



WICKLOW COUNTY COUNCIL
MUNICIPAL DISTRICT OF BRAY

Road Traffic Act 1994

Bray Municipal District Traffic Calming Proposals 2024

Introduction:

- Pursuant to the provisions of **Section 38 of the Roads Act, 1994** Wicklow County Council have given notice of its intention to provide traffic calming at locations listed below, which restrict or control the speed or movement of, or which prevent, restrict or control access to a public road or roads by, mechanically propelled vehicles in the interest of the safety of road users.

Location	Measures
R-766 Albert Avenue, Bray	Provide pedestrian safety improvements with path build outs and raised crossing
L-5807 Greenpark Road, Bray	Path build out, single lane traffic shuttle at junction with Pearse Road
L-10071 Berryfield Court-Monastery Grove, Enniskerry	Junction realignment with road narrowing and radii reduction

- Representations on the proposed traffic calming measures as outlined in plans and particulars contained herein may be made in writing to the **Bray District Administrator, Wicklow County Council, Municipal District of Bray, Civic Offices, Bray, Co. Wicklow before noon Wednesday 21st February 2024**. Submissions should be headed, "Traffic Calming Bray MD 2024".
- After receipt of surveys, written representations and consideration of the observations of the Garda Commissioner/Chief Superintendent for the area and the appraisal of the council's roads technical staff, a draft chief executive's report in relation to the traffic calming measures shall be prepared and submitted to the elected members for their observations. The report shall list the persons or bodies that made submissions or observations, summarise the issues raised with respect to traffic safety and viability and recommend whether or not the proposed measures should be proceeded with as proposed or with modification.
- Following a review of the observations of the elected members the final chief executive's report shall be prepared and shall outline the decisions made regarding the provision of traffic calming measures.

Albert Avenue, Bray

Traffic calming measures are proposed to address pedestrian safety crossing Albert Avenue, primarily in the vicinity of the junction with Meath Road and close to the railway bridge. In 2022 the members of the Municipal District of Bray allocated funding for the construction of footpath build-outs on Albert Avenue opposite the Albert Walk. The purpose of the build-outs was to remove parking and improve visibility for pedestrians crossing the road at this location. During the technical assessment of the proposed works it was noted that the majority of the pedestrian crossing movements in the area were at the junction of the Meath Road. The available accident data indicated a higher occurrence of accidents involving pedestrians adjacent to Meath Road. Observations showed that pedestrian movements between Albert Walk and the seafront usually crossed the road closer to the railway overbridge rather than Albert Walk.

There is an existing build out on the east side of Meath Road and dropped kerbs on both sides to facilitate pedestrians crossing the road adjacent to Albert Avenue. However there is a drainage channel between the build-out and the footpath and therefore poorly serves accessibility requirements. There is currently no crossing facility on Albert Avenue. Additionally, the crossing distance on the west side of the junction with Meath Road is approximately 9m and is at a location with restricted visibility of traffic from Adelaide Road.

The drawing ‘Albert Avenue Pedestrian Crossing Safety Improvements’ outlines the traffic calming and safety measures proposed. This includes reconstructing and amending the path build out on Meath road and also provide a tapered build out on the west side of the road. On Albert Avenue, east of Meath Road, it is proposed to narrow the roadway to single lane traffic with build-outs on both sides that includes dropped kerbs to facilitate pedestrians crossing the road. On Albert Avenue, west of Meath Road, it is proposed to provide a build-out on the north side of the road and construct a raised flat-top speed table that provides a level crossing for pedestrians. To address crossing movement closer to the railway bridge it proposed to widen the footpath on both sides of the road approaching the western side of the railway overbridge.

Included in the measures will be all required drainage works and regulation signage. The new pavement will have a uniform concrete finish throughout. Where feasible, the increased pavement space will be utilised for suitable urban tree planting with provision for sustainable urban drainage.

Greenpark Road

Greenpark Road is a residential road in Little Bray and Wicklow Co. Co. has received a number of complaints from residents concerning traffic safety and speeding on the road. Following consultation with some residents a speed survey was conducted on the road between Sutton Villas and Pearse Road last July. The speed limit was reduced to 30kph with effect from June 2023. However, the new speed limit signs had not yet been erected at the time of the survey.

The results of the survey showed that the mean speed in both directions for the duration of the survey was about 30km/h. The 85 percentile (the speed which 85% of motorists do not exceed) was 37.8km/h northbound and 39.8km/h southbound. Additionally, it was noted that there was some extreme speeds for a 30km/h road in a confined residential street with poor visibility characteristics. This was particularly evident for southbound movements where an extraordinary speed of 98.6km/h was recorded. Traffic calming measures are proposed to address the poor visibility at the Pearse Road junction and occasional extreme speeds.

The drawing 'Greenpark Road-Pearse Road Traffic Calming' outlines the traffic calming measures proposed. This proposes narrowing Greenpark Road to single lane east of the junction with Pearse Road by building out the pavement and installing bollards on both sides of the road. A give-and-take traffic shuttle will operate at the single lane and the alignment along with tree planting to restrict long distant visibility on Greenpark will ensure reduced speeds. The build out on the east side Greenpark Road will provide improved visibility for traffic exiting Pearse Road. A reduced kerb radius on the south side of the junction is also proposed. All required regulatory signs and necessary drainage works will be included. The new pavement will have a uniform concrete finish to serve pedestrian accessibility.

During consultation with residents, particular concern was expressed about traffic safety at the Sutton Road-Greenpark Road crossroads. This junction already has a speed table across the junction. The junction has particularly poor visibility and further traffic calming may be considered as a part of a review of traffic safety for the wider area of Little Bray in which measures to limit through traffic in the cell between the Upper Dargle Road and Lower Dargle Road will be considered. In the meantime, it is planned to install secondary 'Stop' signs on Sutton Road and renew markings on the speed table.

Berryfield Court, Enniskerry

The Berryfield Court is a small residential estate that is accessed via Monastery Grove in Enniskerry. The junction with Monastery Grove forms a Y-Junction with the stem being the main access route from Enniskerry. Due to the ease of exiting and entering Berryfield Court, there have been complaints of high speeds at this junction and motorists disregarding the priority of Monastery Grove traffic. There is a missing section of public footpath on the west side of the junction and no dipped kerbs defining a crossing point for pedestrians.

The drawing 'Berryfield Court Junction Improvement' outlines the traffic calming and safety measures proposed. This aims to improve the alignment of the junction by building out the kerb on the west side of the junction. Due to the building line there is little scope to realign the roadway on the east side of the junction so the roadway at the entrance to Berryfield Court will be narrowed in this proposal. However cutting back vegetation is proposed in order to improve the footpath and provide space for a dipped kerb and tactile paving. On the west side, the footpath at the back of the green will be extended to the roadway edge where a dipped kerb and tactile will also be provided. Bollards are also proposed to limit the risk of the kerb overrun by speeding traffic.

Within the estate the short length of roadway and its alignment are not conducive to high speeds. However, this is a concern of some residents. The provision of a speed ramp is presented as an option in the layout plan and will only be considered after the junction works if there are still complaints and a speed survey demonstrates that it would be beneficial to safety. The proposed ramp is a 3.7m long asphalt segment with a maximum height of 80mm with shark teeth markings.