

# Lord Mayor's Strand Road Trial Community Forum

*3<sup>rd</sup> December 2020*



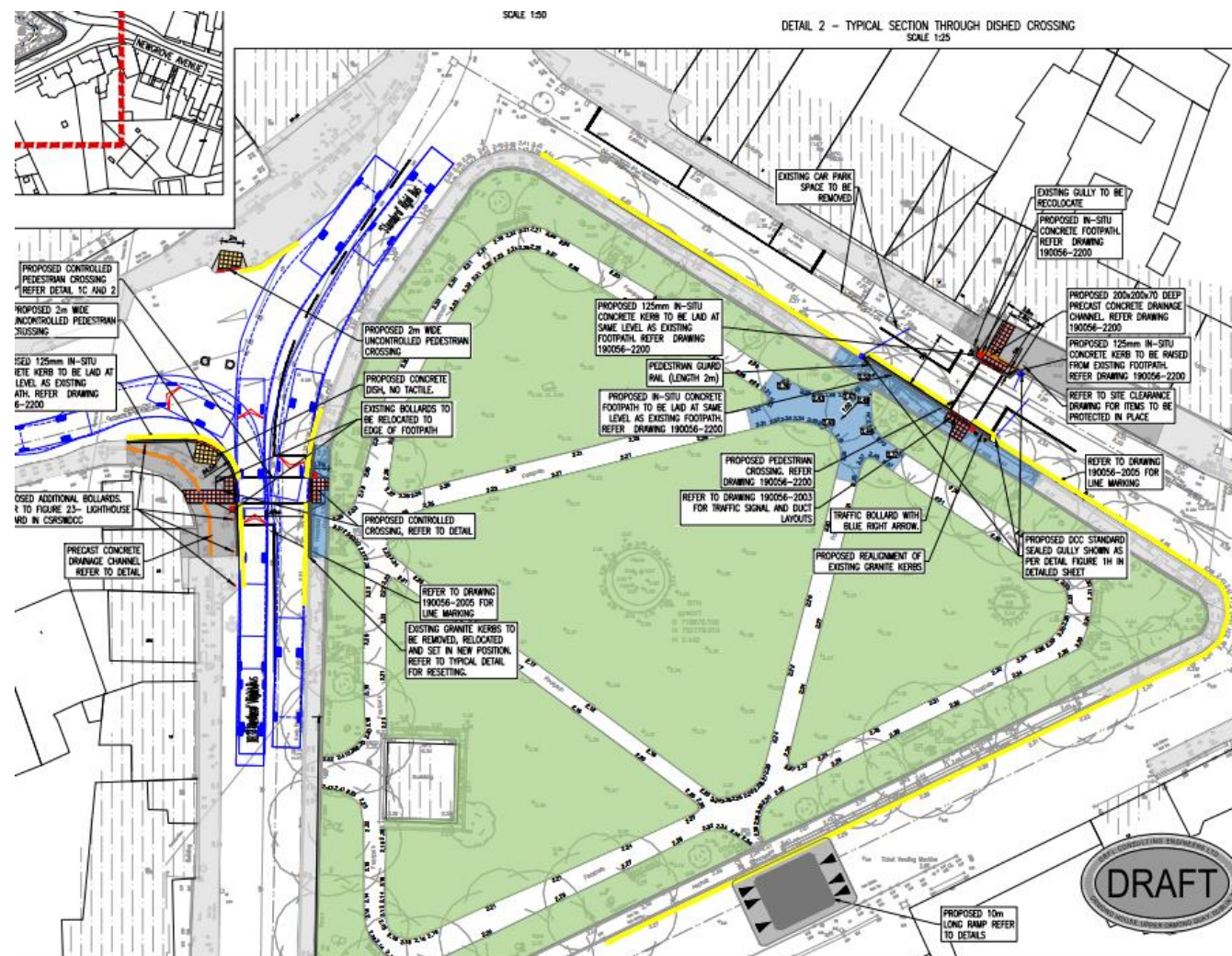
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# Introduction

- Strand road cycle trial is a 6 month rapid deployment trial cycle route along Strand Road, linking to the DCC boundary on the Rock Road
- Trial is quick to install, low cost and is removable
- The proposal is the best arrangement environmentally with the least impact to the South Dublin Bay Special Area of Conservation (SAC), South Dublin Bay and River Tolka Estuary Special Protection Area (SPA) and South Dublin Bay proposed Natural Heritage Area (pNHA).
- Project will deliver safe protected cycle route along Strand Rd
- Main effect of the trial is a change to some traffic patterns in the area and these are the main items which DCC aims to monitor and mitigate if these are causing issues in particular areas.



Sandymount pedestrian crossings on hold till after Christmas to minimize disruption to local businesses following reopening on December 1<sup>st</sup>



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# Project update

Approx. 3 weeks of civil works outstanding to resume start of January

DCC committed to the installation and operation of these crossings prior to the start of the trial

Trial start date now expected to be some time in February



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# Consultation

- Consultation ran from 21<sup>st</sup> August to 4<sup>th</sup> September
- Almost 3,000 submissions received
- In addition DCC have consulted directly with:
  - South East Area Committee Councillors
  - Sandymount and Merrion Residents Association
  - STC Group
  - Sydney Parade Avenue Residents Association
  - Local Parents for Cycling
  - Pro Trial Strand Road Residents Group
  - Brabazon House
  - Dublin Cycling Campaign
  - Individual Strand Road residents
  - Individual businesses

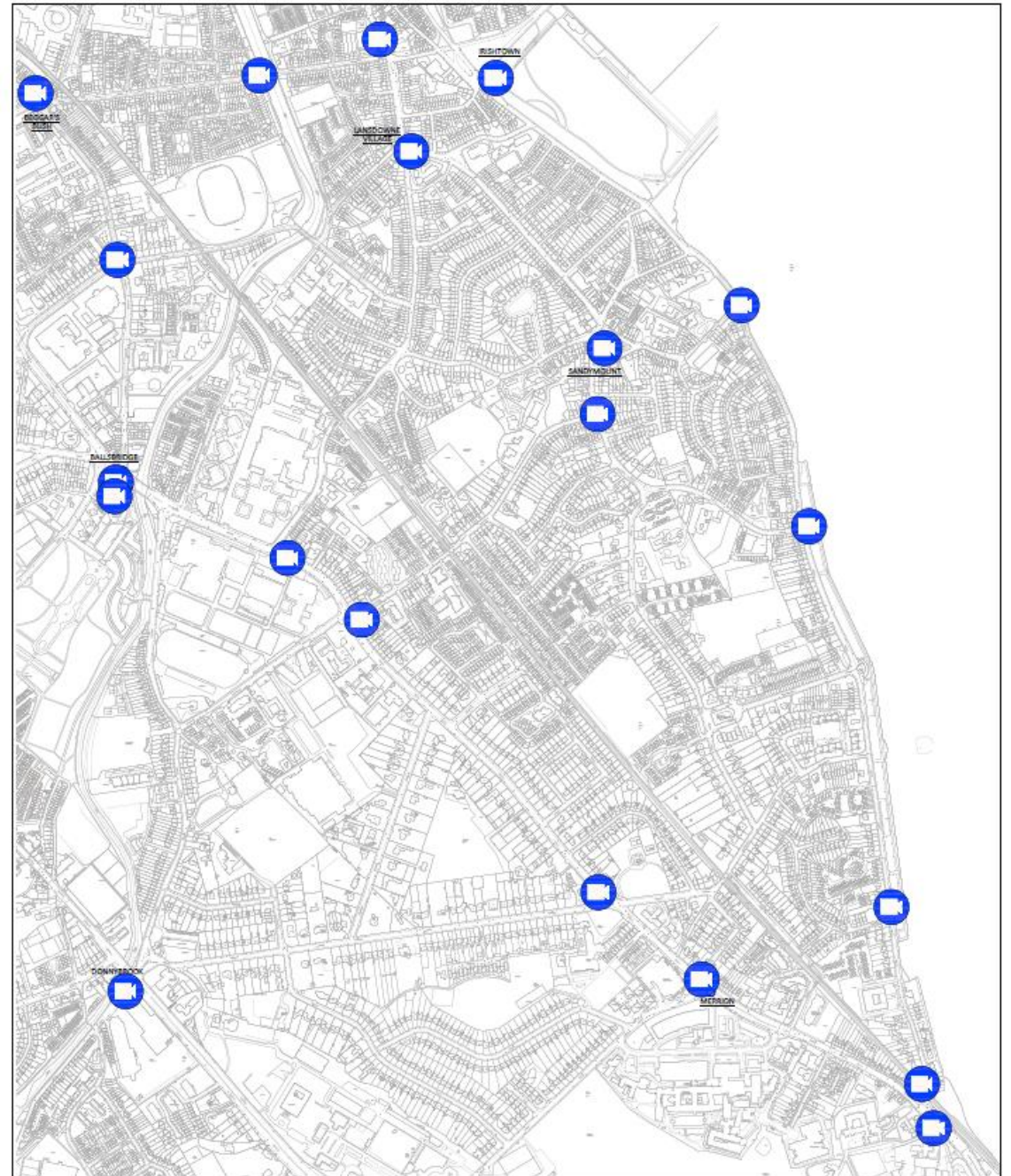




# Monitoring measures

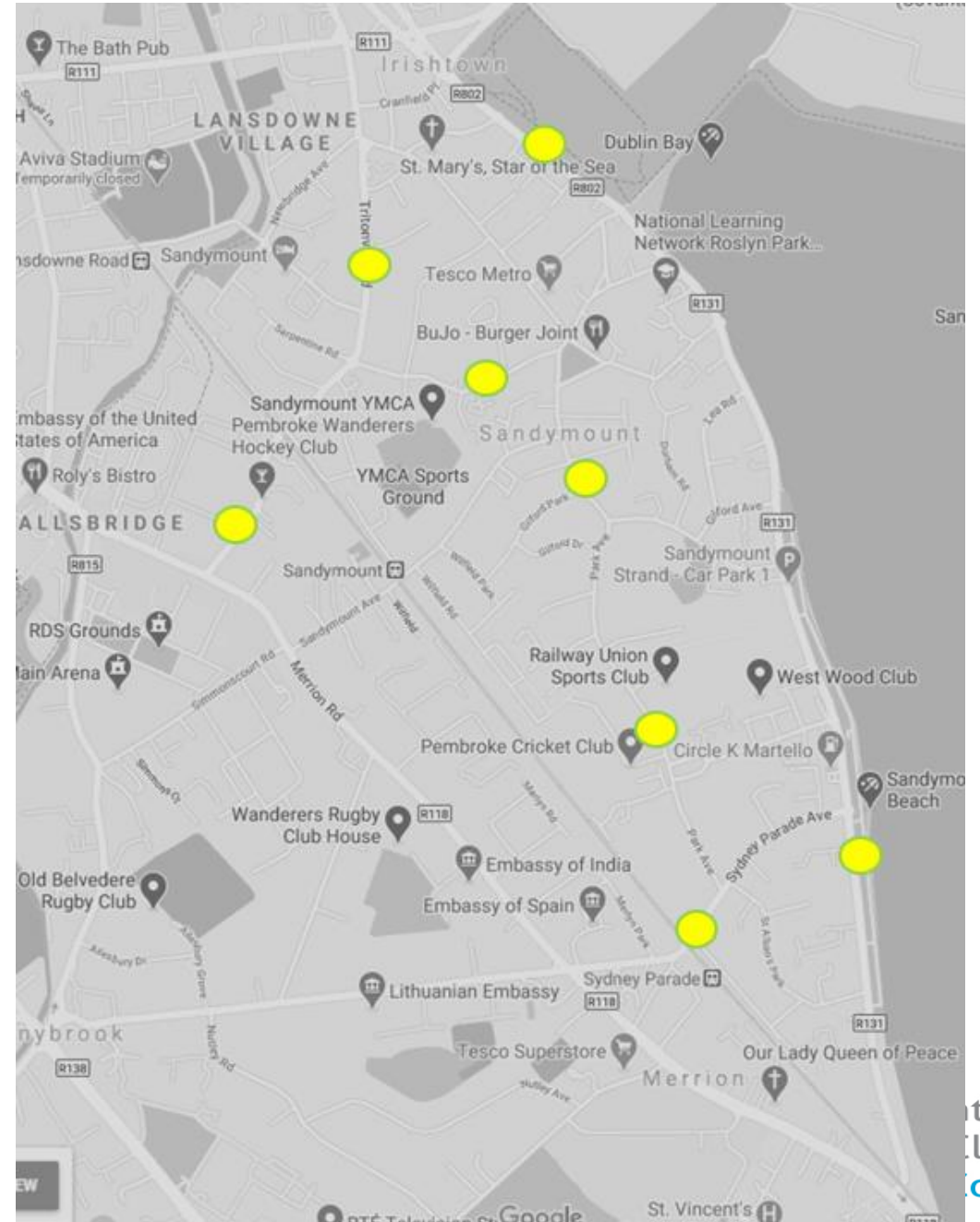
Entire area to be closely monitored:

- Live traffic cameras
- Live SCATS data



# Monitoring measures

Speed surveys were carried out at 8 locations





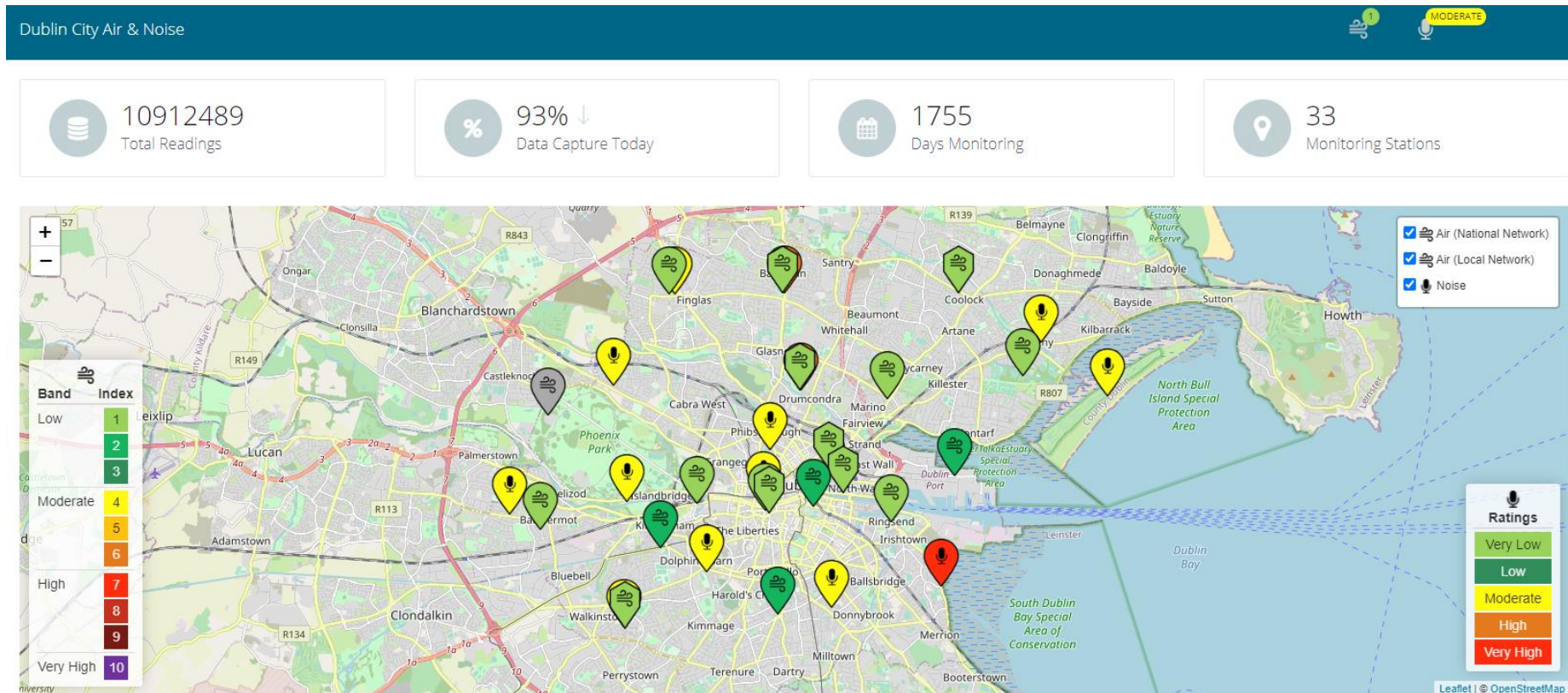
# Monitoring measures

## Air quality

Locations currently being assessed for suitability by DCC Air and Noise Monitoring unit

If locations deemed suitable (required height and power available) these will be installed

Information will be made available online





# Monitoring measures

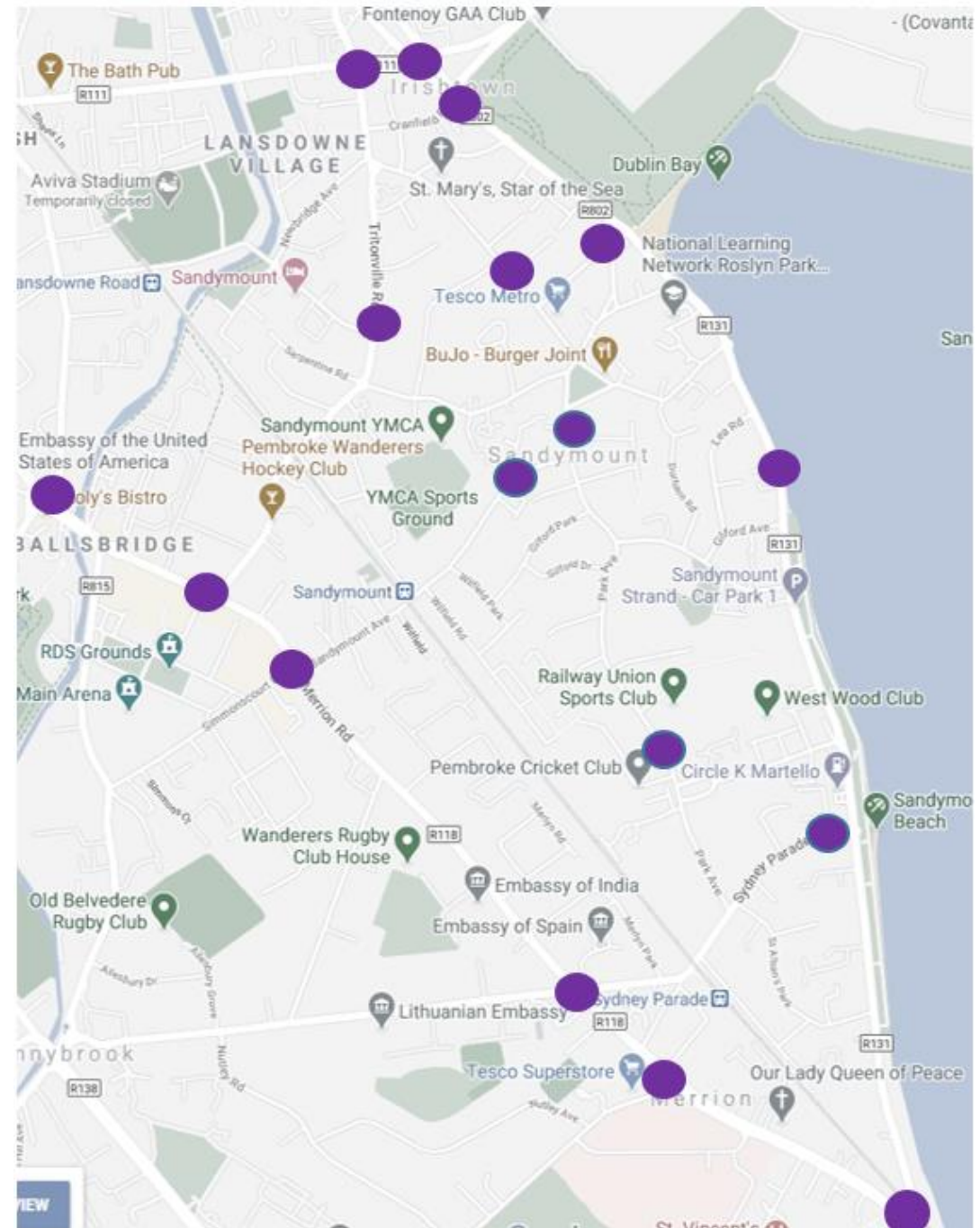
Entire area to be closely monitored:

- Monthly traffic counts at 17 locations (Oct & Nov counts already complete)

## Traffic counts conducted over 24 hours

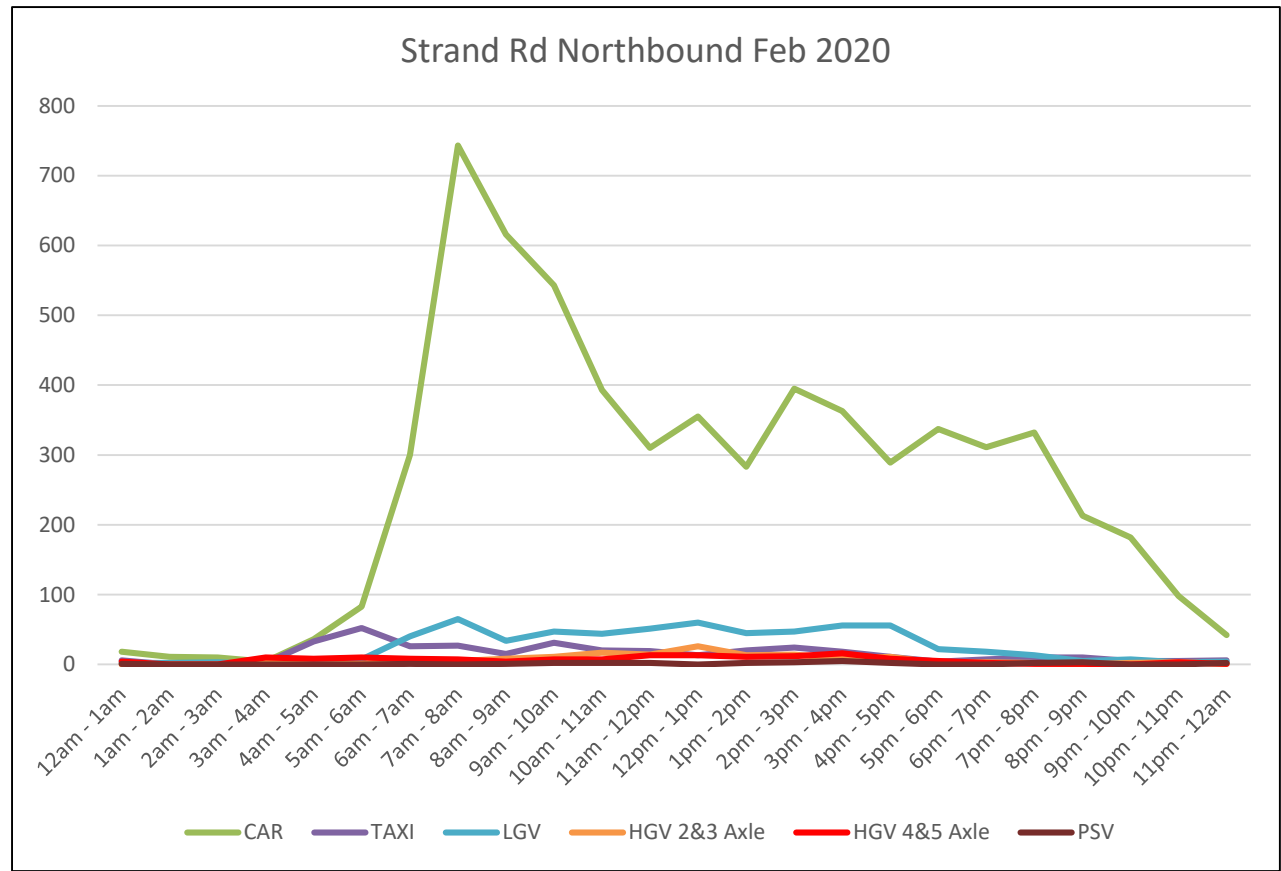
## Full breakdown of all modes:

- Pedestrian
- Cyclist
- Motorbikes
- Cars
- LGV
- Taxi
- HGV (2&3 Axle)
- HGV (4&5 Axle)
- Bus



# Monitoring measures

Traffic counts  
Pre Covid



Average 495 vehicles per hour (7am to 7pm) pre Covid

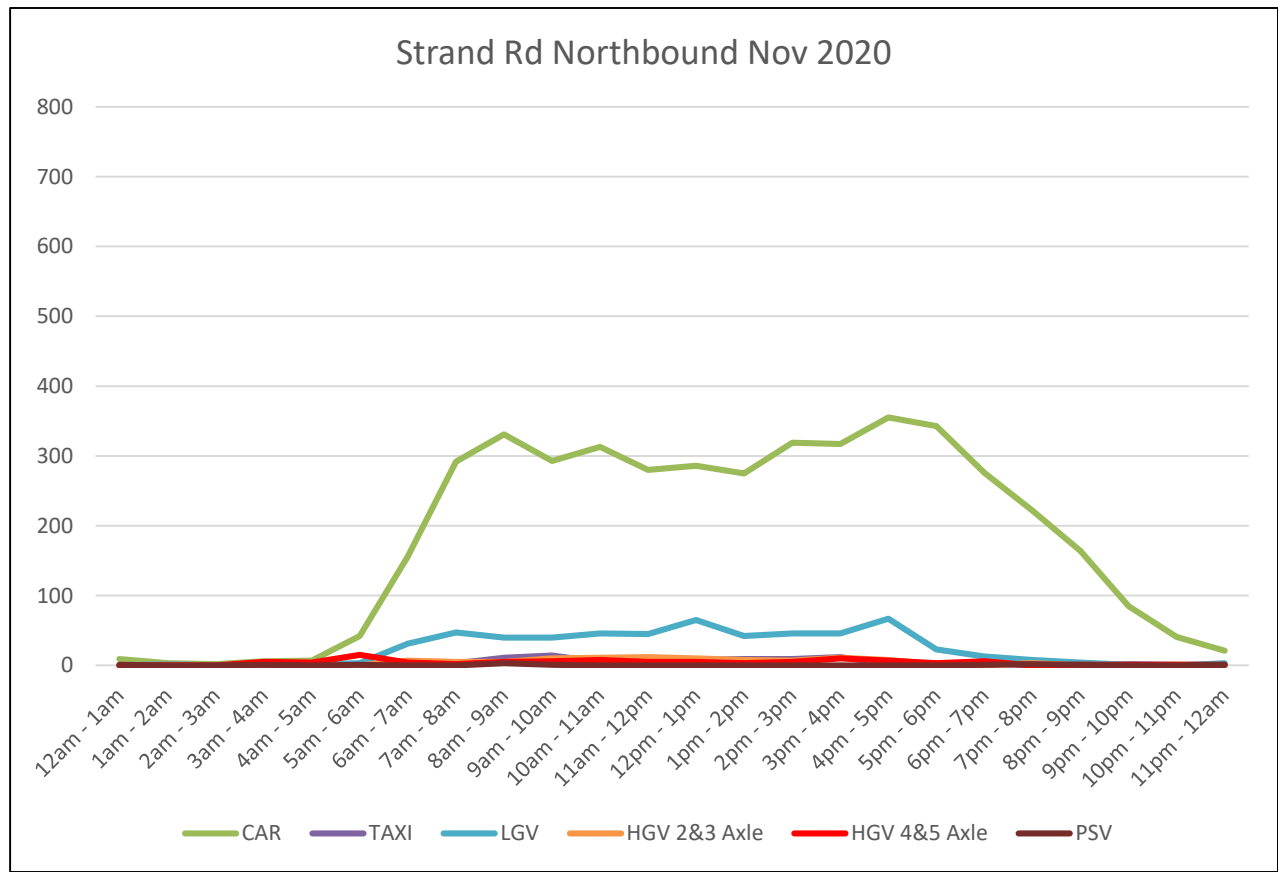
24 Hr Northbound		
Mode	No	%
Motorbike	102	1.3%
Car	6,249	81.5%
Taxi	359	4.7%
LGV	634	8.3%
HGV 2&3 Axle	150	2.0%
HGV 4+ Axle	147	1.9%
PSV	27	0.4%



Monitoring measures

Traffic counts

Nov 2020



Average 370 vehicles per hour

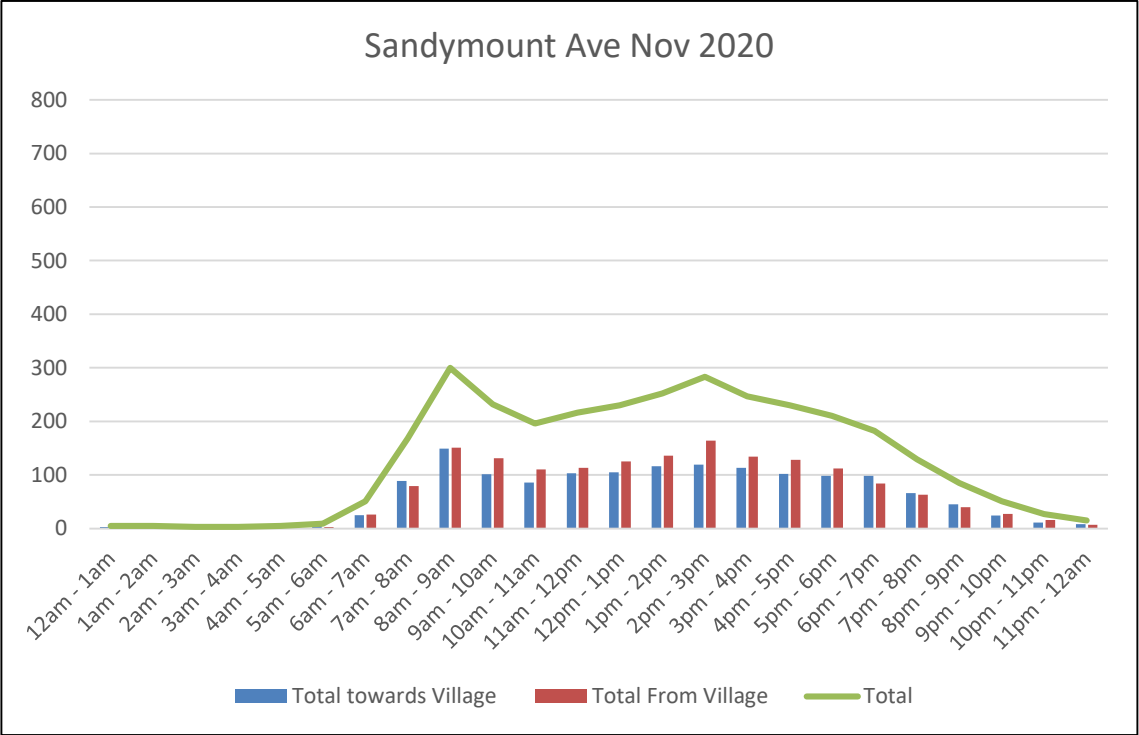
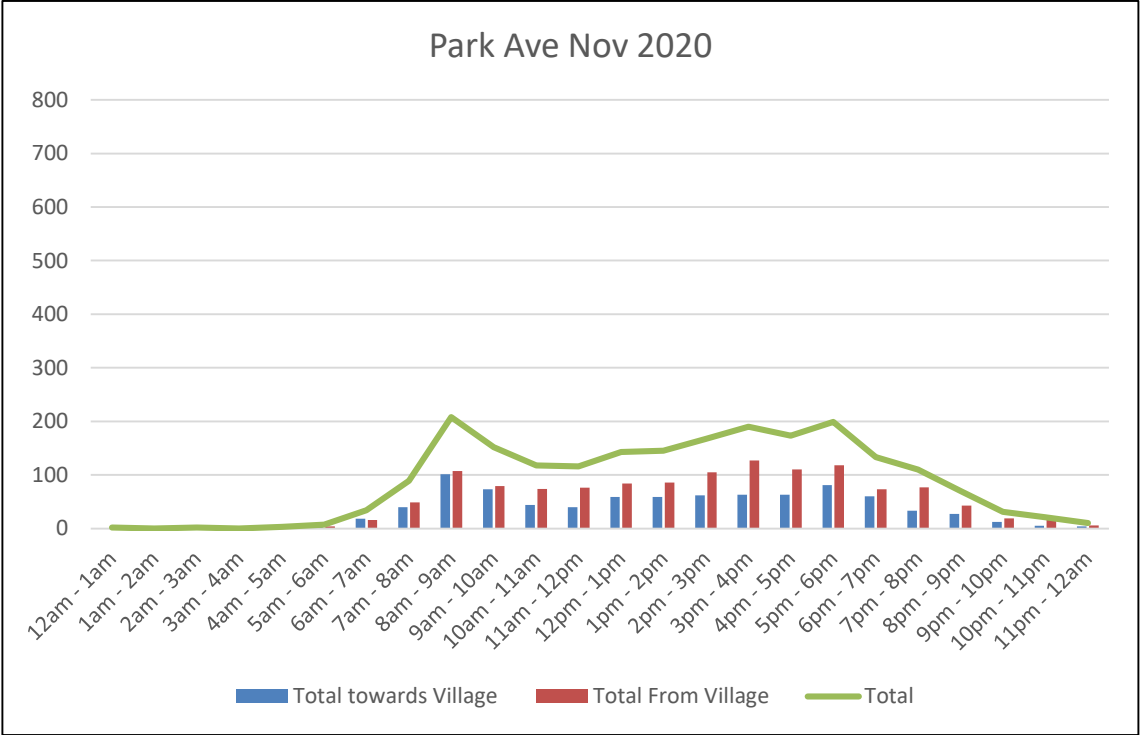
24 Hr Northbound		
Mode	No	%
Motorbike	61	1.1%
Car	4429	82.5%
Taxi	94	1.8%
LGV	574	10.7%
HGV 2&3 Axle	103	1.9%
HGV 4+ Axle	97	1.8%
PSV	11	0.2%



Monitoring measures

Traffic counts

Current Sandymount area vehicular volumes

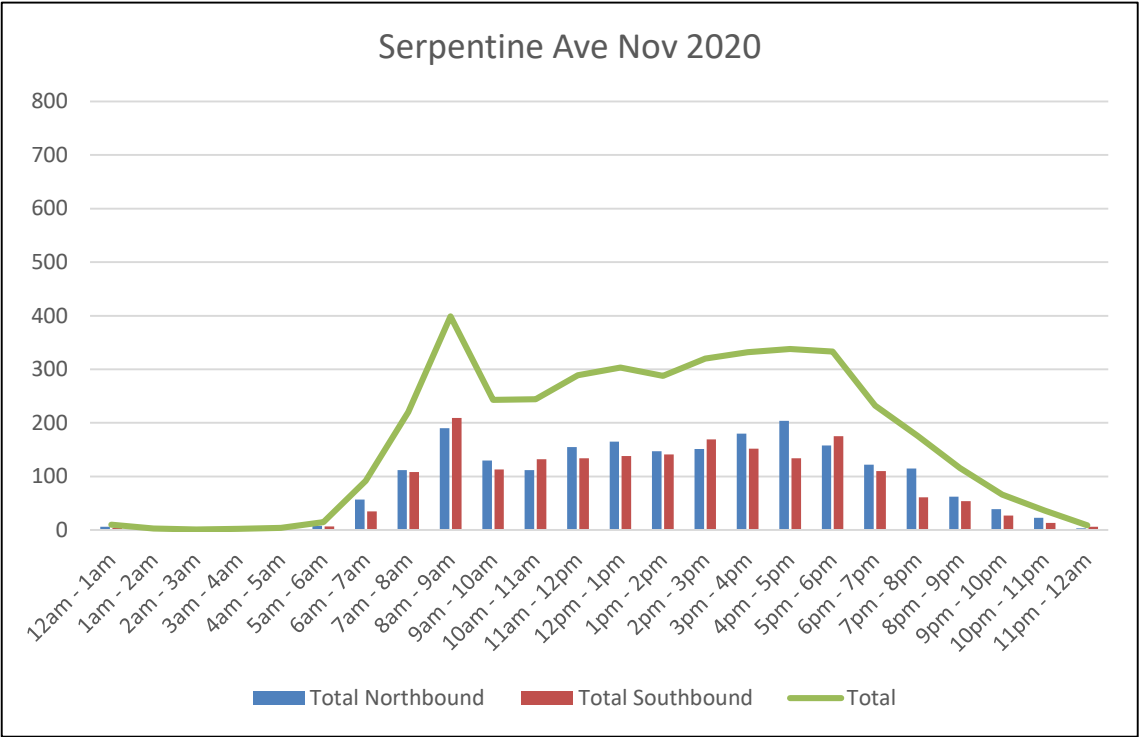




Monitoring measures

Traffic counts

Current Sandymount area vehicular volumes

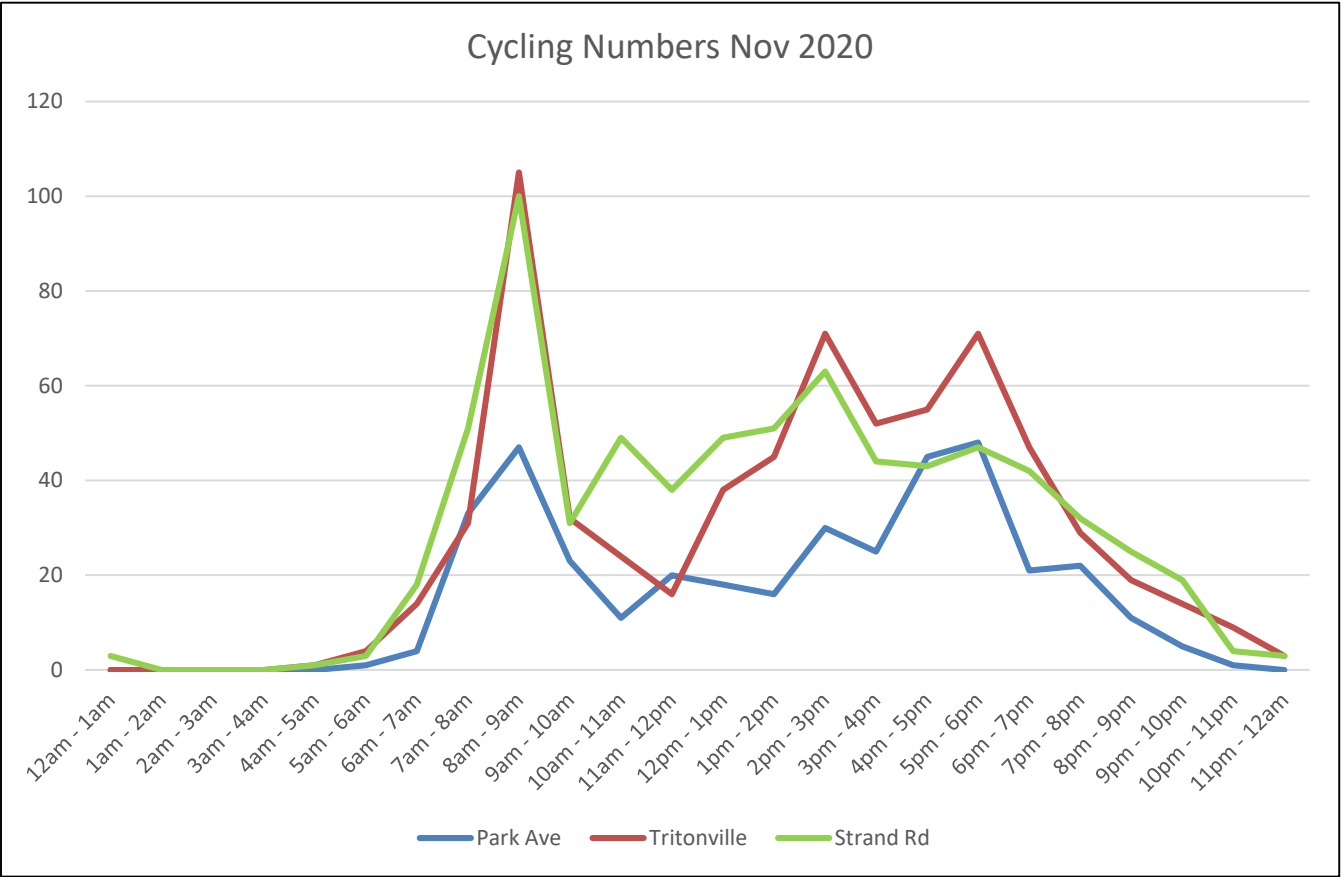


# Monitoring measures

## Traffic counts

Highest cycling numbers over 24 Hr on Strand Rd

However also high numbers on Tritonville Rd with clear school/work peaks



## Monitoring measures

### Traffic counts

Monthly counts enable us to monitor monthly change by mode

Mode	% Change Feb to Nov 2020
Cyclists	72%
Motorbike	-40%
CAR	-29%
TAXI	-74%
LGV	-9%
HGV 2&3 Axle	-31%
HGV 4&5 Axle	-34%
PSV	-59%



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# Frequent Queries

During and post consultation a number of similar queries were received



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## Frequent Query:

# 2015 SANDYMOUNT / MERRION TO BLACKROCK CORRIDOR STUDY report

The following paragraph has been quoted from a 2015 report which assessed one way on Strand Rd

Diversion of through traffic from Strand Road would have significant adverse impacts for strategic traffic network in the south-eastern area of Dublin City:

- a) The R131 Regional Route along Strand Road is one of two key access routes serving Dublin Port, with the *Dublin Tunnel* being the equivalent route from the northern direction;
- b) Diversion of through traffic from Sandymount to Ballsbridge would have adverse implications for the environment in an important and vibrant employment and mixed-use inner suburb of the city;
- c) Traffic toward the East Link Bridge would be diverted through the Irishtown and Sandymount residential areas;
- d) Additional traffic pressure on the Merrion Road could present difficulties for the provision of additional capacity and priority for public transport and cyclists on that main radial route to the city centre.

In conclusion, it is unlikely that the traffic impacts of this option would be considered acceptable or proportionate for the objective of this cycleway project.

**This conclusion was based on a different proposal to the current trial proposal**



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2015 SANDYMOUNT / MERRION TO BLACKROCK CORRIDOR STUDY report



- 2015 proposal was for one way traffic ***changing*** directions between Northbound and Southbound for different stretches of Strand Road
- It was not possible for vehicles to travel continuously in either direction
- All traffic from Sean Moore Rd from the East Link would have no option but to travel into the village
- ***All*** traffic at some point would be required to travel into Sandymount village
- Traffic could not continue in either direction past Sydney Parade Ave, all traffic would have had to use Sydney Parade
- Merrion Gates northbound would be open



## 2015 SANDYMOUNT / MERRION TO BLACKROCK CORRIDOR STUDY report

- 2015 proposal did however continuously assess a one way option as being the best for the environment and having the least impact on biodiversity, as well as being by some distance the least expensive

Criterion	Option			
	1A	1B	1C	1E
	Inland	Boardwalk	Combination	One-Way Strand Road
<b>Economy</b>				
Capital Cost	€4.7m	€8.6m	€4.3m	€0.22m
Maintenance Cost				
Transport Quality of Service	A	A	A	A+
<b>Safety</b>				
Pedestrian and cyclist safety				
<b>Environment</b>				
Landscape and Visual Quality				
Biodiversity				
Cultural Heritage				
Land Use				
<b>Accessibility &amp; Social Inclusion - No Differential between Options</b>				
<b>Integration</b>				
Cycle Network Integration				
Coastal Footpath				
Traffic Disruption				
<b>Preference</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>2</b>

Criterion	Option				
	3A	3B	3C	3D	3E
	Promenade	Boardwalk	Strand Road Widened	Strand Road One Way	Merrion Bypass
<b>Economy</b>					
Capital Cost	€1.3m	€5.3m	€3.6m	€0.1m	€8m
Maintenance Cost					
Transport Quality of Service	A+	A+	A	A	A
<b>Safety</b>					
Pedestrian and Cyclist Safety					
Railway Safety					
<b>Environment</b>					
Landscape and Visual Quality					
Biodiversity					
Cultural Heritage					
Land Use					
<b>Accessibility &amp; Social Inclusion</b>					
<b>Integration</b>					
Cycle Network Integration					
Coastal Footpath					
Traffic Disruption					
<b>Preference</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>1</b>



# Frequent Query - HGVs

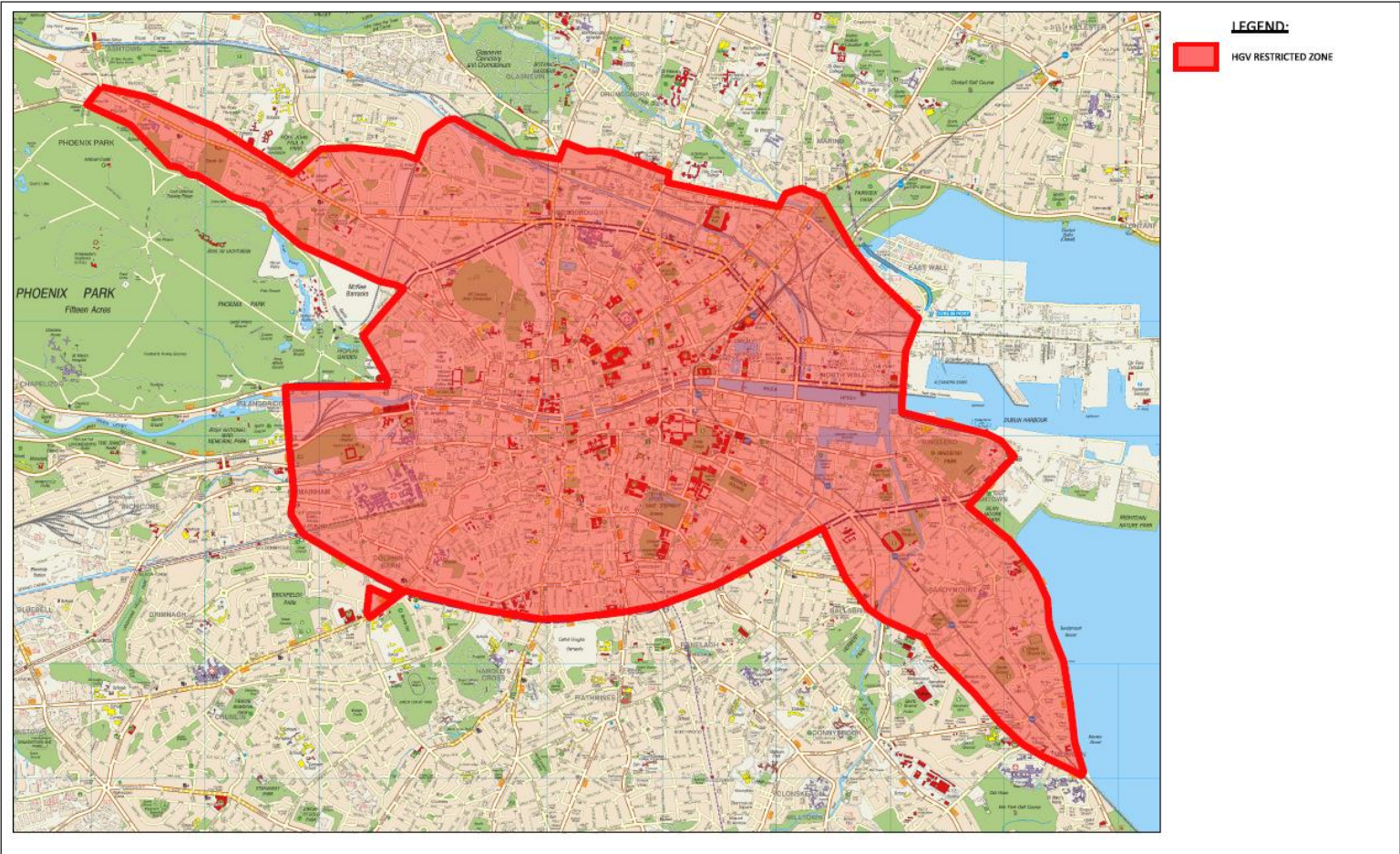
Query that Strand Road is a designated HGV route for the Port

Strand Road is not a designated HGV route to the port and is part of the HGV 5 Axle ban area

Query that there are hundreds/thousands of HGVs currently using Strand Rd

Northbound HGVs on Strand Rd:

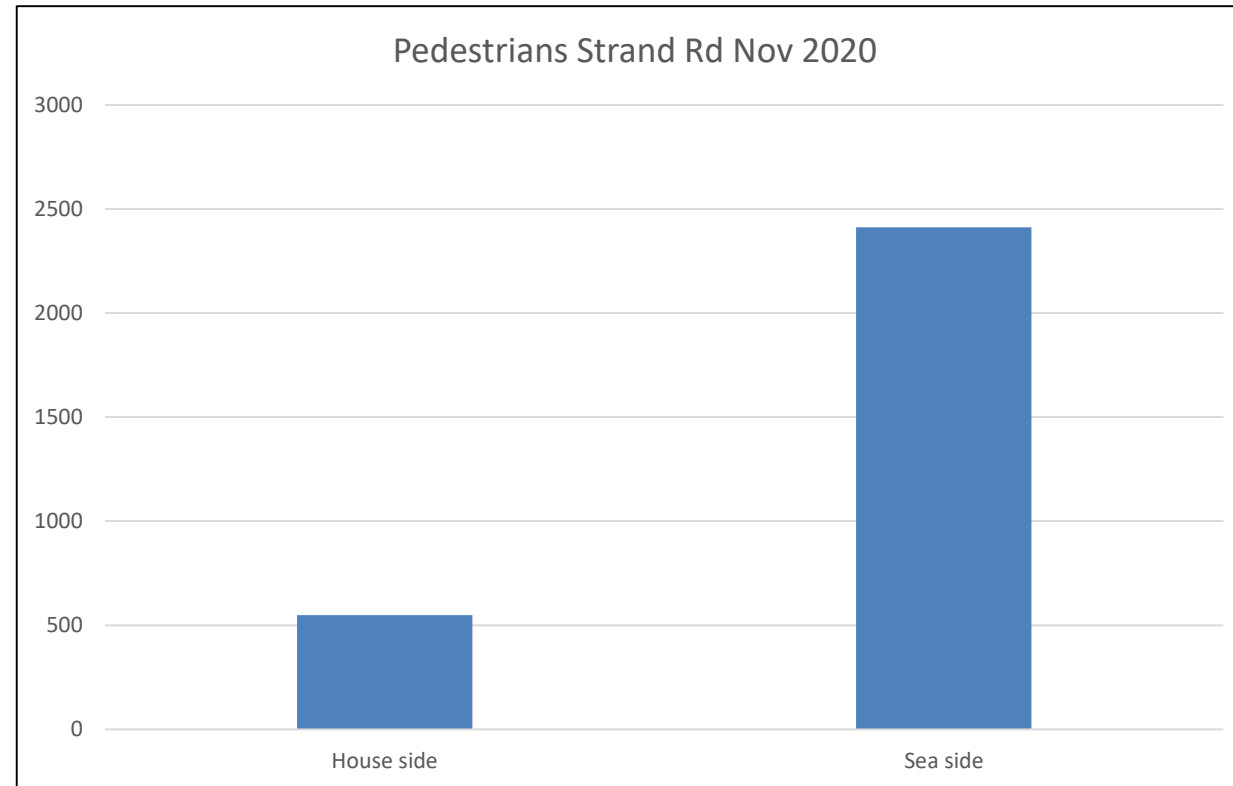
Date	No of HGVs Northbound (4 Axle +)
Feb-20	103
Oct-20	80
Nov-20	74



# Frequent queries:

Why not use the footpath?

- Insufficient width for entire route
- Requires civil works, lighting columns need to be moved to back of footpath and footpath reconstructed
- Footpath on the sea side has 4 times as many pedestrians as the house side



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## Frequent queries:

Why not provide an off-road solution?

- Requires detailed civil engineering design and planning process (Min 3 years)
- Requires detailed environmental assessment with no guarantee of approval
- Boardwalk solution means the loss of beach habitat and:
  - Encroachment of boardwalk, overshadowing SAC and SPA, along 4m wide strip beside existing sea wall;
  - Small area (c. 5m<sup>2</sup>) direct loss of QI habitat & non QI habitat and feeding areas for birds such as Turnstone where the structure is supported on slender concrete piers (overshadowing of this habitat would also occur);
  - Indirect loss of QI habitat for birds such as turnstone beneath a boardwalk structure (even if cantilevered to the wall);
  - Potential disturbance/displacement of birds which occur in significant numbers in this section of the South Dublin Bay SPA;
  - Potential disturbance/displacement of roost on Sandymount Strand (e.g. for Sanderling and Turnstone) which is believed to be possible due to encroachment of boardwalk to this high tide roosting area bringing cyclists into closer proximity.

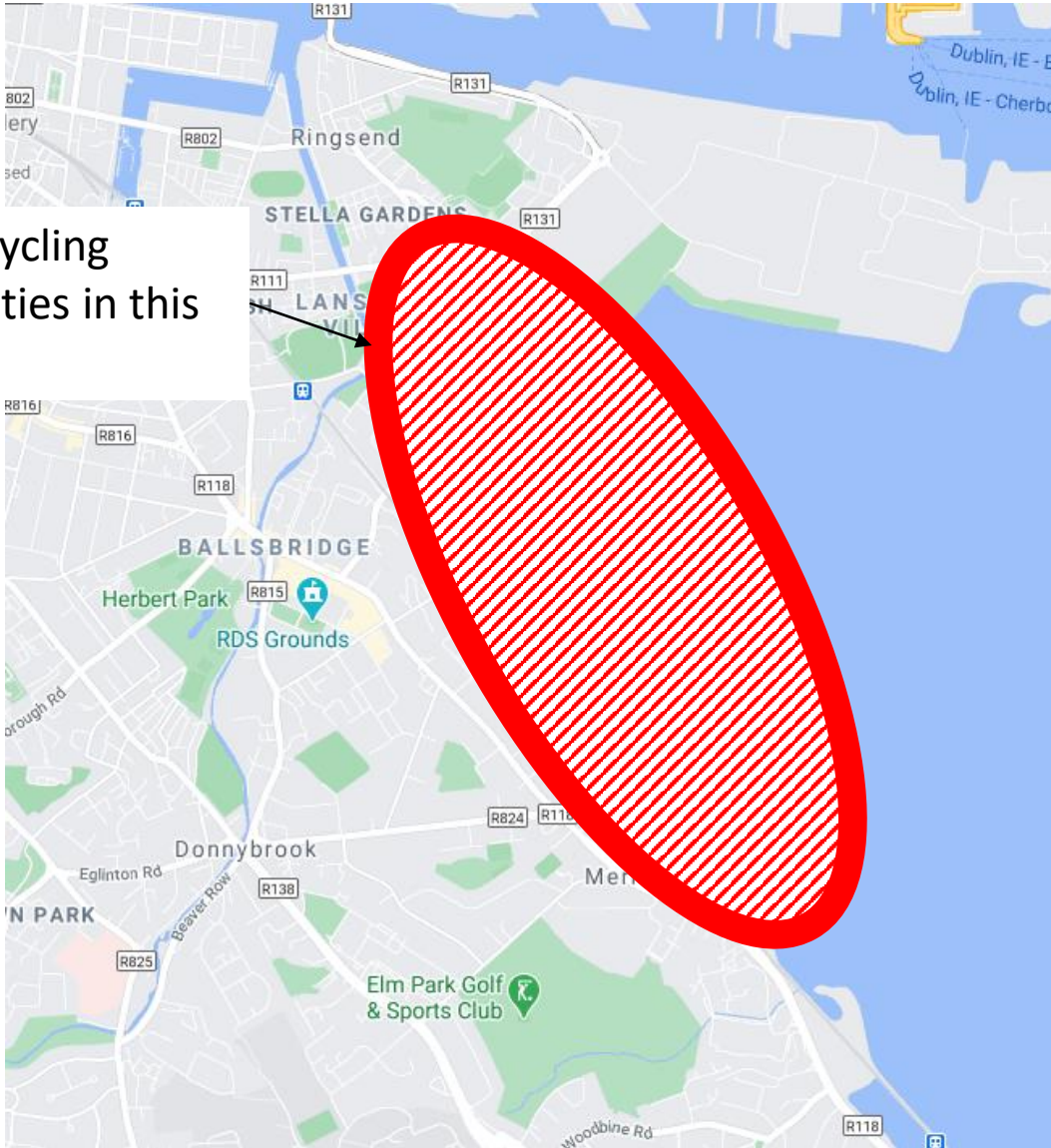
*2015 SANDYMOUNT / MERRION TO BLACKROCK CORRIDOR STUDY report*



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## Frequent queries: Cycling within Sandymount

No cycling facilities in this area



No cycling facilities within Sandymount

Submissions proposing cycling within the area should also be improved

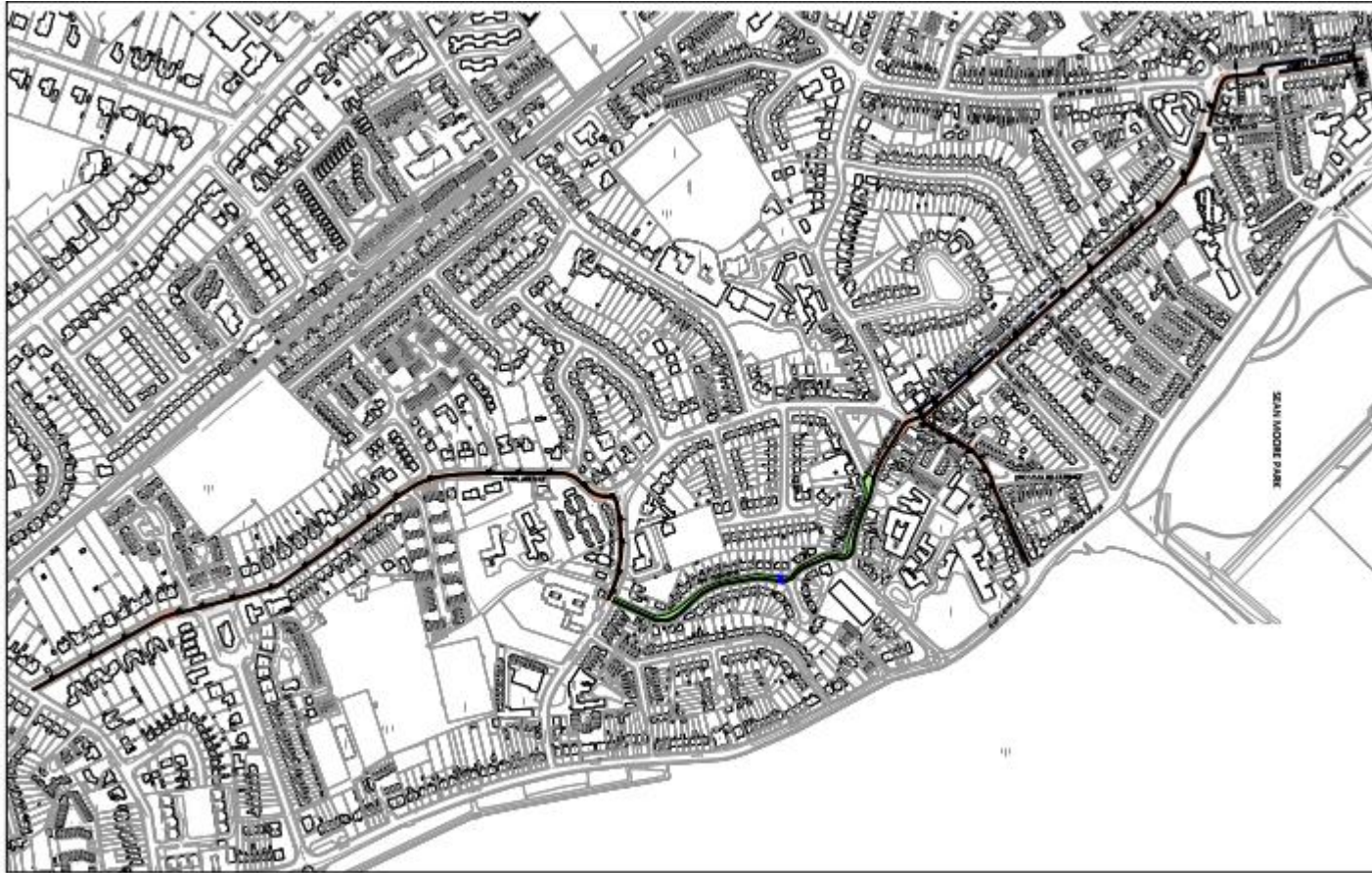


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In response to the submissions DCC are also examining measures to improve cycling within the village

These will be presented to the South East Area committee at the next meeting and discussed at the next Forum



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## Frequent queries:

### Bus routes

- Concerns were raised over two way bus movements on a section of Park Avenue
- Submission received from The Brabazon Trust relating to bus services

In response to these DCC worked with the NTA and Dublin and have agreed an alternative routing on Gilford Ave with a new bus stop at the Brabazon Trust



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↓ Bus route

New bus stop location

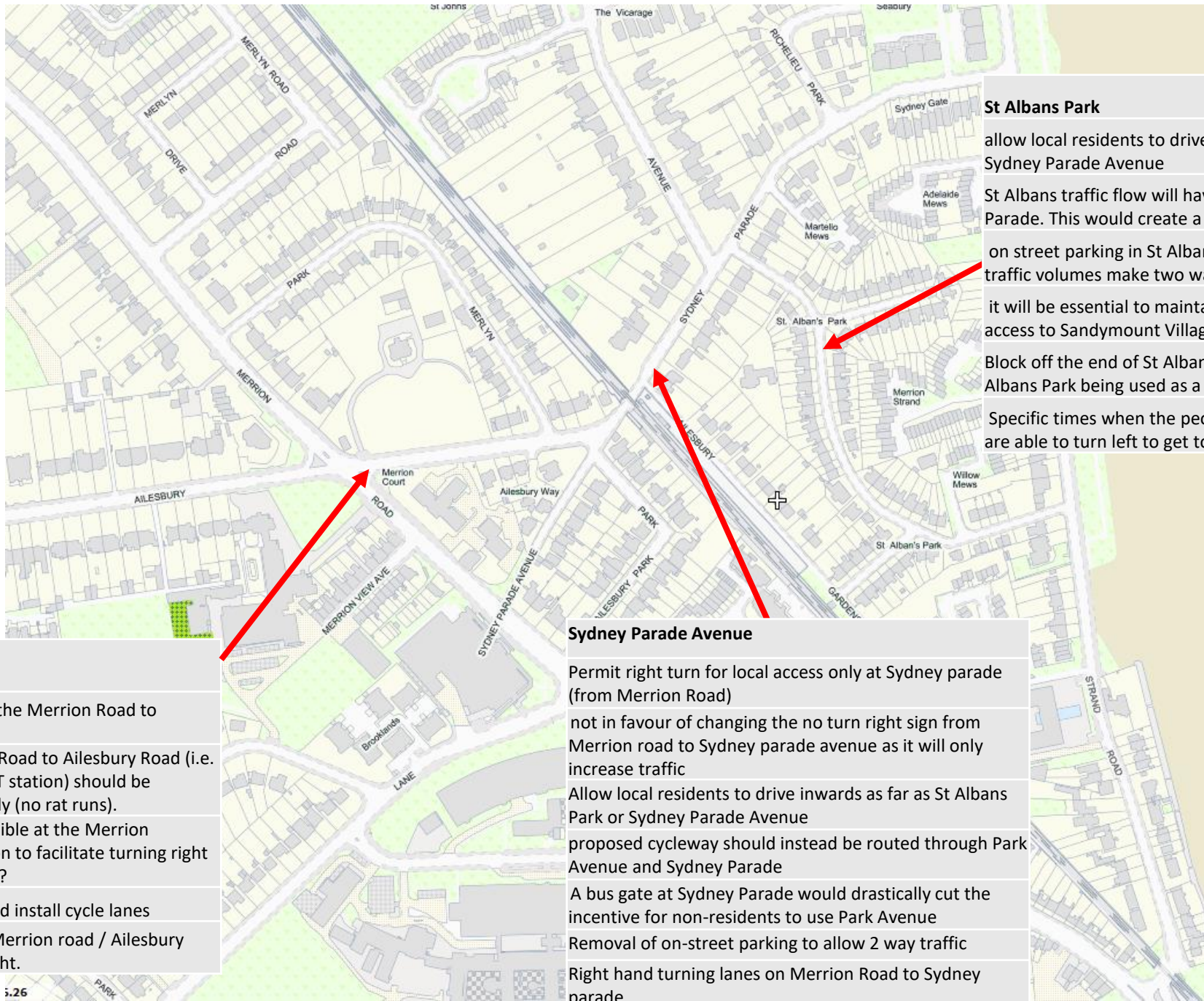
New bus stop location

# Mitigation measures

- During the consultation suggestions for different roads and areas throughout Sandymount were received







### Ailesbury Road

Permitting a right turn from the Merrion Road to Ailesbury Road for all traffic

The right turn from Merrion Road to Ailesbury Road (i.e. going to Sydney Parade DART station) should be reinstated for local traffic only (no rat runs).

Would a roundabout be possible at the Merrion Road/Aylesbury Road junction to facilitate turning right without slowing down traffic?

Remove on street parking and install cycle lanes

change the no right turn at Merrion road / Ailesbury Road junction into a filter light.

### Sydney Parade Avenue

Permit right turn for local access only at Sydney parade (from Merrion Road)

not in favour of changing the no turn right sign from Merrion road to Sydney parade avenue as it will only increase traffic

Allow local residents to drive inwards as far as St Albans Park or Sydney Parade Avenue

proposed cycleway should instead be routed through Park Avenue and Sydney Parade

A bus gate at Sydney Parade would drastically cut the incentive for non-residents to use Park Avenue

Removal of on-street parking to allow 2 way traffic

Right hand turning lanes on Merrion Road to Sydney parade

### St Albans Park

allow local residents to drive inwards as far as St Albans Park or Sydney Parade Avenue

St Albans traffic flow will have to become one way towards Sydney Parade. This would create a free flowing loop for traffic.

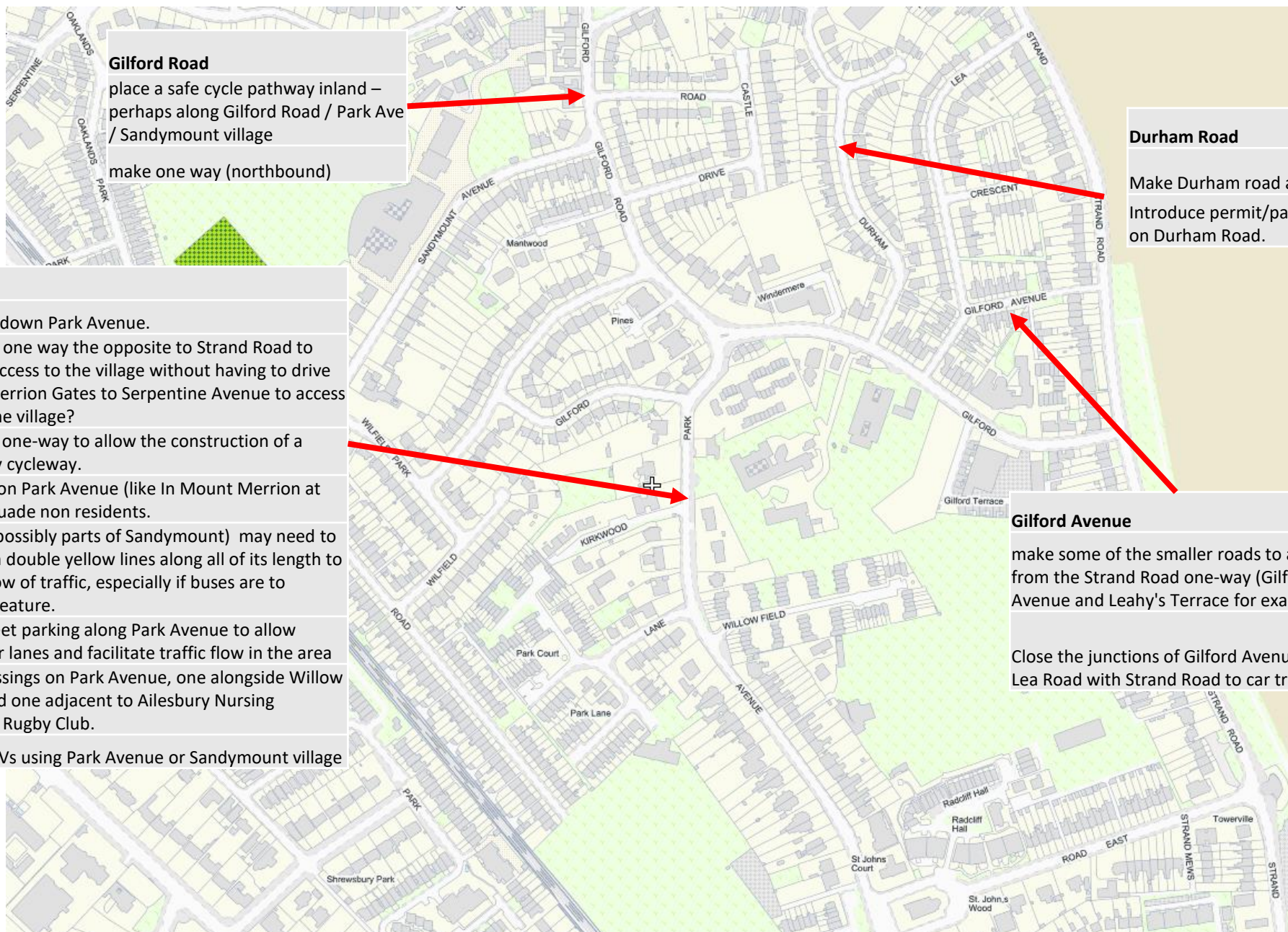
on street parking in St Albans will need to be removed. Currently traffic volumes make two way traffic flow difficult.

it will be essential to maintain a right turn into St Alban's Park for access to Sandymount Village.

Block off the end of St Albans Park at Strand Road to prevent St Albans Park being used as a rat run.

Specific times when the people who live at the merrion gates end are able to turn left to get to St Albans Park (at the very least).





### Gilford Road

place a safe cycle pathway inland – perhaps along Gilford Road / Park Ave / Sandymount village  
make one way (northbound)

### Durham Road

Make Durham road a cul de sac  
Introduce permit/paid parking on Durham Road.

### Park Avenue

redirect cycle lane down Park Avenue.

Make Park Avenue one way the opposite to Strand Road to allow local traffic access to the village without having to drive all the way from Merion Gates to Serpentine Avenue to access the south end of the village?

make Park Avenue one-way to allow the construction of a dedicated two-way cycleway.

One way chicanes on Park Avenue (like In Mount Merion at the church) to dissuade non residents.

Park Avenue (and possibly parts of Sandymount) may need to be designated with double yellow lines along all of its length to allow for a freer flow of traffic, especially if buses are to become a regular feature.

Removal of on-street parking along Park Avenue to allow traffic flow on 2 car lanes and facilitate traffic flow in the area

Install 2 zebra crossings on Park Avenue, one alongside Willow Field/Park Lane and one adjacent to Ailesbury Nursing home/Monkstown Rugby Club.

place a ban on HGVs using Park Avenue or Sandymount village

### Gilford Avenue

make some of the smaller roads to and from the Strand Road one-way (Gilford Avenue and Leahy's Terrace for example)

Close the junctions of Gilford Avenue and Lea Road with Strand Road to car traffic



### Farney Park

Would recommend filtered permeability on Claremont Rd and/or Farney Park to prevent rat running from Serpentine Ave

traffic management measures for Farney Park. Retractable bollards at one end of Farney Park to allow for emergency vehicle, bin lorry and other utilities access

there should be bollards erected probably at the Claremont Road end to make sure that it does not become a rat run  
suggest not allowing a left turn (from Claremont road onto Farney Park) during certain hours (like the on Nutley Lane) and a sign saying local access only

### Serpentine Avenue

Make Sandymount road and serpentine Avenue Together Cars ONLY

remove the right turn on Serpentine Ave

We could create a Cul de Sac on Serpentine Ave and leave Dart Gates down

Allow for longer turning right filter onto Serpentine Ave

Make Serpentine Avenue one-way in the opposite direction.

### Sandymount Avenue

Consideration should be given for a right turn going into town at Sandymount Avenue on Merrion Road for access into Sandymount for residents. This would not replace the right turn at Serpentine Avenue but augment access for residents at the southern end of Sandymount when coming from the south. Zebra crossings at all junctions approaching the village including Sandymount Avenue

### Sandymount Road

Allow right hand turns from the Merrion Road/ Sandymount Road

Make Sandymount road and serpentine Avenue Together Cars ONLY

Right hand turning lanes on Merrion Road to Sandymount Road

Re-route the 84 bus via Sandymount Road.

Pedestrianise Sandymount road from tesco to Sandymount house

### Seafort Avenue

Block Seafort ave at Strand road end to make it a dead end / cut de sac only accessible from village side by car or from Strand on a bike / walking / wheelchair or mobility scooter - the residents would back this. This would also stop some parents pulling up at pedestrian gate into new school on Seafort ave.

Some junctions have their widths reduced with hatching and bollards (i.e. Newgrove Av.) - this should be done on MORE junctions (i.e. Seafort Av.).

No right-turn from Strand Road onto Seafort Avenue [allowing drivers to exit right onto Strand Road]

additional traffic wardens should be supplied throughout Sandymount, especially at the major intersection of Sandymount Rds and Seafort Ave (especially since children of three primary schools use these intersections). OR traffic lights should be considered at these intersections.

### Sandymount Village

dedicated cycle track to and from Sandymount Village (e.g. Seafort Avenue) or Newgrove Avenue

Make roads through Sandymount one way instead.

Also pedestrianise the road on the green outside the restaurants Petes/ BuJo/ Marios so that there can be outdoor seating



**Tritonville Avenue**

- Add a right hand turn lane at the Garda station coming from Bath Avenue to turn right on to Tritonville road
- Improve traffic calming measures on the short section of Tritonville Road (between Bath and Newbridge) with effective speed bumps or alternative road closed via bollards etc on roads such as Tritonville Road. The road should be for local access only
- ensure that local residential roads (especially Serpentine Ave/Tritonville Road) are not used by displaced traffic by introducing traffic bans, calming etc
- Put gates restricting the height of vehicles that can turn into Tritonville Road

**Church Avenue**

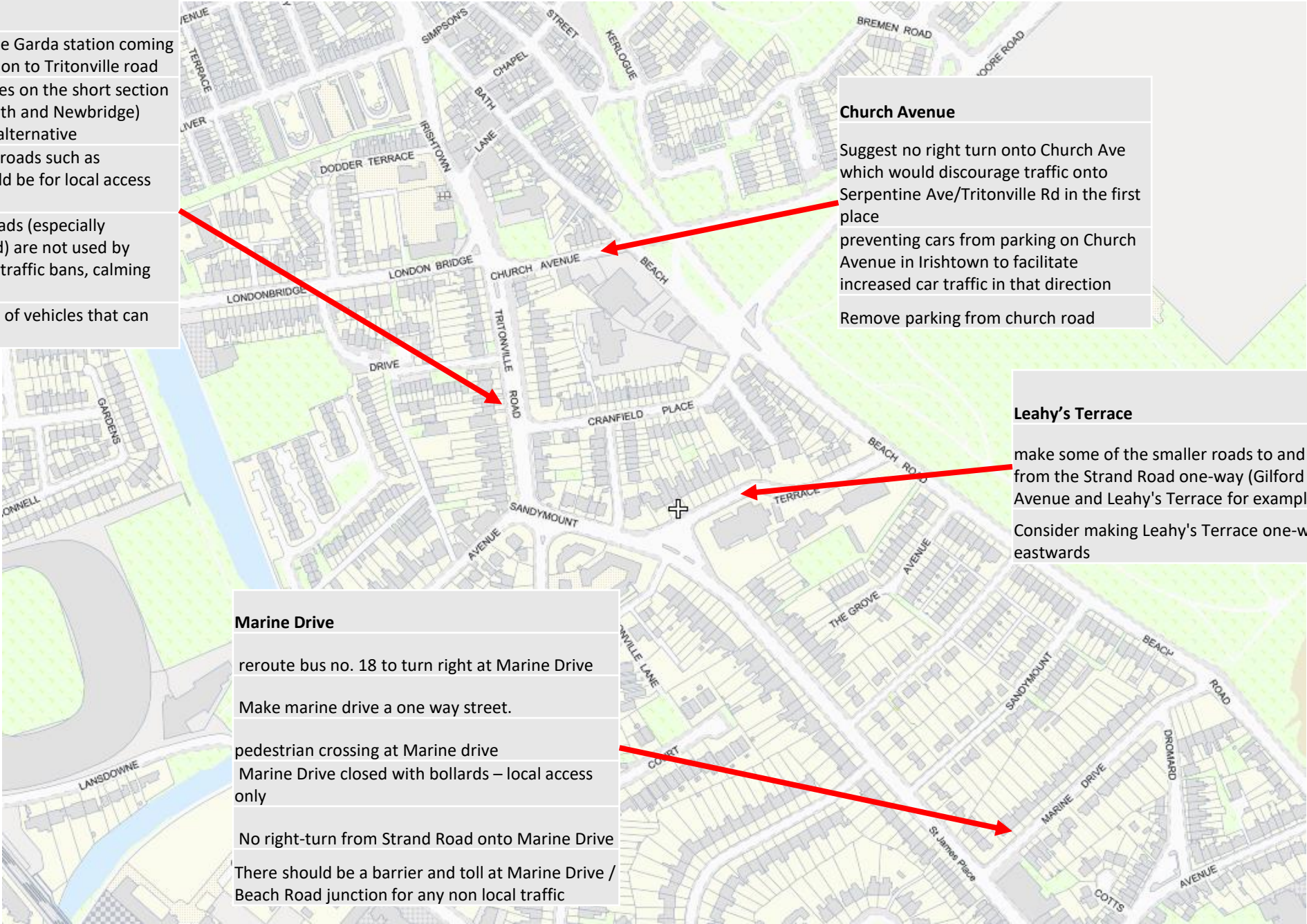
- Suggest no right turn onto Church Ave which would discourage traffic onto Serpentine Ave/Tritonville Rd in the first place
- preventing cars from parking on Church Avenue in Irishtown to facilitate increased car traffic in that direction
- Remove parking from church road

**Leahy's Terrace**

- make some of the smaller roads to and from the Strand Road one-way (Gilford Avenue and Leahy's Terrace for example)
- Consider making Leahy's Terrace one-way eastwards

**Marine Drive**

- reroute bus no. 18 to turn right at Marine Drive
- Make marine drive a one way street.
- pedestrian crossing at Marine drive
- Marine Drive closed with bollards – local access only
- No right-turn from Strand Road onto Marine Drive
- There should be a barrier and toll at Marine Drive / Beach Road junction for any non local traffic



# Mitigation measures available:

- Improved cycle facilities within Sandymount
- Left/right turn bans such as timed ban for Left turn to Park Avenue (7-10am, 4-7pm)
- Filtered permeability, no through access for vehicles (requests for Durham Road, Seafort Avenue and Farney Park)
- Change to one way systems (requests for Park Avenue, Leahy's Terrace, Marine Drive)
- Traffic calming measures including ramps and localised road narrowing



# Mitigation measures Proposal:

DCC propose to:

- Assess mitigation measures proposed by the Forum
- Prepare a number of mitigation measures for various locations
- Closely monitor the effects of the trial and implement quickly the agreed mitigation measures where required



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# Trial assessment criteria

The success of the trial will be determined by:

Has a safe protected cycle route along Strand Road been provided?

Data collection - Increase/Decrease of all modes in the area (Traffic counts)

Consultation - Public Consultation will be held 5 months into the trial

A report will be prepared for the South East Area Councillors detailing the results of consultation, the views of the Forum and the data collected. DCC will provide a recommendation on whether to continue or remove the measures



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