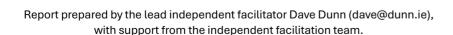
# Report on pre-design local stakeholder engagement for walking and cycling improvements in East Wall (connecting East Wall Road and North Wall Quay).

Sean O'Casey Community Centre on the 5th of March 2025.

#### Report Contents

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#### Some select quotes from the discussion:

"Traffic calming for all of East Wall!"

"This seems like a cycle lane through East Wall – this is not a cycle lane for East Wall".

"It is impossible. Walking is awful in the area, especially on East Road. The paths are too narrow, there's no trees, the cars speed and park badly."

"40 roads in East Wall will be impacted by any changes" [in traffic measures].

### 1. INTRODUCTION

#### 1.1 Introduction and background

This engagement report presents key findings and recommendations from discussions with the local community regarding active travel options to connect East Wall Road and North Wall Quay (the proposed project). The primary objective is to identify solutions that enhance walking and cycling, improve congestion, and add value for the local area and residents.

The report outlines the key concerns and suggestions raised by residents invited to the public engagement session, regarding proposed walking and cycling improvements in the study area – in particular along East Road and New Wapping Street.

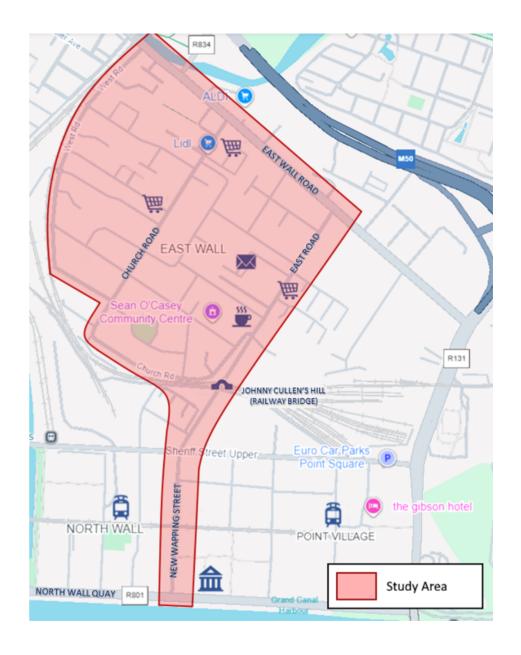
The intention of this report is to inform and influence the design choices that will be made as the proposed project progresses further.

The proposed project seeks to connect the existing active travel infrastructure on East Wall Road with the upcoming planned redevelopment works as part of Bus Connects on North Wall Quay.

Dublin City Council, Active Travel Programme Office, engaged the report author, Dave Dunn (independent facilitator), to design and facilitate the pre-design stakeholder engagement event on the proposed project. This pre-design engagement event took place on Wednesday 5<sup>th</sup> March 2025.

This proposed project is part of Dublin City's broader strategy to develop an <u>Active Travel Network</u>, aimed at promoting safe, sustainable, and accessible transport options for all users. This initiative is supported and funded by the <u>National Transport Authority's Active Travel Investment Programme</u>.

The work of Dublin City Council's Active Travel Programme Office is underpinned by aims and objectives set out in local and National Policy, such as the <u>Dublin City Development Plan</u> 2022-2028 and the Government's <u>Climate Action Plan 2024</u>. A key aim is the improvement of walking and cycling networks so that walking, cycling and public transport account for 83% of all journeys within Dublin City and 50% of all journeys nationwide.



#### 1.2. Summary overview

The report highlights the challenges faced by pedestrians, cyclists, and drivers, including congestion, poor infrastructure, and safety hazards. It also reflects the community's desire for improvements such as better traffic management, safer crossing points, and enhanced public spaces. Through the feedback, the report aims to provide a clearer understanding of local needs and guide future development plans in a way that benefits both residents and road users.

Participants were in agreement that there are several key walking and cycling improvements that are needed in the study area, and along East Road in particular. There were differing views about how to go about this, so that any proposed changes make life better for local people of East Wall, not worse. For example, some participants expressed opposition to the introduction of cycle lanes along East Road, arguing that the road is already too narrow. Other participants suggested that some kind of traffic calming measure to cut out through-traffic could include a better cycling experience.

This report does not claim to be one voice from the community but instead records the various – and sometimes opposing – perspectives of the stakeholders gathered at the event. This report intends to help the design team to understand and respond to the concerns and wishes of local stakeholders.



[Presentation slide excerpt East Wall to North Wall Active Travel Project, 5th March 2025]

#### 1.3 Methodology

Event facilitation design choices

**Focus group –** Considering the specific challenges of the site and the proposed project, and that it was an early-stage pre-design stakeholder engagement, the primary goal of the event was to hear local input into current challenges for walking and cycling in the area, and to hear local ideas for possible solutions to improve walking and cycling in the area. The choice was made to design for a facilitated in-person focus group style of mixed small groups of key local community stakeholders.

**Pre-registration** – The choice of focus group style of gathering limited the capacity at the event to a group size of about 20 participants (five each at four tables with an independent facilitator). To achieve equitable representation and to have the appropriate and relevant stakeholder voice in the room, the choice was made to make this event by invitation / registration. The intention was to reach a range of organisations and vantage points and to bring together a cross-section of individuals including people from the community groups, the local primary school, local sports clubs businesses, residents and the school traffic warden.

Invitation outreach – Invitees were identified through a variety of avenues. After initially briefing and informing the local Councillors (on Friday 24<sup>th</sup> January 2025) of the planned session for March 5<sup>th</sup>, Active Travel Office Engagement Officer gathered their invitee suggestions. Next, the Engagement Officer connected with DCC Local Area Officer who provided suggestions of leaders in the community and various different interest and activity groups, in order to spread the word about the event. Notice of registration for the event was also circulated in relevant community bulletins and circulars. Lastly, the Active Travel Office Engagement Officer and Dave physically walked the route and called into shops and buildings in the neighbourhood.

**Support facilitators** – Considering the short amount of time (only two hours) and the anticipated breadth and scope of fact finding and perspective hearing, it was decided to source and select a team of support facilitators for each table. These independent facilitators were sourced and briefed by the lead facilitator.

**Event attendance** – 19 out of the 20 invited guests participated on the night. Four staff from DCC's Active Travel engineering staff and City Architect office were in attendance. A representative from the design team (Active Travel Design Office Consulting Engineers) were also in attendance as an observer.

**Event outline** – Participants were given a presentation on the history of the area, the issues for a project focusing upon the development of active travel in the area and possible options.

This was followed by a discussion on what the current issues for footpath and road users in the area. These were captured under worksheet questions under a 'What is' title, and are presented in this report in section 2.

Following a brief break there was then a discussion on what recommendations people have for improving conditions for all road users. These were captured under worksheet questions under a 'What could be' title, and are presenting in this report in section 4 (General and specific recommendations).

**Taking notes –** Notes were written up by the facilitation team after the event. Most notes were written down by participants during and at the end of the discussion. Some notes taken by members of the project team were incorporated into this report by the lead facilitator. The choice of wording for the **item handle** was made by the report author (or else there was a direct quote that was used).

#### 1.4 Next steps of project and consultation

The project team will now begin to develop concept designs for the improvement of walking and cycling facilities in East Wall. Supported by the findings of this stakeholder engagement, these concepts will then be assessed and a preferred option will be identified. This preferred option is determined following the development of feasible cross-sections/ traffic management solutions of various options for the route and the undertaking of a Multi-Criteria Analysis (MCA), in accordance with the NTA's Project Approval Guidelines.

The preferred option will then be developed into a preliminary design. It is at this point that DCC will engage the wider community by hosting a public consultation and asking for the public's opinion of the proposed design. A public consultation event will be held to allow members of the public to provide feedback in-person, as well as online.

DCC aims to undertake this public consultation within the next 12 months. All attendees of the pre-design consultation workshop will be notified when this public consultation occurs.

Following public consultation, the project team will refine the design based on people's feedback. The project will then be developed in more detail and a tender for a contractor to construct the scheme will be created.

Prior to and during construction, DCC will liaise with the local community to minimise disruptions and inform the public about issues such as road closures. This may be done in a number of different ways, including the delivery of leaflets to homes and business and the publication of project updates on the DCC website. People can also register for DCC Alerts to receive traffic and project-related notifications.

DCC aims to start construction for this project in 2026, subject to funding.

#### **DPO/DPRO Consultation**

Separately to the above, DCC's Active Travel Programme Office has a dedicated process for priority engagement with Disabled Persons' Organisations/Disabled Persons' Representative Organisations (DPOs/DPROs). This process centres on the needs of DPOs/DPROs and includes a number of different stages to solicit their feedback and ensure that Active Travel schemes are accessible.

#### Contact details

The Active Travel Programme Office team are available to meet and answer queries throughout the project stages. They can be contacted at:

activetraveloffice@dublincity.ie; 01 22222536

Active Travel, Dublin City Council, Cavendish House, Arran Court, Dublin 7, D07 H5CH

## 2. ISSUES & CONCERNS

Here below are the results from the 'What is' phase of the stakeholder event discussions, and captures from the session worksheets.

The items here listed are a presentation of the local knowledge, local insights and local perspectives from those guests present on the evening of March 5<sup>th</sup>.

#### 2.1 GENERAL ISSUES

#### 2.1.1 East Wall Traffic Management plan

- Stalled East Wall traffic management plan It was noted that the community
  were promised by DCC a Traffic Management Plan 20 years ago (approx. 1997) and
  they are still waiting.
  - o This traffic plan was to include a bus gate scheme for Johnny Cullen's Hill.
  - Residents have been told that it couldn't be put in until the developments in the area were finished.

#### 2.1.2 Footpath condition

- "The footpath is in bits." Poor footpaths were reported by a number of
  participants with it being indicated that the footpaths are not wide enough in
  particular places. Footpaths were described as being 'like an obstacle course.'
- Footpath accessibility is impacted by poor streetside parking behaviours (see below).
- There is a broken shore (storm drain grate) on the footpath causing a problem for children and parents and scooters on East Road (at the pub).
- "The apartments were built so close to the roadside that there is no space for footpaths", impacting on access and permeability in the neighbourhood.

#### 2.1.3 Parking issues (Streetside and underground)

 Streetside parking blocking the footpath is a significant issue, on East Road in particular.

- Streetside parking at junctions is a particular nuisance causing knock-on effects for all road users.
- 'Inconsiderate parking' by construction and commercial vehicles making it
  harder for pedestrians and cyclists has been a major nuisance for several years in
  the area.
  - Prior measures by locals and DCC to curtail this inconsiderate parking (by putting planters at junction corners), has been met with push back.
- Lack of local parking options Local parking constraints were highlighted as a concern by some participants.
- Apartments lack parking spaces People parking on the path was attributed to numbers of people living in apartments with no parking allocate to them.
  - "There are only 200 underground parking spots for 540 apartment units."
- Bin day mayhem The presence of wheelie bins on the footpaths and roads during bin collection days further obstructs the flow of traffic and pedestrians, creating additional hazards and avoidable frustrations for all route users.



[Presentation slide excerpt East Wall to North Wall Active Travel Project, 5th March 2025]

#### 2.1.4 Pedestrian crossings

- Crossing from houses to the shops is hard Pedestrians seeking to cross the
  roads, particularly East Road, face many challenges, as there are no zebra crossing
  or pedestrian lights. There are no safe places to cross East Road where you would
  want to (e.g. at the café, the shops, the school.)
  - o "It is difficult for people crossing at East Road to get to Church Road."
  - Many elderly residents generally don't drive and are reliant on the bus on east side of East Road, accessing this is particularly hard without any safe pedestrian crossings.

# 2.1.5 Vehicle behaviour (e.g. through-traffic volumes and vehicle speed)

- Through-traffic (not local access) uses New Wapping Street and East Road as a short-cut to the alternative route of North Wall Quay – Point Depot – East Wall Road.
  - "There are too many cars!" At peak times, getting through East Road can take 20 minutes, which is a frustrating experience.
- The roads are often congested, causing significant delays even for short trips.
  - In particular, residents on side roads report difficulty exiting onto East Road due to the traffic.
- Speeding on the road by vehicles was identified as an issue which increases the dangers for pedestrians seeking to cross the road and for cyclists as road users.
- Previous attempts at traffic calming at the bottom of Johnny Cullens Hill (junction East Road with Church Road) were very disruptive to local access, and were undone.
- Some participants noted that aggressive and careless driving is also a concern, with the lack of consistent road policing and enforcement of traffic rules further compounding the local traffic problems.
  - It was noted that poorly maintained roads with potholes leads to unsafe driving conditions.

#### 2.1.6 Street features (road markings, street lighting, etc.)

- "There are not enough traffic markings on East Road" (e.g. double yellow lines, white lines lane markings, etc.)
  - There are no yellow boxes on East Road at junctions with its side streets (Caledon Road, Ravensdale Road, Bargy Road) and at entrances to the apartment complexes (Teeling Way, Alexandra Place, The Beckett Building) to allow residents to safely pull out onto the road.
- A number of participants reported poor street lighting which makes people feel less safe or reluctant to walk on the roads during dark hours.

#### 2.1.7 Cycling road space and road condition

- Safety is an issue for cyclists with one participant describing the roads as some of the most 'dangerous in Dublin' for cyclists.
- If cycling, you are sandwiched between parked cars and moving traffic, because of the narrow roads.
- Because of the poor road condition, one participant noted that it is "very difficult to cycle on East Road" and they have to cycle out in the middle of the road.
  - 'Cycling along the roads is hostile.'
- A number of participants lamented the issue of cyclists on footpaths, which it is claimed further complicates walking on the two roads in question, as already narrow spaces become even more hazardous.
- There is little or no suitable bike parking facilities in the study area.
- The cobblestone edges of the road in some places increases the risk of accidents and make the cycling experience often very unpleasant.

#### 2.1.8 Cycling culture and behaviour

- There was general consensus that much needs to be done to improve cycling culture.
- East Wall is a popular cycling route for commuters into and from town.
- Cycling on the two roads was deemed by some participants to be very dangerous,
  - It was suggested this was worsened by careless behaviour of some cycle couriers and food delivery cyclists.

- Many cyclists and scooters are coming through quickly, at high speed and they
  often fail to stop at appropriate junctions for example, at the school traffic warden
  (lollipop lady).
  - Similarly challenging cycle spots were known to be on James Larkin Road, near St Columban's School.
- It was observed by a participant that, to date, there are not many sightings of people
  using cargo bikes in East Wall, like you might see in other parts of the city.

#### 2.1.9 Landscaping and public realm infrastructure

- It was described as 'not a nice experience' to walk through the area. Green spaces
  are notably absent and community park spaces (large and small) are sorely lacking.
  - One participants summarised this idea well by saying that the area is not 'lovely' which makes it less attractive for people to want to walk or cycle through it.
- The roads themselves are often dusty and dirty, contributing to an unpleasant walking experience.
- The presence of litter and anti-social behaviour, particularly near the steps leading to Johnny Cullen's Hill, further detracts from the area's walkability.
- There are no benches or seating along the route area, and little else in the rest of East Wall.
- The only community green space a strip of linear park (at the bottom of Jonny Cullens Hill adjacent to Café), is the only green space along East Road and New Wapping Street. It is used by dog walkers and in December a Christmas tree is usually put at the entrance (just inside the gate).

#### 2.1.10 Health and Wellbeing

- One resident noted that community groups had consulted with local GPs and it had been indicated that there was a "52% higher rate of respiratory issues in the area" which were attributed to high levels of traffic and dust from building works.
- There are drug issues in the area and public seating becomes an area for drug use.
- It was commented that the new developments have not contributed to the improvement of the area.









#### 2.2 SPECIFIC ISSUES

#### 2.2.1 The East Wall Road - Church Road junction at Aldi

Participants unanimously referenced the new double bike lane developed on the East Wall Road and its three junctions (Church Road, Aldi and East Road junctions).

- Participants shared that it was very confusing and frustrating to travel along these points either by bike or by car.
- The junction of East Wall Road and Church Road and all of the right turns to side roads of East Wall Road were described as "a disaster."
- Many participants were vocal about the cycle lane crossing at Aldi supermarket being confusing for both cyclists and motorists.
  - To drive out of the supermarket car park you most first cross a double cycle-lane, before then navigating double motor lanes.
  - There is confusion about who has right of way, when cars are looking to exit the car park.
  - Making things more complicated here is that some users of the cycle lane are on scooters and travelling at very high speed.

# 2.2.2 Traffic bottleneck at East Road and East Wall Road (at St Joseph's school)

- The junction at East Road and East Wall Road is a significant traffic bottleneck, affecting vehicles, cyclists, and pedestrians.
- Cars turning onto East Wall Road from East Road and vice versa are experiencing severe delays, especially at peak traffic circulation times and at school drop off and pick up.
  - The traffic lights only let one car pass through at a time. This causes jams.
- Cyclists face challenges due to unclear crossing paths at the junction, leading to safety concerns, especially for those crossing from East Wall Road onto East Road.
   It is unclear who has right of way in some instances.
- Pedestrian safety, particularly for schoolchildren crossing further down the road, is compromised by heavy, incessant traffic flow during rush hours.

 There is a new hotel and new apartment block on East Wall Road which is likely to open soon and cause a further increase in traffic and congestion in the local area.

#### 2.2.3 School-Related issues on East Wall Road

- The school drop off at peak rush hour is a significant bottleneck.
  - o It is believed to be made worse by the lack of anywhere dedicated for people to park when dropping off children.
  - Concern that there is no separation barrier (e.g. planting) between the footpath and the cycle lane outside the school, becomes very busy with high risk of conflict at school open/close.
  - The absence of a designated disabled parking space. (DCC have been informed by the principal.)
  - There is illegal parking by parents during the drop off and pick up times, which has led to complaints from the Port Tunnel authority.
- The pencil bollards outside the school have helped and provided some measure of traffic calming. It has highlighted the presence of a school as it was not visible enough.
- The school principal raised the need for safety improvements at the entrance/exit to the school, specifically he noted that he had written to the appropriate authorities regarding the following:
  - The installation of railings or greenery to separate the footpath (and children) from the cycle path (a speeding bikes/e-scooters) to ensure student safety.
- Flashing school lights at the school on East Wall Road are not working.

#### 2.2.4 Traffic challenges for residents of Island Key and Teeling Way

- Residents struggle to safely exit their apartment driveways due to traffic congestion.
- Temporary measures, such as introducing planting at the exit to enhance visibility and prohibit parking up against the exit, have been ineffective as they are frequently moved.
- There is also a creche at Teeling Way.

#### 2.2.5 Public transport volume on East Road

- The large number of buses using East Road was discussed in detail in particular, the routes 53, 151, and N4. It was noted that there is little space for buses driving in opposite directions to comfortably pass each other.
- Cars are frequently required to give way to oncoming public transport. Pulling onto East Road from neighbouring streets and avenues is a challenge.
- Public transport links are important for the local community, both providing a route into town, and key routes to Beaumont hospital and Blanchardstown shopping centre.
- Some buses stop twice on the road, once near the East Road Café, and again further up near the GK Hire.

# 2.2.6 Construction and commercial vehicle disruptions (due to inconsiderate parking)

- Construction vehicles on East Road are a recurring issue, both temporary and permanent vehicles.
- Marshall Yard construction vehicles associated with the development, causing congestion near the Hill
- White vans (incoming from the tunnel works and other construction sites nearby) frequently causing obstructions near Centra shop, especially during the school drop off period.
- Pay & Display has been offered to local residents in the past. For this to be adopted, a majority of local residents on a street need to be in favour.
  - o Currently, only Upper Mayor Street has Pay & Display locally.
  - Reference to DCC webpage: <u>Criteria for the introduction of a Pay and Display and Permit Parking Scheme</u>.
    - "A proposed Parking Scheme will be subject to a plebiscite of the residents concerned listed on the Register of Electors."

# 2.2.7 Infrastructure and capacity concerns around the new development at Marshall Yards

- The upcoming 500+-apartment development raised concerns about increased traffic, local parking pressures, and school place availability.
- Parking concerns were exacerbated by the fact that only 200 parking spaces are planned for the development of 500+ apartments.
- The construction vehicles for site tradesmen causes problems due to poor parking behaviour.
- There is a lack of light on East Road as a result of tall buildings being developed.

#### 2.2.8 Johnny Cullen Hill and Pedestrian Safety

- The 'no left hand turn' trial From East Road (at the Hill) left turn onto Church Road
  was once restricted (a few years back). This did not work as it left traffic turning left
  on Caledon Road and Ravensdale Roads and caused major problems, as this road
  is too narrow to accommodate large volumes of traffic.
- The current 'shuttle system' solution at Johnny Cullen Hill is considered effective, but concerns exist over the potential future impact at this point in the road due to the increased residential traffic expected to be moving to and from the new development.
- The idea of a footpath running alongside/underneath Johnny Cullen Hill was briefly discussed but deemed impractical due to the railway – a similar design to the Newcomen Bridge on North Strand.

#### 2.2.9 New Wapping Street

- New Wapping Street is very restricted with existing parking bays on both sides.
- The LUAS presents a challenge as it cuts Wapping street in half.
- When people are crossing at the junction with the LUAS and New Wapping street, particularly during busy parts of the day, it can be unsafe due to many people crossing the road at the same time.
- It was noted that the landscaping on Wapping St is 'hit or miss.' One person remarked that the 'vegetation' is not for the residents but 'behind glass in the new offices' in AL Goodbody, Central Bank etc.

#### 2.2.10 Local Business access and commercial vehicles

- It was also noted that it is important for the proposed project to consider the vehicle needs of local businesses and commercial users in the study area (East Road Café, GK Hire, An Post, Seabank House Pub, Centra, etc.)
- Delivery trucks to various businesses can cause traffic obstructions, particularly during peak hours (e.g. 8:30-9:00 AM).
- Local commercial vehicles sometimes park on the nearby residential side streets, causing congestion near those junctions.

#### 2.2.11 other notes

- Volunteer cleanup Residents get out on a Saturday morning to clean up different areas because the council don't do it.
- Emergency access There is no provision for the Emergency Services to get up and down the East Wall road when the traffic is heavy.
- A participant queried the data relating to walking traffic survey results, suggesting
  that they feel inflated (because they account for people walking through the area).
   "The reference in the presentation to a 28% walking statistic is misleading as
  most walkers are coming off the LUAS" (and so are not local to the area).



[Presentation slide excerpt East Wall to North Wall Active Travel Project, 5th March 2025]

## 3. RISKS

This section is an interpretation, by the facilitator, of risk themes relating to this proposed project. This section arises from a consideration of all the participants' contributions, but are not directly attributable to any singular contribution.

At the meeting, participants identified upcoming risks and challenges connected with and related to the proposed project, including the following:

- The risk of improper planning / Unintended consequences of traffic behaviour changes in East Wall.
  - There are approx. 40 roads in the East Wall neighbourhood these will be impacted by any changes made to East Road or New Wapping Street (the proposed route corridor). So there is a risk that making changes to East Road and/or New Wapping Street will create problems in other areas of the community.
    - Risk of creating rat-running along Church Street, West Road and side streets of East Wall.
    - Redirecting traffic or implementing a one-way system would require careful planning to avoid negatively affecting residents.
- There is a risk that that built-out cycle lanes (while helping to make cycling safer)
   will cause more traffic congestion and make more difficult for motorists to navigate.
  - The addition of built out cycle lanes on East Road would require multiple junction areas for side streets, apartments, commercial access (An Post, GK Hire, etc.)
  - Repeats of the East Wall Road/Church Road junction confusion "disaster".
- There is also concern about potential changes that could increase dirt, dust, and noise without offering any real benefit to the local community ("Will it just be for people to cycle through East Wall?")
- There is a risk that changes to the road layout will reduce the current good quality of bus services along the route.
- On narrowed roads, there was concern narrowing roads would lead to a backlog of traffic.
- There is a concern that the new apartment accommodation in the area, will further exacerbate existing congestion and parking problems.

## 4. SUGGESTIONS

Results from the 'What could be' phase of the stakeholder event, and captures from the session worksheets. The items here listed are a presentation of the ideas and suggestions that were explored over discussion by those guests present on the evening of March 5<sup>th</sup>.

#### 4.1 GENERAL SUGGESTIONS

- It was communicated that the new infrastructure 'has to be suitable for all ages (children, parents with buggies & elderly).'
- One participant noted the importance of connected travel and being able to easily move from one mode of transport to another (e.g. LUAS, bus and Docklands train station).
- There is a desire for improved policing of road rules, particularly the removal of cyclists from narrow footpaths.
- In an ideal world, cycling infrastructure would be integrated into any future development plans, creating a safer and more accessible environment for all users.
- Take into consideration how peak-hour traffic volumes will be impacted by any proposed changes.

#### 4.2 MAKE IT 'MORE WELCOMING'

- 'Community pride' was indicated to be an important part of a future project.
- The participants recommended making the area more welcoming through increased: greening, 'green areas', street lighting and seating.
- Greening was said to be important for making walking through the area 'more
  welcoming', particularly for local residents who have seen their low-rise
  neighbourhood significantly altered with high-rise developments which block out
  the light.
  - Consider the example of Niall Street in Stoney Batter (mentioned by one resident).
- There is an opportunity for the Parks Service of Dublin City Corporation to undertake
  mature planting in the area, improving both the sustainability and the aesthetic
  appeal of the locality.

One participant wrote that "active travel makes areas more beautiful."

#### 4.3 TRAFFIC CALMING OPTIONS

There was an appetite amongst most participants for traffic calming measures to be prioritised in order to reduce the speed of road traffic and create a safer environment for pedestrians, cyclists, and drivers. There were various ideas proposed for traffic calming options – along East Road in particular.

It was noted that since East Road and New Wapping Street are different widths, they may require completely different solutions.

Each suggestion had varying degrees of support, and overall there was uncertainty which traffic calming solution would work best.

It was noted that it is important that – whichever option is chosen – it works well for local residents who drive. Some of the options for the design team to consider were:

- Consider traffic calming measures for all of East Wall, not just along New Wapping Street and East Road.
  - Consider ramps and speed bumps to control driver speeds.
- Consider making East Road a one-way road to improve and reduce traffic flow in the area.
  - It was unclear at the meeting which direction would be best for a one-way choice.
  - Also it was considered important that bus services remain accessible.
- Like on Johnny Cullen Hill, it was suggested that another shuttle system might work well, further up the road.
- Consider bus gate at Johnny Cullen's Hill (East Road made one-way for cars, and two-ways for buses).
  - EITHER Enter only for buses to Johnny Cullen's Hill from New Wapping Street to East Road.
  - OR install bollards about half-way down East Road (to block through traffic).
- Consider raised crossings to improve safety for pedestrians and make crossing the road easier.

- Consider: staggered junction boxes; and narrowed roads; and/or using planters to create chicanes.
- Consider 'no entry' from East Road to side streets (Caledon Road, Ravensdale Road and Bargy Road) and instead provide access from Church Road to these streets.
- Consider traffic lights at key points along East Road to help manage the flow of traffic and provide safe crossing points for pedestrians and cyclists.
- Consider protected cycle lanes to connect East Wall Road and North Wall Quay.
  - Consider a two-way cycle lane on one side of the road, going in both directions, (like the two-way cycle lane now in place where the Alfie Byrne Road meets East Wall Road) which is preferrable to a single cycle lane on either side of the road.

#### 4.4 PEDESTRIAN RELATED SUGGESTIONS

- Pedestrian links from East Wall to North Wall would be a welcome improvement, connecting the two areas more effectively.
- Consider zebra crossings along the proposed route, particularly at the Church Road to East Road junction, and near the school at the top of East Road (north end).
- Better quality footpaths were recommended by participants to improve accessibility

   throughout the East Wall neighbourhood.
  - Continuous footpaths were mentioned as an option where there is no dip down, upon crossing at a road junction (e.g. the road rises up for vehicles).
- Improved policing of parking or changes to parking on the roads to address 'inconsiderate parking' was also mentioned.
  - Consider 'Pay & Display' for parking control along the route.

#### 4.5 CYCLING CULTURE SUGGESTIONS

- Bike and cargo bike hire was also recommended to improve access of people to bike lanes, particularly for parents and their children. (There are no Dublin Bikes stands in East Wall.)
- Consider cycle lane at peak hours e.g. 8am-10am and 4pm to 6pm (so no parking allowed at street-side during these hours).

- Consider installing dedicated cyclist traffic lights at key junctions (e.g. East Wall Road and East Road junction).
- Consider road re-surfacing to fix potholes, throughout the neighbourhood.
- As a general rule, ensure cycle paths are not flush with the footpath; a raised footpath is needed to prevent cyclists from easily weaving between the cycle path and the footpath.

#### **4.6 CONSIDER ALTERNATIVE ROUTES**

- RE Johnny Cullen Hill, consider alternative by linking of Blythe Avenue and Sheriff
   Street via a walking-cycling bridge (near the train station) similar in ways to the one on the canal cycle route.
  - Strategically important, would link to canal, Liffey, Dock Road, NTA buspark, DART West Luas etc.
  - It was mentioned that this was proposed previously and it would reinstate a historic route in the area prior to building rail lines.
- Re New Wapping Street, consider an alternative along Spencer Place & Abercorn
   Road as a means to connect Sheriff Street and North Wall Ouav.
  - Quiet, new streets with currently no through-traffic on.
  - Note: this is currently outside the boundary of the Study Area delineation [see map at top of this document].

#### 4.7 PUBLIC TRANSPORT RELATED SUGGESTIONS

- Consider a consolidation of the various bus stops and scheduling along East Road. A better consolidation of bus scheduling may allow for the removal of one bus stop in each direction, providing additional space for other uses on East Road.
  - A participant suggested a smaller bus route/ smaller buses just to serve the area.
- Further consult on proposals to reduce public transport options on East Road, specifically:
  - 53 bus route (From Talbot St. to Dublin Ferryport): Coming from town, stop at the East Road Café, remove the second stop further up East Road,

and require the bus to turn back over the bridge and circulate around the Point.

- N4 bus route (Point Village to Blanchardstown Shopping Centre):
   Suggestion to reroute the bus coming from town out of the area, and instead to take a right toward the Point at New Wapping Road junction.
   Concerns about this suggestion by some due to the route's importance for access to Beaumont Hospital and Blanchardstown shopping centre.
- 151 bus route (From Docklands (East Rd.) to Foxborough (Balgaddy Rd.): No major proposed changes, but option to explore originate/terminate at East Wall Road instead of East Road.
- Consider laybys for buses to pull in, allowing them to pass each other.

#### 4.8 IMPROVE MOTOR VEHICLE EXPERIENCES

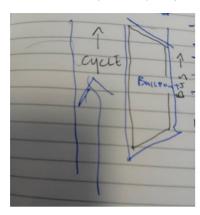
- Tweak the traffic lights Review the traffic light sequencing at East Wall Road and East Road to optimise flow for all road users, giving consideration to crossing time for school children further down the road.
- Signage near the school Install greater signage at East Wall Road and East Road to improve awareness of cyclists and to clarify cycle path navigation.
  - Greater signage to ensure vehicles turning from East Road onto East Wall Road (heading east) may be necessary.
- Consider installing a second set of traffic lights on East Road near the residences
  of Island Key and Teeling Way to facilitate residents turning onto the road, and to
  encourage less through traffic and to facilitate traffic calming in the area.
  - Complement the second set of lights with ramps and a pedestrian crossing to further enhance safety.
- Install double yellow lines and yellow junction boxes (because people can't get out
  of house in car) at:
  - Junction of Seaview Avenue and Church Road
  - Junction East Road and Church Road (at East Road café)
  - Junctions of Abercorn Road and Sherriff Street

Consider **improving markings on the cycle path** in the area around the school crossing to alert cyclists to the pedestrians using the area. The existing yellow box at Bargy Road and East Road should be complemented by a flashing light, coloured tarmac, and if necessary, a slight raise or wide ramp in the road to indicate the special zone.

#### 4.9 OTHER SPECIFIC SUGGESTIONS

- Pocket parks Consider reclaiming pockets of derelict lands around the area to be developed to create more vibrant and useful community spaces(s).
- A green space outside Island Key with a bike rack might help improve the feel of the area.
- Incentivise gardens to driveways Consider offering financial support for homeowners with gardens to convert them into driveways, particularly on Ravensdale Road and Bargy Road.
- New Church parking bays Create parking bays near the church by utilising the
  currently unused wide footpath (remove the footpath and railings and allow parking
   pedestrians can use the footpath on the other side of the road).
  - Could this space be used to provide additional parking for residents, possible alleviating pavement parking in other locations?
- Better lighting was indicated to be an important part of increasing safety for pedestrians and cyclists and to increase the likelihood of their use of the roads.
- At the bottom of Johnny Cullen's Hill (junction of East Road and Church Road, at the café):
  - Consider a combination of traffic calming measures and improvements to the public space.
- Consider re-polling street residents on proposals for Pay & Display (permit parking).
- For bin days, can space be designed for bin pickup areas, so people can also walk along the footpaths?

 Suggestion that the existing buildouts on Johnny Cullen's Hill be reduced in size in order to allow buses and cyclists to pass (sketch below):



- It was suggested to have more visible policing, both in vehicles and on foot, as
  essential elements to enforce traffic rules and create a safer environment.
  - Consider the use of traffic cameras to positively influence driver behaviours.

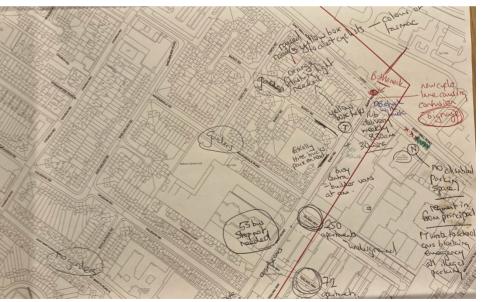


It is suggested by participants that a broader consultation exercise is undertaken with more community representatives. After this point, design options should be drawn up and come back to the same group for their feedback and improvement, before a final design is selected.

- There was a suggestion that a local resident liaison within Dublin City Council, would be helpful for any development or planning in the area, to ensure community concerns are addressed and the community's voice is heard.
- There is a need for a collaborative approach to future developments in the area. A
  partnership model involving all stakeholders, including residents, local
  representatives, Gardaí, local government and the business community, is essential
  for effective communication and planning.
- Many residents expressed frustration with previous engagement processes and hope that this one will yield tangible results for the community.



[Example small group notes and workings on drawings, 5th March 2025]



[Example small group notes and workings on drawings, 5th March 2025]

## 5. CONCLUSIONS

#### **5.1 SUMMARY**

The consultation identified critical issues affecting traffic, safety, and transport infrastructure in East Wall. The community largely agrees on the need for improvements in:

- Creating a safer environment for pedestrians, especially schoolchildren and elderly.
- Maintaining a strong community feel and ensuring a safe, sustainable environment for residents is key.
- Using the opportunity of these road improvements to include greening inputs and community enhancements.
- Reducing the volume of through-traffic on the two roads, which would improve safety and the quality of life for local residents.
- Addressing parking challenges through creative solutions.
- Enhancing cycling infrastructure to increase safety for cyclists and scooters.
- Using road infrastructure to promote responsible cycling and scooter habits.
- Reviewing bus routes to balance efficiency and community needs.
- Mitigating construction vehicle disruptions.
- Managing broader community infrastructure in light of new developments.

Further discussions and feasibility studies will be required to refine and implement these solutions, ensuring they align with the broader vision for the community's well-being and sustainability.

In summary, there are numerous concerns about road use in the East Wall area, particularly regarding the safety of pedestrians, cyclists, and drivers. While improvements such as traffic calming, better pedestrian access and the addition of green spaces are needed, residents are also concerned about the potential negative effects of further development and traffic increases. The participants at the event called for a more community-focused approach, involving residents in decision-making to ensure that future developments serve their needs, and create a safer and more sustainable environment in the area.

#### 5.2 Questions for the proposed project

An interpretation, by the facilitator, of relevant design questions that the project team could consider offering responses to, in their future stakeholder engagements.

- How will this project improve walking, cycling and driving for people in East Wall?
- How can traffic calming work for the people of East Wall? How will this proposed project help to keep vehicles from using East Wall as a rat-run (a short-cut to avoid going down to the Point and along East Wall Road)?
  - "Are we creating another traffic jam?"
- What are the criteria that the decision-makers will use to assess which option to go for?
- How can the new street infrastructure make it easier to keep the roads clean and tidy (by the council as well as by local volunteer efforts)?
- How can the proposed project align with the planned developments by larnród Eireann and the Dublin Port Company?
- Why did the cycle lane along East Wall Road stop at the school?
- How can design options that might arise from this proposed project be discussed and explored with the local people who will be affected by them?



[Example small group notes and workings on drawings, 5th March 2025]

## 6. APPENDICES

#### **6.1 GLOSSARY OF SOME TERMS**

- DCC, Dublin City Council
- NTA, National Transport Authority
- Active Travel refers to any mode of transport that uses your own energy or involves physical exercise. Think walking, wheeling and cycling.)
- A modal filter, sometimes referred to as a point closure, is a road design that restricts the passage of certain types of vehicle in road transport.

#### **6.2 PROJECT WEBSITE**

Webpage where more information and updates regarding the proposed project (<u>East Wall to North Wall Active Travel Project</u>) can be found.

#### **6.3 OTHER RELEVANT PLANS**

- North East Inner City Greening Strategy, 2018, Ait Urbanism
- Dublin City Council's Active Travel Network
  - Map of all Active Travel Network plans
- The Greater Dublin Area Cycle Network Plan
- Government Climate Action Plan 2024
- Relevant Active Travel Projects in Dublin Central
  - The Point Pedestrian and Cycle Bridge and Tom Clarke Bridge Widening Works
  - East Coast Trail: Alfie Byrne Road to East Wall Road Route (completed August 2024)
- National Transport Authority Project Approval Guidelines 2024

#### **6.4 PROPOSED PROJECT OBJECTIVES** (as identified by the project team on 3<sup>rd</sup> March)

- Improve quality of life This scheme will enhance quality of life by improving access, connectivity and sustainable mobility for all, whilst reducing transportrelated carbon emissions.
- Safer walking & cycling The scheme will provide a safer environment for walking and cycling for all users, including people accessing local community facilities such as St. Joseph's School and Daisy Days Childcare.
- Connect the community The scheme will improve opportunities for people to travel by walking, wheeling, and cycling to work, school, shops and other community facilities.
- Reduce risk of accidents The scheme will help reduce the risk of pedestrian and
  cyclist collisions through the introduction of traffic calming measures and improved
  crossing locations for pedestrians.
- Encourage health The scheme will promote physical and mental wellbeing through the provision of a safe and attractive route for walking wheeling and cycling.
- Connect with the network The scheme will contribute to the delivery of Dublin City Council's Active Travel Network by providing walking and cycling facilities that link East Wall Road and North Wall Ouay.

#### 6.5 PROPOSED PROJECT INTENTIONS (as identified by the project team, 3rd March)

- Widening of the footpath Where possible, this proposed project will attempt to widen footpaths to improve walking conditions.
- Greening Depending on available space, this proposed project will look to introduce trees and planting along the route where possible.
- Make crossings safer This proposed project will seek to make pedestrian crossings safer along the route.
- Reduce through traffic This proposed project will aim to reduce through traffic volumes along New Wapping Street and East Road, while preserving local residential access and bus services in the area.
- Traffic calming This proposed project should result in a safer traffic calmed street. There are various ways this can be achieved, e.g. road narrowing (wider footpaths) or providing more pedestrian crossings, all of which will be fully explored.
- Connect two routes This proposed project will link the new active travel route on East Wall Road with North Wall Quay. North Wall Quay is scheduled to be redeveloped under the Bus Connects project, Ringsend to City Centre Core Bus Corridor.

#### **6.6 EVENT INVITATIONS**

#### 6.6.1 Registration Confirmation of Acceptance

Dear NAME, Thank you for registering to attend a local workshop for Dublin City Council's proposed **East Wall Road to North Wall Active Travel Project.** 

I am delighted to confirm that you have been selected to participate in this workshop. Please see key details below.

**Event:** Early Engagement Workshop for Local Community Members

Date: Wednesday 5 March

Time: 6PM-8PM

Location: Sean O'Casey Community Centre (18-26 St Mary's Rd, NORTH, East Wall,

Dublin, D03 AY74)

**Refreshments:** There will be light refreshments and teas/coffees.

Contact details: If there are any issues on the day, please contact Kristina by phone or

WhatsApp message at 087 091 8246.

Event purpose: To hear and learn from local stakeholders about the East Road and New Wapping Street road design: challenges, issues and opportunities.

#### **About the Project**

The project proposes the creation of a safe active travel route, forming part of the DCC Active Travel Network, to link the recently constructed active travel facilities on East Wall Road to North Wall Quay. ('Active Travel' refers to any mode of transport that uses your own energy or involves physical exercise. Think walking, wheeling and cycling.)

[Project Study Area map included here]

#### **About the Workshop**

We have invited residents and community representatives from around the project study area to register for this workshop. It is important to DCC that our active travel projects incorporate the knowledge and needs of local stakeholders. During this workshop, we will introduce the project and gather your insights before any design work occurs. This will be a small workshop of 20 people maximum, and will be hosted by an independent facilitator.

The format of the workshop will be an initial presentation from DCC followed by round-table discussions where we will gather your input.

The purpose of the evening event is for the team behind the proposed design scheme to listen and hear the perspectives and insights of local users and stakeholders.

Following the workshop, a report will be produced which will be provided to attendees and used to enhance future designs.

#### There is no need for attendees to prepare anything in advance.

Further opportunities for public participation in the non-statutory consultation process, including a public event, will occur later in the project's development. Notifications about this later public consultation phase will be communicated through our website, social media, and leaflet drops.

#### **Special accommodations**

We have welcomed adults of all ages, abilities, and backgrounds to register to this workshop. If you require any special accommodations or have any questions, please do let us know.

#### 6.6.2 Reminder email

(issued Monday 3rd March 2025)

We are looking forward to meeting with you on Wednesday evening.

Here is a short outline to help you know what to expect.

This event is a pre-design focus group. Before the project team can produce any plans, we want to find out local knowledge and listen to what is important to local people.

After a presentation with some useful background information, the conversations will be facilitated at several roundtables by independent facilitators. Before the end of the evening there will be a chance to hear from each of the tables.

The output of this event will be a report, which will inform the putting together of the first design proposals. To help with this report writing, there may be some photographs taken on the evening. It is completely okay if you do not want to appear in a report photo (we will ask for your consent for photography).

Please let us know if you have any questions beforehand, or if you have any needs that we should be aware of on the night.

#### **6.7 SESSION OUTLINE**

The main elements of the workshop were run as facilitated small group work at tables of four or five local stakeholders. The session opened with welcoming words from the lead facilitator, followed by a presentation from the DCC project team. After the small group work, the session wrapped up with 20 mins of report outs from each table, before closing words by the project team.

#### The getting settled stages

On arrival participants were greeted and directed to a pre-assigned table with a facilitator. The table facilitator began engaging the participants – either in connecting small talk or with introductions to some of the activity materials on their table (as appropriate). Once most of the participants had arrived, the lead facilitator will gave welcoming words and orientation for the evening's activities. Then, the project team had about 15 minutes to present information about the initiative. This set the context for the small group work to follow.

#### The small group activities

The discussions at the tables were guided by activity sheets and focus questions from the facilitators. The first phase of focus questions were 'What is' enquiries, seeking to hear and learn about how various kinds of users engage with East Road and New Wapping Street (including how they feel about it). The second phase of questions were 'What could be' enquiries, seeking to find out the exact worries, hopes and suggestions that are on people's minds in relation to the proposed project. The facilitators were focused on facilitating – not taking notes – so they were instructed to adopt the mantra of 'for it to be reported, it must be written down – by someone'. Project team members were observing near each table and onhand to answer any particular relevant queries.

#### The wrapping up

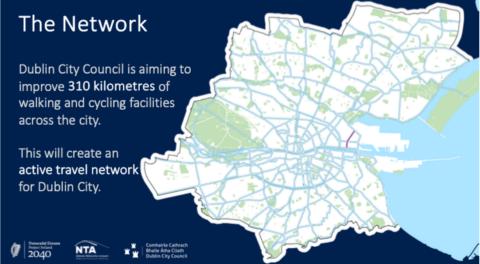
As the event approached the close (likely after 1930), the lead facilitator heard some flavours of the kinds of conversations at each of the four small groups. This reporting back helped towards feeling heard, and allowed for outstanding questions to be asked of the project team. The evening closed with a short reminder from the facilitator on what participants can expect will be next steps.

#### The report

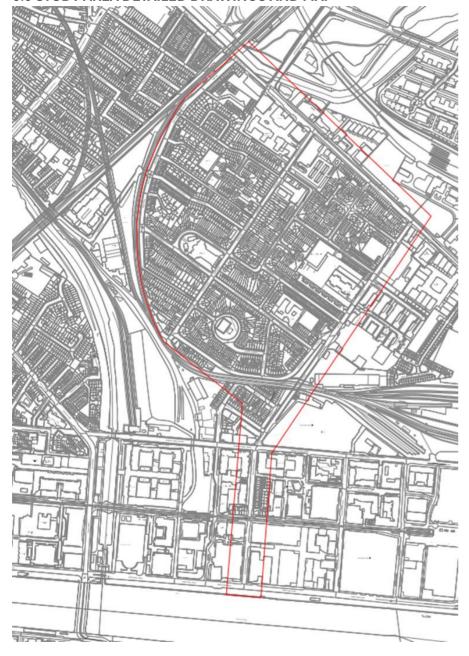
This report from the event was produced by the facilitation team, collecting and collating the capture of the discussions at the small groups. There was some additional reporting from the lead facilitator with general observations from the night, as well as some contributions from the project team. The report will be made accessible to the public on the DCC project site.

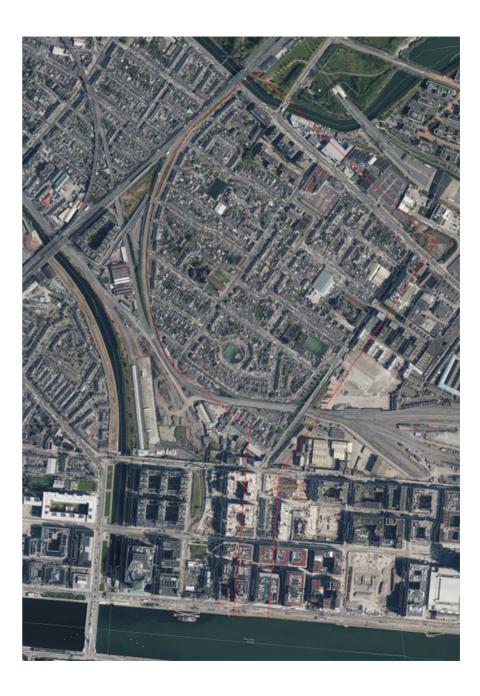
#### **6.8 DUBLIN CITY ACTIVE TRAVEL NETWORK MAP**





#### **6.9 STUDY AREA DETAILED DRAWINGS AND MAP**





#### **6.10 WORKSHOP WORKSHEETS**

Worksheets designed by the facilitator for the session.

Pre-design engagement for walking and cycling improvements, on East Road and New Wapping Street.

[What gets written down, gets written up.]



What can you tell us about the current situation for road users?

What is it like walking on the two roads?	What kind of road use causes problems?
Wheelchair users, children on scooters and others also want to use the pavement.	Tell us what are the things about the two roads that are problems.
What is it like cycling on the two roads?	What is missing on the two roads?
	Tell us what are the things that aren't there right now, but that you would like to see.
What is it like driving on the two roads?	What to maintain and improve?
For commuters, buses, delivery vehicles and more.	What do you like about the two roads that could be improved on?

Pre-design engagement for walking and cycling improvements, on East Road and New Wapping Street.

[What gets written down, gets written up.]

# WHAT COULD BE

What recommendations have you got that would improve things for all road users?

What do you want not to happen?	What do you wish would happen?
What are your concerns and worries?	There could be an opportunity here. What is it?
What traffic calming option would you choose?	What suggestions or questions have you got for the designers and project team?
o improve walking and cycling, there will need to be lower volumes and lower speeds of motor traffic.	Maybe you have some questions.
What bit needs careful thinking about?	Finally, what else can you tell us?
Are there any sections along the two roads that needs to be thought through very carefully?	What else about this proposed project is on your mind?