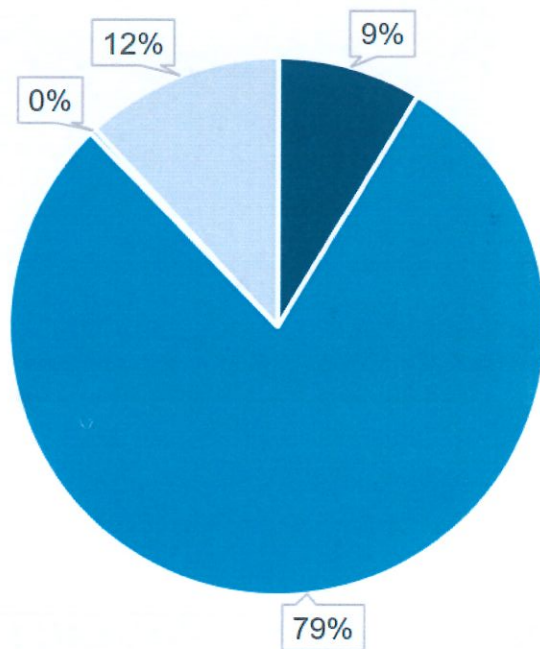


There were 277 responses recorded for this question

The largest response category was for residents who live on Belmont Avenue or an adjoining street (45%)

Non Statutory Public Consultation – Survey Results

Q7. Which of the following options do you support for the Belmont Avenue Restricted Access scheme?



- Extend the trial for a further 12 months
- Make the scheme permanent
- Not Answered
- Remove the scheme and revert to the original road layout

The largest response category was to *Make the scheme permanent (79%)*, followed by *Remove the scheme and revert to the original (12%)*. This showcases a broad support for the scheme amongst respondents with nearly 4 out of 5 people in support of making the scheme permanent.

Identified Themes – Q13 Are you supportive of the scheme?

Table 3-1 - Q14 Identified Themes

Theme No.	Theme Name	Criteria	Count (N)
1	Improved Safety	The schemes effect of improving perceived safety along Belmont Avenue.	156
2	Design Comments	Recommendations or proposed new ideas for the Restricted Access Scheme.	26
3	Marlborough Road	Highlighted specific issues with the scheme along Marlborough Road.	16
4	Sandford Road Junction	Highlights specific issues with the scheme at the junction of Belmont Avenue and Sandford Road.	11
5	Traffic on Surrounding Roads	Theme 5 refers to submissions received which highlighted issues with increased congestion on roads adjoining or in the vicinity of the scheme area. These include comments regarding traffic on Eglinton Road, Mount Eden Road, Beaver Row, Milltown Road, Beech Hill Road and for respondents traversing through Dublin 4 more generally.	9
6	Two-way Signage	Asks for clearer road signage along Belmont Avenue to highlight the bi-directional flow of traffic.	6
7	Speeding	Refers to possible increase in traffic speeds along Belmont Avenue since the scheme's implementation.	6
8	Condition of cycle lane and footway	Submissions received that highlighted the current condition of pedestrian and cyclist infrastructure along the scheme route.	6
9	Bollards	Theme 9 refers to submissions discussing the use of bollards throughout the scheme.	4

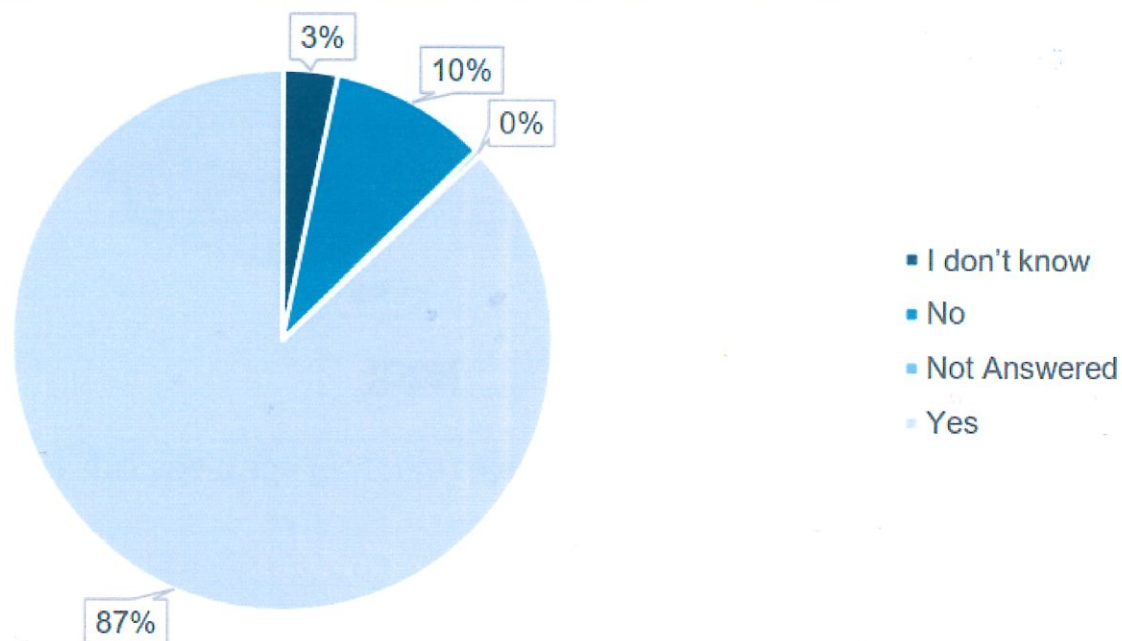
Question 14 from the online survey included the option to comment on Question 13 Are you supportive of the scheme?

The responses varied but common themes were identified .

Overall 9 common themes were noted and these themes can be shown here.

Scheme Safety

Q15: Do you think the scheme has made the route safer for pedestrians?



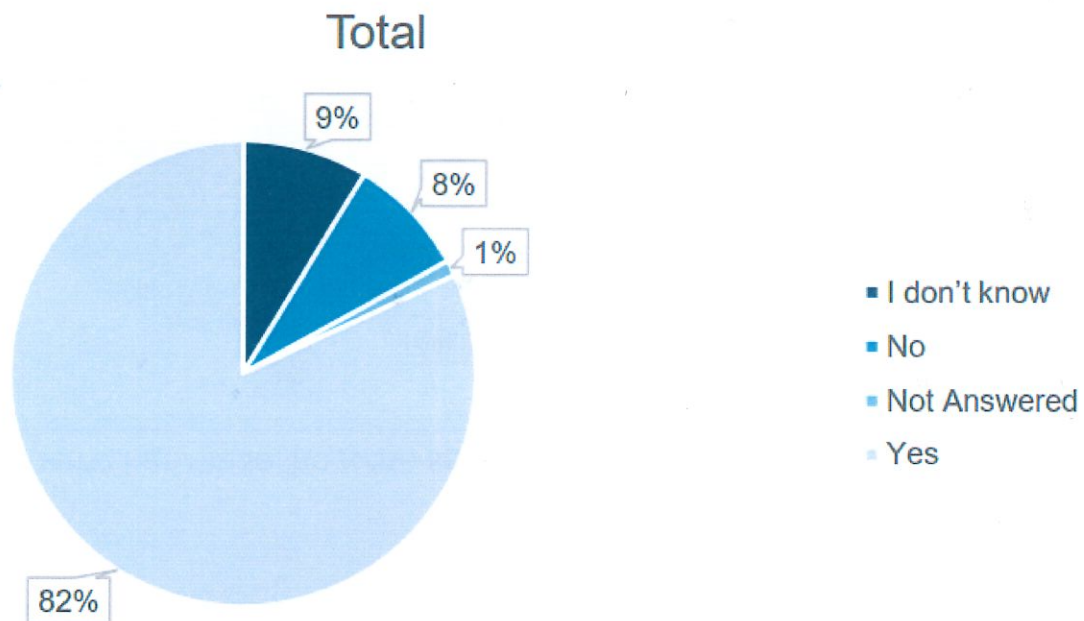
The largest response category was with respondents who indicated they think the scheme has made the route safer for pedestrians (87%).

3% answered I don't know that the scheme has made the route safer for pedestrians.

10% answered the scheme has not made the route safer for pedestrians.

Scheme Safety

Q16: Do you think the scheme has made the route safer for cyclists?



The largest response category was with respondents who indicated they think the scheme has made the route safer for cyclists (82%).

9% answered I don't know that the scheme has made the route safer for cyclists.

8% answered the scheme has not made the route safer for cyclists.

Speed Data

Speed Data

Below details the traffic speeds observed along Marlborough Road and Belmont Avenue before and after the trial scheme was implemented for both directions of travel.

Traffic speed data was recorded from 9-16th of August 2022 and 18th to 25th of January 2023 before and after the trial was implemented.

Table 4-1 – Before and After Speeds

Road	85 th ile Speed before scheme	85 th ile Speed after scheme	Change
Marlborough Road	35.3km/h	34.9km/h	-0.4km/h
Belmont Avenue	37.3km/h	36.4km/h	-0.9km/h

The data in table 4-1 indicates that there has been a minor reduction in 85thile speeds for traffic traveling on both roads and both directions of travel.

Traffic volumes were recorded over a 3 day period of 9-11th of August 2022 and 18th to 20th of January 2023 before and after the trial respectively.

Traffic Data

Traffic volumes were recorded over a 3 day period of 9-11th of August 2022 and 18th to 20th of January 2023 before and after the trial respectively.

In Table 4-3 following, traffic volumes observed travelling along Belmont Avenue before and after the trial scheme was implemented are detailed. Traffic data was recorded at the same time periods as those noted in 4.11 above.

Table 4-3 – Traffic Travelling South along Belmont Avenue

Junction	Traffic before scheme	Traffic after scheme	Change
Belmont Road / Sandford Road	1597	1825	+228
Mount Eden Road / Belmont Road	1552	1960	+408

The data in table 4-3 indicates that there has been an increase in traffic traveling on Belmont Avenue since the trial was implemented.

Recommendation

- This Neighbourhood Transport Scheme on Belmont Avenue has significantly reduced 'Rat Running' which has led to a safer environment and allows for increased sustainable transport modes in the area by way of restricted access; this includes both cyclists and pedestrians who use this area.
- As feedback suggests, a greater sense of community now exists with the high volumes of cut through traffic no longer present and the concerns of speed, rat running and mounting of footpaths being largely reduced.
- Interventions on Belmont Avenue have been requested by past and present elected Councillors over the last number of years. The current trial scheme resolves the countless issues that existed on Belmont Avenue as identified in Section 1 of this report.
- It is Dublin City Council's recommendation that this trial should be made permanent.

THE END

Thank you for
your time.

