

**STRAND RD CYCLEWAY
CONSULTATION FORUM**

**SAMRA'S QUESTIONS TO BE ANSWERED BY DCC'S PROJECT TEAM IN WRITING BEFORE
THE NEXT FORUM MEETING, FOR OPEN DISCUSSION AT THAT MEETING**

In accordance with the Terms of Reference of the Consultation Forum, its **core objective to provide two way dialogue**, and its enabling of **information to be provided more directly by DCC to the parties most impacted by the proposals**, SAMRA are requesting DCC to answer the below questions in writing prior to the next FORUM meeting, including the two pre-trial traffic data analyses called for in questions 5 and 7, so that they can be reviewed in detail by us and matters arising can be discussed openly at that meeting.

1. SAMRA is calling for DCC and the NTA to develop an alternative short to medium term off-road solution, that will provide such a facility, avoid the predicted impacts of the current on-road proposal, and will likely have the support of the vast majority of Sandymount residents and southside commuters.

DCC response: The trial is a rapid deployment proposal which will be installed over a short period of 1 – 2 weeks. Any off-road solution requires significant civil works and would have to overcome significant environmental hurdles. An alternative off road proposal that provides the same level of service as the rapid deployment trial would require significant environmental processes and approvals and would at best have a medium term implementation timeframe.

2. SAMRA are calling for DCC/NTA to develop strategy and engineering design for a medium to long term permanent proposal for a cycleway along Strand Road.

DCC response: DCC in addition to the trial will continue to develop a longer term permanent proposal and will discuss with the NTA regarding funding and timescales.

3. For the current on-road scheme traffic impacts pre-trial data used in the NTA modelling and impacts assessments to date must be compared with during-trial data, and post-trial traffic projections, to include allowances for the near term future such as further developments in the north Docklands, and proposed developments at Poolbeg West and Roslyn Park School. It will not be acceptable to simply use the trial data to judge the impacts and consequently the success or failure of the trial. This data must be factored up to allow for the future traffic into the medium term. DCC to advise how they propose to address this as part as part of the trial assessment.

DCC response: DCC have undertaken comprehensive traffic counts which are appropriate to use during this trial to enable a comparison with pre-trial data and where available pre covid data. DCC believe this is an acceptable approach.

4. How do DCC intend to meet the requirements of the Sandymount Architectural Conservation Area designation and Village Design Statement, both of which are DCC generated documents that DCC are duty bound to comply with.

DCC response: An architect from DCC City Architects has reviewed these statements and the trial will be in accordance with them.

5. To have a meaningful trial and to assist in the determination of the success or failure of the trial, we believe that 4 sets of traffic data analysis are required that will provide metrics on the impacts on traffic levels on the various roads, and at and leading up to various controlled junctions, namely a) pre-trial am peak and pm peak pre-Covid traffic data for current road layout, b) pre-trial for am and pm peaks pre-Covid data for trial road configuration -Strand Rd 1-way southbound, c) during trial data, and d) post trial traffic projections to include allowances for increased traffic due to proposed significant developments at the north Docklands, Poolbeg West and Roslyn Park School. The controlled junctions where queuing levels are to be analysed for these 4 sets of data are
 - J 1 at Merrion Gates, both northbound and southbound.
 - J 2 Merrion Rd/Ailesbury.
 - J 3 the crossing at Sydney Parade DART station, both east and westbound.
 - J 4 Merrion Rd/Sandymount Avenue including providing information on the basis for the 63% increase in traffic as modelled on Sandymount Avenue.
 - J 5 Sandymount Av at the crossing at Sandymount DART station, both east and westbound
 - J 6 Merrion Rd/Serpentine Avenue, the first right hand turn past Merrion Gates, including proposals for a right hand turning lane, if any, on Merrion Rd ?
 - J 7 Serpentine Av DART crossing
 - J 8 Merrion Rd/Shelbourne Rd
 - J 9 Shelbourne Rd/Lansdowne Rd
 - J 10 Shelbourne Rd/Bath Avenue
 - J 11 Londonbridge Rd/Tritonville Rd/Church Avenue
 - J 12 Church Av/Sean Moore Rd

DCC response: With the exception of J3, J5 and J7 all junctions are on the SCATs controlled system which accumulates volume, degree of saturation and green time for each approach. This data is available for several years previous to trial as well as during the trial period.

6. What are the implications of the proposed Bus Connects project on traffic levels along Merrion Rd and at the above Merrion Rd junctions ? Have these been taken into account in modelling to date ? Will they be taken into account in post-trial projections

DCC response: Bus connects has not been taken into account in the modelling work to date. The trial will take place before works on any of the Bus Connects corridors have started. If the cycle route becomes permanent after the trial this will have to be taken account of for Bus Connects.

7. Predicted queue lengths, or at a minimum traffic counts, where they impact uncontrolled but busy junctions within the village should also be provided for the above 4 scenarios. In particular, we feel the following junctions will be impacted:
 - Newbridge Ave/ Tritonville/Sandymount Road
 - Park Ave/ Sydney Parade

- Serpentine Avenue/Claremont Rd/Tritonville Rd
- Sandymount Avenue/Gilford Rd
- Each of the junctions around Sandymount Green

DCC response: The traffic counts will show up any increase in these locations and will also be monitored by CCTV.

8. Safety audits and risk assessments at predicted traffic “hot spots” , at the above mentioned junctions and in the environs of Sandymount Green to be carried out pre-trial and made available to the Forum, and critically during the trial against these audits and assessments.

DCC response: A road safety audit on the trial scheme has been undertaken. However as there is no works planned at these various junctions and environs of Sandymount Green there is no basis to carry out a road safety audit (TII Road Safety Audit Standard GE-STY-01024).

Two pedestrian crossings and a raised table will be in place at Sandymount Green prior to the trial commencing. This will assist with safety around this area and its impact will be monitored by the area engineer along with any other issues which may arise.

9. DCC proposed monitoring points to be confirmed.

DCC response: The air monitoring locations will be confirmed.

10. Pre-trial, detailed design information to be provided for the reconfigured junctions at the north and south ends of Strand Rd, typical turning circle diagrams at driveways and road junctions, and sightline diagrams at the various junctions. New signage proposals should also be provided. The issues will be very important for the practicalities and safety of road users and should be evaluated during the trial.

DCC response: Detailed design at the junctions in underway, these drawings can be shared. Turning circle analysis at each driveway is not being undertaken as the 2-way cycletrack is 3m wide and this means there is more available carriageway in order to make turns in and out of driveways. However as it is a trial with temporary interventions it will be possible to make localised adjustments if any issues do arise. For the commencement of the cycle track trial there will be a traffic management company employed who will have a number of operatives on site to assist, observe and mitigate any issues that may arise.

11. Pre-trial, a map of practical tangible mitigations proposed by DCC to be provided at “hot spot” roads and critical junctions identified by the pre-trial NTA traffic analysis.

DCC response: At the next meeting of the Community forum a map showing proposed mitigation measures will be shown for discussion.

12. Pre-trial, a map of car parking changes along Strand Rd and on all the roads impacted by displaced traffic to be provided.

DCC response: No changes to formal car parking is envisaged as part of the trial along Strand Road. A disabled bay is being provided following consultation and discussions for a resident of Strand Road on Lea Road. For any other changes a map of affected roads will be provided.

13. At the Forum meeting, DCC mentioned a change to their proposals to direct outbound bus traffic eastwards along Gilford Rd and then onto Strand Rd/St Johns Rd rather than southbound along Park Avenue. What other changes are they making without any consultation?

DCC response: The proposed change to the bus route was in direct response to submissions from the consultation and to facilitate the residents within Brabazon House. This was discussed at the last forum meeting and there was no objections noted, with the representative from Brabazon House requesting that access to Brabazon House must be maintained by car and bus. No other changes are being proposed at the moment with the exception of Beach road which is currently out for consultation.

14. In regard to routing buses in an easterly direction along Gilford Rd. it is noted that a) there is already CHAOS at Lakelands School drop off and collection times where the traffic can come to a standstill for significant periods, morning and afternoon, b) there is off street parking for only a few houses, c) there is significant on street parking associated with the offices in the Tramway buildings, d) there is significant parking associated with Brabazon House, e) some residents of Strand Rd park at the eastern end of Gilford Rd, and f) there is significant parking arising from people walking on the prom and the beach. Have DCC discussed this proposal in detail with Dublin Bus? How is it proposed to deal with each of the constraints noted a) to f) above.

DCC response: This proposal has been agreed with the NTA and Dublin Bus. Having assessed the route with Dublin Bus the only requirement for their buses is to provide approximately 15m of double yellow lines. Dublin Bus also carried out some trial runs on Gilford Rd on the 16th December and raised no concerns.

15. Details of baseline air quality measurements and monitoring points in Sandymount village and its environs to be provided.

DCC response: The air monitoring locations will be confirmed.

16. Backup plans to be provided for dealing with modelled “hot spot” roads and junctions if they become overloaded during the trial.

DCC response: The signalised junctions in the area are all on the centrally controlled SCATs traffic control system with a 24/7 traffic control centre which monitors all signals within the city. CCTV has been deployed at most of the key junctions and

traffic signal changes can be made in real time to assist traffic flow and prevent build up.

If necessary during the trial DCC will make use of its communication channels i.e. dedicated radio station, social media and the press office to advise motorists to avoid the Sandymount area and seek alternative routes. DCC have Variable Message Signs (VMS) around the south of city which would also convey the same information. DCC has also discussed with AGS the trial and the likely hot spots which may in the unlikely event of junction becoming overloaded may require AGS assistance, however this only as a backup and not as part of normal operation.

17. Pre-trial, FAILURE and SUCCESS criteria to be provided by DCC, as well as action to be taken if the trial is judged to be a failure. It is simply not reasonable to say that the only criterion for success is that the trial has delivered a safe cycleway, as was suggested at the first Consultation Forum meeting. DCC also stated at that meeting that it is not their intention to have a successful cycleway at the expense of “chaos” in Sandymount. At SAMRA’s meeting with the Minister for Transport, Eamon Ryan, he expressed a similar view. We believe that the traffic impact data analysis that we have requested in 5 above concerning road and junctions modelling will provide metrics to assist in determining the success or failure of the trial. Safety audits and risk assessments must also be a determinant of the trial’s outcome.

DCC response:

At the first consultation forum it was stated that the criteria will include:

- 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

Additionally we would propose to 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.

18. One other factor which DCC must take into account is that Dublin has just become the **first capital city in the world** to have adopted the World Health Organisation programme to becoming age friendly. Within Ireland, there is a major demographic shift appearing towards the elder age profile and the direct detrimental impacts which the proposed on-road cycle scheme will have on the operation of the various existing nursing homes and older people residential homes in Sandymount must be considered in evaluating the trial.

DCC response: The trial will provide a route that is suitable for all ages and mobility and this has been supported by Doctors for the Environment