

# Lord Mayor's Strand Road Trial Community Forum

*7<sup>th</sup> January 2021*



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Dublin City Council

# Update



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# **Beach Road Consultation**

- In direct response to submissions from the Strand Road Consultation a one way option on Beach Road was produced showing one way from Sean Moore Rd along Beach Rd and changes to the Sean Moore Rd junction
- Consultation due to end on the 8<sup>th</sup> January 2021 – following requests from various parties closing date extended until 22<sup>nd</sup> January
- Updated modelling from the NTA was produced



		2020 AM flows (pcu/h)					
		Pre Covid Volume	Beach Rd 2 way	%Diff	Beach Rd 1 way	%Diff	Current Volume (Dec 20)
Nutley Lane	Northbound	766	699	-9%	687	-10%	393
	Southbound	562	641	14%	634	13%	268
Park Avenue	Northbound	162	198	22%	176	9%	90
	Southbound	409	406	-1%	402	-2%	121
Merrion Rd (North of Merrion gate)	Northbound	371	795	114%	780	110%	653
	Southbound	384	466	21%	467	22%	390
Sandymount Rd	Northbound	488	597	22%	448	-8%	206
	Southbound	488	467	-4%	481	-1%	218
Serpentine Av	Northbound	359	490	36%	415	16%	205
	Southbound	208	208	0%	208	0%	196
Sandymount Av	Northbound	162	264	63%	180	11%	138
	Southbound	174	183	5%	190	9%	165
Sydney Parade	Eastbound	155			163	6%	88
	Westbound	446			464	4%	170
Marine Drive	Eastbound	31			23	-26%	36
	Westbound	7			29	322%	30

For context, the updated model shows:

During the peak hour northbound for the Sandymount Village area:

- Park ave -14 additional vehicles,
- Sandymount Avenue - 18 additional vehicles,
- Sydney Parade - 18 additional vehicles
- Serpentine Avenue - 46 additional vehicles
- Sandymount road - 40 vehicles less.

Based on Pre Covid volumes and assumptions

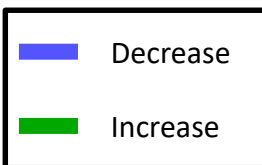


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Large benefit to Strand Road,  
Sean Moore Road, Irishtown  
and Ringsend with reduced  
traffic



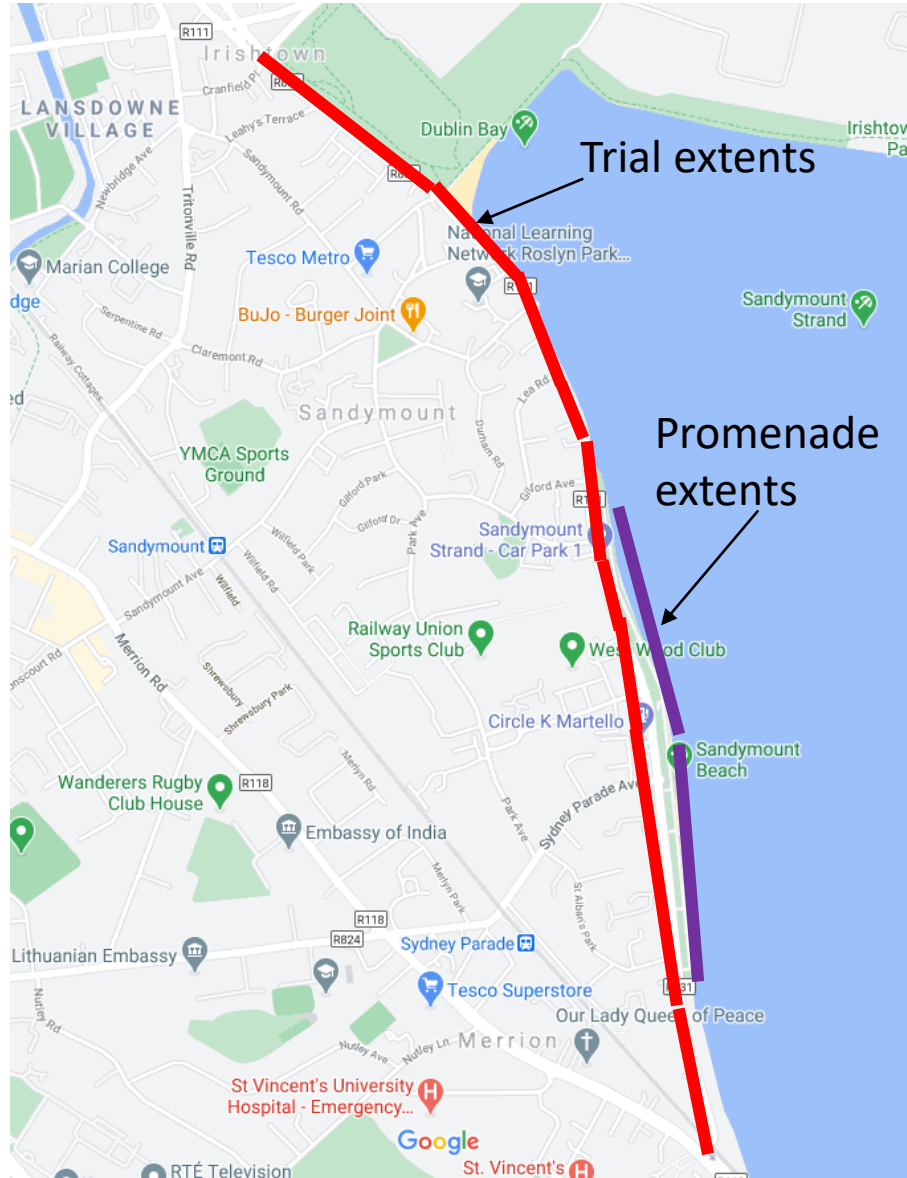
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## Bath avenue

- Concerns from residents in the area
- Traffic modelling shows a slight decrease in traffic in the peak hour
- Due to the low bridge it is not a HGV route
- The shuttle system makes it an unattractive route
- Minimal impacts anticipated



# Off road solution – use of the green space promenade



- Use of the promenade provides a solution for 35% of the route
- Scheme would require a Part 8 and a full environmental assessment
- Loss of green space amenity which is not supported by our Parks Department
- Parks department preference would be to move the wall back into the park and minimise the land take
- Doesn't address what happens either side of the promenade
- Issue of bringing the cycle route through Merrion Gates still remains





## Off road solution – boardwalk construction

- Not a short term solution
- Boardwalk does not provide a solution at Merrion Gates due to the houses at this location
- Due to the environmental sensitivities screening likely to show it would require a Natura Impact Statement (NIS) and to go to An Bord Pleanála
- No guarantee scheme would be approved
- Requires detailed design and significant construction
  - Piling to reach bedrock through the sand and to be able to withstand tides
  - Construction could involve having to build coffer dams



## Trial compared to off road solutions

- Current trial is the least environmentally intrusive option for providing the same level of service as off road options
- Trial can be implemented in a number of weeks
- Any construction in the promenade would likely take 2 years before construction (assuming approval is granted by the Elected Members as part of the Part 8 process)
- Construction of a boardwalk would likely only commence approx 2025/2026 (assuming approval is granted) and would have to be in conjunction with the flood defence project

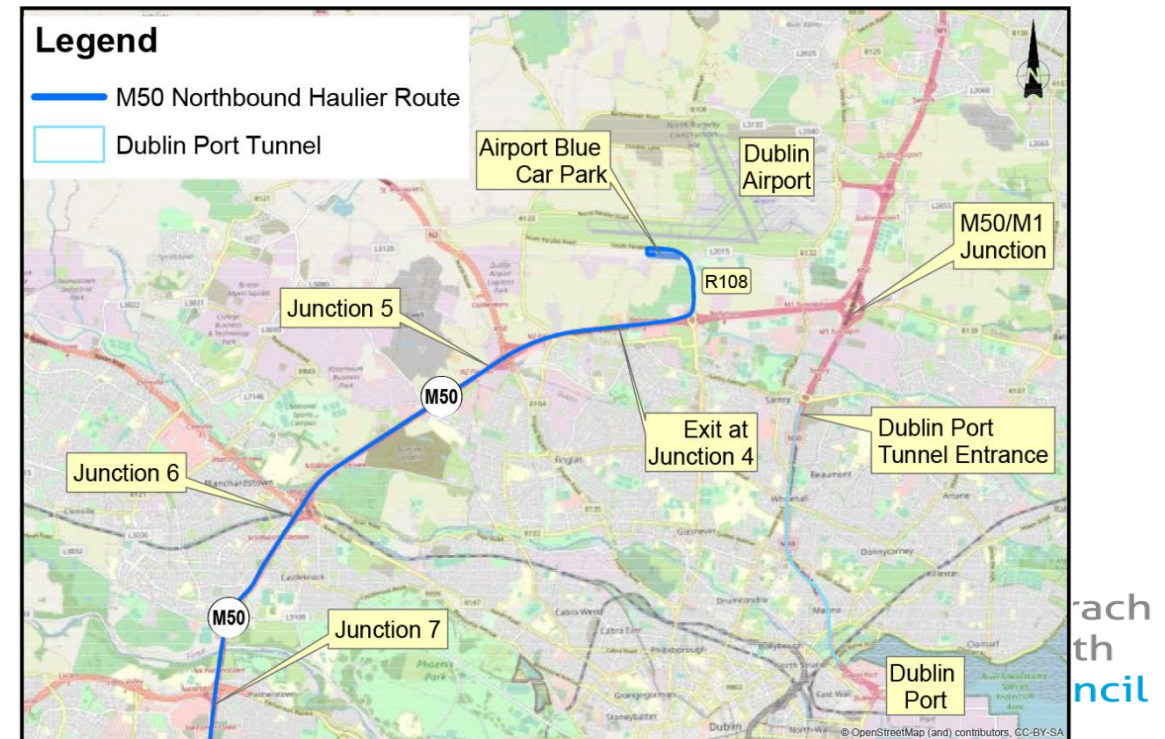


## Strand Road – HGV route to the Port

- Strand road is not a dedicated HGV route to the Port
- Strand road is part of the 5 axle HGV ban
- Northbound HGVs (all types) account for 4% of vehicular traffic

## Strand Road and Brexit

- Strand road does not form any part of the Traffic management plans for potential issues at the ports related to Brexit as it is not a route for port traffic





## Sandymount area– HGVs

- Sandymount is part of the 5 axle HGV ban
- In addition, large areas of Sandymount are also covered by a 3.5 tonne limit





## School zones

- Star of the Sea - completed
- Shellybanks Educate Together – completed
- St Matthew's on Cranfield Place – currently being designed
- Scoil Mhuire on Gilford Road – put on hold due to:
  - concerns in the neighbourhood about traffic issues and the aesthetics of the design (pencils and colourful circles)
  - Residents opposition to the installation of the School Zone because of their understanding of other traffic measures in the area, their perception of effects on off street parking, the aesthetics of the design



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## **Air quality monitoring**

- Suitable location that meets the EU requirements for an air quality monitoring station has been found in the village
- Once connected it will provide readings which will be available online



## **Strand Road – EIA and AA screening**

- An EIA and AA screening has been carried out
- Screenings concluded that neither an EIA or an AA is required for the trial
- Reports will be circulated to all Forum members



# 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

We would propose the add the following:-

- Has the safe protected cycle route along Strand Road increased or decreased safety along Strand Road, adjoining roads and within the village.



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# Communications

- Forum is the main facility for communication about the trial between DCC and the community
- Number of detailed letters were received from groups after the last meeting, these letters and the responses will be available online
- Dedicated email address is [strandcycletrial@dublincity.ie](mailto:strandcycletrial@dublincity.ie)
- Dedicated webpage where we'll publish all information has been set up - <https://admin.dublincity.ie/residential/transportation/strand-road-trial-cycle-route>



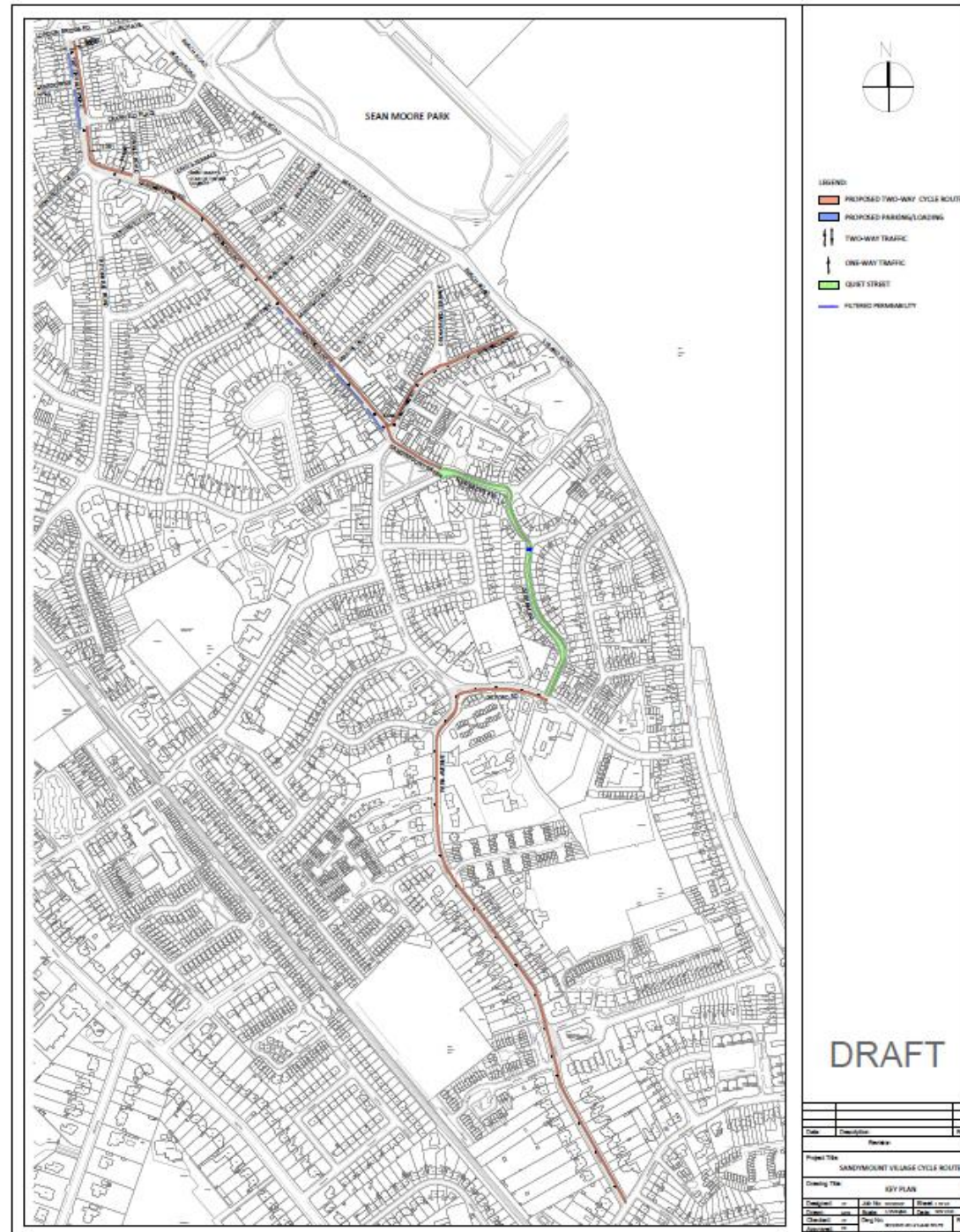
# Potential Mitigation Measures for discussion



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As discussed at the December Forum:

- In response to submissions received DCC looked at some measures which could improve cycling safety within the village
- These were presented to the South East Area committee who were informed that they would be discussed at this Forum
- These are to allow a discussion to take place, concerns or suggestions to be raised. It does not form any part of a DCC scheme at present but if there is broad agreement then we would be prepared to look at it in more detail



## Mitigation No 1 - Village cycling improvements

This concept was put together following submissions relating to the current lack of safe cycling facilities

Possible options include providing a 2 way cycle route from Tritonville road to Sydney parade avenue

- Removal of parking on east side of Tritonville road and Sandymount road



## Village cycling improvements

- Filtered permeability on Durham Road



## Village cycling improvements

- 2 way cycle route, 1 way vehicular traffic on Park avenue (northbound)



## Village cycling improvements

For discussion:

- Should the village cycle route be further advanced at this time?



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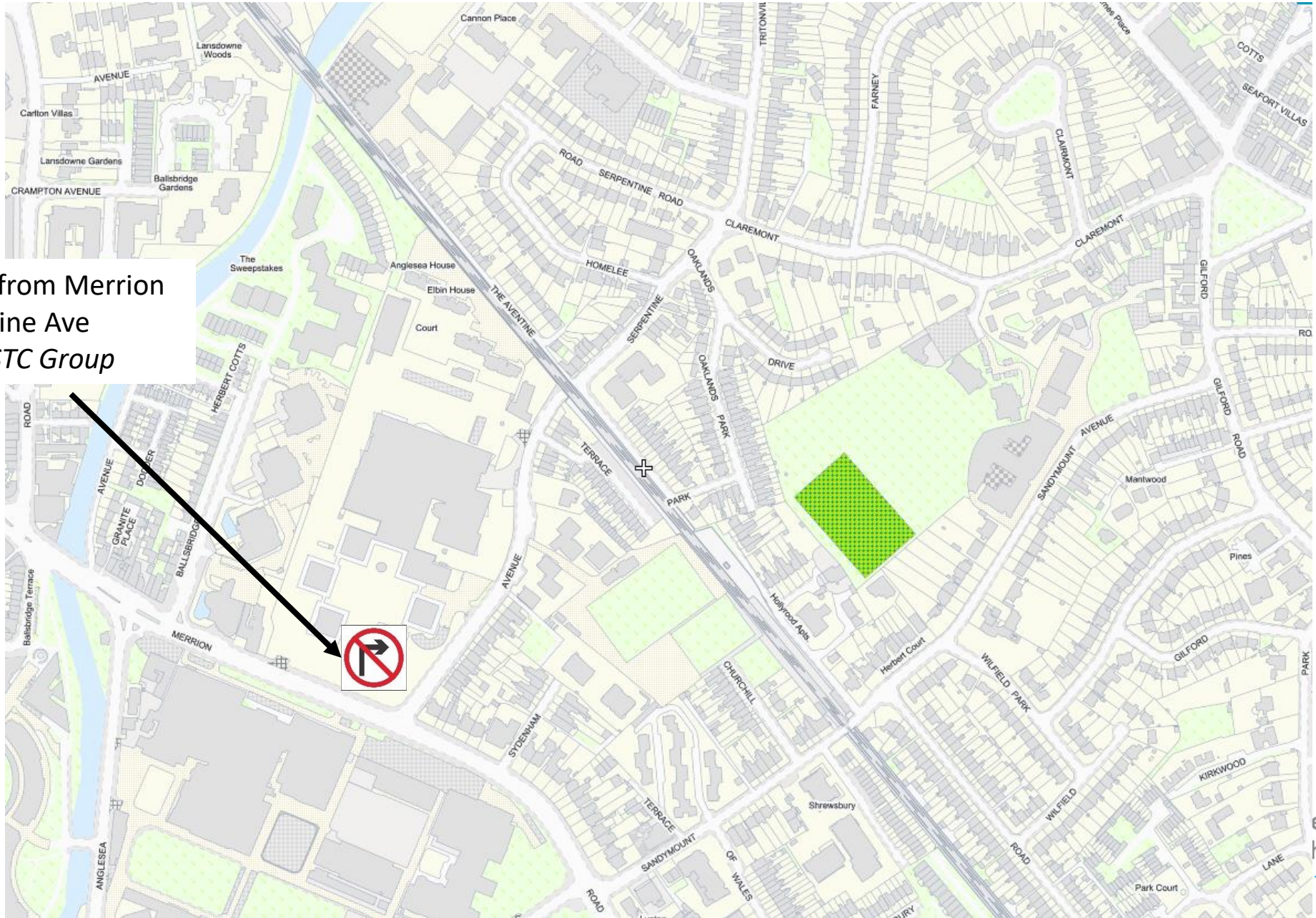
↓ Bus route

New bus stop location

New bus stop location



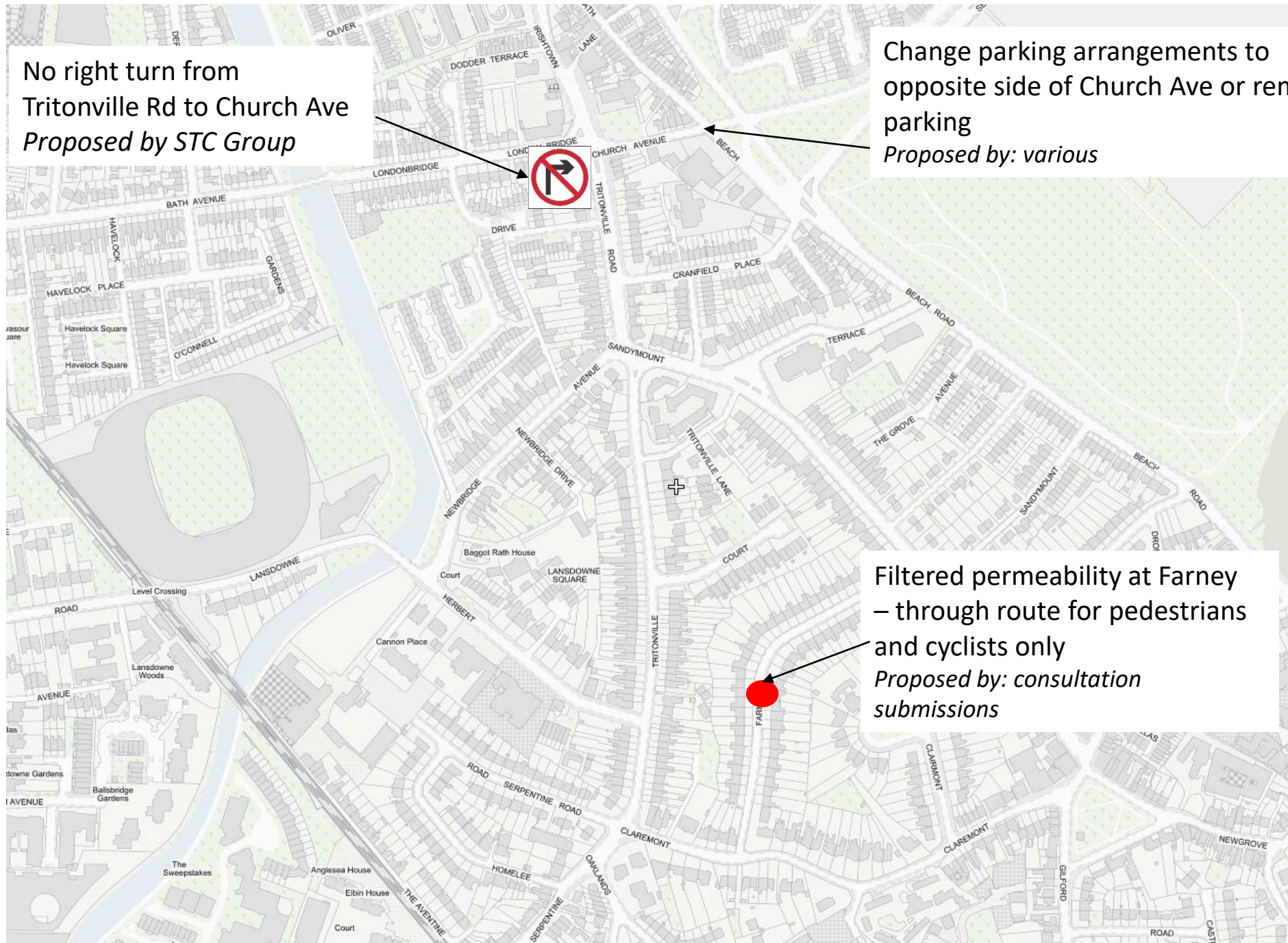
No right turn from Merrion  
Rd to Serpentine Ave  
*Proposed by STC Group*





No right turn from  
Tritonville Rd to Church Ave  
*Proposed by STC Group*

Change parking arrangements to  
opposite side of Church Ave or remove  
parking  
*Proposed by: various*



Filtered permeability at Farney  
– through route for pedestrians  
and cyclists only  
*Proposed by: consultation  
submissions*





Seafort Avenue  
Cul-de-sac or one way  
*Proposed by: consultation submissions*

Filtered permeability on Durham  
Rd – through route for  
pedestrians and cyclists only  
*Proposed by: Durham Rd resident  
during consultation*



Park Ave- make one way to provide cycle facilities

- Remove all on street parking to improve traffic flow

*Proposed by Consultation submissions*

No left turn to Park Ave

7am – 10am

4pm – 7pm

Mon – Fri

*Proposed by: Consultation submissions*

No right turn from Strand Rd to St Alban's Park

*Proposed by: St Alban's residents*

Right turn allowed from Merrion Rd to Ailesbury Rd (currently banned except buses)

*Proposed by Strand Rd (Merrion Gates) residents to allow access for Strand Rd Merrion Gates residents*



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