

**Environment and Transportation Department**

**To the Chairperson and  
Members of the South East Area Committee**

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**Report to December meeting of the South East Area Committee on the Strand Road  
two way cycle track proposal.**

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The concerns which have been raised by many groups regarding the potential for traffic diversion arising from the Strand Road cycle trial has led to DCC looking at a number of items for monitoring and providing mitigation.

**Additional Pedestrian crossings**

The provision of two pedestrian crossings and a ramp is underway at Sandymount Green. Please note due to the nature of the works and concerns regarding possible adverse impacts on local businesses as a result of these works in the run up to Christmas and reopening, the completion of these works has been deferred to January. As a result, the trial of the cycle track will now likely start in February instead of mid January (as originally hoped) once the works are complete.

**Community and stakeholder forum**

A forum with various community groups and interested stakeholders has been put in place and had its first meeting in December with the Lord Mayor as chair. It is proposed to hold monthly meetings of this forum to allow the trial to be closely monitored, mitigation measures agreed and to carefully consider any suggestions which are coming from forum members.

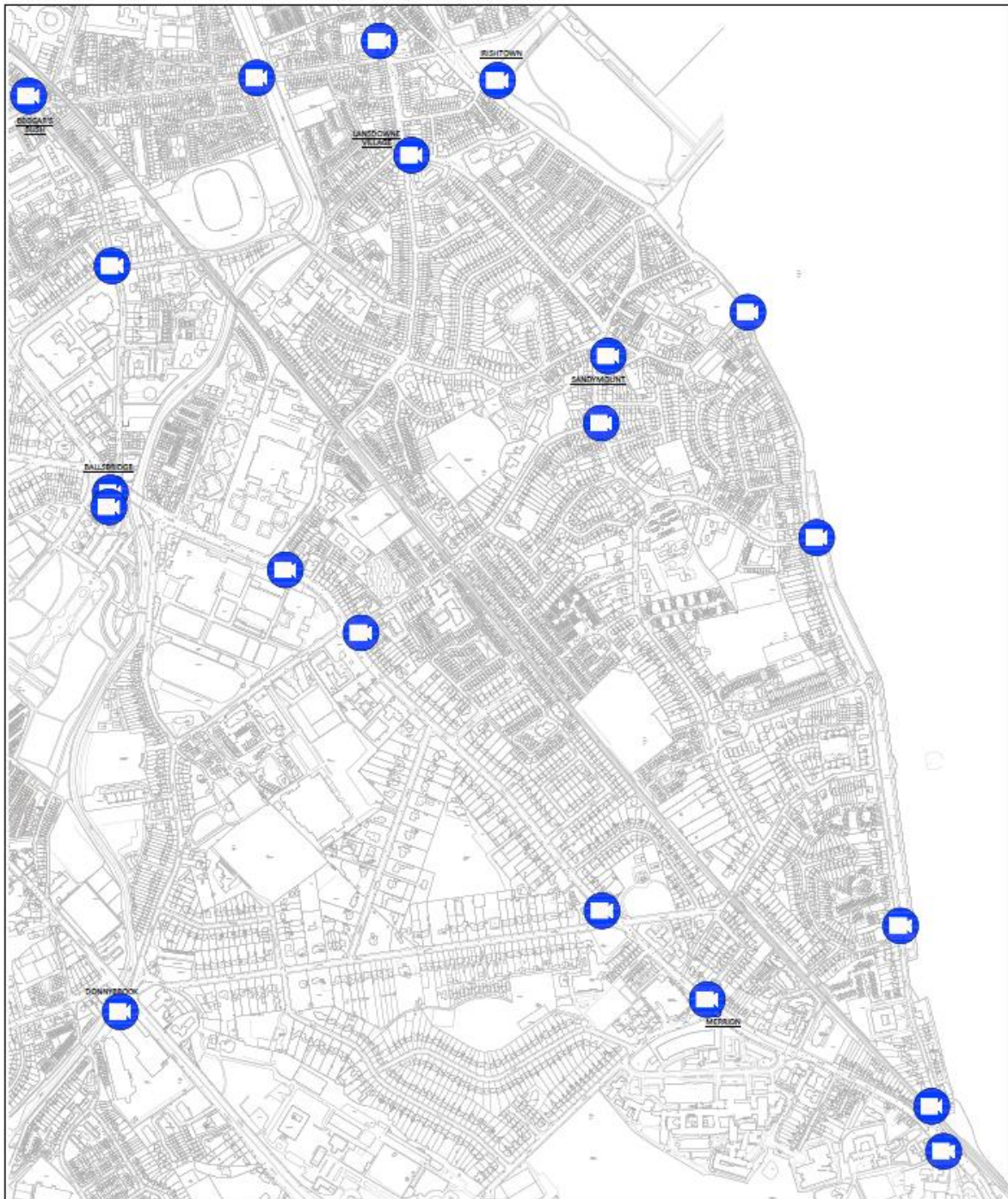
**Monitoring measures in place or being upgraded.**

As part of the Strand Road Cycle Trail the following monitoring measures are in place:

Sandymount and wider area to be closely monitored by:

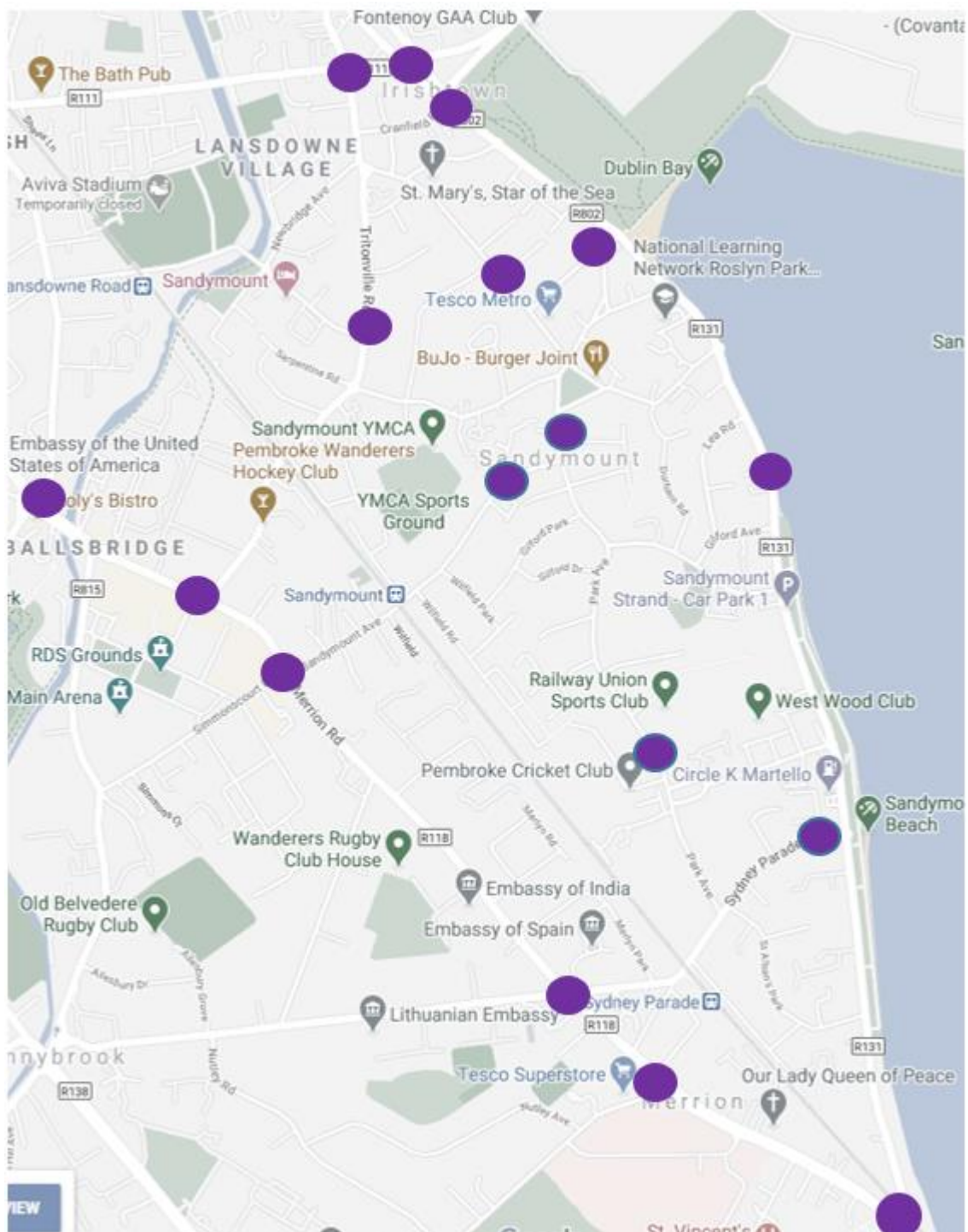
- Live SCATS data which provides real time information on volumes at signalised junctions
- Live traffic cameras which will be monitored by the Dublin City Council Traffic Control Room. A number of additional cameras in the area have been installed for the trial.

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**Brendan O'Brien**  
**Head of Technical Services**



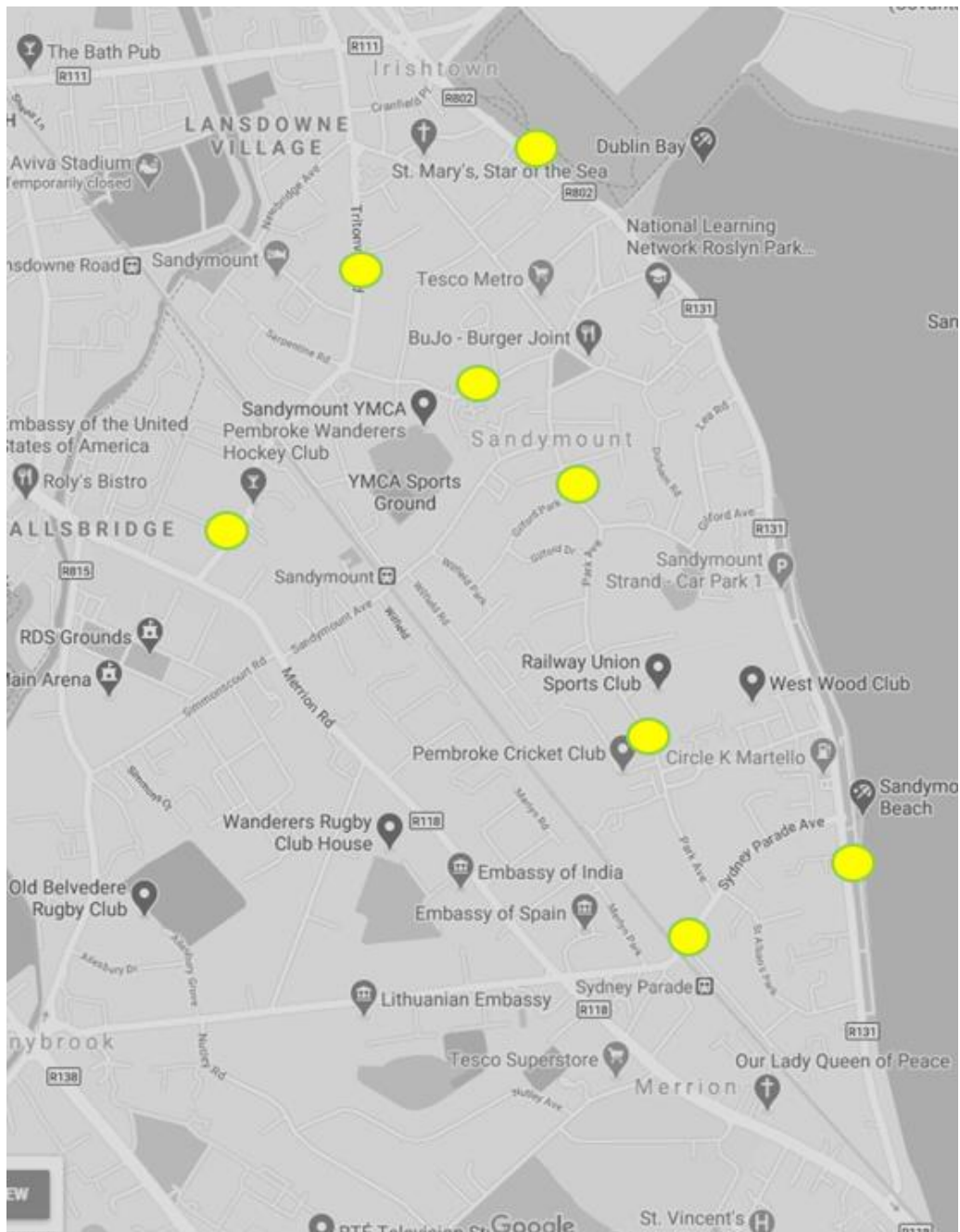
CCTV locations within the trail area.

- Monthly traffic counts at 17 locations which provides a 24 hour breakdown of all modes including pedestrians and cyclists. These counts commenced in October and will continue throughout the trial



- Air quality –monitoring equipment has been ordered and locations are currently being assessed by the DCC Air and Noise Monitoring unit. Providing suitable locations are found these will be made available online at <https://dublincityairandnoise.ie/>
- Speed surveys – speed surveys have been carried out at 8 locations





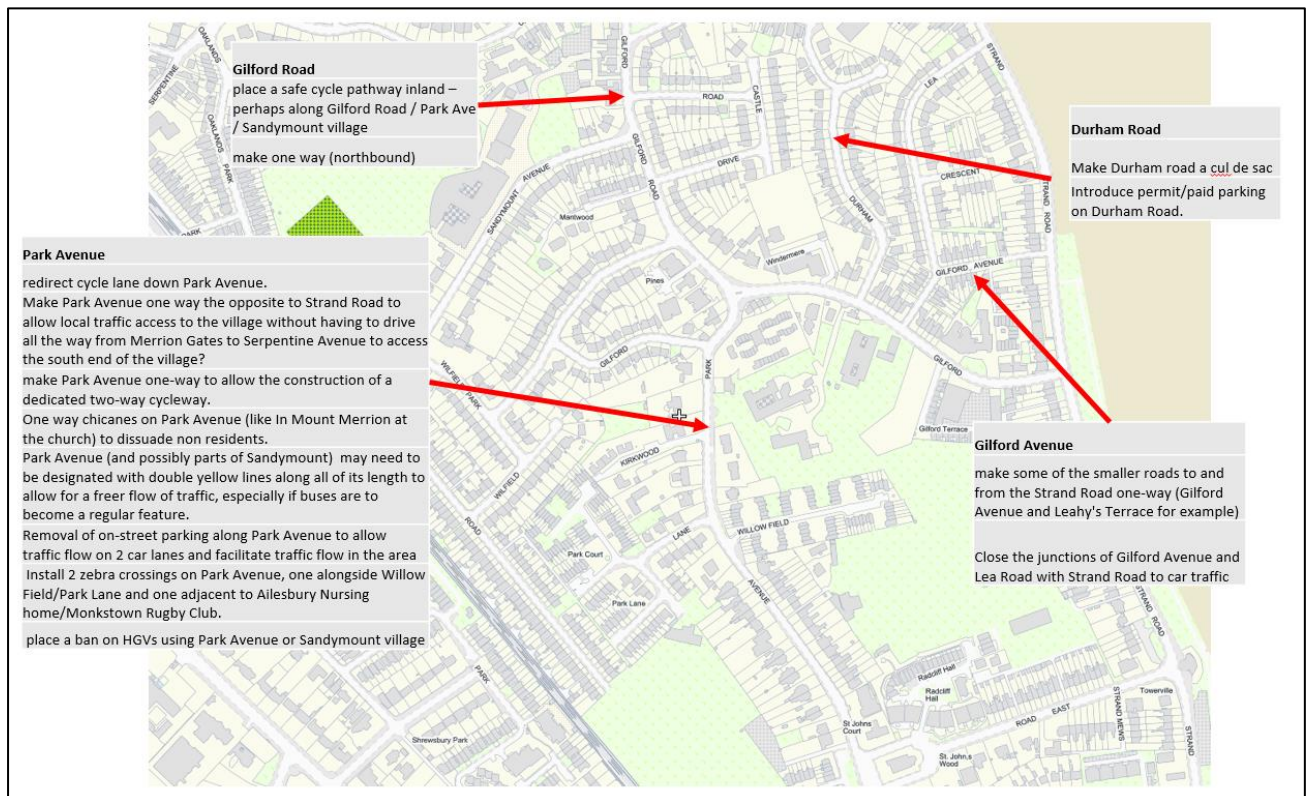
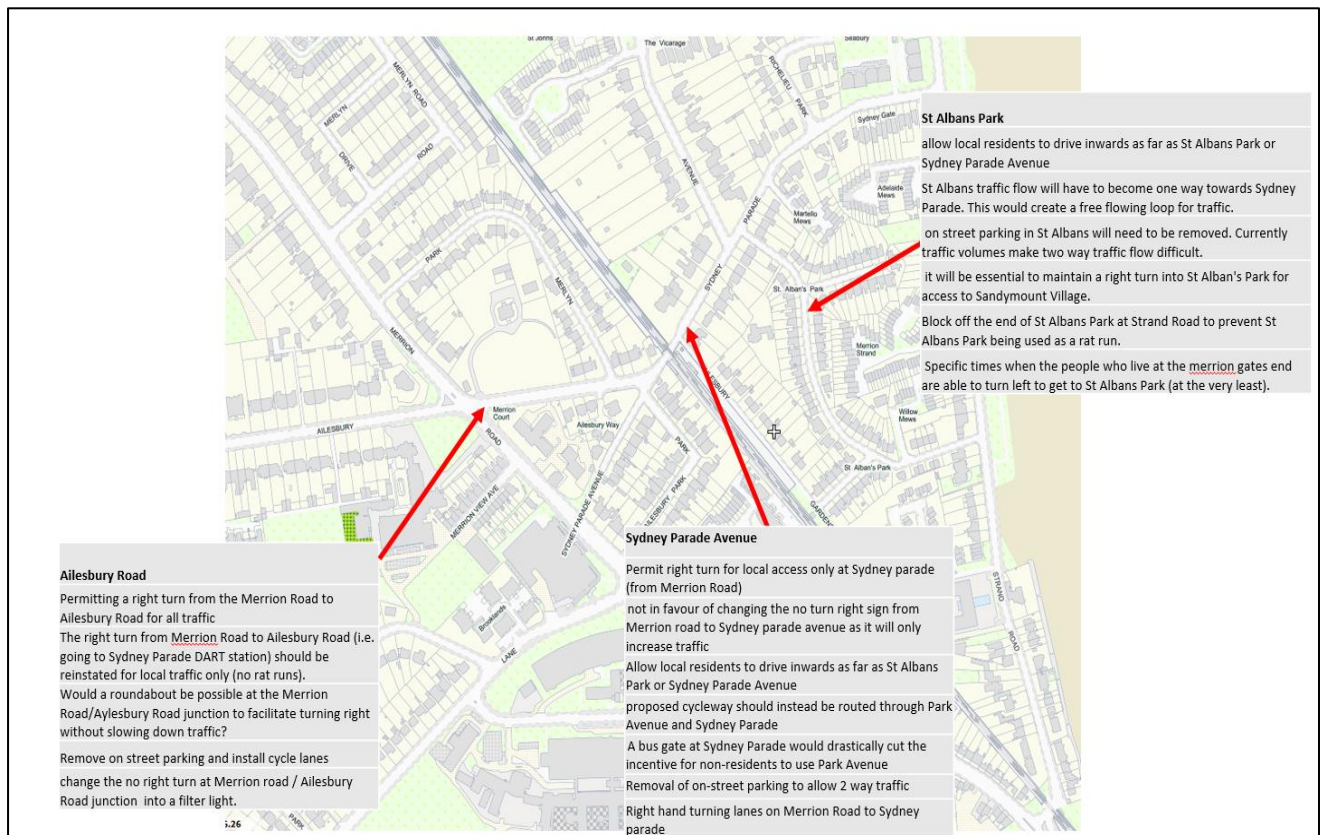
The above monitoring measures allow for rapid identification of problem areas and proposals to address these issues.

### Mitigation measures

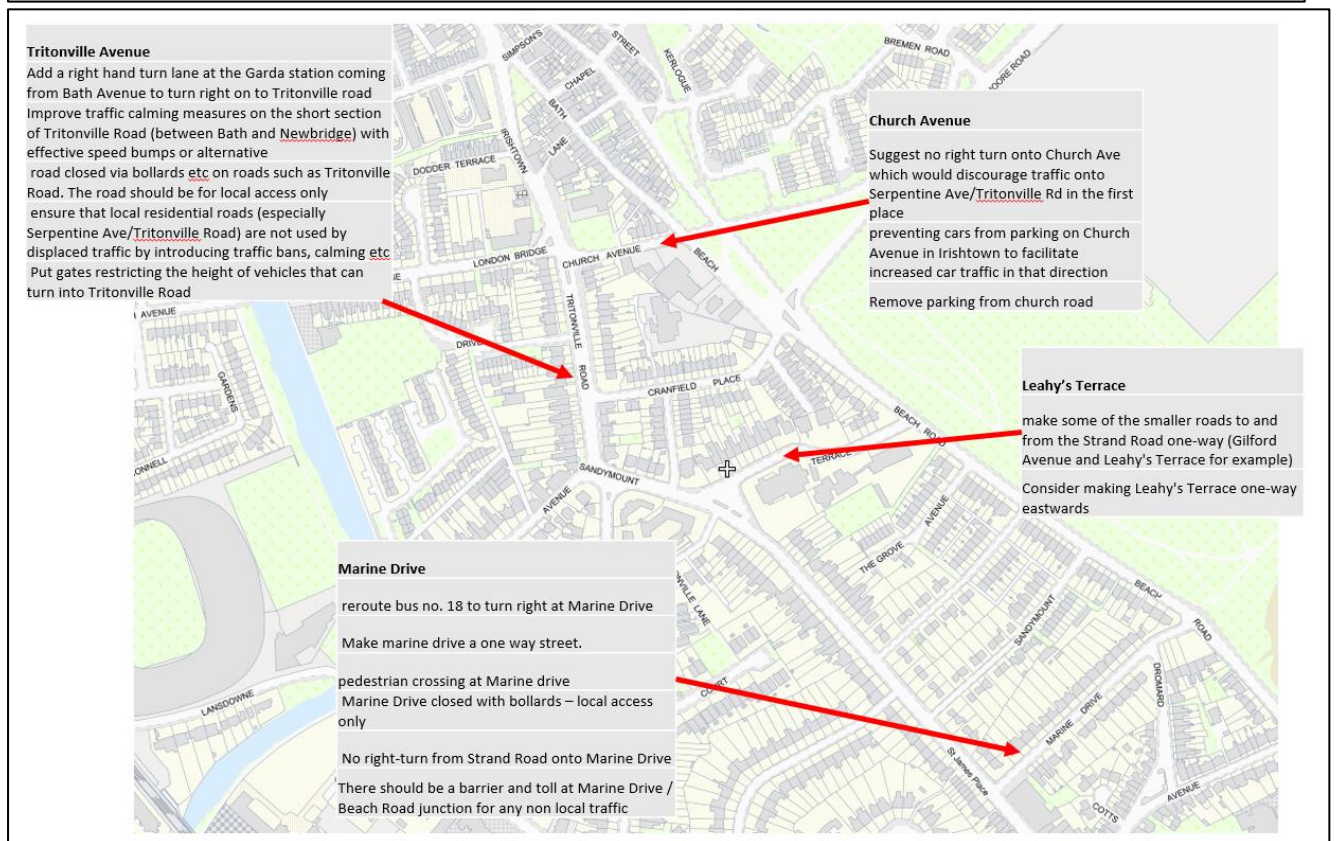
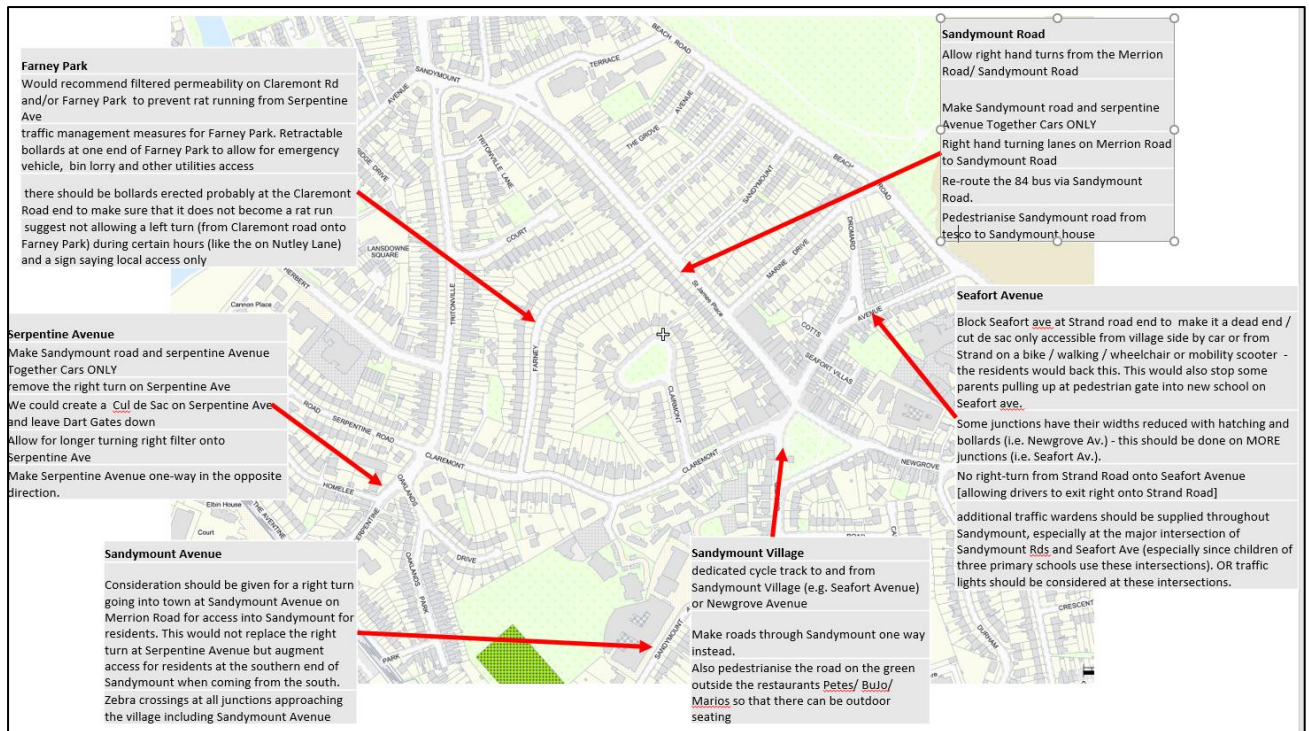
There are a number of mitigation measures available fall into a number of categories

- Left/right turn bans for specific times or 24 hour
- Ban on class or classes of vehicles entering an area
- Filtered permeability, no through access for vehicles only pedestrians and cyclists (requests for Durham Road, Seafort Avenue and Farney Park) an example of this type of intervention is Pigeon House road.
- Change from two way to one way systems (requests for Park Avenue, Leahy's Terrace, Marine Drive)
- Traffic calming measures including ramps and localised road narrowing

Various suggestions were received for different roads in the area during the consultation







## Mitigation measures proposal:

Most of the measures, with the exception of pedestrian crossings, are relatively quick to install but turn bans, filtered permeability etc. all can impact different parts of Sandymount in different ways and so would need consultation with the community before implementing.

The proposal for mitigation measures is to:

- Prepare a number of mitigation measures for various locations
- Circulate before the next meeting of the community forum

- Agree a list of measures which can be implemented either before the trial or as various issues arise.
- Closely monitor the effects of the trial and implement quickly the agreed mitigation measures where required

Some Mitigation measures that have already been prepared include:

### **Change to the bus route**

Following representations from the Brabazon Trust regarding the likely impact of the removal of bus services from Strand road would have on their elderly residents, discussions were had with the NTA and Dublin Bus and it is proposed to have a one way loop service along Gilford Road, Strand Road and St Johns Road. This will allow the residents to still continue to access bus services in the immediate vicinity, it also will address a concern that was raised about two way bus operation on Park Avenue.



### **Cycling facilities in Sandymount village**

One of the items that we have received a lot of correspondence about is the complete lack of cycling infrastructure within the village area and the concerns that it raises both in the current situation and during the trial.

We have examined what could be implemented relatively quickly in the area if there is agreement and so attached to this document is a design showing a 2 way protected cycle route from Tritonville Rd to the village, linking to a quiet way route via filtered permeability on Durham Road and the possibility of a two way facility along Park Ave by changing Park Ave to one way traffic.

It is proposed to circulate the drawings to the various groups on the consultative forum after the SEAC area meeting in December and to convene a Forum meeting in early January so as to discuss further and decide what can be put in place.



The design can also be shown on the DCC consultation hub.

### **Beach Road one way option**

During the consultation for the Strand Rd cycle trial we received submissions relating to Beach road:

- Clarification from the National Transport Authority (NTA) that Beach Rd does not currently need to cater for two way traffic for bus routes
- Objecting to the removal of the footpath for a cycle lane
- Concerns from residents of Marine Drive and Leahy's terrace that vehicles heading to Sean Moore Rd would use these streets

In response to this the design of a one way system for vehicular traffic as per Strand Road with one lane of outbound traffic, a 2 way cycle lane using what is currently the outbound traffic lane and no changes to the footpath has been prepared. This will be issued for consultation.

### **Route identity**

The route is currently being assessed by a landscape architect who is part of the project team. The aim is to improve amenities along the trial route including seating and cycle parking as well as providing a connection with the village. A way finding signage design is also being explored both to provide route and journey time information for pedestrians and cyclists and possibly to also provide information about the bay and the wildlife . Sample images are shown below. Specific items and an overall plan for the route and area will be brought to the community forum in January.

