

Provision of Improved Cycling Facilities & Traffic Calming Measures on Putland Road, Bray

Scheme Context and Description

Wicklow County Council

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Prepared for:

Wicklow County Council

Prepared by:

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1. Introduction

AECOM has been commissioned by Wicklow County Council to develop a scheme for the provision of improved cycling facilities and traffic calming measures on Putland Road, Bray. The proposed scheme area comprises the section of Putland Road between the Railway Bridge and Meath Road junction, illustrated in Figure 1.1 below.

The scheme comprises the provision of cycling access to the seafront along Putland Road by means of a contra-flow cycle track. The scheme also provides controlled crossings and traffic calming measures at the Putland Road – Meath Road junction. The scheme is now being put out to public consultation to seek public feedback and comment on the current proposals.

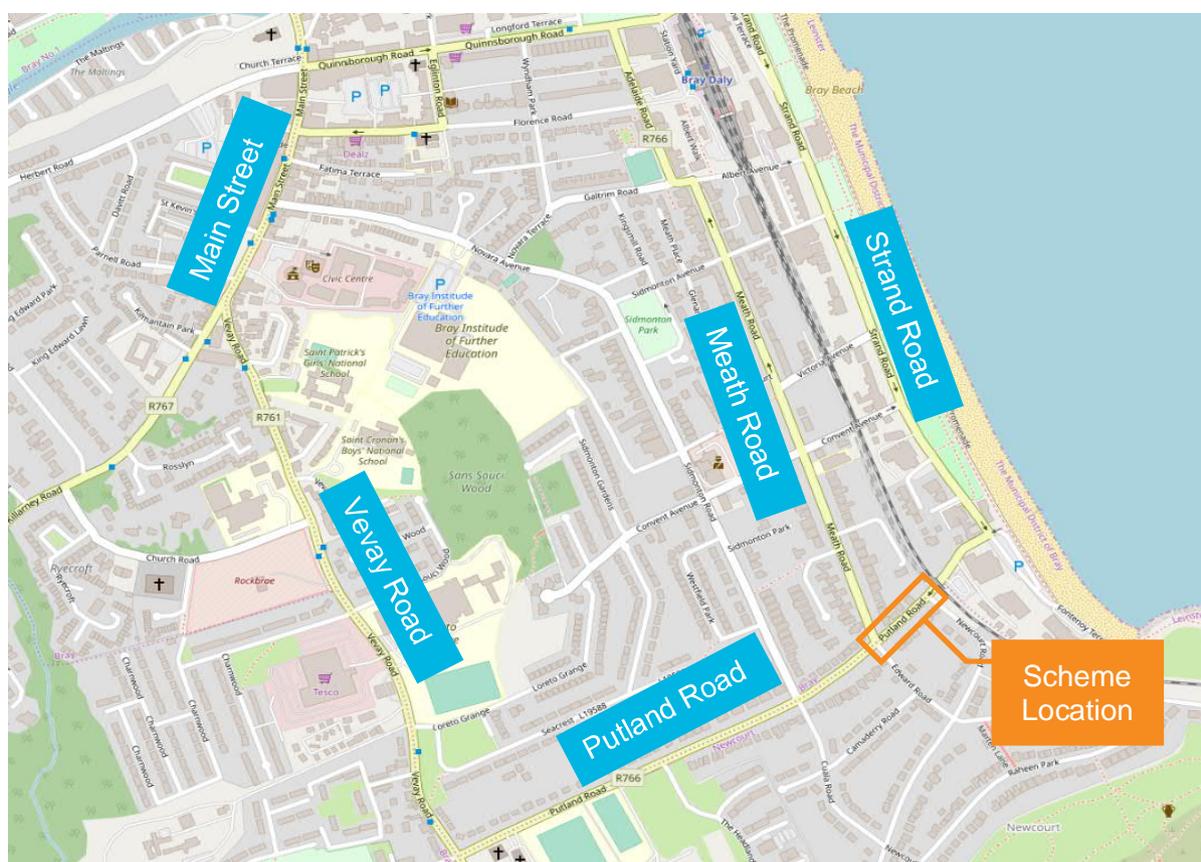


Figure 1.1 Scheme Location

1.1 Background

Putland Road (Seafront to railway bridge) contra-flow cycle lane was constructed in 2017 as part of the Strand Road Cycle Route Scheme. It was intended that the contra-flow facility would be extended to provide a direct route for cyclists to access the seafront via the Meath Road junction along the one-way section of Putland Road; however, the design of the new section of contra-flow required careful consideration given the local constraints and potential impacts. Hence an options assessment process was undertaken to inform the design of the Meath Road junction and the link between the junction and the railway bridge. The options were developed based on potential community impacts, delivery risks and the principles of sustainable safety as well as engineering reasoning and judgement. A qualitative appraisal of each option under the each of the assessment criteria was then carried out, leading to a determination of the recommended option.

1.2 Scheme Objectives

The design objectives for the scheme area include the following:

1. To connect with existing cycle facilities before the Meath Road junction and after the Railway Bridge, forming a coherent link for cyclists to/from Strand Road (Bray Promenade Greenway) via Putland Road;
2. To provide a cycle facility to the appropriate level and quality of service (QoS) required for a secondary cycle route;
3. To provide upgrades to the Meath Road - Putland Road junction to improve conditions for pedestrians to cross the street and facilitate cyclists along Putland Road;
4. To ensure any proposed cycling improvement works are in accordance with the zoning objective of Putland Road (i.e. works must *'protect existing residential amenity'*).

The objectives of the scheme are in line with current national, regional and local policies to promote sustainable transport, as outlined in Section 2.

1.3 Scheme Extents

The scheme area extends along Putland Road from Meath Road for a distance of approximately 140m eastwards to the railway bridge as shown on Figure 1.2 below.



Figure 1.2 Indicative Scheme Extents

1.4 Existing Conditions

Putland Road, between the railway bridge and Meath Road, consists of a carriageway of approximately 6.8m with footpaths on either side. The road is one-way (westbound) for vehicles and cycling in the eastbound direction is not permitted.

All the houses on the south side of the street have off-street driveways allowing for private parking. On the north side, the houses have limited driveway space for private parking. Hence, most of the on-street parking takes place on the north side of the street.



Figure 1.3 Typical parking layout on Putland Road

Cycle infrastructure has recently been upgraded along the section of Putland Road between the railway bridge and Strand Road. A contraflow cycle lane (in the eastbound/downhill direction) is in place alongside the one-way carriageway which cyclists share with motorists, as shown in Figure 1.4.

Between Meath Road and Vevay Road, Putland Road has a two-way carriageway. A cycle facility is provided along the south side of the road only, in the direction of Vevay Road. This cycle facility varies from an on-road advisory cycle lane to a grade-segregated cycle track, as shown in Figure 1.5 and 1.6.

There is no contra-flow cycling permitted between Meath Road junction and the railway bridge meaning that people cycling to Strand Road from Putland Road must detour via Meath Road and Convent Avenue.



Figure 1.4 Contraflow cycle lane on Putland Road between Strand Road and the railway bridge



Figure 1.5: Cycle lane west of Meath Road junction

Figure 1.6: Cycle track on approach to Vevay Road

Meath Road junction is a priority-controlled crossroads junction. The major movement of vehicles at the junction is the turn in and out of Meath Road. There is an existing raised table across the Meath Road arm of the junction. The relatively low number of opposing movements at the junction can result in drivers taking the turns to and from Meath Road at inappropriate speeds and can make the junction difficult to negotiate by pedestrians.



Figure 1.7: Meath Road junction

2. Planning and Policy Context

2.1 Introduction

The proposed scheme supports a number of national, regional and local planning and policy documents which may have implications for any design recommendations. The policy documents and reports reviewed in the following sub-sections are as follows:

- Smarter Travel, a Sustainable Transport Future, A New Transport Policy for Ireland 2009-2020
- Transport Strategy for Greater Dublin Area 2016-2035
- Wicklow Development Plan 2016-2022
- Bray Municipal District Local Area Plan 2018-2024

2.2 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'.

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'*.

In relation to the provision of a safe and attractive cycle network, section 5.6 of the Strategy states: 'Recognising the need for a safe cycling network, it is intended that many of the key cycling routes will be developed as segregated facilities, with cyclists separated from vehicular traffic through the use of kerb separators or by having the cycleway at a higher level than the road carriageway. Complementing these facilities will be a corresponding level of priority given to cycle movements at road junctions.'

Section 5.7 of the Strategy goes on to state that it is intended to: 'Provide a safer, more comfortable and more convenient walking environment for those with mobility, visual and hearing impairments, and for those using buggies and prams'.

2.3 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. Policy TR9 aims *'To improve existing or provide new foot and cycleways on existing public roads, as funding allows'*. 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 safety for pedestrians and cyclists and will provide a key part of the town's walking and cycling network. It will provide the missing link to allow cycling from Putland Road to the Strand Road Cycle Route.

Bray Municipal District Local Area Plan 2018 - 2024

Bray Municipal District Local Area Plan 2018 – 2024 identifies the scheme area as part of an RE1 (Primarily Residential) zone for which the objective is to *'To protect existing residential amenity; to provide for appropriate infill residential development; to provide for new and improved ancillary services.*

The vision for the seafront area is for it to *'remain an inviting, animated and attractive seafront area, with a vibrant commercial leisure sector supervised by permanent residences, that functions as the primary tourist, recreational and leisure centre of the town'*. The provision of a key link for cycling along Putland Road directly to the seafront is in line with this vision.

The Plan encourages the use of sustainable transport modes with objective CW 1 stating the following: *'To improve existing or provide new foot and cycleways on existing public roads, as funding allows, and to facilitate the development of cycling and walking amenity routes throughout the District in accordance with the NTA's Permeability Best Practice Guide including foot and cycleways off road (e.g. through open spaces, along established rights-of-way etc), in order to achieve the most direct route to the principal destination (be that town centre, schools, community facilities or transport nodes), while ensuring that personal safety, particularly at night time, is of the utmost priority'*.

For people cycling from Putland Road to the seafront, the provision of a contra-flow cycle track will remove the requirement to use the existing circuitous route via Meath Road and Convent Avenue.

The National Cycle Manual is referenced in the Bray Municipal District Area Plan with objective CW4 stating *'that cycle infrastructure provided in the Bray MD is delivered in a manner consistent with the National Cycle Manual'*.

2.4 Greater Dublin Area Cycle Network Plan

The Greater Dublin Area Cycle Network Plan, published by the National Transport Authority in 2013, sets out a plan for a cycle network throughout the Greater Dublin Area, comprising of an Urban Network, Inter-Urban Network and Green Route Network. The Cycle Network Plan identifies the infrastructure required to ensure that cycling as a transport mode is supported and enhanced in order to achieve strategic objectives and reach national goals.

The proposed scheme forms part of Cycle Route B6, which is a key east-west link connecting the existing seafront greenway on Strand Road (Route W11/N5) to Route B1 on Vevay Road, as shown below in Figure 1.8.

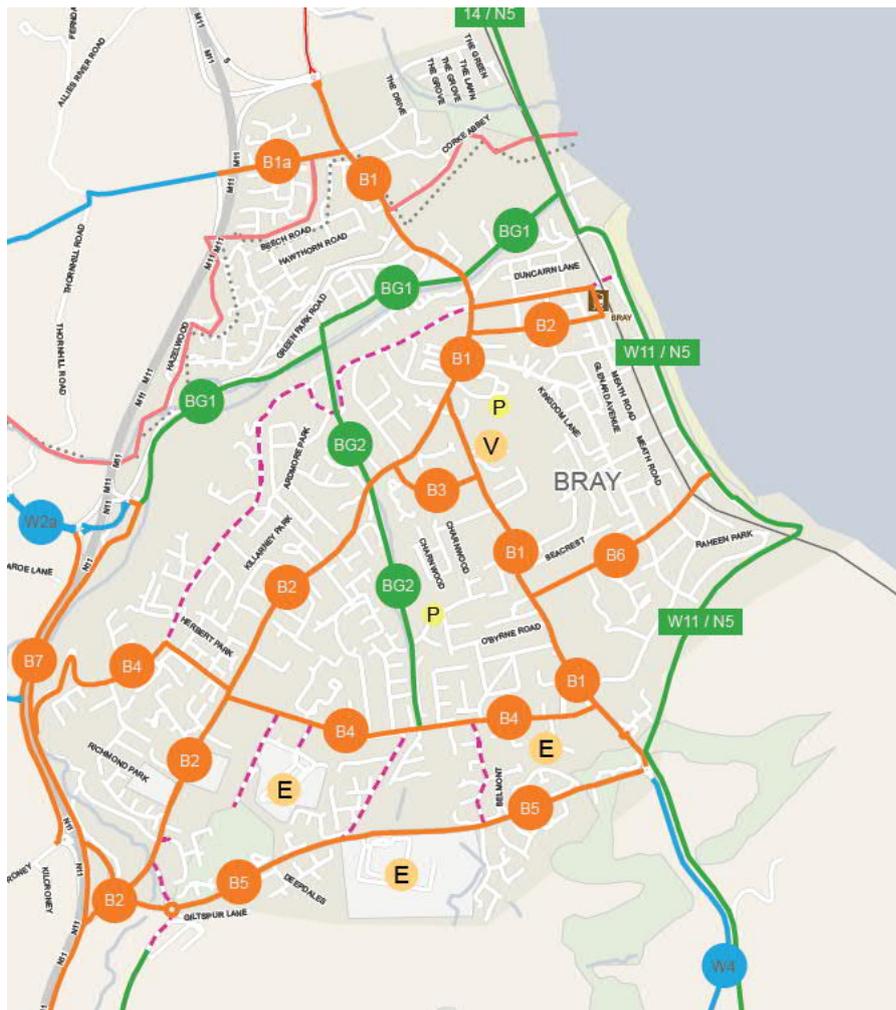


Figure 1.8 Extract from Greater Dublin Area Cycle Network Plan (Sheet N20)

3. Proposed Scheme

The proposed scheme aims to improve pedestrian crossing facilities at the Putland Road - Meath Road junction and provide a coherent connection along Putland Road to the seafront by means of a parking-protected contra-flow cycle track.

3.1 Design Principles

The scheme is based on the following design principles:

- Reduction of carriageway width, corner radii and use of raised junction entry treatments in line with the Design Manual for Urban Roads and Streets (DMURS);
- Provision of controlled (zebra) crossing facilities to improve pedestrian priority at the Meath Road junction;
- Provision of coherent cycling facilities between Putland Road and Strand Road to meet the needs of cyclists as described in the National Cycle Manual;

3.2 Scheme Description

The scheme comprises:

- A raised table at the Putland Road - Meath Road junction
- Zebra crossings on the Putland Road arms of the junction
- Increased footpath area at the mouth of the junction to shorten crossing distances on Meath Road
- A segregated contra-flow cycle track on the north side of Putland Road between Meath Road junction and the railway bridge.
- Provision of parking bays adjacent to the cycle track on the north side of the carriageway
- Provision of all associated traffic signs and road markings.

The proposed scheme layout is shown in Appendix A.

4. Submissions and Observations

Plans and particulars of the proposals are available for inspection during office hours Monday to Friday, excluding Bank Holidays from Thursday 11th July 2019 to Friday 9th August 2019 inclusive

At the following locations:

- Wicklow County Council, Station Road, Wicklow Town, Co. Wicklow; and
- Bray Municipal District Civic Offices, Main Street, Bray, Co. Wicklow

Plans are also available to view on www.wicklow.ie

Submissions and observations with respect to the proposed scheme may be made in writing on or before 5pm on Friday 9th August 2019 to:

Transportation, Water and Emergency Services,
Wicklow County Council,
County Buildings, Station Road,
Wicklow Town, Co. Wicklow.

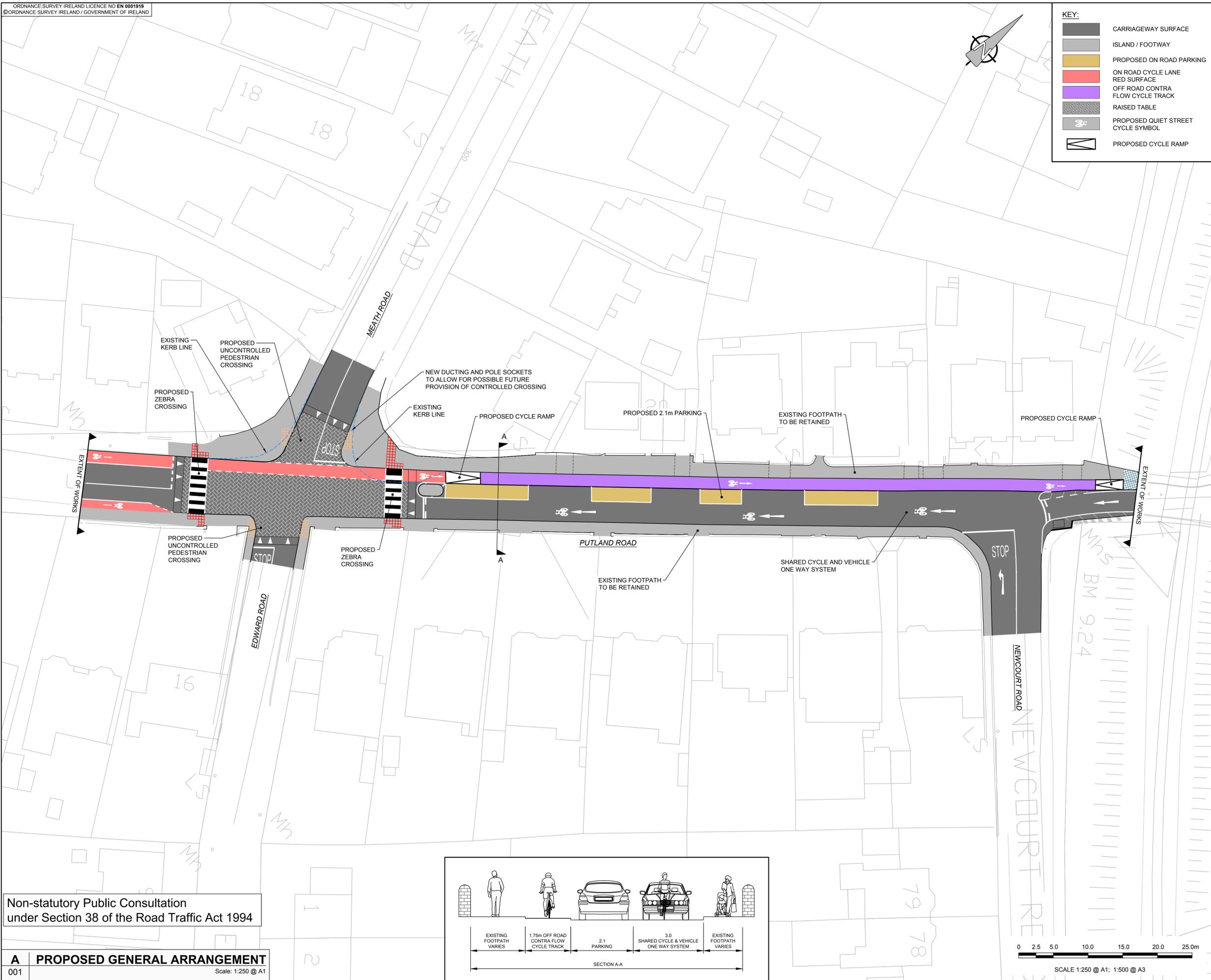
Or by email to:

roadtran@wicklowcoco.ie

Appendix A – Proposed Scheme Layout

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KEY:

- CARRIAGEWAY SURFACE
- ISLAND / FOOTWAY
- PROPOSED ON ROAD PARKING
- ON ROAD CYCLE LANE RED SURFACE
- OFF ROAD CONTRA FLOW CYCLE TRACK
- RAISED TABLE
- PROPOSED QUIET STREET CYCLE SYMBOL
- PROPOSED CYCLE RAMP



PROJECT
PROVISION OF IMPROVED CYCLING FACILITIES & TRAFFIC CALMING MEASURES ON PUTLAND ROAD, BRAY

CLIENT



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I/R	DATE	DESCRIPTION
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KEY PLAN

PROJECT NUMBER

60550996

SHEET TITLE

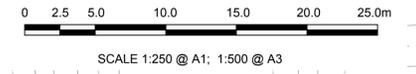
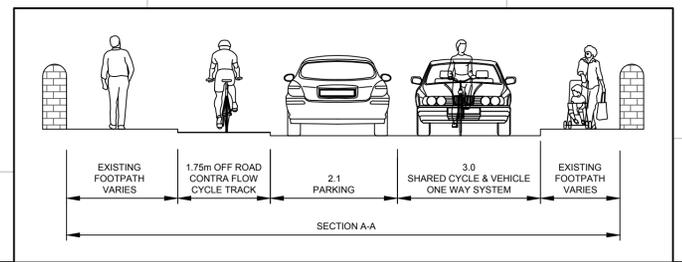
PROPOSED GENERAL ARRANGEMENT

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60550996_SHT_001_A

Non-statutory Public Consultation
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A PROPOSED GENERAL ARRANGEMENT
 001 Scale: 1:250 @ A1



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