

Response to Sandymount Avenue Residents Representatives letter of the 4th of December 2020

DCC responses are in blue below.

Referring to the 3 main areas of concern you raised:

1. **Sandymount Ave** – expected 63% increase on existing traffic numbers .

This modelled increase is based on Beach Road being 2 way. A one way option for Beach road (currently out for consultation) shows an increase of 11% which is 18 additional vehicles northbound over the peak hour. This minor increase in vehicles will still be less than pre-Covid volumes.

2. **Congestion** - closing a main artery to the North Side/Airport/M50 while giving inadequate thought to how smaller roads in Sandymount will accommodate the displaced 7,600 (COVID number over a 24hr period) northbound cars from Strand Road.

Strand Road is not a main route for the airport or the M50. The current volume of northbound traffic on Strand Road is approximately 5,000. These will not all be displaced through Sandymount. It is not proposed at the start of the trial to introduce any additional right turns from the Merrion Road towards Sandymount. Vehicles will adapt to other routes and there will be some shift to other modes.

2. **Safety** – the inherent risks associated with rerouting an additional 7,600 cars, busses, HGV's per day through narrow Victorian roads

There will not be an additional 7,600 vehicles through the roads around Sandymount. The predicted increases in Sandymount are minor at the peak hour:

Park ave 14 additional vehicles,
Sandymount Avenue 18 additional vehicles,
Sydney Parade 18 additional vehicles and
Sandymount road 40 vehicles less.

Serpentine Avenue predicted increase is 46 additional vehicles at peak hour, Tritonville road 7 additional vehicles, Bath Avenue 48 additional vehicles eastbound (though 53 less westbound).

These figures are based on pre-Covid volumes. The capacity of the roads in the area are sufficient to cater for these increases.

In relation to the specific requests you made for Sandymount avenue:

- That the existing No Right Turn off the Merion Road is maintained and strictly enforced.
DCC are not proposing to remove this right turn ban
- The installation of a proper controlled pedestrian crossing at the junction of Gilford Road.
It is not proposed to install a signalised crossing at the junction of Gilford Road/Sandymount Avenue as part of the trial. The increases on Sandymount Avenue are believed to be minor. However we will as a separate exercise assess a pedestrian crossing at this location anyway to see if it should be installed at some point.
- The introduction of speed control ramps at strategic locations.
A speed survey will be undertaken to determine any ramps are warranted.
- That the 30kM/h speed limit is identified on the road surface.

That can be put in place

- The introduction of a filtered bus gate on Simmonscourt Road.

We do not believe a bus gate is required for Simmonscourt Road. It is not proposed to allow any additional green time from Simmonscourt road so the volume of traffic that comes to Sandymount Avenue from Simmonscourt road will be restricted as it is currently. This will be kept under close review as a CCTV camera has been installed at this location allowing real time monitoring of the traffic situation.

- The introduction of a “safe school” zone around Enable Ireland and the Rehab National Learning Centre.

DCC will contact Enable Ireland and the Rehab National Learning Centre about a School Zone.

- The retention of existing on road car parking spaces which are used by residents who have no facility for off-road parking and visitors to the Village.

There is no proposed changes to parking spaces on Sandymount Avenue.

- The re-installation of proper road markings on the Avenue following road resurfacing that completed in October, i.e. double yellow lines, official roadway car parking

This has been completed.

Regarding some of the point you raised in your letter:

1 - “63% traffic flow increase on Sandymount Avenue”

As discussed previously, based on the latest model for a one way option for Beach road (currently out for consultation), it shows an increase of 11% on Sandymount Avenue. The model predicts 18 additional vehicles northbound (based on pre covid volumes) over the peak hour and not the 102-282 vehicles you refer to.

2 – Congestion

2.1 Congestion already occurs in many areas of Sandymount even without the addition of the proposed diverted 7,600 vehicles per day. We have identified several of these congestion points below.

Strand Road is not a main artery to the North Side/Airport/M50 and as outlined previously there will not be 7,600 vehicles a day rerouting through Sandymount. The bus route, the 18, currently uses Sandymount Avenue as your photos show. This will continue and it is not envisaged that there will be any issues for the route with the minor increase in traffic.

2.2 Will DCC identify what methodology was used to access existing road pinch points and supply a list of the road pinch points

- a. what methodology was used to access existing pinch points and associated safety?
- b. supply a list of where the pinch points are located?

DCC will be undertaking surveys and works to provide dishing’s and tactile at a number of locations to assist with safe crossing points. Any other issues that may arise as part of these surveys will also be considered.

2.3 Gridlock – the proposed modification of traffic flow at the Merrion Gates Railway Crossing Junction will reduce traffic flow between 70% -> 80%

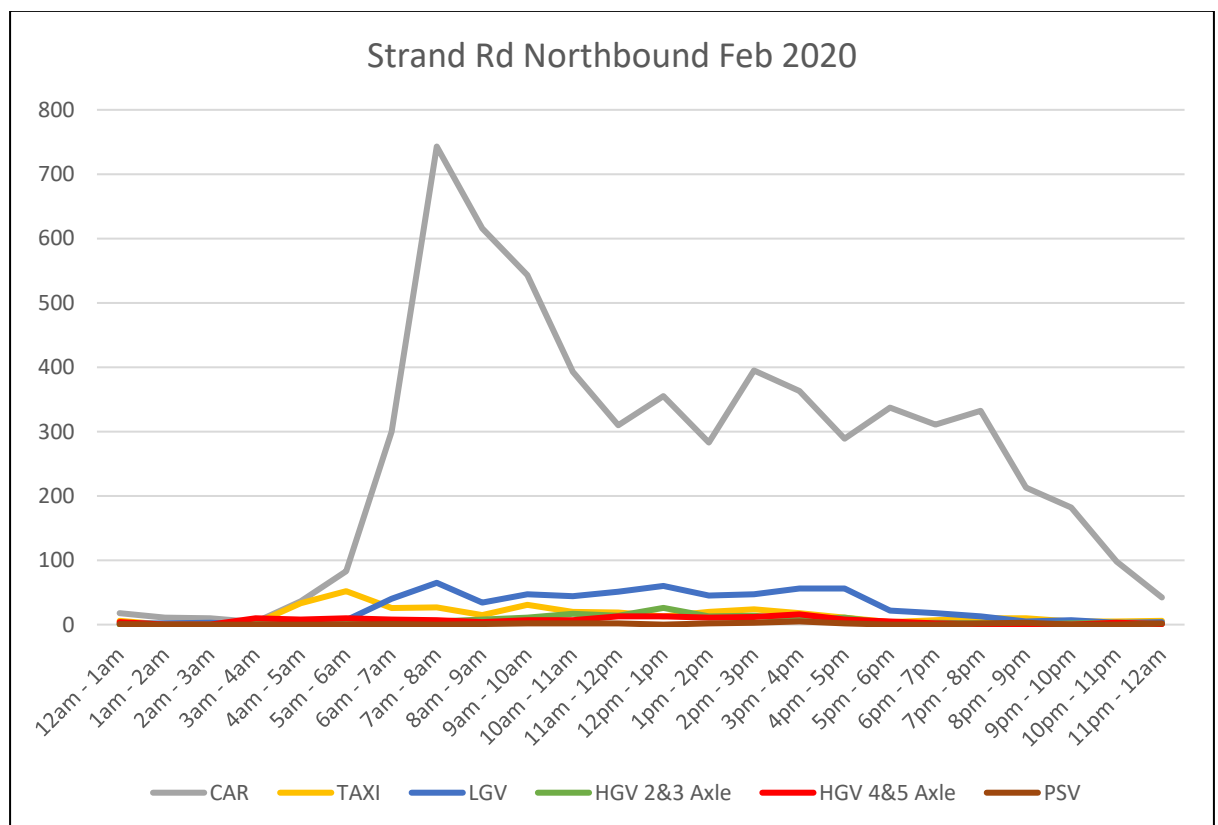
An analysis similar to the analysis carried out for a shuttle system is being carried out and the results of this will be shared.

2.4 City bound traffic - narrow pinch point at controlled pedestrian crossing on Merrion Road
Will DCC provide information on what mitigating measures they are proposing to install here to reduce the potential dangers to both vulnerable cyclists and pedestrians?

This is the current layout on Merrion Road where present cyclists use the shared cycle/bus lane. There are no changes proposed for this and whilst there may be some additional taxis using the bus lane. It is not envisaged there will be a significant increase of vehicular traffic in that lane.

2.5 Diverting an estimated 2.8 million additional vehicles through the Sandymount Community
Will DCC supply information on how they intend to integrate the impact of diverting an estimated 2.8 million additional vehicles through the Sandymount community, Sandymount’s internal roads and transportation network, and Sandymount’s urban planning under the guise of the proposed trial cycle-way?

The calculations presented are based on a number of assumptions. Peak hour traffic of 740 vehicles, all of which are diverted through Sandymount and for which there is 6 hours of this volume. As shown at the Forum, Pre Covid there was just one hour where that volume was present. This was for a weekday, volumes are much less at a weekend.



As discussed previously, not all the current northbound traffic on Strand road will reroute through Sandymount. Therefore it is not correct that there will be an additional 2.8m additional vehicle through Sandymount.

3. Safety - the inherent risks associated with rerouting and additional 7,600 cars and busses per day through narrow Victorian Roads

3.1. We ask DCC how they will prevent and mitigate the safety and health impact of diverting thousands of additional vehicles through the dated internal narrow road network of Sandymount? We have already set out a number of interventions which will complete prior to the trial and we also will be monitoring the situation as the trial continues.

3.2. We ask DCC what interventions they will be installing to address and diminish the multiple risk factors identified below?

a. Basic traffic regulations and signage to manage traffic are essential instruments for enhancing road safety

Signage and markings will be provided as required.

b. Road safety is a multi-sectoral and public health issue – all sectors, including health, need to be fully engaged in responsibility, activity and advocacy for road crash injury prevention

The Forum includes Doctors for the Environment so a multi sectorial approach is being taken.

c. Inadequate or non-existent traffic signals and signage and lack of traffic management

Adequate signage and traffic management will be provided and if you have any areas of specific concern please let us know.

d. Almost complete lack of infrastructure for pedestrians and cyclists

We have set out the interventions which will be in place in the village for pedestrians and the facilities for cyclists on Strand Road, in addition we have a proposal for discussion at the next forum meeting regarding cycle facilities within the village.

e. Forced sharing of narrow crowded roadways, streets and paths by both vehicles, pedestrians, animals, businesses, schools, nursing homes, disability services, churches and home owners

The only changes to a roadway is on Strand Road. There are no changes to any existing footpaths.

f. Where necessary, local knowledge needs to inform the implementation of local solutions

The community Forum was established to provide this.

g. Give priority to diminished environmental conditions (pollution and noise)

Air quality monitoring will be in place to determine any impacts of the trial.

3.3. We ask DCC to identify what are the safety and health risks that such an immediate diverted traffic imposition would have on the following (a-n) sections of the Sandymount community:

a. The severely disabled students attending the Enable Ireland School Facility (on Sandymount Avenue) and the Rehab Group, National Learning Network (on Newgrove Avenue) and their regular daily trips to the Village Green or shops, morning drop offs / evening collections.

We do not believe that the trial will have an impact on the operation or activities of Enable Ireland School Facility and the Rehab Group but this will be carefully monitored during the trial.

b. The thousands of parents travelling by foot, car, cycle - delivering and collecting their young children (in the majority of cases pushing prams – buggies with babies inside) to/from : Scoil Mhuire, Lakeslands, Shellybanks Educate together Primary, Sandymount Park Educate Together Secondary School, Star of the Sea B.N.S., St. Matthews National School, Marian College.

We do not believe that the trial will have an impact on the delivery or collection of children from school and will provide a safe cycle route via Strand Road, in addition if there is agreement at the forum then enhanced cycle facilities can be put in place within the village.

c. Younger students travelling by foot, cycle – attending to/from : Scoil Mhuire, Lakeslands, Shellybanks Educate together Primary, Sandymount Park Educate Together Secondary School, Star of the Sea B.N.S., St. Matthews National School, Marian College.

The trial will have no impact on students travelling to school and will provide a safe cycle route via Strand Road.

d. The large number of our senior residents who live in the following complexes: Margaretholme Sheltered Housing, Brabazon Trust, Tritonville Close, Ailesbury Private Nursing Home, Mount Tabor Care Centre & Nursing Home, Bethany House Sheltered Housing.

The trial will have no impact on the operation of these homes and DCC have engaged with individual complexes where requested.

e. The attendees of our many churches in Sandymount: St. Mary's Star of the Sea, Christ Church Sandymount, St. John the Evangelist Sandymount, The Sikh Temple Sandymount.

The trial will have no impact on these.

f. The huge number of members and visitors attending local Sports Clubs: Railway Union Sports Club, Pembroke Cricket Club, West Wood Club, Monkstown Rugby Club, YMCA Gym and Cricket Club, AVIVA Stadium (football, rugby, Concerts and Conferences – hosting up to 80,000), RDS (Rugby and Concerts events – hosting up to 18,500 during a match plus thousand more during Concerts).

The trial will provide an option of a safe cycle route for users of these clubs. DCC have been engaging with AGS re events in the area.

g. Patients attending our Sandymount Medical Centres, The Clinic Sandymount Green, Park Avenue Medical Centre, Sandymount Road Medical Centre.

The trial will have no impact on these.

h. Our large population of active seniors who are out and about and travel daily to our local Village.

The trial will have no impact on these.

i. Guests at our many local hotels.

The trial will have no impact on these.

j. The large influx of daily visitors: who walk the prom, the strand, Sandymount's attractive network of (58) roads, Ringsend Nature Park, Walking Tour Groups, history buffs, foreign tourists, cyclists – many of these use our three DART Stations.

The trial will provide a quieter, safer experience of Sandymount Strand.

k. On our Village based businesses (60+) including Pubs, Supermarkets, Opticians, Restaurants, – which are been serviced by thousands of daily customers.

The trial is not proposing to remove access to any of these and the cycle route may attract more customers.

l. The thousands of 3rd Level college students who attend local Universities and Colleges, who live and work in Sandymount.

The trial will provide a safe cycle route option for students.

m. The tens of thousands of remaining Sandymounter's going about their every day life in one of the oldest suburbs of Dublin.

The trial will have a minimal impact around Sandymount and a positive impact for residents on Strand Road.

n. The safety of both local and visiting cyclists who peddle around Sandymount's narrow network of roads.

The trial will provide a safe cycle route on Strand Road. A proposal for also improving cycle facilities within Sandymount will be discussed at the January Forum.

3.4 We ask DCC to supply copies of any information gathered on the internal network of roads since the activation of the proposed cycle-way: not only assessing the affected internal road network, but the established impact that it will have on all of Sandymount

a. Please supply dated and signed Minutes of meetings where safety and health matters/issues were discussed on the implementation of the cycle-way and specifically the knock-on effect that will ensue for the rest of Sandymount.

b. Please supply dated and signed copies of any Quality and Safety audit documents used that log the on-site assessment of the knock-on impact.

Note: Quality Audits consist of a number of overlapping audits, as described in the Design Manual for Urban Roads and Streets (Ireland) and the Manual for Streets (UK). They cover the following combination:

- Road Safety Audit
- Non-motorised User Audit
- Access Audit
- Walking Audit
- Cycle Audit

A Quality Audit is not intended to pass or fail a design, rather it is intended as an assessment tool that highlights the strengths and weaknesses of a design and a documented process of how decisions were made.

A road safety audit has been carried out and will be shared when available. No other audits have been carried out as there are no changes proposed within Sandymount.

3.5. We ask DCC to identify what type of safety issue would be considered serious and threatening to the public?

Normally safety issues which arise which DCC would consider serious and threatening to the public would include large defects in the carriageway, Traffic signals not operational or otherwise damaged, faults to public lighting i.e. with exposed electrical cables and signage which has been damaged and causing a danger to the public. This list is not exhaustive but is typically that which would be dealt with by our on call maintenance teams.

3.6. We ask DCC to supply a list of items that are considered necessary to offset any perceived knock-on safety and health issues.

a. Against each item / issue that was considered what decision was made by DCC to either; do nothing; install additional equipment to overcome serious safety issues; state what other decisions were made .

Any issues identified from the road safety audit will be responded to.

3.7. We believe that our fundamental rights to fair procedures under the Irish Constitution are being eroded not by the installation of a proposed trial cycle-way, but by the hidden knock-on effect it will

have on Sandymount and its environs. Specifically in the area of Safety and Health that will ensue. It should not be left to our community to have to fight against changes that are being made to our existing safety regime, our health and the huge change of lifestyle etc. that this cycleway in its present configuration will bring to Sandymount. These changes will be caused by diverting up to an additional 740 per peak hour(s) of northbound vehicles (with estimates totalling an additional 2.8 million vehicles per year) traversing through the internal dated and narrow road network of Sandymount and its environs.

As discussed previously there will not be an additional 740 vehicles an hour diverting through Sandymount or an additional 2.8m vehicles a year.

3.8. DCC is responsible for: the upkeep and maintenance of Sandymount and the services which they provide. DCC have a duty of care to members of the public to ensure that their health and safety is a priority. In order to do this, DCC are expected to carry out frequent assessments of the services that they provide to help them identify and eliminate hazards which could potentially lead to an accident in a public place. It is also DCC's responsibility to make people aware of these risks and hazards as this could reduce the risk of an accident occurring. Temporary installations like cycle-ways and any resulting secondary knock-on effect should be also treated in exactly the same way.

The only knock-on reference mentioned by the DCC in one of their earlier Slideshows was: 'The trial arrangement has major benefits for Strand Rd, Ringsend and Irishtown with the reduction in traffic'? 'The concerns regarding additional traffic in Sandymount have been well flagged and will be monitored carefully'?

• Will DCC supply us with additional information, as to what these two DCC statements mean - specifically under 'benefits' and 'monitored carefully'?

The traffic model predicts a decrease in traffic for Strand Rd, Ringsend and Irishtown. Live CCTV monitoring, SCATs monitoring and traffic counts will be used to monitor the area.

3.9. When it comes to any challenging threats to the continued safety, health and security of our residents and property - we believe that DCC (and other persons making decisions affecting Sandymount) must apply the following two rules.

a. The person(s) making the decision that affects Sandymount should not be biased or appear to be biased.

b. Sandymount through the forum must be given an adequate opportunity to present our case. We must be informed of the matter and we must be given a chance to comment on the material put forward by DCC.

DCC are not biased in their decision making. The Forum will be used for comments and feedback.

3.10. Installation status of the Sandymount Flood Defence system

This is not relevant to the trial.

3.11. DCC state that high-level aims are at the heart of this Dublin City Covid-19 Mobility Programme.

a. To ensure safe access to and movement within Dublin City for all users;

b. provide sufficient movement capacity to cater for the changed travel patterns; and

c. To support the economic recovery of the city and the region.

These high-level aims have been translated into transport-specific objectives as follows:

i. To improve pedestrian safety through the provision of additional space for movement and enhanced pedestrian areas;

ii. To enable more people to cycle by providing safer cycling facilities;

iii. To provide additional space at many bus stops in order to facilitate social distancing while

waiting;

With one exception we have not seen any other evidence on any of the identified ideals being implemented on diverted traffic flows within the Sandymount inner network of dated narrow roads. In fact every element lacks in the provision of enhanced safety for residents within Sandymount Village and its environs.

- Will DCC expand on the ideals and the objectives associated with what is planned for Sandymount's safety and health?
- Will DCC identify what happens to existing traffic flow (vehicles, pedestrians, cyclists etc.) to ensure that the trial can be successful?

The trial will provide a safe route for cyclists on Strand road. Existing traffic is expected to reroute via a number of routes including the Merrion Road, the Stillorgan road and the M50.

3.12. Extracts from DCC's Transport Planning Section

a. The Transportation Planning Section through its ongoing work ensures that the design of all new developments, masterplans, local area plans and SDZs place the pedestrian at the top of the movement hierarchy as per national regional and city policy.

b. The Promotion team works in partnership with Green Schools to address barriers identified by children to walking to school. Environment & Transportation Department proactively improves routes to several schools to include improved crossing facilities, signage and line markings. A new Walking and Cycling Promotion Officer was appointed in 2019.

c. The Traffic Management Section continue to prioritise pedestrians and have installed numerous additional pedestrian crossings in 2019. Over the last 12 months at the majority of pedestrian crossings, longer amber man times have been introduced to ensure that the needs of the aging population are also respected.

- Finally, will DCC supply

i. Their Transportation Planning Sections - design documentation associated with Sandymount's diverted traffic,

All documents are available online on the consultation hub.

ii. Evidence of discussions held with the many vulnerable institutions based within Sandymount, identified in item 3.3 above.

DCC have engaged with institutions as requested.

iii. Regarding the two new Village pedestrian crossings which were overdue and are now been installed - what additional pedestrian crossings on other diverted traffic routes are planned to be installed and where?

An additional pedestrian crossing on Serpentine Avenue is currently being explored.