

## Strand Road Cycle Route Trial

### Information about Changes in the Area

Dear Resident,

Dublin City Council are installing a 2-way protected cycle lane on Strand Road and Beach Road between Merrion Gates and Sean Moore Road for a **trial period of 6 months**.

The number of people cycling in Dublin has more than doubled in the past decade. This new cycle lane will increase safety for growing numbers of people cycling to school, work and for leisure. This is particularly important during the Covid-19 pandemic when capacity on public transport is greatly reduced. The current reduction in traffic provides an ideal time to trial this route.

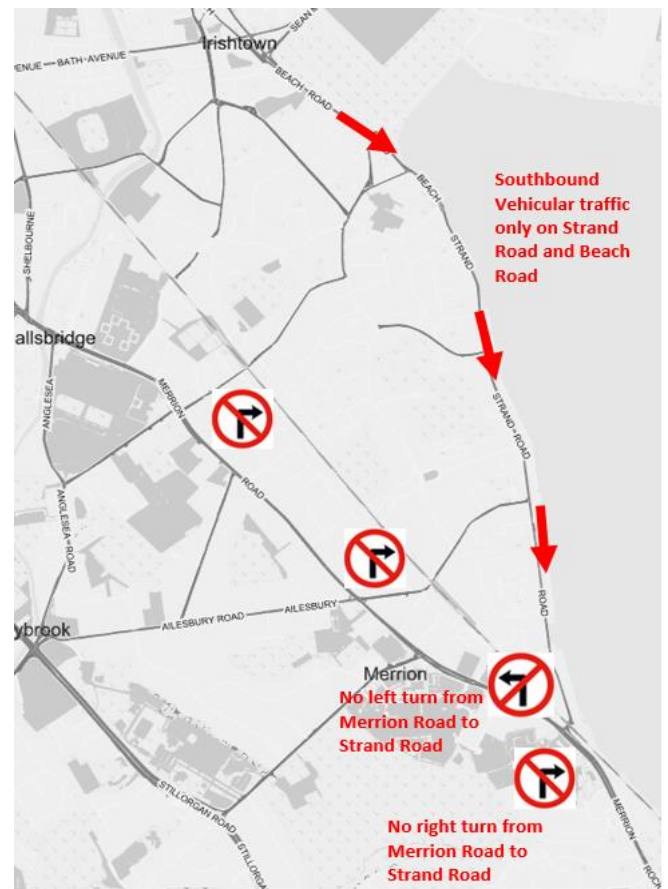


Advance works for the installation of the cycle route will begin on February 15<sup>th</sup> 2021. This includes works at the pedestrian crossings and roundabouts. There will be no changes to existing traffic until the 1<sup>st</sup> of March 2021.

### Traffic changes in the area – starting 1<sup>st</sup> March 2021

- Southbound vehicular traffic only on Strand Road and Beach Road.
- No right or left turn from Merrion Road to Strand Road.
- All existing right turn bans from Merrion Road towards Sandymount will remain.
- Two way traffic between Merrion gates and St Alban's Park will be maintained temporarily to facilitate local traffic until the works at Merrion Road, including the new right turn from Strand Road, are complete.

The cycle lane will open by the end of March 2021.



Further information on the trial, including traffic management plans, are available at:

[www.bit.ly/StrandRoadCycleRouteTrial](http://www.bit.ly/StrandRoadCycleRouteTrial)

Email: [strandcycletrial@dublincity.ie](mailto:strandcycletrial@dublincity.ie)

## Frequently Asked Questions

### **Why a 6 Month Trial? Why now?**

Six months will allow time for the scheme to settle in, for new patterns of movement to be established and for movement data to be gathered. The reduction in traffic due to Covid-19, the alteration of commuting patterns due to working from home and the increased desire to ensure there is safe continuous protected cycle routes make it an ideal time to undertake a trial of the rapid deployment cycle route.

### **Will there be 800 vehicles an hour diverting through Sandymount?**

No. The current volume of northbound traffic on Strand Road is approximately 3,200 vehicles per day. The traffic count from January 2021 (Level 5 restrictions) show an average of 218 vehicles per hour travelling northbound from 7am - 7pm. These vehicles will not all travel through Sandymount. The modelling shows vehicles will disperse over a number of routes including Merrion Road, Stillorgan Road and the M50. No additional right turns from the Merrion Road towards Sandymount will be introduced as part of the trial so we do not anticipate this traffic to be displaced through Sandymount Village. Vehicles will adapt to other routes and there will be some shift to other transport modes, such as cycling.

### **Will there be a 322% increase of traffic in Sandymount?**

This refers to one road, Marine Drive, where an increase in traffic is expected from 7 to 29 vehicles at peak hour.

### **Will there be thousands of trucks seeking an alternative route through Sandymount?**

No. There are no changes to the right turn bans on Merrion Road towards Sandymount village, on Ailesbury Road or on Sandymount Avenue. These right turn bans reduce the number of vehicles travelling into Sandymount village. In addition, the whole of Sandymount is covered by the 5 axle HGV (Heavy Good Vehicles) ban, and most of the roads are also covered by 3.5 tonne limits. The HGV strategy introduced in 2007 removed 433 5+ axle vehicles per day from Strand Road. These vehicles diverted to the M50 and to the Tunnel instead. DCC will extend the current 5+ axle ban in the Sandymount area to 24 hours during the trial.

### **Why does the cycle route have to be on the road? Why not use the footpath, the promenade or create a boardwalk?**

Converting the footpath to a cycle lane would mean losing the footpath and an amenity on the sea side. This footpath is five times busier than the house side footpath. It would also take significant work (eg. extend the footpath, move lighting columns, install new drainage). This would take much longer to install than the trial option. A cycle lane on the existing promenade would require planning permission and an environmental assessment which would take a number of years. The challenge would still remain of how to bring cyclists through the stretch on the approach to Merrion Gates without losing a traffic lane. Due to the environmental sensitivities in the area, the construction of a boardwalk is likely to require a Natura Impact Statement (NIS) and An Bord Pleanála approval. This would take many years with no guarantee that approval would be granted.

### **How will the trial be evaluated?**

Traffic monitoring, additional CCTV traffic cameras and environmental monitoring have been installed in the area to help measure the impact of the trial.