

## **Delgany Road Use Audit**

### **Comments on Wicklow County Council's Proposed Improvement Scheme: May 2014**

#### **1. Background**

In early 2014 County Councillors provided the Delgany Community Council (DCC) with copies of Wicklow County Council's proposals for improvements in Delgany village. These improvements were proposed in response to a Road User Audit undertaken in early 2013.

The DCC organised two meetings in the village to explain the County Council's proposals and to seek views from the wider community.

- 1.1. Meeting with representatives from the various businesses in the village (Thursday April 3rd 2014 at 7:30 pm, The Delgany)
- 1.2. Open public meeting (Wednesday April 9th 2014, 8:00pm, Horse and Hound)

#### **2. Meeting with Businesses**

At this meeting a consensus was reached on a number of aspects of the proposals;

- 2.1. The businesses were not in favour of a one way system on Convent Road;
- 2.2. Generally happy with the principle of the other measures proposed to provide solutions to the traffic problems in Delgany.
- 2.3. There was a suggestion that a raised platform junction be placed outside the Horse and Hound at Bellevue Lawns to slow down cars on this section.
- 2.4. The amount of on-road parking on Convent Road needed to be retained and if possible increased.
- 2.5. It was also suggested that the route of the Dublin Bus be reviewed to see would it be possible for it to travel down Convent Road to avoid the narrowest part of the R762 Church Road. After some discussion it was agreed this was not a viable option.

### **3. Open Public Meeting**

At this meeting the following comments were made by residents:

- 3.1. General support for the principle of the proposed scheme, including the introduction of a 30km/hr zone, footpath improvements and better cycle lanes. But general feeling that the proposals did not go far enough.
- 3.2. There should be a raised table/platform zebra crossing at the bus stops opposite The Delgany.
- 3.3. There should be additional raised pedestrian crossings on Church Road which should be zebra crossings similar to those provided in Greystones near the tennis club.
- 3.4. Crossings must be safe for children; it is very difficult for children to cross Convent Road to get to the shops and back with all the parked cars they cannot see or be seen - zebra crossing needed.
- 3.5. There is a lack of public parking, for both residents and businesses and this was seen as a big issue – the following suggestions were made:
  - 3.5.1. Part of the Wicklow Arms car park could be designated as public parking as a condition of any future planning permission;
  - 3.5.2. Similarly for the development sites on upper Convent Road, such as the land zoned for a medical centre, part of the site could be designated as public parking as part of any future planning permission;
  - 3.5.3. The land outside the convent, which the convent would like the county council to take in charge, could be used to provide additional on-road parking.
- 3.6. The bus stops on Church Road, near Patterson's garage require a raised zebra crossing;
- 3.7. The entrances to Delgany must have 30km per hour speed limit signage, for example an entrance gateway feature saying "Slow Down you are now entering Delgany Village".
- 3.8. There were views for and against bollards on the footpaths at dangerous bends to aid safety although this suggestion was countered on aesthetic grounds.
- 3.9. It was agreed that footpath needed to be widened on the bend just after Forkins and that as such the carriageway had to be narrowed to a single lane. However there were reservations about alternating traffic signals being provided with a preference for line of sight yields, as signals were not in keeping with the heritage status of the village.
- 3.10. There was concern about how residents would enter and exit their properties that had accesses within the proposed alternating traffic light system; three properties would potentially face this problem.
- 3.11. A resident reminded those gathered about the time a truck mounted the footpath and barely stopped in front of a woman and her buggy some years back and still nothing had been done. Another buggy was sideswiped by a passing vehicle and a dog was recently hit and killed by a car as one of his paws slipped off the pavement at Forkins bend. Paths need widening from Abbot's Leigh House to Elsinore, on Church Road.

- 3.12. There was support for the proposed raised platform junction to slow traffic at entrance to the village – it was noted that there was a concealed entrance at bottom of Bellevue Hill (Hillside House) that may require a “concealed entrance” sign.
- 3.13. There was a general consensus that Convent Road should remain as two-way, with footpath and parking improvements, along with new road markings.
- 3.14. The lack of on-road parking on Convent Road and at Belleview Court area, leading to driveways being blocked frequently – this was a big issue for some residents.
- 3.15. It was suggested that residents parking permits were required.
- 3.16. There was a need to prevent vehicles parking on the footpaths, although more on-road parking was essential for the various businesses.
- 3.17. Informal on-road parking would help slow traffic down although it was recognised that this could cause problems to children and adults crossing the road as they may not be seen or see traffic coming and a raised crossing may be needed for this area on Convent Road.
- 3.18. It was suggested that the raised crossing proposed near Wendon Park on Delgany Wood Avenue should be extended to be a raised platform junction to help slow traffic further.
- 3.19. It was noted that the promised HGV weight restriction has never been properly introduced or enforced, as the sign is set at the exit leaving the village on to N11. The HGV 3.5t weight limit needs to be included in the scheme.
- 3.20. It was suggested that one way yields (where traffic coming in yields to traffic coming out) should be introduced at all the entry points to the village in advance of the start of the 30km/hr zone to ensure traffic speeds were reduced to 30km/hr before the platform junctions – this should include the approach down Bellevue Hill where traffic coming down the hill travelled dangerously fast.
- 3.21. Residents feel safety of pedestrians is their biggest concern.
- 3.22. At round the bend coming from The Delgany it was agreed that the corner footpath should be widened and bollards installed.
- 3.23. On the R762 Glen Road a ramp or possibly two ramps were suggested between the N11 and The Delgany.
- 3.24. On the R762 Church Road the footpath access to Jacobs Ladder could be renewed and a raised zebra crossing should be provided to highlight the crossing point of the Heritage Trail.
- 3.25. Suggestion to continue the footpath from Struan hill to link up with the Heritage trail.
- 3.26. The footpaths needed improvement all the way to the St Laurence’s school.
- 3.27. Make a two way cycleway clear with markings on the road to Delgany Wood.
- 3.28. There was a lot of support for the proposed pedestrian crossing points at the Killincarrig double roundabouts
- 3.29. It was hoped that the flooding issue on the temporary bridge at the R762 Church Road / Delgany Wood Avenue junction would be resolved before these improvements were undertaken to avoid damage to new road surface.

#### **4. Suggested Amendments to County Council's Proposed Scheme**

Taking account of the comments made at the two meetings, and from a number of emails received subsequently, a number of suggested amendments to the County Council's proposals have been drawn up by the Delgany Community Council. These have been marked up on a set of the County Council's drawings and are summarised below.

It should be stressed that overall there was almost unanimous support for the principles of the County Council proposals and a desire for the County Council to submit a Part VIII application for an enhanced set of proposals before the summer, such that Part VIII approval could be secured in the Autumn with a view to securing funding from the NTA for 2015.

##### *Sheet 1: R762 Glen Road from N11 Barry's Bridge to start of village centre*

- 4.1. Add 3.5t weight limit signs at Barry's Bridge
- 4.2. Add a one-way yield at pinch point narrowing to slow speeding traffic in advance of the proposed 30km/hr zone

##### *Sheet 2: R762 Church Road in Village Centre*

- 4.3. Add a one-way yield / village gateway entrance feature at the start of the 30km/hr zones to slow vehicles coming down the hill approaching the tightened junction
- 4.4. Add a raised platform junction for Valley View / Bellevue Court and extend 30km/hr zone to this point
- 4.5. Add a one-way yield / village gateway entrance feature on Bellevue Hill north of the narrow bend north of Valley View / Bellevue Court junctions to slow vehicles in advance of 30km/hr zone
- 4.6. Add a footpath on the south side of the main road from the bus stop to Blackberry Lane
- 4.7. Extend raised platform to include a raised zebra crossing at the bus stop outside The Delgany
- 4.8. Lengthen the on-road parking for residents
- 4.9. Add tactile paving at entrance to Wicklow Arms car park

##### *Sheet 3: R762 Church Road - Forkin's bend to Delgany NS*

- 4.10. Consider one-way yield in lieu of traffic signals if sight lines permit
- 4.11. If signals have to be provided ensure they include transponders for buses and include loop detectors to minimise un-necessary queuing
- 4.12. Add raised zebra crossing at bus stops
- 4.13. Add tactile paving to all dropped crossings at Patterson's garage
- 4.14. Add raised zebra crossing at Jacob's ladder (note that location is shown incorrectly on the drawing)



*Sheet 4: R762 Church Road - Delgany NS to Delgany Hills*

- 4.15. Add zebra crossing to existing raised crossing point immediately east of the school
- 4.16. Add 3.5t weight limit signs so that HGV's coming from Greystones have to use Delgany Wood Avenue (see also item 4.17 below)

*Sheet 5: R762 Church Road: Delgany Hills to Killincarrig roundabouts*

- 4.17. Add advanced warning of 3.5t weight limit signs so that HGV's are directed to use the R761 road towards Kilcoole and then use the Farrenkelly dual carriageway to access the N11

*Sheet 6 Option 1 (One-way): Convent Road to Thorndale*

- 4.18. Option opposed by virtually all residents and businesses who attended the meetings – option should be rejected.

*Sheet 7 Option 1 (One-way): Convent Road Thorndale to Delgany Wood Avenue*

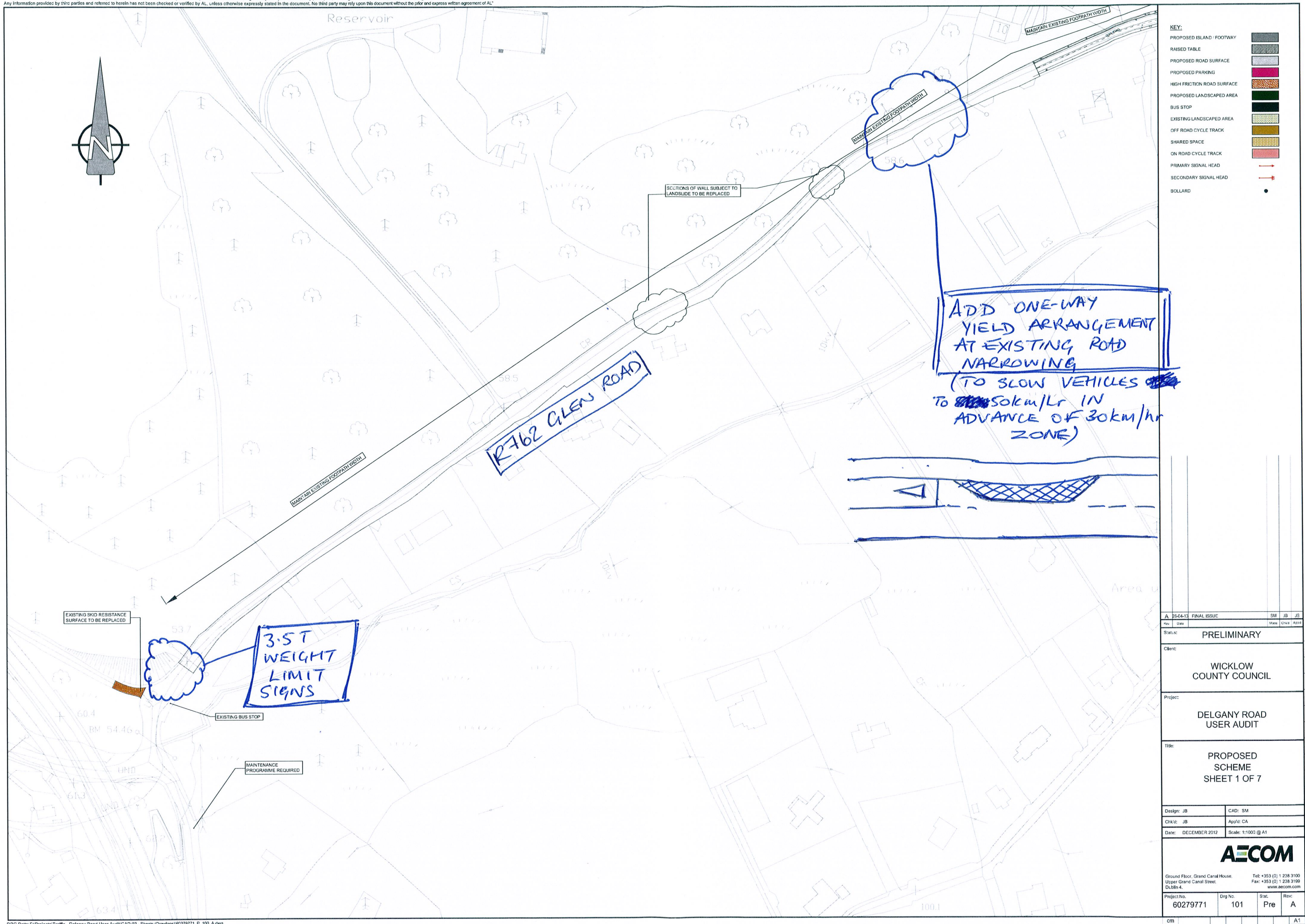
- 4.19. Option opposed by virtually all residents and businesses who attended the meetings – option should be rejected.

*Sheet 6 Option 2 (Two-way): Convent Road to Thorndale*

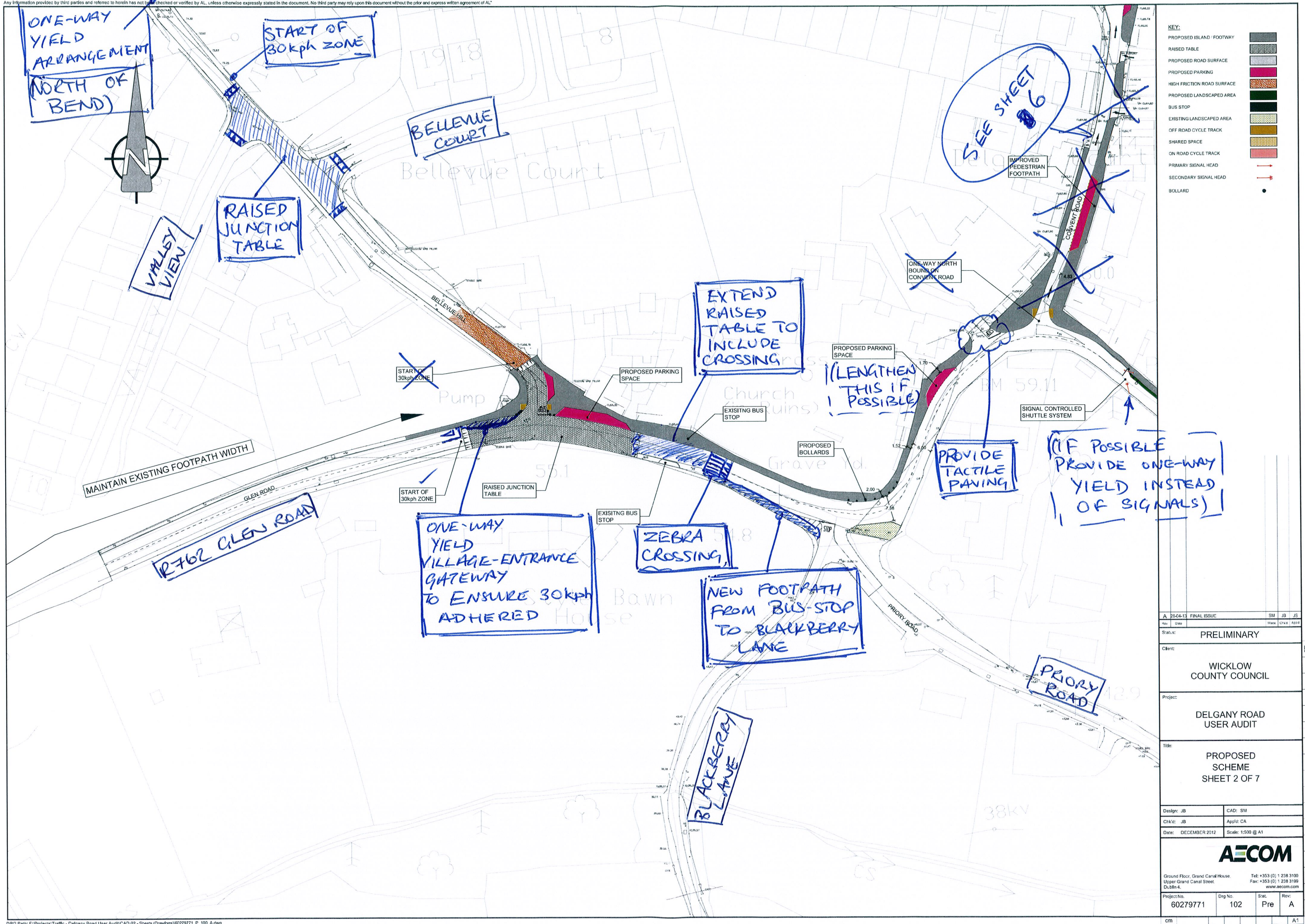
- 4.20. Preferred option with following amendments:
- 4.21. Maximise the amount of on-road parking, staggered on either side
- 4.22. Renew all footpaths and prevent vehicles parking on the footpaths by bollards (cast iron heritage style)
- 4.23. Take grassed area in charge in front of Convent and use for parking bays
- 4.24. Junction with convent access / Convent Court to be raised platform junction to announce the start of the 30km/hr zone, with a zebra crossing on the southern side of the raised platform

*Sheet 7 Option 2 (Two-way): Convent Road Thorndale to Delgany Wood Avenue*

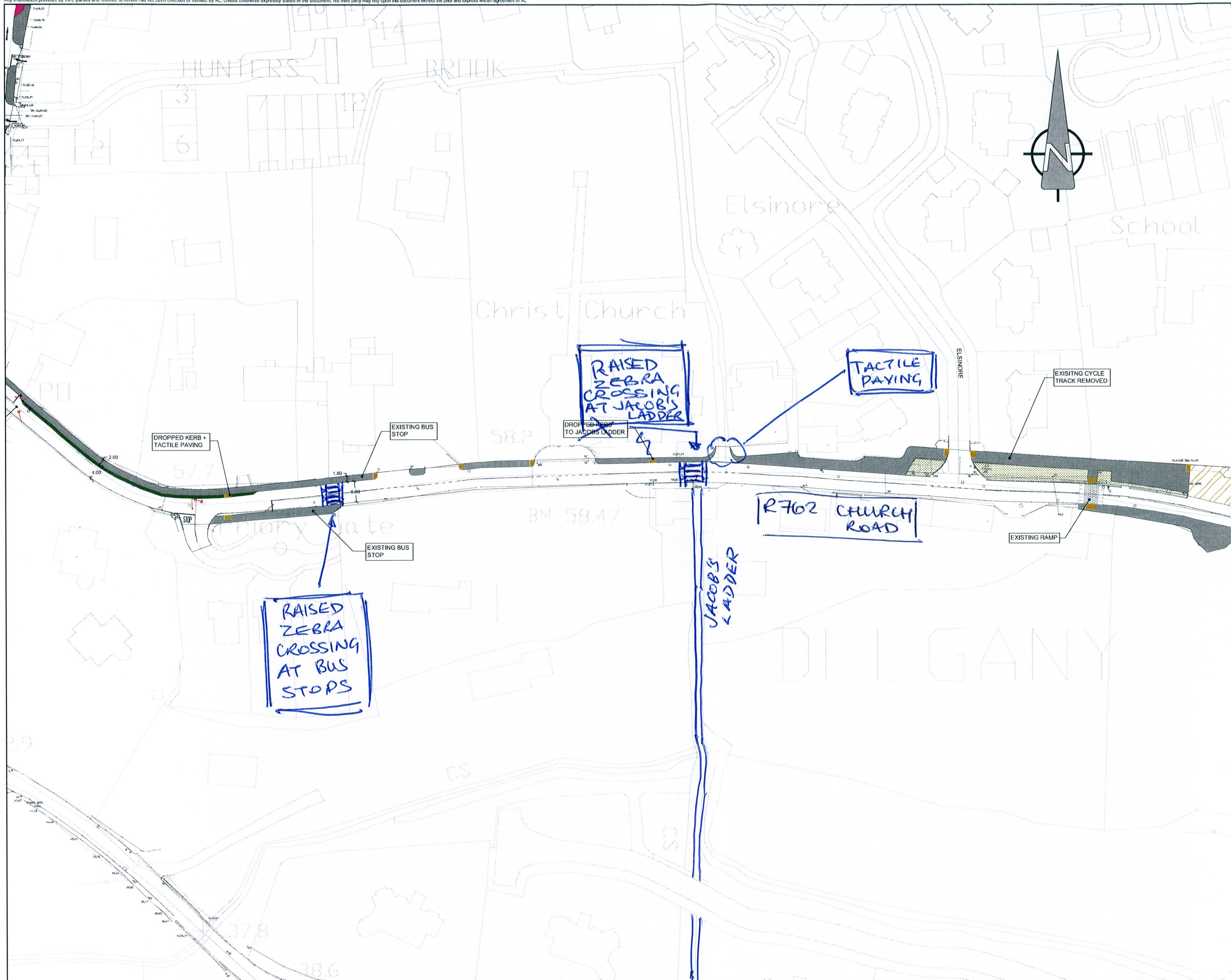
- 4.25. Add second one-way yield at second narrowing on bend
- 4.26. Add 3.5t weight limit signs to direct traffic along Delgany Wood Avenue
- 4.27. Add raised platform junctions at Riverfield and Wendon Park (with zebra crossing on the northern side of the Wendon Park junction)











**KEY:**

PROPOSED ISLAND / FOOTWAY	
RAISED TABLE	
PROPOSED ROAD SURFACE	
PROPOSED PARKING	
HIGH FRICTION ROAD SURFACE	
PROPOSED LANDSCAPED AREA	
BUS STOP	
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OFF ROAD CYCLE TRACK	
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PRIMARY SIGNAL HEAD	
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Status: PRELIMINARY

Client:  
WICKLOW  
COUNTY COUNCIL

Project:  
DELGANY ROAD  
USER AUDIT

Title:  
PROPOSED  
SCHEME  
SHEET 3 OF 7

Design: JB	CAD: SM
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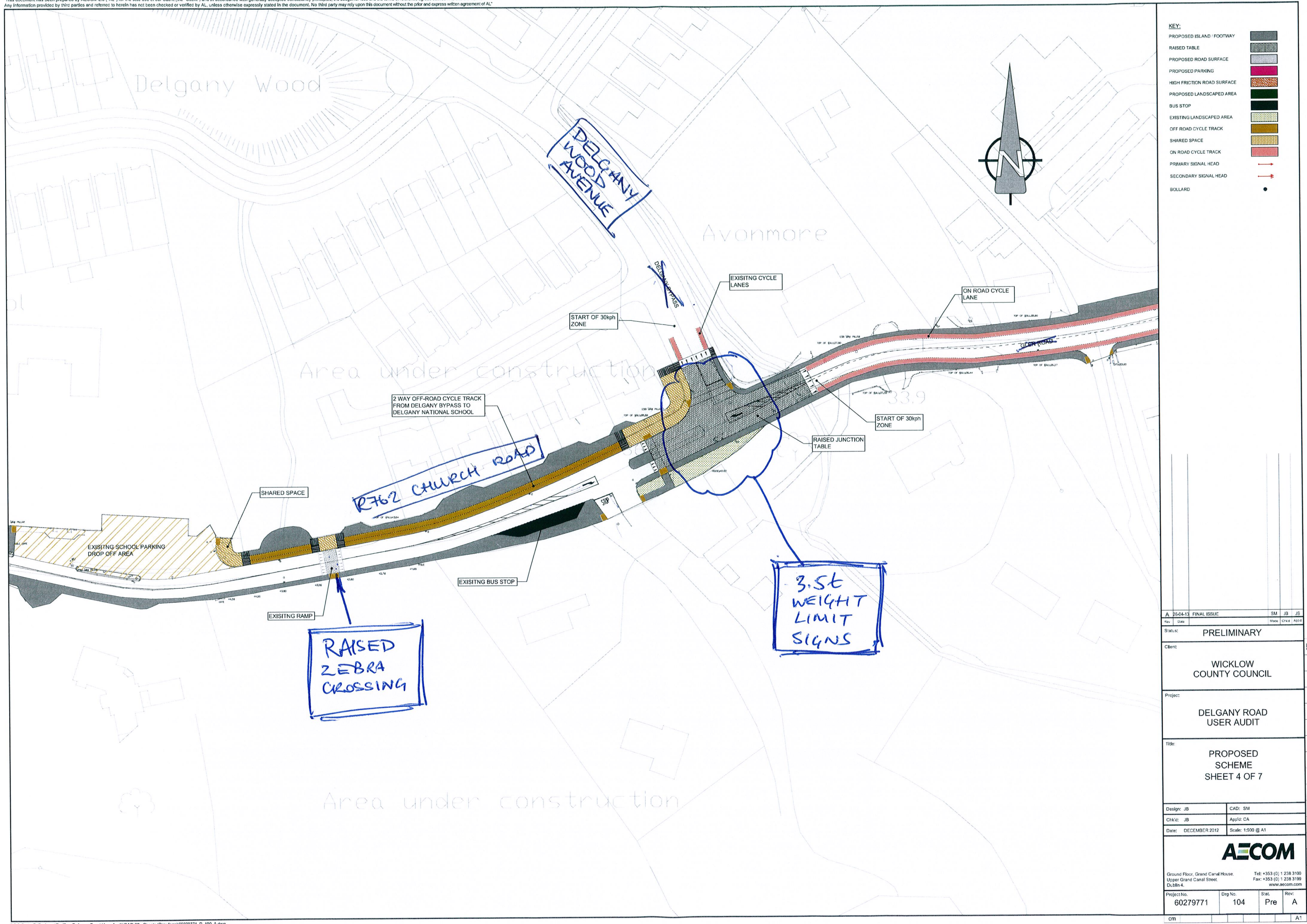
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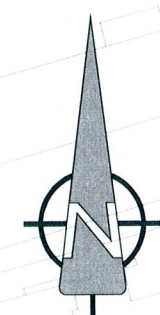
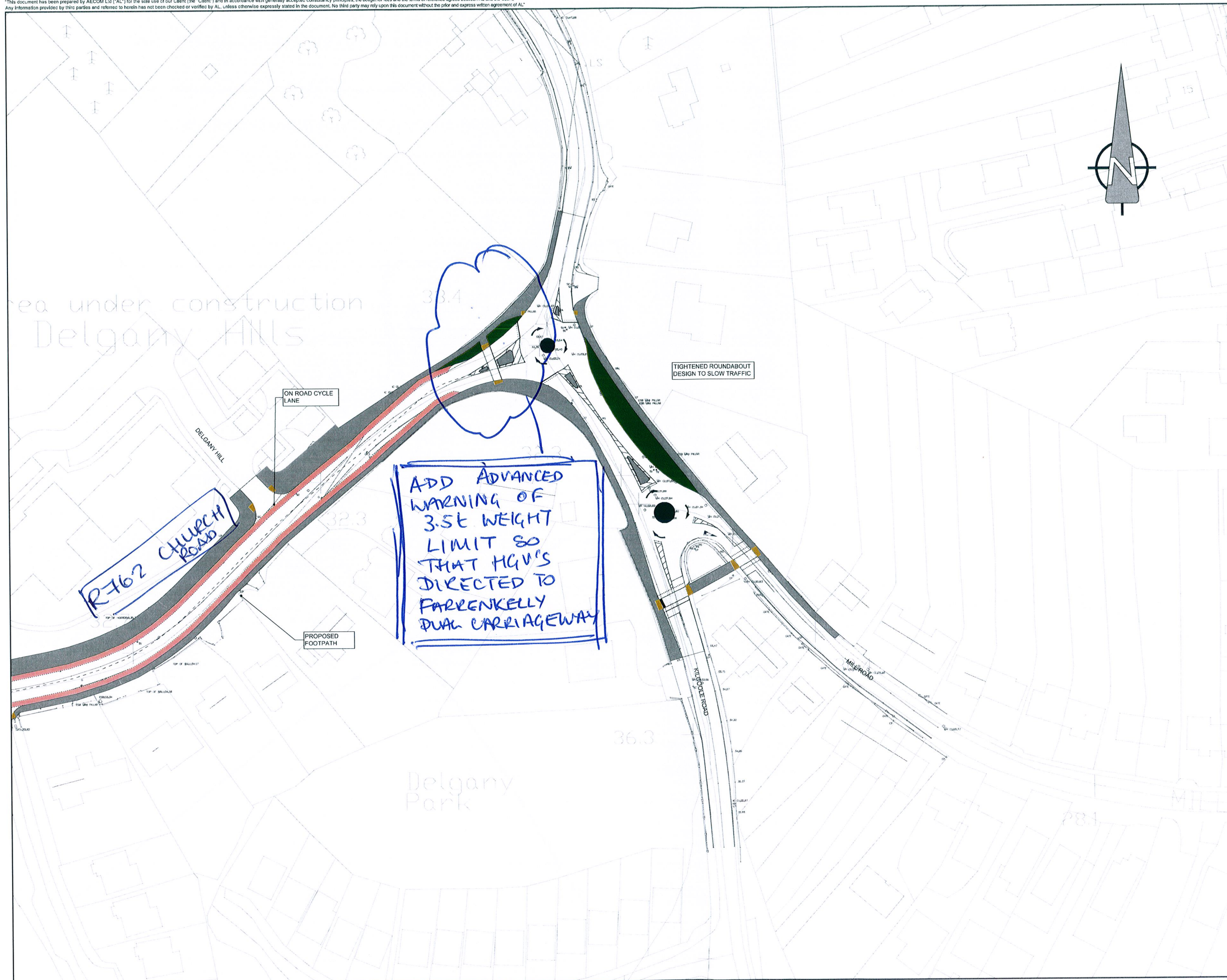


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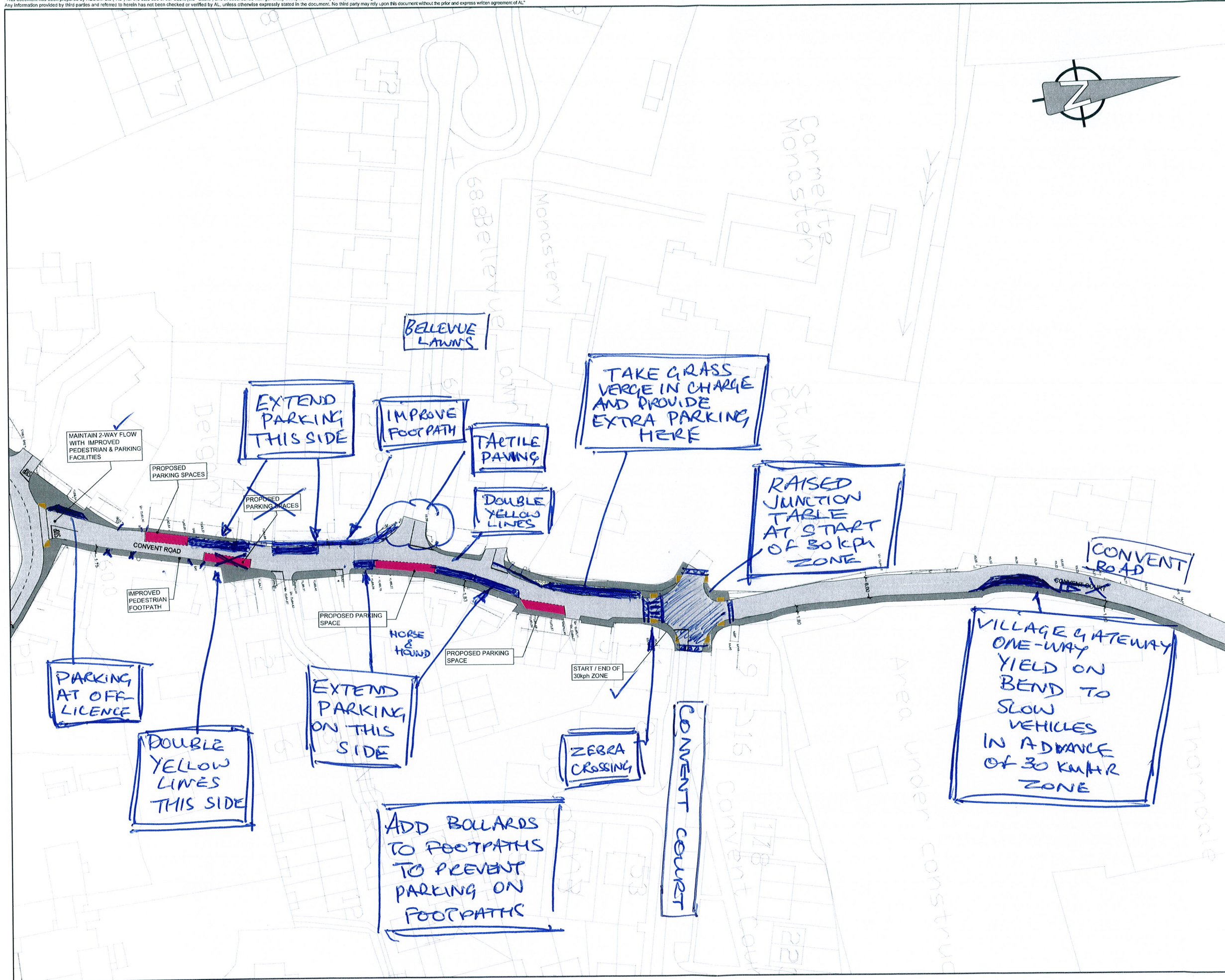


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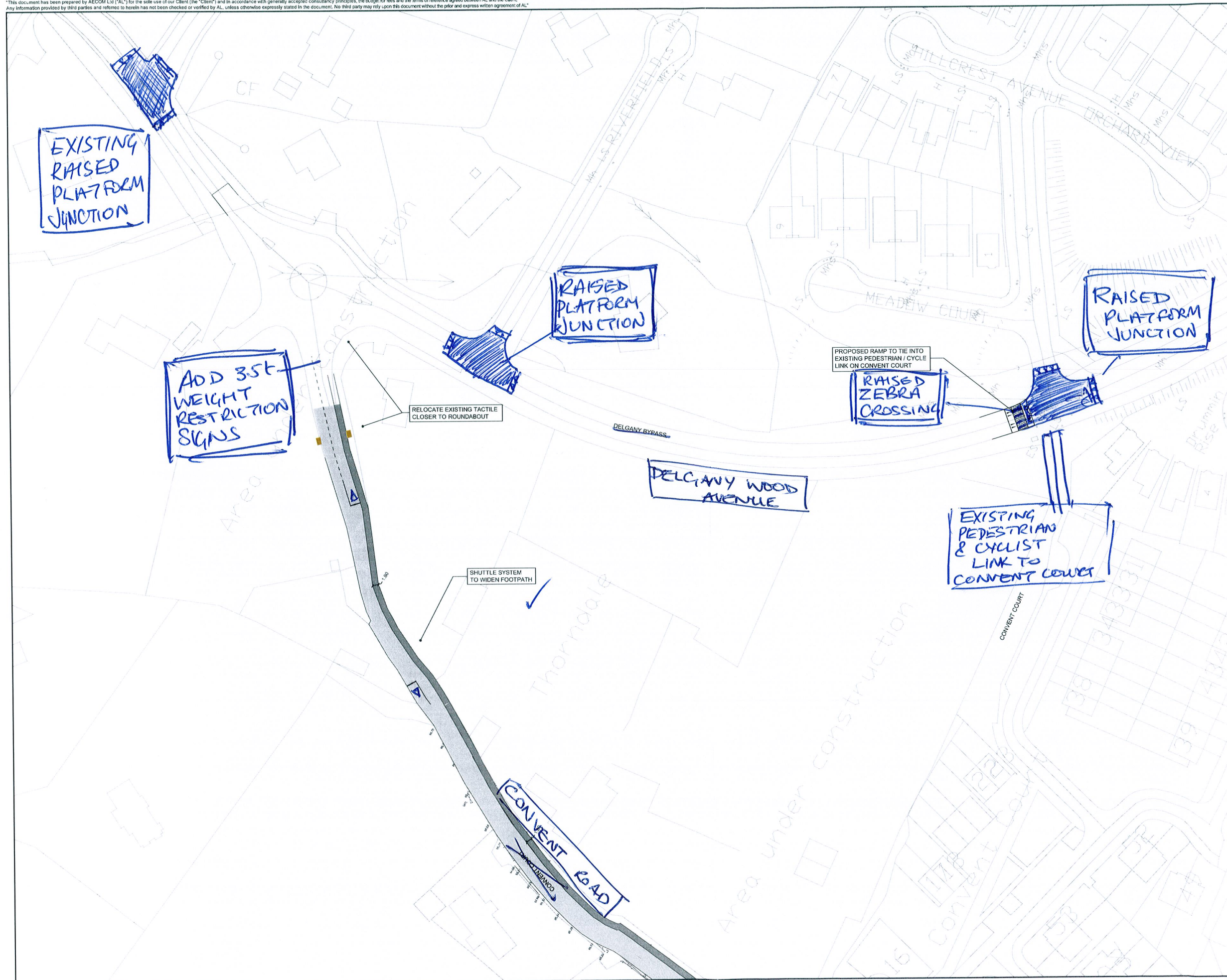


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