

Project Title:	Safe and Quiet Streets – Seafield Estate, Booterstown, Dublin					
Document Title:	Traffic Calming Measures – Technical Note					
File Name:	22410-BTL-XX-SF-TN-CE-00001_Seafield Traffic Calming					
Issue Date	Revision Code	Suitability Code	Author(s)	Reviewer(s)	Approver(s)	Peer Reviewer(s)
28/09/2023	P02	S3	DO'K	RC	DO'K	N/A

1 Introduction

A Safe and Quiet Streets Project is being undertaken for the Seafield Estate after it was nominated by the Seafield Residents' Association to Dun Laoghaire-Rathdown County Council (DLRCC). Barry Transportation were appointed by DLRCC to carry out the detailed design for the scheme. A Concept Design was previously prepared by Ramboll (August 2022) in collaboration with DLRCC and the local residents.

The purpose of this technical note is to outline the design process to date and to describe the key design proposals.

2 Design Process and Timeline

The Safe and Quiet Streets co-creation process consisted of three stages. Stage 1 was the nomination and selection of the streets. Stage 2 of the process involved working with residents to develop a design. Residents were first asked to identify issues and give ideas for what they wanted to see in the Seafield Estate. This feedback and ideas gathering stage ran for a couple of months during 2022. After all of the feedback was collated, a draft design was developed for residents and other key stakeholders to give their feedback on. Once the concept design was finalised, the project moved to Stage 3 and the detailed design was commenced by Barry Transportation.

3 Background and General Design Principles

The roads through Seafield Estate were designed and constructed at a time when vehicles were given priority over all other road users. The excessive road widths and wide corner radii encourage speeding and "rat-running" through the estate. Combining the Safe and Quiet streets principles with feedback from residents of the Seafield Estate, the strategic plan for the scheme aims to reduce car speeds, encourage walking and cycling and increase greening. The main design approach introduces innovative green solutions to reduce traffic dominance, utilise existing green spaces and increase pedestrian and cycle connectivity. The proposed measures are in accordance with the Design Manual for Urban Roads and Streets (DMURS) and the National Investment Framework for Transport in Ireland (NIFTI).

Build outs are proposed along Seafield Road and act as a traffic calming measure while adding greenery. These will create pinch points wide enough to facilitate a car and cyclist passing, with another car having to give way, whilst maintaining informal on-street parking. Sustainable Urban Drainage (SuDS) in the form of rain gardens are proposed for the bottom of Seafield Road to address occasional flooding while adding visual and environmental benefits.

An additional 'courtesy' pedestrian crossing is proposed along Seafield Road to further facilitate safe crossing for pedestrians and cyclists. These measures should slow vehicle speeds and increase the feeling of safety for pedestrians and cyclists. The proposed southern entrance to Seafield Road retains the existing 2 carriageway entrances. The design proposes buildouts between Glenomena Park and Seafield Close to slow traffic speeds.

Seating, play, amenity planting, a water source, an area to grow vegetation and parking have been designed to create a usable space for the community. The carriageway on Seafield Park will be raised to flush with the kerb edge to give pedestrian priority. Raised tables and continuous footways at junctions will increase the priority for pedestrians, as stipulated in DMURS. The design proposes planting to increase visual amenity and biodiversity is proposed in existing green spaces and verges.

4 Scheme Design

4.1 Seafield Road/ Seafield Close/ Seafield Crescent Junction

One of the key elements of the design are the proposed traffic calming measures at the Seafield Road/ Seafield Close/ Seafield Crescent Junction. It is proposed to introduce a yield/ Stop-Go System at both approaches to the junction along Seafield Road. Vehicles approaching the junction from Seafield Close and Seafield Crescent will be required to stop at the junction before proceeding. The image below is an artist impression of the proposed layout.



Figure 1 – artist impression of proposed junction traffic calming measures

It is proposed to install a raised table at the junction to help create a more ‘traffic calmed’ and more pedestrian friendly environment. It was also decided to install a yield and build out on both approaches to ensure that traffic coming from each direction had to slow down. Installing a build out only on one side would potentially lead to vehicles continuing to speed through the junction. While either a ‘raised table’ or ‘buildouts’ could be installed on their own, it was decided that the combination of the two would provide the safest solution.

The proposed layout is in accordance with DMURS and also with Section 6 of the Department of Transport Traffic Management Guidelines. The design has been reviewed by an experienced and suitably qualified Road Safety Auditor. Before installing the permanent design, it was decided that it would be prudent to install the proposed layout in a trial manner by using bollards in lieu of kerbs etc. This layout is currently in operation and is being monitored by DLRCC and Barry Transportation.

5 Conclusion and Next Steps

We are satisfied that the proposed design is in accordance with all relevant standards and legislation. The trial layout will continue to be monitored prior to the finalisation of the construction drawings. Further consultation will take place with residents during this period.