

Delgany Village Accessibility Scheme

Part 8 Public Consultation

Scheme Context and Description

Wicklow County Council

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Prepared for:
Wicklow County Council

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1. Introduction

1.1 Background

AECOM have been engaged by Wicklow County Council to undertake a review of Delgany Village, County Wicklow to assess the existing conditions for road users in Delgany and to prepare design proposals arising from the review.

The aim of the project is to provide safe and attractive infrastructure to encourage greater use of sustainable travel modes for trips to work, education, and for recreation. The objectives of the scheme are:

- To improve facilities and quality of service for cyclists and pedestrians; and
- To maintain an appropriate level of provision for other road users.

The objectives of this project are in line with current national, regional and local policies to promote sustainable transport and encourage greater levels of walking and cycling within our cities, towns and villages.

Wicklow County Council has undertaken a process of public consultation, design and then further consultation to identify and address issues and then confirm the proposed scheme design.

The study area is located along the R762 (known locally as Glen Road / Church Road), which is the main route into Delgany off the N11 dual carriageway. It runs from the Bellevue Hill junction through the village to the Killincarrig Roundabout to the east of the village. The study area is shown in Figure 1. The scheme is now being placed on public consultation as part of the Part 8 Planning process to seek public comment on the proposed scheme.

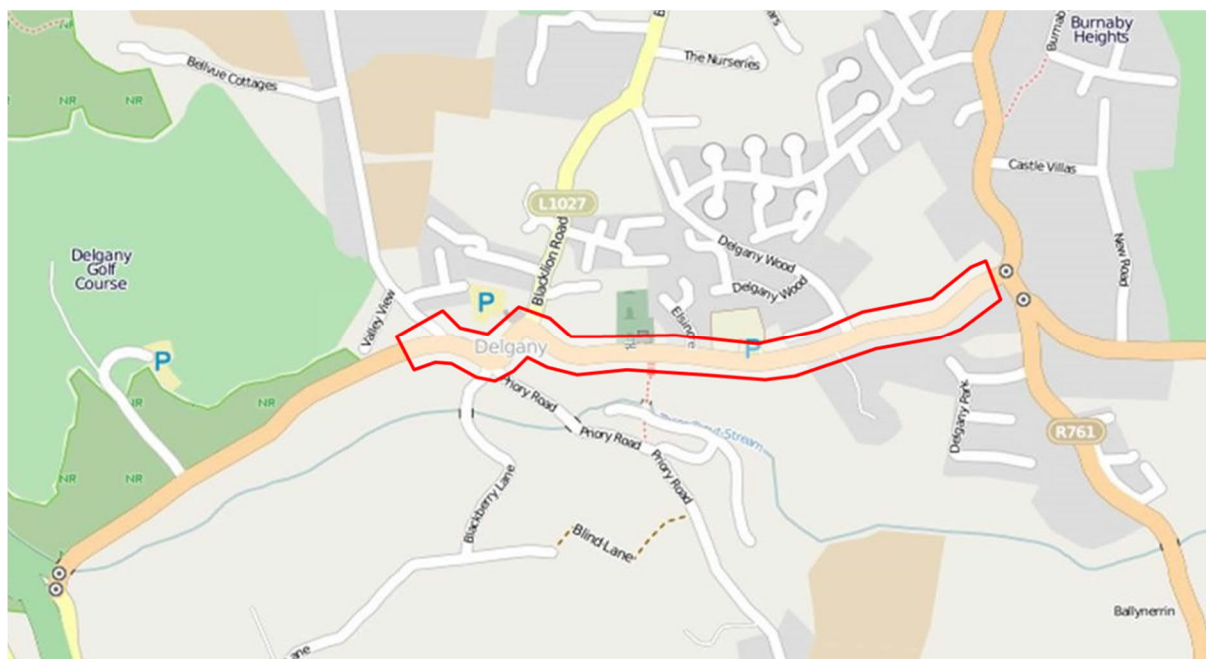


Figure 1 Indicative Scheme Extents

1.2 Planning and Policy Context

The proposed scheme supports a number of national, regional and local planning and policy documents. An overview of the most relevant policies that it supports are summarised below.

National and Regional Policy

Smarter Travel, a Sustainable Transport Future, A New Transport Policy for Ireland 2009-2020

Smarter Travel, A Sustainable Transport Future, (2009) is the transport policy for Ireland for the period 2009-2020. The policy focuses particularly on how existing unsustainable transport and travel patterns experienced in Ireland might be tackled. It recognises the vital importance of continued investment in transport to ensure an efficient economy and continued social development.

The document details a range of 'Actions' in relation to the integration of land use planning and transport policy. It is recognised that this cannot be achieved solely in relation to new development and the significance of retrofitting is highlighted:

'We will require local authorities to prepare plans to retrofit areas towards creating sustainable neighbourhoods so that walking and cycling can be the best options for local trips, for example to reach local facilities such as shops and schools'.

The document includes a vision to create a strong cycling culture in Ireland and ensure that all cities, towns and villages will be cycling-friendly and that cycling will be a preferred way to get about, especially for short trips. There is also a commitment to creating a culture in Ireland that encourages people to walk as a matter of routine.

Design Manual for Urban Roads and Streets (DMURS)

DMURS provides guidance relating to the design of urban roads and streets. The Manual seeks to address street design within urban areas (i.e. cities, towns and villages). It sets out an integrated design approach. What this means is that the design must be:

- Influenced by the type of place in which the street is located; and
- Balance the needs of all users.

DMURS reorders the design priorities and requires designers to consider the needs of pedestrians first, then cyclists, public transport and finally private motor vehicles, when designing schemes within an urban environment.

Transport Strategy for Greater Dublin Area 2016-2035

The Transport Strategy for the Greater Dublin Area 2016-2035 sets out the objectives and proposals in relation to how transport should evolve over that period in order to ensure that the Greater Dublin region continues to meet the needs of its citizens. As well as proposed infrastructure works it also sets out objectives to improve the attractiveness of walking and cycling and to increase availability and usage of public transport. Its overall strategic purpose is:

'To contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods'.

Local Policy

Wicklow Development Plan 2016 - 2022

Within the Wicklow Development Plan 2016-2022 there are numerous policies and objectives relating to sustainable travel and improving walking and cycling facilities within the county. This includes for the improvement or provision of new walking and cycling facilities throughout the County and to improve facilities for pedestrians and access for people with special mobility needs.

The proposed scheme will greatly improve these facilities and provide a key part of the villages walking and cycling network. It will also provide an opportunity to enhance the public realm and the streetscape of the village, in particular at the Bellevue Hill and Convent Road junctions, to clearly identify it as the village centre.

2. Proposed Scheme

2.1 Road User Audit

Wicklow County Council commissioned a comprehensive Road User Audit in 2012 which identified a number of road safety and accessibility items to be addressed within the village. The report made a number of recommendations which were considered and incorporated where appropriate as part of the design of the current scheme.

2.2 Proposed Scheme

The route has been divided into 4 sections, beginning at Bellevue Hill junction and travelling east to Killincarrig Roundabout. The proposed scheme is shown in Drawings 60279771 – Sheets 500.1 to 500.4 which accompanies this document.

Glen Road/Bellevue Hill junction to Convent Road (Sheet Number: 500.1)

The scheme proposes a number of improvements to the Glen Road/Bellevue Hill junction. The improvements include footpath build-outs and reduced corner radii at the mouth of the junction to narrow the carriageway and reduce crossing distances for pedestrians; a raised table across the junction to reduce vehicle speeds and serve as an entry treatment to the village; provision of a disabled person's parking bay on the east side of the junction; provisions of trees and bicycle stands on the new footpath area on the east side of the junction.

The footpath on the northern side of the road along this section will be widened and resurfaced, with a formal parking area provided outside of residential units on Glen Road.

The junction at Convent Road will be improved by the provision of footpath build-outs and reduced corner radii at the mouth of the junction.

Convent Road junction to Delgany National School (Sheet Number: 500.2)

In order to provide appropriate pedestrian facilities from Convent Road around the bend to Priory Gate, road widening is proposed. The road widening will require the set back of a section of the boundary wall (circa 80m) on the northern side of the road. To facilitate this third party lands will need to be acquired. The footpath on the northern side of the road will be widened to 2m with a 6m wide carriageway.

The existing off-road cycle track east of Elsinore junction will be removed, while planting will be maintained to improve visibility and signs located in the pedestrian footpaths relocated to a position outside of the pedestrian desire lines. The existing ramped crossing to the east of the junction will be resurfaced and new tactile paving installed.

Delgany National School to Delgany Wood Avenue (Sheet Number: 500.3)

A shared surface for pedestrians and cyclists is proposed from Delgany National School to Delgany Wood Avenue junction, allowing access to the school from the residential estate. A new verge with landscaping is proposed between the shared surface and the edge of the carriageway.

A raised table is proposed over the junction of Church Road/Delgany Wood Avenue. Footpath build-outs and reduced corner radii are proposed at the junction to improve crossing facilities and reduce vehicle approach speeds.

Delgany Wood Avenue to Killincarrig Roundabouts (Sheet Number: 500.4)

On the north side of the road segregated cycling facilities will continue on Church Road, up to the roundabout at Killincarrig. It is proposed that the cycle facilities will tie into shared surfaces for pedestrians and cyclists the existing footpaths and travel on shared space around the roundabout. On the south side of the road cyclists will be ramped down from the shared surface to the eastbound cycle track.

Raised entry treatments, tactile paving and reduced corner radii are proposed at side road junctions along the road to provide improved pedestrian crossing facilities and reduce vehicle speeds at the junctions.

3. Submissions and Observations

Submissions and observations with respect to the proposed developments dealing with the proper planning and sustainable development of the area in which the development would be situated may be made in writing to Transportation, Water and Emergency Services, Wicklow County Council, County Buildings, Station Road, Wicklow Town, Co. Wicklow on or before 12 noon on Monday 12th November 2018.

Allyson Minion,
Administrative Officer,
Transportation, Water and Emergency Services,
County Buildings,
Station Road,
Wicklow,
Co. Wicklow.
Email: roadtran@wicklowcoco.ie

All comments, including the names and addresses of those making comments, submitted to the Council in regard to this development will form part of the statutorily required report to be presented to the monthly meeting of Wicklow County Council. Accordingly they will also be included in the minutes of that meeting and consequently will appear on the Council's Website.

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