Belmont Avenue

Traffic Calming Initiative

Dublin City Council

2nd March 2021

Quality information

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Revision History

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1. Introduction – Area Description

Belmont Avenue is a two-way road between Donnybrook Road and Sandford Road. It is approximately 500m long. It forms part of the Belmont Avenue / Mount Eden Road & Environs Architectural Conservation Area. The road is comprised mainly of residential properties and also serves as the access route for a number of cul-de-sacs, a local school (St. Mary's National School) and the St. Mary's Lawn Tennis Club.

Belmont Avenue is subjected to substantial traffic issues, particularly during peak hours, primarily due to the lack of adequate width for two-way traffic and parking to coexist. The width of the existing carriageway throughout the street varies between 5.5 and 8.5 meters. Parking spaces (of approximately 2.1 meters in width) are located on the southern side of the street, resulting in a remaining carriageway width of approximately 4.2 meters for lengthy periods. This is significantly narrower than the carriageway width of 4.8 meters proposed in the Design Manual for Urban Roads and Streets (DMURS) - 4.4.1 - Carriageway Widths, which allows for two-way traffic.

During peak hours, the area is invariably gridlocked, as a consequence of the volume of cars attempting to progress up and down its length. Motorists, frustrated by the lengthy delays, become stressed, aggressive and engage in dangerous manoeuvres. Vehicles often illegally mount and drive along the footpath, endangering pedestrians, cyclists and other motorists. There have been a number of near misses reported involving school children exposed to unsafe driving manoeuvres. Cars utilising the on-street parking have been damaged on a multitude of occasions.

The existing footway width varies between 1.0 and 1.7 meters on each side of the carriageway (and as narrow as 0.6 meters behind lighting columns). Both footpaths are substantially below the minimum footway width of 1.8 meters, as specified in DMURS - 4.3.1 - Footways, Verges and Strips. Consequently, pedestrians using the street are unable to walk two abreast.

A traffic survey was undertaken on 4th March 2020 (prior to the introduction of COVID-19 pandemic restrictions) aiming to collect information on traffic speeds and volume along Belmont Avenue. The key results are summarised in Table 1 below.

Table 1: Belmont Avenue traffic counts

Direction of Travel	AM Peak (7-10am)	PM Peak (4-7pm)	Total
Westbound (Donnybrook Road -> Sandford Road)	**778**	299	2479
Eastbound (Sandford Road -> Donnybrook Road)	112	**745**	2547

2. Traffic Congestion Solutions

There is not one clear traffic solution to solve the traffic congestion issue on Belmont Avenue. Options that have been considered at this initial stage are listed below:

1. **Speed Limit Reduction**

   The existing speed limit for Belmont Avenue is 50km/h, which is considerably high for a residential and school area. A 30km/h speed limit is soon to be implemented in the wider area. **This measure will not have a significant impact, if introduced on its own, however it could compliment one of the other options listed below.**

2. **Removal of Parking Bays to Create Horizontal Deflection:**

   Removal of spaces to create pockets in which westbound vehicles can pull in and allow oncoming traffic to pass by. Parking loss is expected to be minimal – summary provided in Table 2. Proposed design can be found in Drawing No. 60615775-ACM-BTA-SK-0105-06.

Table 2: On-Street Parking summary

Existing Parking Spaces	Proposed Parking Spaces
57	54

Spaces are calculated by dividing the length of each individual parking bay by the recommended space length for parallel parking (6.0m), as specified in DMURS - 4.4.9 - On-Street Parking and Loading. Existing parking bay measurements are based on available mapping and aerial photography data and will need to be confirmed against a topographical survey.

This measure will not have a significant impact, if introduced on its own, however it could be one element of the final design alongside other options listed below.

3. **Removal of Parking in its Entirety**

   Alternatively, removal of all or most of the on-street parking would greatly increase the carriageway width made available to traffic along Belmont Avenue, lessening motorist conflict. With a minimum of 5.5 meters made available for the carriageway, the remaining of the existing width can be allocated to widening the footpath on both sides, making it safer for the more vulnerable road users.

   However, this may be met with opposition by residents, who do not have private driveways and currently use the existing parking bays. Additional information on existing on-street parking spaces and private driveways on Belmont Avenue can be found in Drawing No. 60615775-ACM-BTA-SK-0101-04 and Table 3.

Table 3: Existing residential parking information for Belmont Avenue

On-Street Parking Spaces	Properties with Private Driveways	Properties without Private Driveways	Residential Parking Permits
57	34	47	67

4. <u>One-Way System</u>

This would allow for the carriageway and footway widths to fall within the necessary minimums, as set out in DMURS. On-street parking will be retained on the southern side of the street. **However, only with-flow cyclists can be accommodated, as the available width does not allow for a contra-flow cycling facility.** The traffic volumes to and from Sandford Road are practically identical and reversed for the AM and PM peak (Table 1), which suggests that even with the one-way system, Belmont Avenue will still be busy either during the morning or evening peak. The introduction of effective physical traffic calming, such as road humps, is very important in this scenario. Proposed design can be found in Drawing No. 60615775-ACM-BTA-SK-0107-10.

5. <u>Filtered Permeability Scheme</u>

This measure is synonymous with the implementation of a cul-de-sac. The feasibility of vehicle turning heads on either side of the filters (usually bollards and / or planters) is key for selecting the location of the road closure. **Two options were identified for the filter location, either at junction with Sandford Road or with Mount Eden Road.** The latter is considered less preferable, as it would have a negative effect on school drop-off and would also encourage turning manoeuvres close to St. Mary's National School entrance. Proposed design showing a road closure at junction with Sandford Road can be found in Drawing No. 60615775-ACM-BTA-SK-0111.

Emergency vehicles and cyclists will have access through these filters. However, Belmont Avenue will still accommodate two-way traffic and pockets for motorists to give way to each other still need to be considered.

6. <u>Restricted Access</u>

Introduction of a no-entry system at the Sandford Road junction, to reduce traffic volumes and prevent motorists using the road as a "rat run". Belmont Avenue will continue to be a two-way road and all cyclist movements will be facilitated. The traffic survey (Table 1) suggests that a significant number of vehicles will still be moving towards Sandford Road in the morning peak and will be opposed by eastbound residential traffic. **Undoubtably, unless effective traffic calming and horizontal deflection are carefully considered, the existing issues will persist.** Proposed design can be found in Drawing No. 60615775-ACM-BTA-SK-0112-0115.

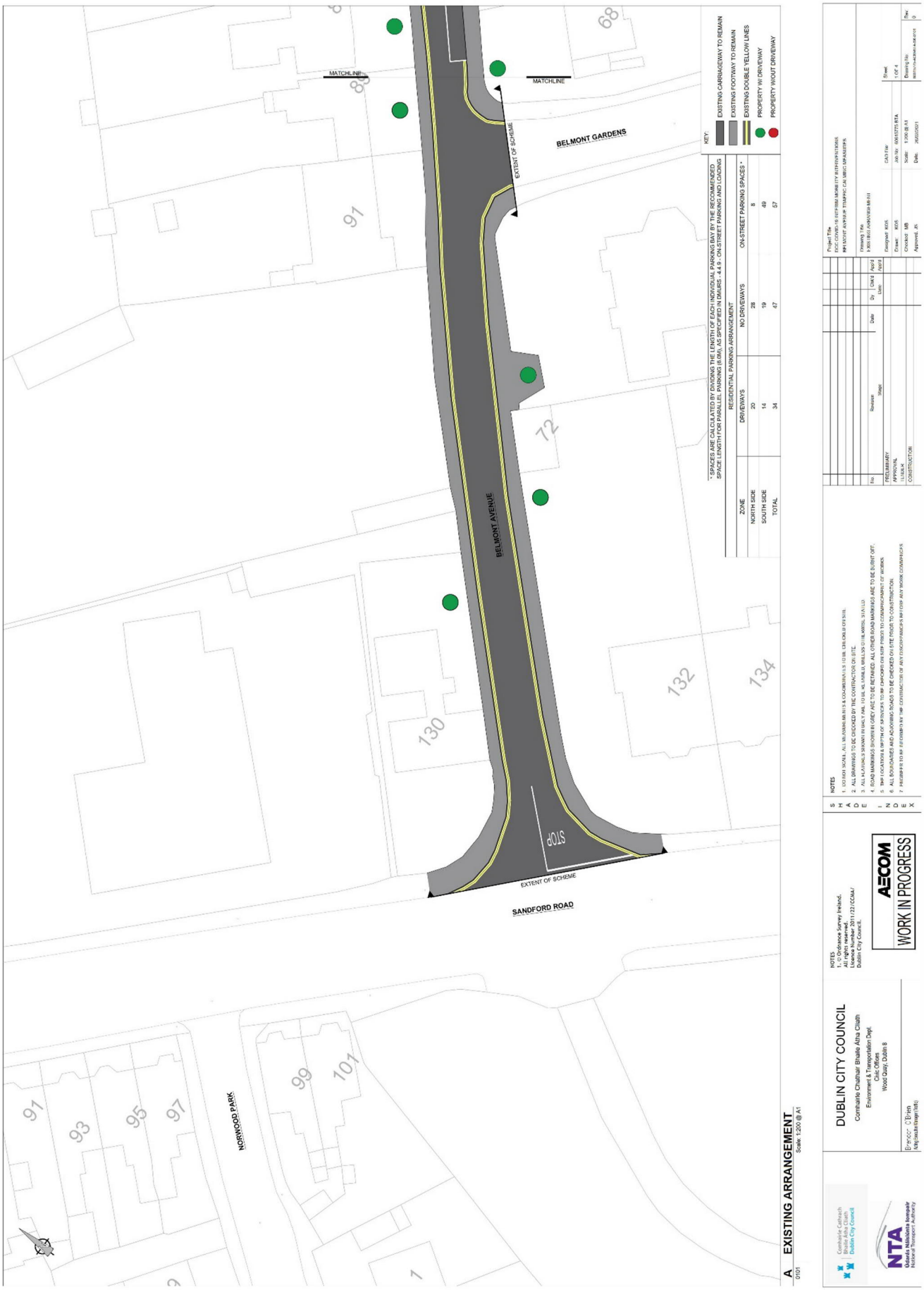
Belmont Avenue works in a network with other streets in the Donnybrook and Ranelagh area, most notably Marlborough Road, where congestions issues are also observed. Although Marlborough Road is an arterial route designed to accommodate heavier traffic flow, the impact on this road from any interventions implemented on Belmont Avenue, will have to be carefully considered.

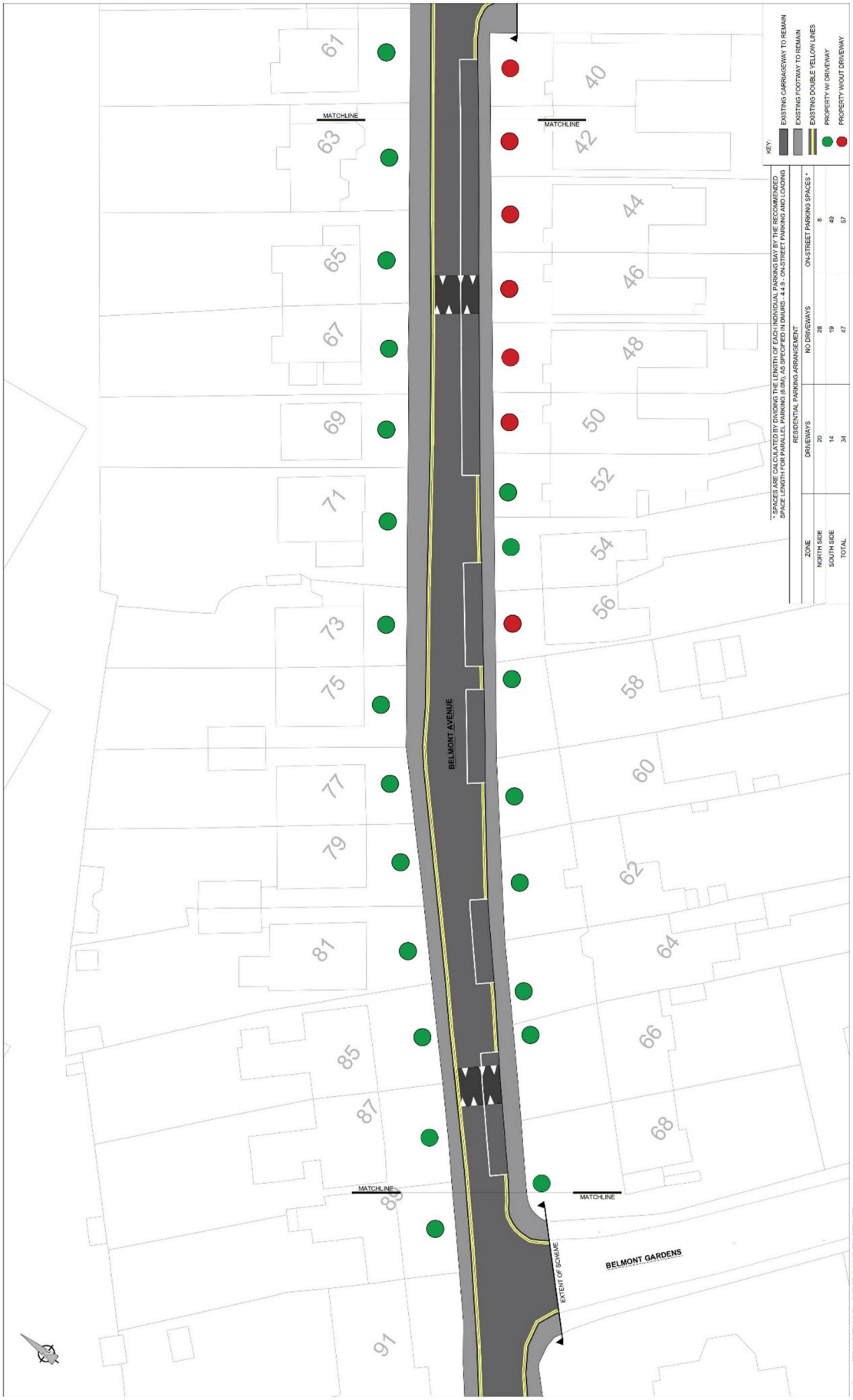
3. Supplementary Sketches

The following high-level sketches are presented in this section:

- Drawing No. 60615775-ACM-BTA-SK-0101-04 – EXISTING ARRANGEMENT
- Drawing No. 60615775-ACM-BTA-SK-0105-06 – REMOVAL OF PARKING BAYS TO CREATE HORIZONTAL DEFLECTION
- Drawing No. 60615775-ACM-BTA-SK-0107-10 – ONE-WAY SYSTEM
- Drawing No. 60615775-ACM-BTA-SK-0111 – FILTERED PERMEABILITY
- Drawing No. 60615775-ACM-BTA-SK-0112-15 – RESTRICTED ACCESS

Existing Arrangement




BELMONT AVENUE
BELMONT GARDENS
MATCHLINE
EXTENT OF SCHEME
KEY:
EXISTING CARRIAGEWAY TO REMAIN
EXISTING FOOTWAY TO REMAIN
EXISTING DOUBLE YELLOW LINES
PROPERTY W/ DRIVEWAY
PROPERTY W/OUT DRIVEWAY
* SPACES ARE CALCULATED BY DIVIDING THE LENGTH OF EACH INDIVIDUAL PARKING BAY BY THE RECOMMENDED SPACE LENGTH FOR PARALLEL PARKING (6.0M), AS SPECIFIED IN DMURS - 4.4.9 - ON-STREET PARKING AND LOADING
RESIDENTIAL PARKING ARRANGEMENT
ZONE | DRIVEWAYS | NO DRIVEWAYS | ON-STREET PARKING SPACES *
NORTH SIDE | 20 | 28 | 8
SOUTH SIDE | 14 | 19 | 49
TOTAL | 34 | 47 | 57
A EXISTING ARRANGEMENT
Scale: 1:200 @ A1
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BELMONT AVENUE TRAFFIC CALMING ARRANGEMENTS
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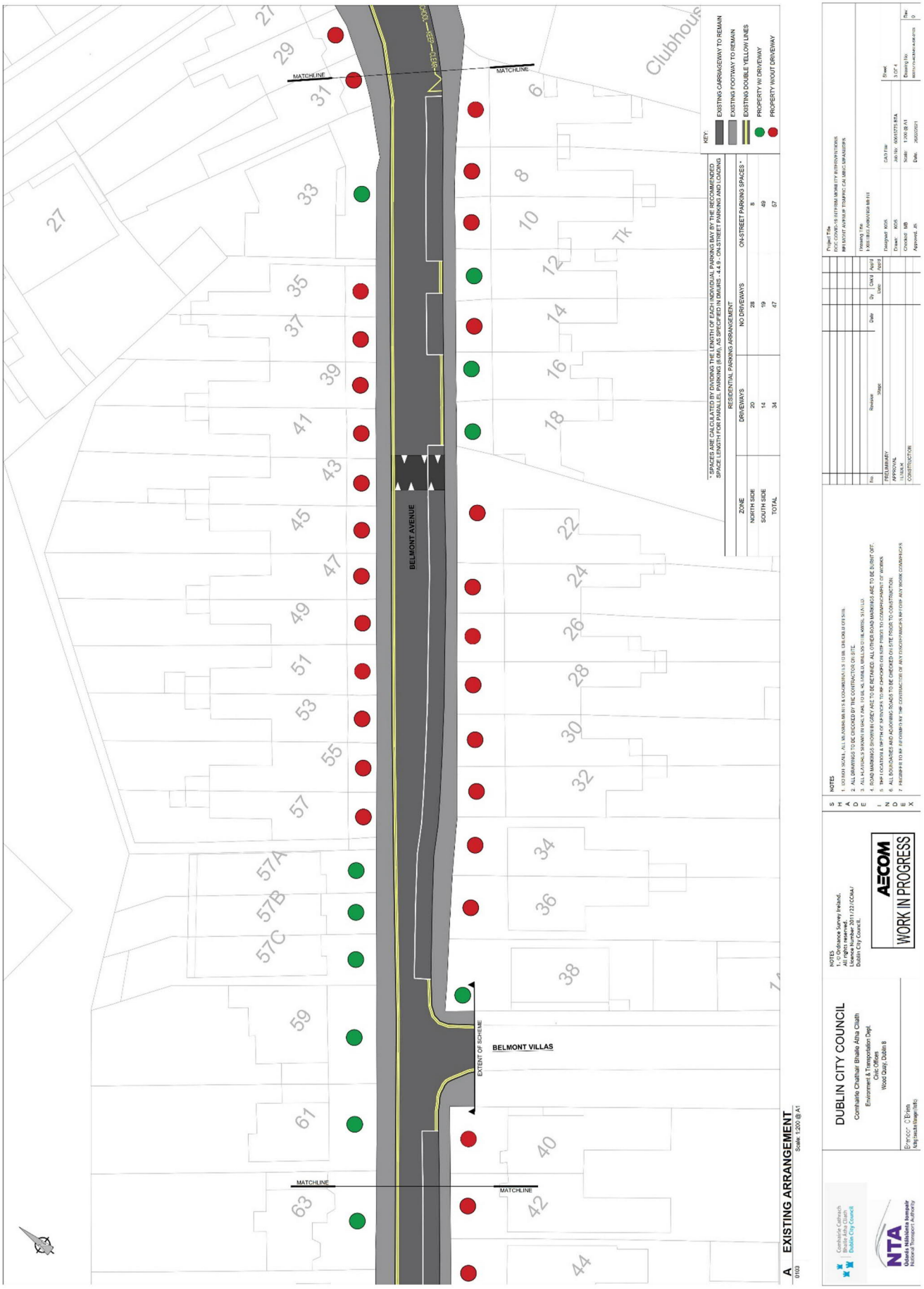
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BELMONT AVENUE
BELMONT VILLAS
EXTENT OF SCHEME
MATCHLINE
Clubhouse
KEY:
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EXISTING FOOTWAY TO REMAIN
EXISTING DOUBLE YELLOW LINES
PROPERTY W/ DRIVEWAY
PROPERTY W/OUT DRIVEWAY
* SPACES ARE CALCULATED BY DIVIDING THE LENGTH OF EACH INDIVIDUAL PARKING BAY BY THE RECOMMENDED SPACE LENGTH FOR PARALLEL PARKING (6.0M), AS SPECIFIED IN DMURS - 4.4.9 - ON-STREET PARKING AND LOADING
RESIDENTIAL PARKING ARRANGEMENT
ZONE | DRIVEWAYS | NO DRIVEWAYS | ON-STREET PARKING SPACES *
NORTH SIDE | 20 | 28 | 8
SOUTH SIDE | 14 | 19 | 49
TOTAL | 34 | 47 | 57
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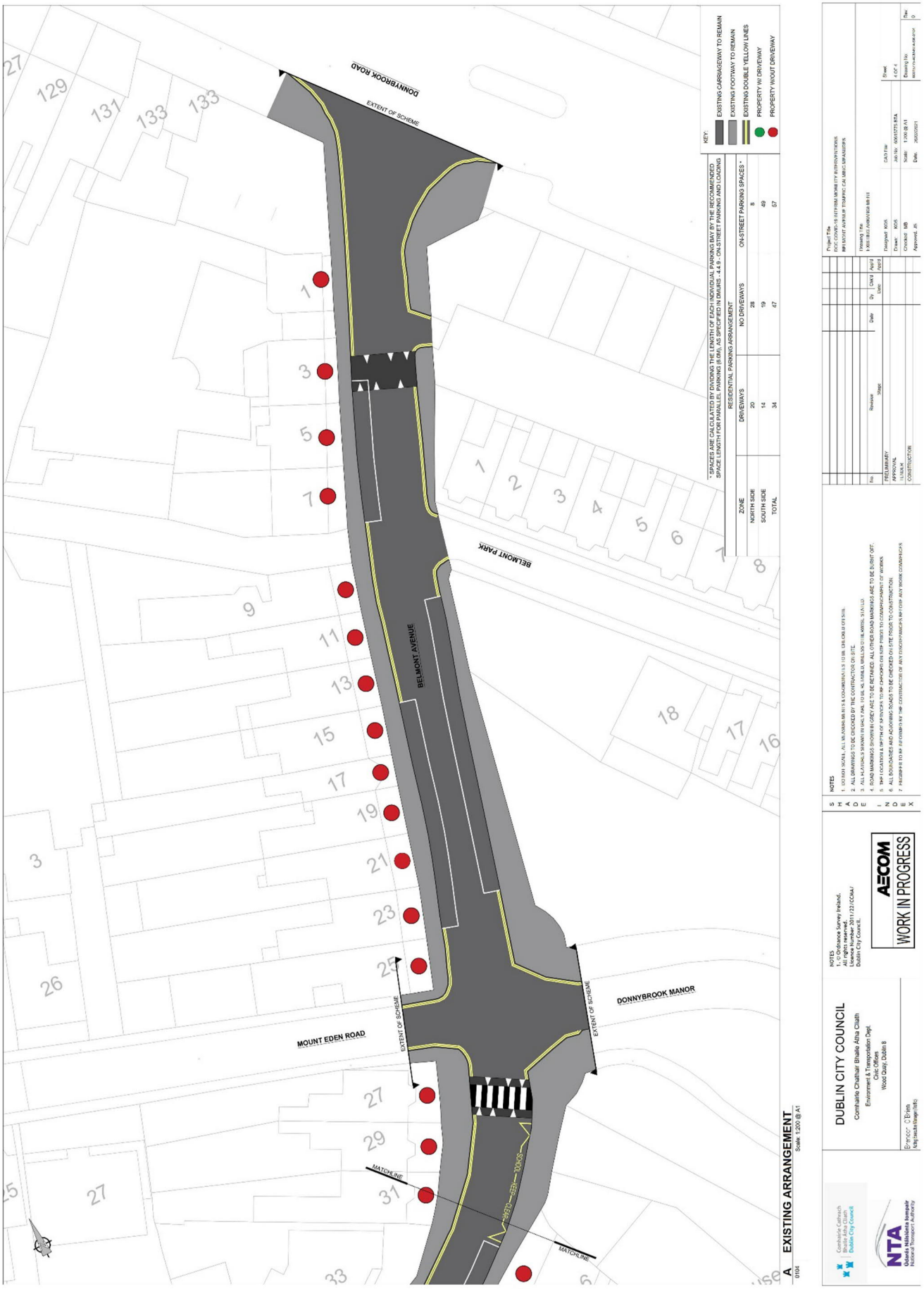
DONNYBROOK ROAD
EXTENT OF SCHEME
BELMONT PARK
BELMONT AVENUE
MOUNT EDEN ROAD
EXTENT OF SCHEME
EXTENT OF SCHEME
DONNYBROOK MANOR
MATCHLINE
MATCHLINE
KEY:
EXISTING CARRIAGEWAY TO REMAIN
EXISTING FOOTWAY TO REMAIN
EXISTING DOUBLE YELLOW LINES
PROPERTY W/ DRIVEWAY
PROPERTY W/OUT DRIVEWAY
* SPACES ARE CALCULATED BY DIVIDING THE LENGTH OF EACH INDIVIDUAL PARKING BAY BY THE RECOMMENDED SPACE LENGTH FOR PARALLEL PARKING (6.0M), AS SPECIFIED IN DMURS - 4.4.9 - ON-STREET PARKING AND LOADING
RESIDENTIAL PARKING ARRANGEMENT
ZONE | DRIVEWAYS | NO DRIVEWAYS | ON-STREET PARKING SPACES *
NORTH SIDE | 20 | 28 | 8
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TOTAL | 34 | 47 | 57
A EXISTING ARRANGEMENT
Scale: 1:200 @ A1
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4 OF 4
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Removal of Parking Bays to Create Horizontal Deflection

MOUNT EDEN ROAD
EXTENT OF SCHEME
REMOVAL OF PARKING BAY IS PROPOSED TO CREATE WAITING POCKET FOR WESTBOUND TRAFFIC TO GIVE WAY
LOSS OF 1 NO. PARKING SPACE.
BELMONT AVENUE
MATCHLINE
BELMONT VILLAS
KEY:
EXISTING CARRIAGEWAY TO REMAIN
EXISTING FOOTWAY TO REMAIN
EXISTING DOUBLE YELLOW LINES
PROPOSED DOUBLE YELLOW LINES
PARKING BAY REMOVED
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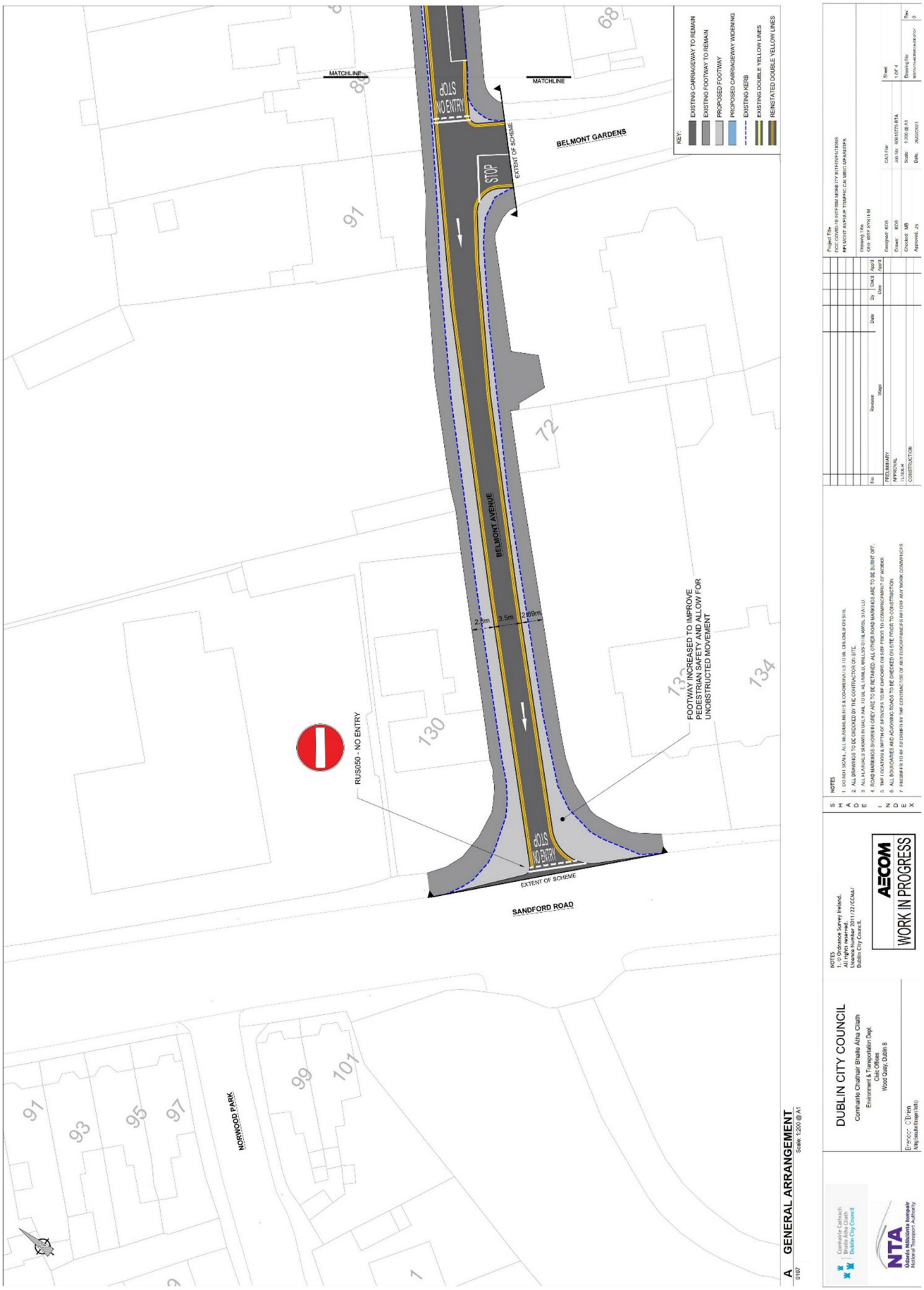
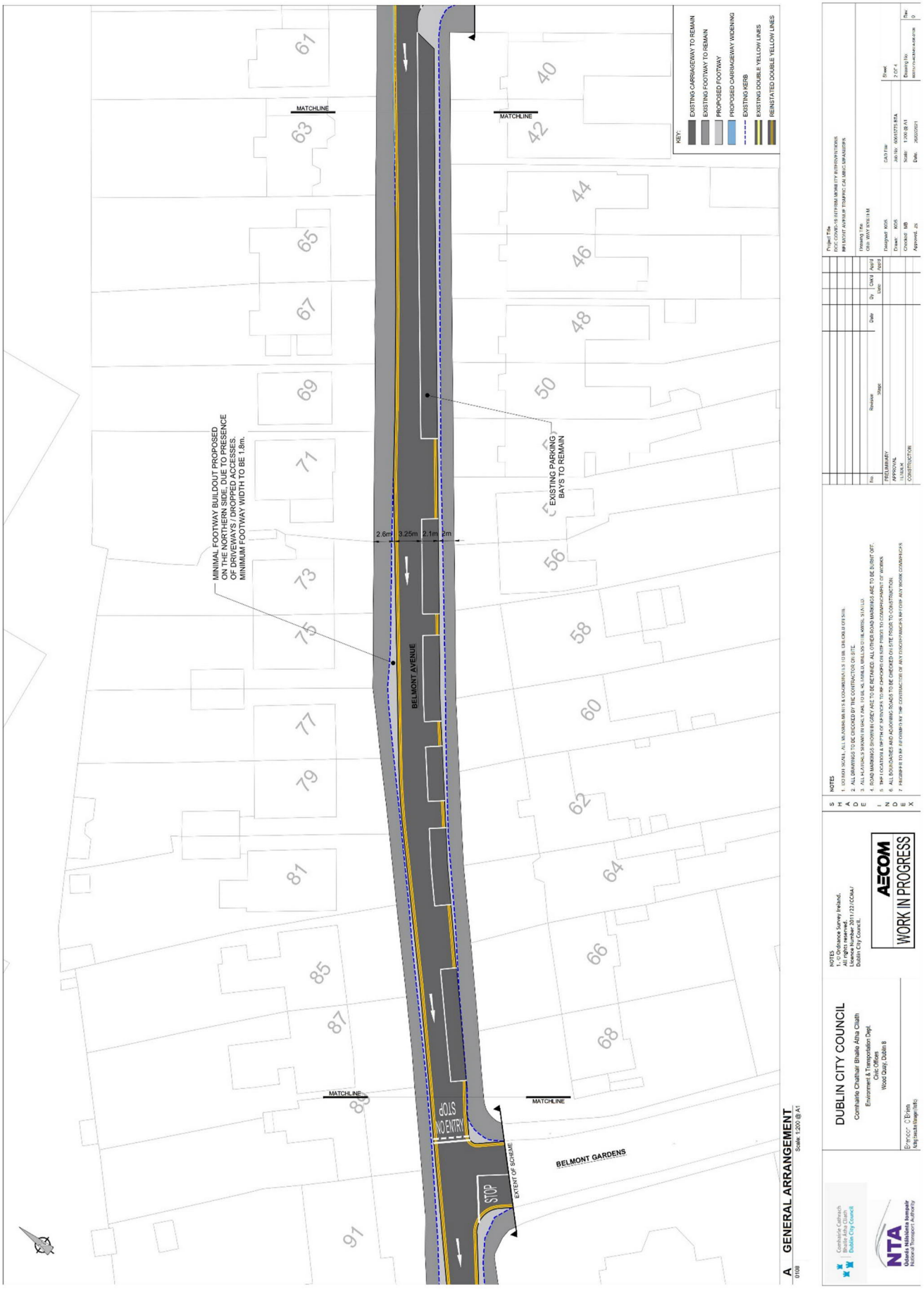
One-Way System

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EXISTING FOOTWAY TO REMAIN
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PROPOSED CARRIAGEWAY WIDENING
EXISTING KERB
EXISTING DOUBLE YELLOW LINES
REINSTATED DOUBLE YELLOW LINES
MATCHLINE
MATCHLINE
MATCHLINE
MATCHLINE
MINIMAL FOOTWAY BUILDOUT PROPOSED ON THE NORTHERN SIDE, DUE TO PRESENCE OF DRIVEWAYS / DROPPED ACCESSES. MINIMUM FOOTWAY WIDTH TO BE 1.8m.
EXISTING PARKING BAYS TO REMAIN
2.6m
3.25m
2.1m
2m
BELMONT AVENUE
BELMONT GARDENS
STOP
NO ENTRY
EXTENT OF SCHEME
A GENERAL ARRANGEMENT
Scale: 1:200 @ A1
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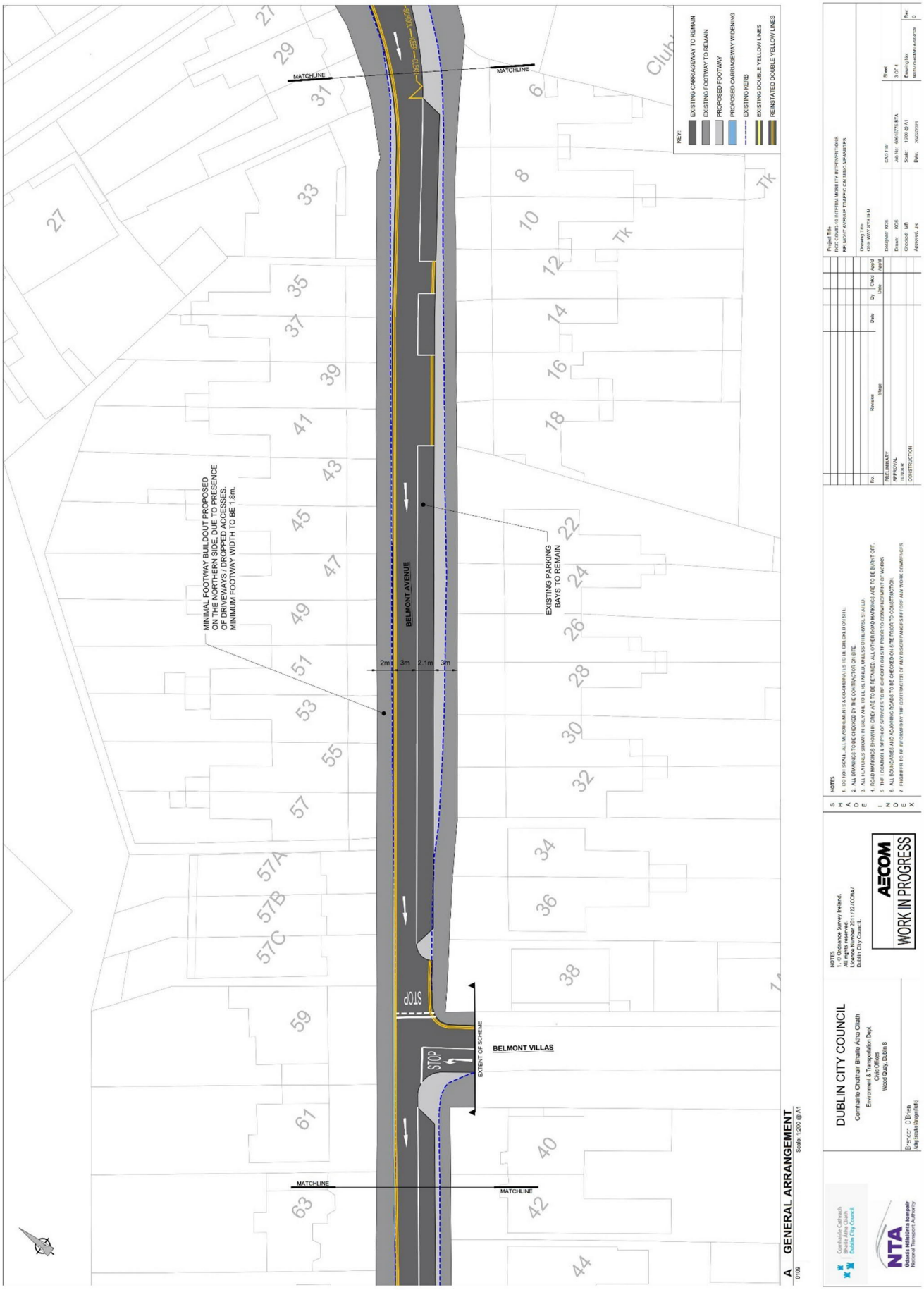
MATCHLINE
MATCHLINE
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EXISTING PARKING BAYS TO REMAIN
BELMONT AVENUE
2m 3m 2.1m 3m
STOP
STOP
EXTENT OF SCHEME
BELMONT VILLAS
MATCHLINE
MATCHLINE
KEY:
EXISTING CARRIAGEWAY TO REMAIN
EXISTING FOOTWAY TO REMAIN
PROPOSED FOOTWAY
PROPOSED CARRIAGEWAY WIDENING
EXISTING KERB
EXISTING DOUBLE YELLOW LINES
REINSTATED DOUBLE YELLOW LINES
A GENERAL ARRANGEMENT
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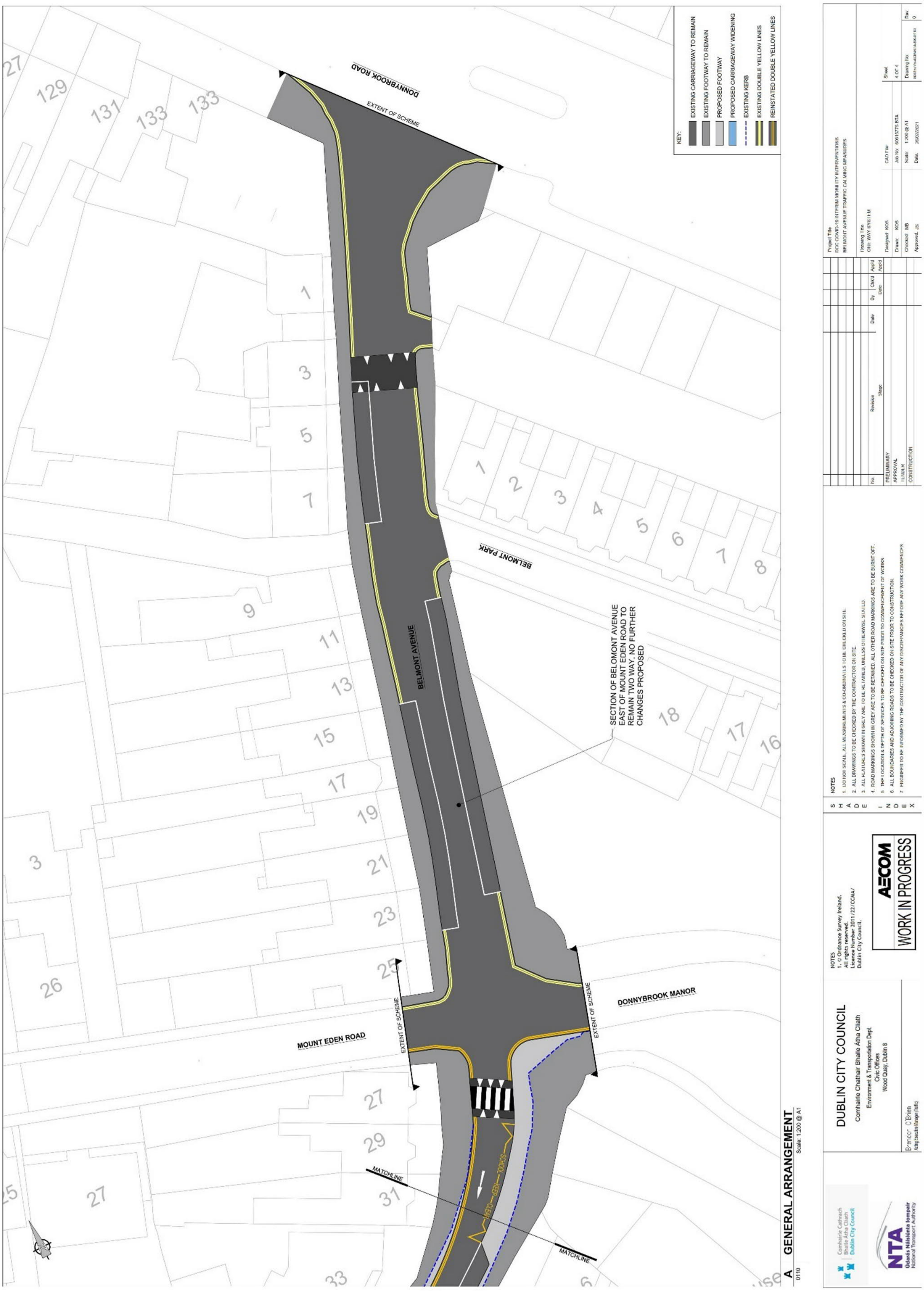
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EXISTING FOOTWAY TO REMAIN
PROPOSED FOOTWAY
PROPOSED CARRIAGEWAY WIDENING
EXISTING KERB
EXISTING DOUBLE YELLOW LINES
REINSTATED DOUBLE YELLOW LINES
DONNYBROOK ROAD
EXTENT OF SCHEME
BELMONT PARK
BELMONT AVENUE
SECTION OF BELOMONT AVENUE EAST OF MOUNT EDEN ROAD TO REMAIN TWO WAY. NO FURTHER CHANGES PROPOSED
MOUNT EDEN ROAD
DONNYBROOK MANOR
MATCHLINE
A GENERAL ARRANGEMENT
Scale: 1:200 @ A1
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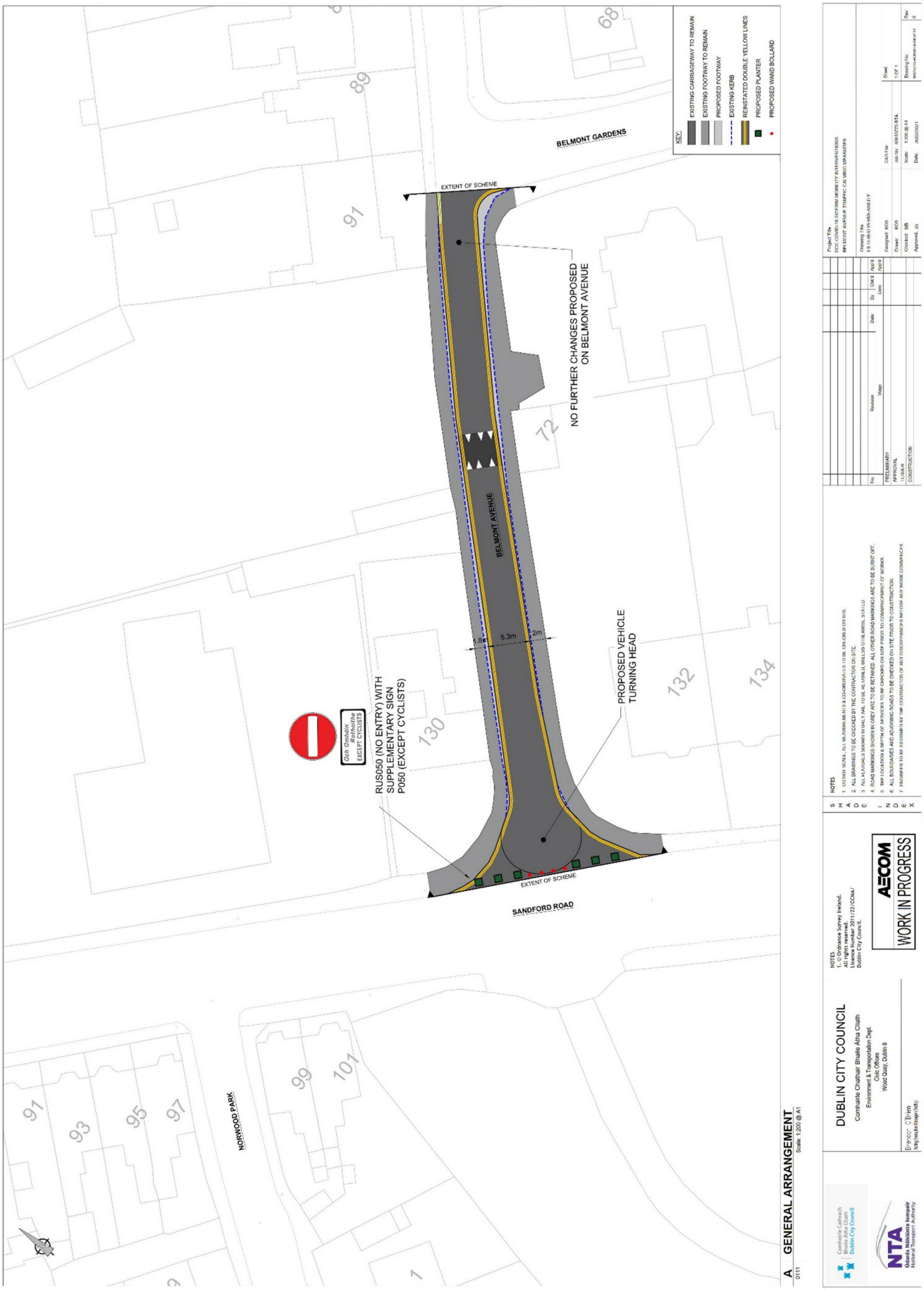
Filtered Permeability



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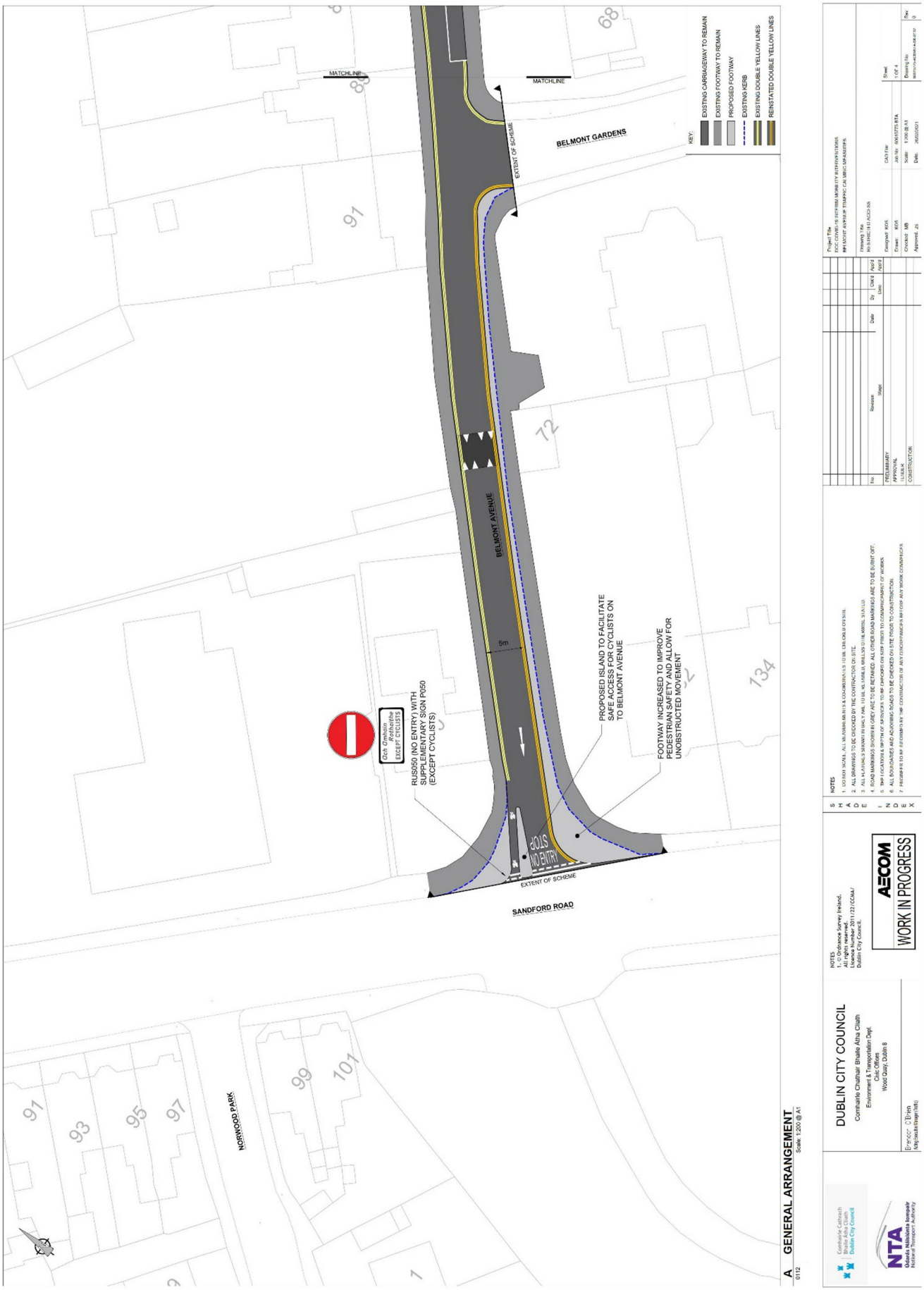

KEY:
EXISTING CARRIAGEWAY TO REMAIN
EXISTING FOOTWAY TO REMAIN
PROPOSED FOOTWAY
EXISTING KERB
EXISTING DOUBLE YELLOW LINES
REINSTATED DOUBLE YELLOW LINES
MATCHLINE
MATCHLINE
MATCHLINE
MATCHLINE
PARKING TO BE RELOCATED TO THE NORTHERN SIDE TO CREATE HORIZONTAL DEFLECTION AND REDUCE VEHICLE SPEEDS.
PARKING TO BE RELOCATED TO THE NORTHERN SIDE TO CREATE HORIZONTAL DEFLECTION AND REDUCE VEHICLE SPEEDS.
BELMONT AVENUE
BELMONT GARDENS
EXTENT OF SCHEME
10m
12m
61
63
65
67
69
71
73
75
77
79
81
85
87
89
91
40
42
44
46
48
50
52
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60
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BELMONT AVENUE TRAFFIC CALMING ARRANGEMENTS
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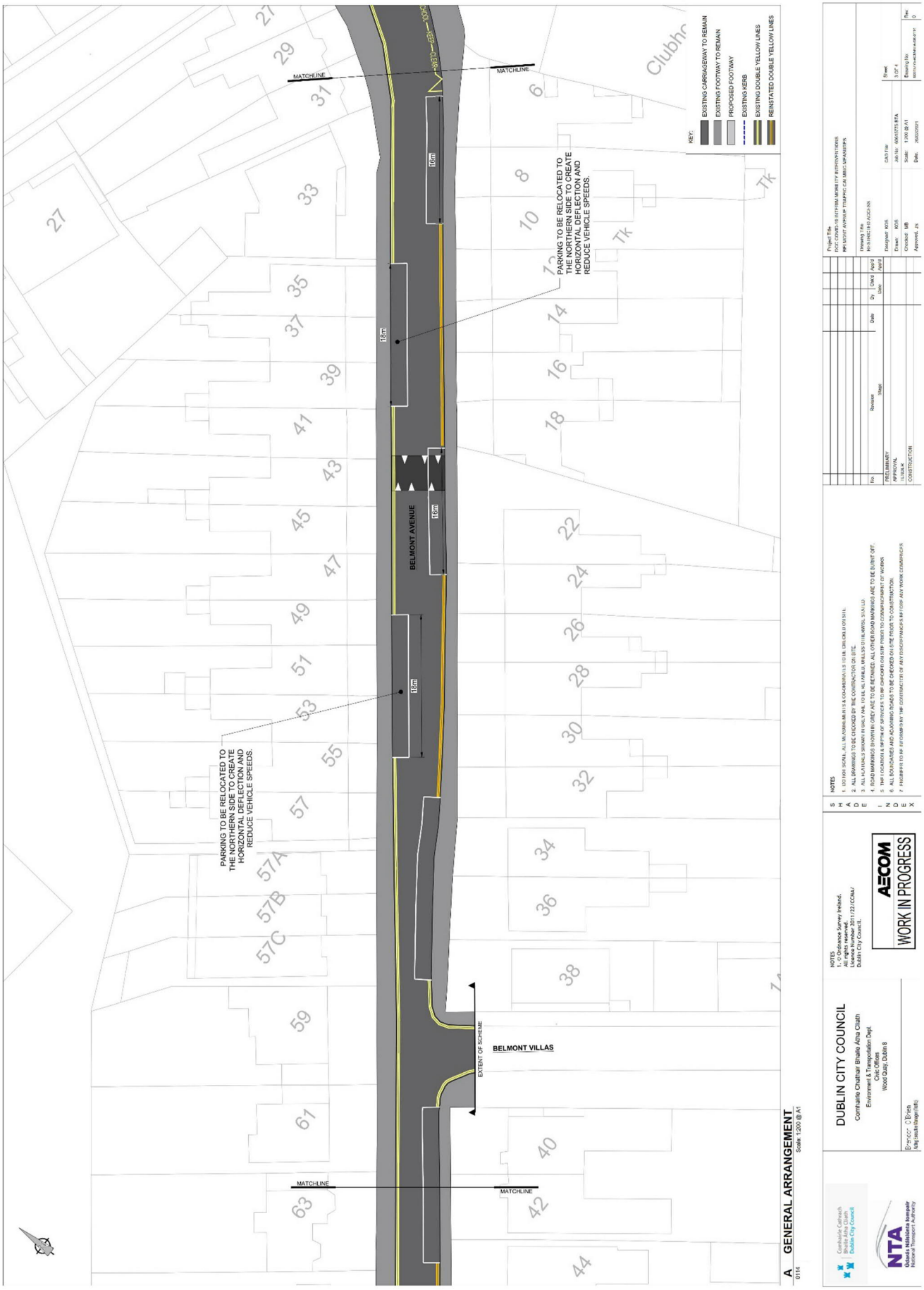
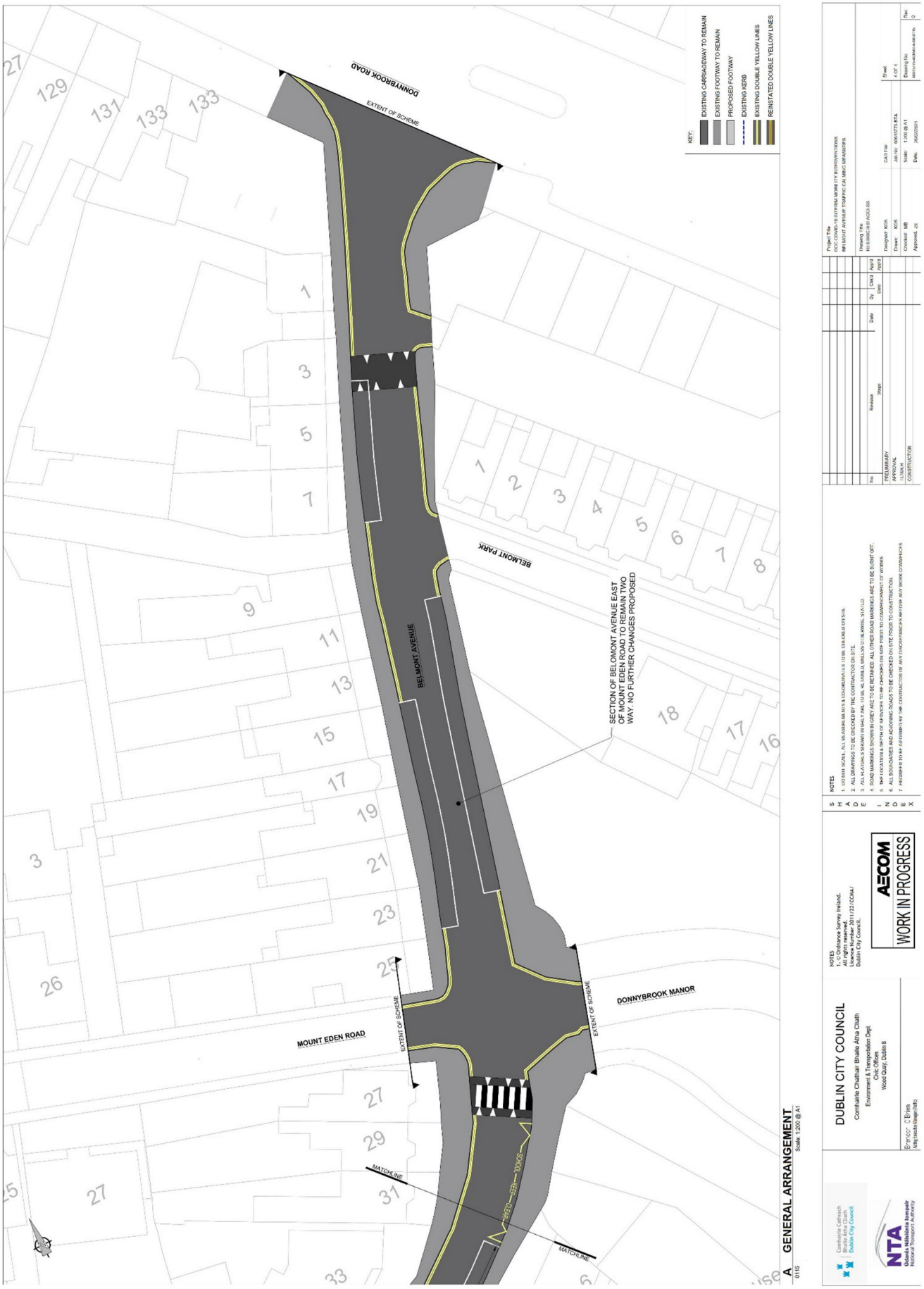
APPROVAL
TENDER
CONSTRUCTION
Designed: KOS
Drawn: KOS
Checked: MB
Approved: JS
CAD File:
Job No: 60613775 RTA
Scale: 1:200 @ A1
Date: 26/02/2021
Sheet
2 OF 4
Drawing No
Rev
0
Comhairle Cathrach Bhaile Átha Cliath
Dublin City Council
NTA
Údarás Náisiúnta Iompair
National Transport Authority


KEY:
EXISTING CARRIAGEWAY TO REMAIN
EXISTING FOOTWAY TO REMAIN
PROPOSED FOOTWAY
EXISTING KERB
EXISTING DOUBLE YELLOW LINES
REINSTATED DOUBLE YELLOW LINES
MATCHLINE
MATCHLINE
MATCHLINE
MATCHLINE
BELMONT AVENUE
BELMONT VILLAS
EXTENT OF SCHEME
18m
18m
18m
18m
PARKING TO BE RELOCATED TO THE NORTHERN SIDE TO CREATE HORIZONTAL DEFLECTION AND REDUCE VEHICLE SPEEDS.
PARKING TO BE RELOCATED TO THE NORTHERN SIDE TO CREATE HORIZONTAL DEFLECTION AND REDUCE VEHICLE SPEEDS.
A GENERAL ARRANGEMENT
Scale: 1:200 @ A1
DUBLIN CITY COUNCIL
Comhairle Chathair Bhaile Átha Cliath
Environment & Transportation Dept.
Civic Offices
Wood Quay, Dublin 8
AECOM
WORK IN PROGRESS
NTA
Údarás Náisiúnta Iompair
National Transport Authority


KEY:
EXISTING CARRIAGEWAY TO REMAIN
EXISTING FOOTWAY TO REMAIN
PROPOSED FOOTWAY
EXISTING KERB
EXISTING DOUBLE YELLOW LINES
REINSTATED DOUBLE YELLOW LINES
DONNYBROOK ROAD
EXTENT OF SCHEME
BELMONT PARK
BELMONT AVENUE
SECTION OF BELMONT AVENUE EAST OF MOUNT EDEN ROAD TO REMAIN TWO WAY. NO FURTHER CHANGES PROPOSED
MOUNT EDEN ROAD
DONNYBROOK MANOR
MATCHLINE
A GENERAL ARRANGEMENT
Scale: 1:200 @ A1
NOTES
DUBLIN CITY COUNCIL
Comhairle Chathair Bhaile Átha Cliath
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