

STC Group Queries

1. Is it fair to Sandymount residents to offer a cycle lane proposal through the village when the results of the Beach Road consultation have not even been finalised? How will the traffic reconfigurations of the village cycle lane be fully understood? We ask that the village cycle route be removed until the Strand Road/Beach Road cycle path issues have been resolved.

DCC response: As discussed at the Strand Road Consultative Forum in December a draft proposal for cycling improvements within Sandymount as a potential mitigation measure had been prepared which was to be shown first to the Councillors before discussion at the January Consultative Forum. This potential mitigation measure came from suggestions that cycling should also be improved within the village, including from your own submissions where you pointed out the lack of cycling facilities within the area - *“cyclists within Sandymount are not being facilitated”* *“There are 5 primary schools within Sandymount and students cycling to these use the internal roads and footpaths, none of which have even a cycle track”*. *“There seems to be no mention of upgrading cycling facilities within the community area”*

This will be discussed at the Forum to ascertain if it is something the group would like to see be further developed.

2. Has DCC completed its consultations with all the emergency services, Dublin Bus, waste collection companies in relation to these proposed changes and particularly the Gardai and Irish Rail?

DCC response: DCC have engaged with the emergency services, Dublin Bus, Irish Rail and the Waste management section of DCC and will continue to engage during the trial.

3. Under what legislation/regulations are these major infrastructural changes being implemented? Are such matters not required to be referred to An Bord Pleanala?

DCC response: The trial is not a major infrastructural change. The proposal involves local authority development which is exempted development under the Planning Acts. The Council is relying upon the proposal constituting traffic calming measures within the meaning of section 38 of the Road Traffic Act 1994, which is excluded from the requirements for Part 8/section 179 process under section 179(6)(bb) of the 2000 Act.

This trial is also in line with the DMURS INTERIM ADVICE NOTE - Covid 19 Pandemic Response. On 28th May the Department of Transport Tourism and Sport (DTTAS) announced funding for technical and financial support to deliver improved walking and cycling infrastructure across the country, in response to the Covid-19 pandemic. This Note also stated that *“Local Authorities should also consider broader Government policies on road safety, transport planning, accessibility for people with disabilities and climate change, including the National Planning Framework, notably National Policy Objective 27: ‘Ensure the integration of safe and convenient alternatives to the car into the design of our communities,*

by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages'

4. What Environmental assessments have been carried out prior to the publication of this plan?

DCC response: An EIA and AA screening has been carried out in conjunction with public consultation.

5. What is the cost of carrying out the measures for the trial and how much will it cost to reinstate if the trial is deemed a failure using the objective agreed criteria

DCC response: The trial had an allocation of €250,000 for 2020 and €200,000 for 2021. The removal of the cycle lane and reintroduction of a traffic lane would mainly involve the removal of bollards and other minor traffic management measure.

6. Traffic modelling for the Beach Road proposal shows significant increase in traffic for streets such as Church Avenue, Bath Avenue, Shelbourne Road, Lansdowne Road, Stillorgan Road, Waterloo Road, Palmerston Road, Richmond Avenue South, to name a few. I would like to request percentage increases for these roads.

This will be requested from the NTA.

7. There is also significant increase in traffic in the city, along Lower Bridge Street and the Quays. Can Council also provide figures of this increase which looks as if it is equivalent to the increase at Merrion Gates?

DCC response: This will be requested from the NTA.

8. Why is Council insisting on closing a lane of an inner relief road of the city as the modelling map clearly shows traffic will be forced back into the city. This goes against the Council's City Development Plan which looks to prioritise sustainable forms of transport such as walking, cycling and public transport, and lowering carbon emissions. Traffic looks to double along the Quays which will mean long tailbacks and congestion.

DCC response: Traffic will be dispersed over a wide area including the M50. The model is based on pre-Covid volumes and work patterns which have changed significantly, making this the appropriate time to determine the actual outcomes from the trial.

9. Has Council taken into account the post-Brexit impact on Dublin Ports in relation to the closure of the northbound lane of Strand Road which leads directly to the port area?

DCC response: Yes. Strand road is not a HGV route for the port. Strand Road does not feature on the traffic management plans for Brexit related issues around Dublin Port.