

**Minutes of the Lord Mayor's Strand Road Cycle Trial**  
**Consultative Forum 1<sup>st</sup> meeting held remotely on zoom**  
**on the 3.12.2020 at 4.30 PM.**

**Attendees**

Lord Mayor Hazel Chu (HC) – Dublin City Council  
Brendan O'Brien (BOB) - Dublin City Council Traffic  
Claire French (CF) - Dublin City Council Traffic  
Mary Taylor (MT) - Dublin City Council Director of Services South City  
Brian Hanney (BH) – Dublin City Council  
Leah Johnston (LJ) – Dublin City Council  
Jennifer Wall (JW) – Dublin City Council  
Vincent Ryan (VR) - Sandymount Avenue Residents' Group  
Terry Byrne (TB) - BADRA  
Colm Byrne (CB) - Irish Doctors for the Environment  
Colm Clissmann (CC) - Local Parents for Cycling Group  
David Timoney (DT) - Dublin Cycling Campaign  
David Turner - SAMRA  
Declan Hayes (DH) - Merrion Road Residents' Association  
Aileen McHale (AMcH) - Strand Road Merrion Residents' Group  
Hugh St. Leger (HStL) - Brabazon Trust  
Katie Cremin Redmond (KCR) - Seafort Avenue Residents' Group  
Mary Caulfield (MC) - Dublin Commuter Coalition  
Mike McKillen (MMcK) - I bike Dublin  
Leah McKenna (LMcK) – STC Sandymount  
Patrick Byrne (PB) - Ballsbridge Residents' Association Ballsbridge Living  
Simon Coyle (SC) - Strand Road Residents' Group  
Michael Griffin (MG) – Sydney Parade Avenue Residents Association  
Margaret Dunne (MD)/Mary O'Neill (MON) – Ringsend Residents Tidy Towns

**1. Greetings and introduction from Lord Mayor**

BH welcome everyone to the meeting and advised that the Lord Mayor Councillor Hazel Chu would join us shortly. An agenda and draft terms of reference had been circulated.

**2. Brief introduction from each participant and who they represent**

All attendees introduced themselves.

LMcK asked whether the meeting was being recorded or minuted. BH advised that the meeting was not being recorded however minutes will be taken and circulated to all.

**3. Terms of reference and any changes/amendments proposed?**

HStL – Asked is traffic displacement under Term 5 in the Terms of Reference?

VR – Disability not in the terms of reference, nor email? Please add?

BOB said he will amend the terms of reference and recirculate.

#### **4. Update on Strand Road cycle track trial including additional measures which may be introduced and presented for discussion.**

BOB advised that the meeting was arranged to make observations, suggestions, address queries and concerns; mainly to establish a baseline so that we have a clearer picture. Trial will be delayed until early February to facilitate the completion of works on Sandymount Green. There have been 3000 plus submissions. Among the issues that we will consider will be a comparison with the 2015 proposal, HGV issues, the use of the footpath and off road options.

CF – We have undertaken 8 speed surveys. We are also examining a number of locations to monitor air quality. We are doing traffic counts at 17 different locations: 2 of which are complete. We have examined the traffic counts pre-covid (Slide 10). This shows that it was mostly cars using Strand Road. Slide 11 shows a traffic count from November. Slide 14 shows that there were high numbers cycling on Tritonville Road. Slide 15 allows us to compare the counts to enable us to monitor monthly change by mode. Big increase in cycling which we will monitor as we move through the trial.

BOB advised that we will share information and answers queries with the forum. Slide 17 refers to the 2015 Sandymount / Merrion to Blackrock Corridor Study Report and BOB said that this was a different proposal to the current trial. They were talking about an alternating system. There was nowhere for traffic from Sean Moore Road to go.

Another frequent query is that Strand Road is a designated HGV Route for the Port (Slide 21). BOB said that Strand Road is not a designated HGV route for the Port.

Why not use the footpath (Slide 22)? There is insufficient width for the entire route and this would require extensive work. The footpath on the sea side has more pedestrians.

Why not provide an off-road solution (Slide 23)? Anything is possible in Civil Engineering terms. There would be problems at Merrion Gates and also issues with a boardwalk in a hugely environmentally sensitive area. Another frequent query (Slide 24) is that there are no cycling facilities in Sandymount and we have to improve the cycling facilities within the Village. Concerns were also expressed by Brabazon House regarding bus routes (Slide 26) and these have been addressed.

BOB outlined that Traffic department had prepared a proposed cycle scheme for the village which was going to go the Councillors at their next area meeting. BOB also stated that while it was prepared it was appropriate that it be shown to Councillors first before discussed with this forum at the next meeting to determine if there was any agreement on how to proceed.

CF – During the consultation suggestions for different roads and areas throughout Sandymount were received (Slide 29) e.g. some residents in St. Albans want a right turn ban while others want to retain that option. Mitigation measures available (Slide 33) include improved cycling facilities within Sandymount. DCC will assess mitigation measures proposed by the Forum (Slide 34). The success of the trial will be determined by:- has a safe protected cycle route along Strand Road been provided, is there an increase/decrease of all modes in the area (Traffic counts) and a Public Consultation will be held 5 months into the trial (Slide 35).

## **5. Discussion around trial and opportunity for proposals to be put forward to improve walking and cycling in the area.**

CC Queried capturing information in Oct/ Nov. A comparison during lockdown is not normal and it would seem unfair not to take into account the impact of Covid change in patterns of travel?

BOB said that comparing to pre Covid levels would also be unfair. November/December/January will take into account the impact of Covid changes in patterns of travel; Citywide data being gathered tracking volumes/ types of vehicles/ routes taken to establish a baseline.

DT said that a communication campaign aimed at getting people out of cars on to bikes is needed in conjunction with information around traffic measures being implemented.

BOB confirmed that DCC has experience in delivering such publicity campaigns including promotional material on school zones, active travel and mobility.

LMcK said that the 2015 Trial was different. It was full length one directional and asked can we get stacking details? In relation to the traffic lights at Merrion Gates, there will be queuing and back up to Strand Road, North and South bound will have difficulty coming from Sandymount Village. Wants right turn ban onto Serpentine Avenue to be full time and also wants a Tritonville to Church Avenue right turn ban?

BOB will provide data on Merrion gates. Slip way for cycle track. Right turn to Merrion Gates being taken out and traffic left turning mostly don't expect queueing. Gates rather than traffic volumes are causing back up. The proposals allow for installation of a permanent pedestrian crossing at the gates. Certainly we can get Liam O'Brien to run through data and circulate proposals.

VR said his calculations indicate Merrion Crossing Gates South Bound Traffic flow will be a 50% increase on current queuing along Strand Road. Left from Strand Road currently cars exit into a filter which can hold up to 18 cars before they join / integrate into Southbound traffic flow, with proposed modification only a 3 car filter area will exist, so slower turning onto Rock Road.

This is a design flaw. Strand Road turning right to the City will cause gridlock on South bound traffic flow (under specific conditions) by blocking up yellow criss-cross box.

? He thinks Sandymount Avenue will see 175% not 63% increase in traffic. Wants no right turn off Merrion Road for City bound Traffic. Sandymount Avenue Gilford Junction has no pedestrian crossing and 150 /175 % increase in traffic will be chaotic. Resurfacing works in Sandymount Avenue need to have traffic markings reinstated. There are no air quality monitors in Sandymount Village the nearest one is Strand Road. Inner Sandymount will be bad and not monitored. There was no speed monitor located on Sandymount Avenue. Shocked that there is no safety information mentioned and is concerned about overall congestion.

BOB said that there will be air quality monitoring in Sandymount. He is liaising with Noise and Air Pollution regarding appropriate equipment siting and calibration. When installed such equipment will have a link to a website where there will be real-time feedback on air quality. Ringsend is the nearest air quality monitor at present, the one on Strand Road measures noise. Safety is paramount. Speed checks are being done and being reacted to. He will follow up with Road Maintenance on reinstatement of road markings on Sandymount Avenue. There will be constant review of whether the Merrion Gates traffic flow is working. Bus connects modelling and planning applications will not be based on interim trial conditions. When and if there are proposals to extend DCC Strand Road related changes, Bus Connects will incorporate them when changes are confirmed. Flood relief are liaising with colleagues regarding the possibility of integrating cycling facilities. It may not be a permanent solution, no rapid solution is possible. Working around SCA requirements is onerous. Longer term solutions are considered.

PB said it was like kicking the can further down the road. Merrion Gates no right turn. The Shelbourne Road right turn is going under Bus Connects with next right turn at Lansdowne Road. Serpentine Avenue will be next. Wants pre Covid traffic volume details on Merrion Road and how will it cope? The knock on effect on the Stillorgan Road to Anglesea Road will also be severe with traffic accessing Simmonscourt Road to Sandymount Avenue . Merrion Road to Stillorgan Road changes will have knock on effects on Beaver Row and beyond. Bus Connects are not modelling what will happen if the trial is successful and becomes permanent. Need such information preplanning. There are flood alleviation work proposals for Strand Road and the strand road cycle greenway should be incorporated off road with the flood works . The Dodder Greenway was not integrated into flood relief plans at the time and they should have been .

David Turner said getting through Merrion Road gates must have an off road engineering solution and planning for it needs to start now. Enough consideration was not given to the STC and SAMRA off road solution. DCC focused on why it would not

work? Don't want a long term loss of off road solution and interim changes becoming permanent to suit a short term need due to Covid?

MG asked if the SAC/SPA status of the park/strand is not being used as an excuse for not putting in the cycle way on the park or a boardwalk? Malahide estuary has the same status yet the Fingal Council managed to obtain approval from An Bord Pleanala for a cycle way along side the railway in the estuary in the past year.

KCR said that excavation work on the Roslyn Park site is having an impact on Sandymount Village. There is increased construction traffic. Has the impact of Roslyn Park and Strand Road traffic construction works occurring simultaneously been considered? KCR also asked, can the change of quality of life for Sandymount Village residents be a criteria for measuring success or otherwise of the trial? Said that the cycle route is for everyone.

HStL said that access must be maintained to Brabazon by bus and car. Residents are older and integrated to village life. He added that the loss of 50% of northbound cars has to affect Sandymount and environs. Where will traffic heading north to the Port, Airport and Malahide go? Where will northbound traffic go? Merrion Road?

CF will liaise with Brabazon House about their particular concerns. She will circulate mitigation measures which Hugh St. Leger will examine.

SC asked why would the loss of 50% of traffic be bad for Brabazon residents? Surely environmental improvements would be beneficial. Most people would agree that cycling is good once there is no traffic impact on their area. Traffic volume, speed and nature on Strand Road is very bad. Strand Road residents need to walk, cycle and live on the road. Overlay of 2 extra traffic lanes and loss of parking associated with widening a road would leave them with difficulty getting deliveries of oil for example if they were left with no parking or loading opportunities on street. It is a trial. Strand Road residents are not indifferent to the plight of neighbouring streets. Consideration needs to be shown to Strand Road residents who have to cope with high vehicular traffic volumes and dangers associated with it for those walking, cycling and living there.

MMcK said that he met with various bodies Mary Mitchell O'Connor, DCC, Michael Collins Irish Rail, Anne Graham of the NTA regarding S2S seaward side of Merrion Gates to Blackrock. He was informed that going through the SCA would not be viable and would not happen. Welcomes the forum and impacts on the surrounding area from displaced traffic are a worry.

The Lord Mayor said she was not happy about how people found out about this trial but that it has been noted. Thanks to Brendan O'Brien, Claire French and Brian Hanney for all assistance with this Forum. Forum is to give common place to people to raise concerns and suggestions.

The project is getting divisive. Neighbours are divided. It is a trial infrastructure and a trial period. There will be attempts to mitigate the concerns of Sandymount residents. There will be a cycleway.

VR said that there will be 2.8 m extra vehicles per year in Sandymount village and environs and asked are H and S risks to humans tolerated in order to protect biodiversity in an SCA? A proper cycleway should be installed.

Workers get more attention to their H and S needs than the residents of Sandymount. DCC's own Traffic Management Guidelines on Safety were not even discussed here. Brendan O'Brien will discuss Vincent Ryan's suggested interventions. Doesn't know where the 2.8m figure was arrived at. Vincent Ryan to send in the letter mentioned.

CC said it is not safe to cycle now. Pinch points are numerous and streets difficult to cross.

Welcomes the initiative and wants to make it work. Volunteered to liaise and assist if necessary.

MC said that today is the International Day for People with a Disability. Bikes and ebikes for people of all ages and abilities should be accommodated in the cycleway design. It is an equality issue. People should be facilitated in getting out of their cars even those with poorer mobility.

BOB said that the design is universally accessible. It is one of the criteria to be used in assessing the success of the trial.

TB asked in relation to Bath Avenue; has any monitoring been done? Has increased tonnage been authorised for the WTE plant? Figures now due to Covid but not a fair reflection of usual traffic volumes and composition. Also when events on at the Point Depot the impact is felt on Bath Avenue. Problems are being kicked down the road to impact Ringsend

BOB said that larger tonnage vehicles should not be using the Strand Road and related trial routes and should be reported using the licensing checker app. when seen. He will raise the matter with Gardaí who are responsible for enforcement. Brendan O'Brien will liaise with Waste Management WTE plant regarding traffic issues.

SC said that the Dun Laoghaire trial separation board is raised to 6 or 8 inches, is not visible because not coated with luminous substance and is a trip hazard in poorer light.

BOB said that Strand Road will have orcas and other materials which will have reflective coating and luminosity.

CF said that Bath Avenue, Londonbridge, Tritonville are having traffic flows and counts monitoring. Other junctions can be added if wanted.

TB said that the WTE does impact traffic flow.

BOB will liaise with Waste Management WTE plant regarding traffic issues.

David Turner said don't assess by presuming in advance. Wants mapping of hotspots and what mitigation has been done on hotspots. Letter sent re criteria taken for trial in advance. Not yet replied to.

BOB will follow up as not all correspondence has yet been dealt with.

MG asked how will the traffic exiting Sydney Parade Avenue on to Strand Road be managed safely? It would be good to see a plan of the proposed junction layout.

LMcK said that Enforcement is an issue. Safety is not just about speed. Lines of sight, irregular footpaths, ramps, narrow streets, inappropriate parking are also a problem. 30KM limit in the village is not enforced. 5 + axle trucks have been in Bath Avenue. Any mitigation needs to be self-enforcing, such as bans on right turns where other drivers will help with non-compliant drivers. Revised modelling is needed for Beach Road.

BOB said that Beach Road proposals will be going to consultation when modelling is completed which will happen shortly. BOB will liaise with Gardaí regarding enforcement on 5 + axle trucks. Layout plan and safety audit will be shared. Hotspots will be monitored data on speed, volume, composition etc. Not yet a full set of criteria as measure of success, the list can be supplemented with suggestions from the forum etc.

It is not just a project to put in a cycleway. Don't want to cause chaos in Sandymount Village.

VR said that Merrion Gates pedestrian crossing City side has a 6.1 m pinch point. Rock Road inbound traffic diverted from Strand Road with 1800 vehicles passing through of mixed types. Cyclist safety will be compromised. Are DCC waiting for a fatality to look at the pinch point? Have CPOs been issued in respect of gardens fronting the cycleway to ensure cyclist safety.

Sandymount Avenue Residents Representatives request that enhancements be made to the existing 2020/2021 AM traffic flows (pcu/h) tables and any future generated ones. This change is required to dispel the ambiguity and misunderstanding that exist in their existing format. There must be a progressive chronological dated content in the new design, containing past and present traffic flow measurements with some additional information changes.

BOB said that No CPOs have issued. 1800 vehicles is a mathematical impossibility at a traffic lights. Merrion Gates are not a known hotspot and will be monitored

carefully. Separating the cycle lane is better. Bus Connects tries to widen cycle ways.

Church Avenue pinchpoint.

David Turner asked would DCC criteria of success be available prior to the next meeting?

**AOB**

BOB will circulate criteria. Trial will commence in February. Forum will meet again in January and possible meet again in February to discuss criteria.