

Northbound Beach Rd/Strand Rd lane to close for cycleway

You may be aware that Dublin City Council in conjunction with the National Transport Authority (NTA) are proposing to **close the northbound lane of Strand Road** to install a two-way cycle track.

They are now considering an extension of that plan to do the same thing on Beach Road where the **northbound lane of Beach Road will be closed** for the cycle track.

We support cycle lanes but we do not support DCC's proposal of eliminating the northbound lane of both Strand and Beach Roads.

Please take part in DCC's online consultation to let the Council know your thoughts by Friday 8 Jan 2021.

Survey link: tinyurl.com/beachroadtrial

The online form has 6 short questions:

Question 1 & 2 is simply your name & email address

Question 3 please make sure to tick the "resident" box as opposed to "member of the public" if you are a member of the local community.

Question 4

Would you prefer this revised option with one way for traffic with the footpaths retained and the cycle lane at road level on Beach Road between Sean Moore Road and Marine Drive or the original option with two way vehicular traffic and the cycle lane using the footpath.

One way – revised option

Two way – original option

In our view, both options are flawed. At present you can complete the form without selecting either option, so you can leave this question blank or else choose the option which impacts you less.

The One Way Beach Road option protects Village roads like Marine Drive but forces drivers towards Ballsbridge/Irishtown. It may also be taken as a signal by DCC as support for the proposal to make Strand Road One Way.

The Two Way Beach Road option provides drivers with more ways to access Sean Moore Road but will increase traffic in the Village.

Question 5

Do you have any concerns about this proposal?

We urge you to outline your concerns, you may wish to raise the following in your own words:-

- **Traffic congestion** – DCC has not responded to the crucial question of how northbound traffic, with particular reference to industrial and commercial traffic, is to access Dublin Port, the East Link Bridge, the Dublin Port Tunnel, and the recycling centre. DCC has not addressed the extreme limitations of residential roads, in particular the bottleneck of the narrow and already overloaded Church Avenue at Irishtown, through which all the northbound traffic will need to find its way. DCC's own data predicts traffic increases of 110% on Merrion Road and up to 322% in Sandymount. Areas such as Donnybrook, Ballsbridge and Irishtown will also be impacted.

- **Environment** - Increases in air pollution caused by this predicted congestion will have a negative impact on air quality for the residents in the impacted areas. Idling traffic sitting in congested roads emits more pollution than traffic which moves freely.
- **Safety** - DCC's proposal calls for making the northbound lane on Strand Road run south. This goes against what is expected, and may lead to accidents as people "look" the wrong way when they join this one-way route. Similar for pedestrians crossing Strand Road. Displaced traffic from Strand Road will be pushed into Sandymount Village, making it less safe for pedestrians, many of whom are vulnerable and cyclists. DCC recently proposed a second cycle track through the village as a mitigation measure for safety. This second cycle track will make many of our village roads one way also and when combined with Strand Road being One Way will pose enormous logistical problems for residents to navigate to and from their homes.
- **Parking** - This second proposed cycle way will also encompass removal of parking on the side of the road along the route that it takes – Tritonville Road, Sandymount Road, Park Avenue, Gilford Road, which will have a hugely negative impact on the commercial viability of the village. There will be a loss of car parking on Strand Road when the design of the scheme is further developed as large sections of Strand Road are not wide enough for a 2-way cycle lane, single lane of traffic and formal parking.
- **Urban Planning** - Which route will trucks and lorries take for the proposed builds at Maxol Beach Road (90 homes); Poolbeg former Glass Bottle site (3,600 homes) and Roslyn Park Secondary School Strand Road (1500 students)?

Question 6

Any other comments?

It is crucial that you answer this question if you do not support DCC's proposal.

We strongly suggest that you state **you reject the DCC proposal to eliminate the northbound lane of Beach Rd/Strand Rd, and that you support off road cycling facilities in the Sandymount/Irishtown area.**

Petition

We believe that more cycling infrastructure is needed. Please support our petition for an off-road cycle track along Strand Road.

www.sandymountcycleforall.ie/upliftpetition

Public Meeting via Zoom

On Monday 4th January at 7.30pm we are holding a Public Meeting to discuss Dublin City Council's Strand Road cycle lane proposal. Please register using the link below:

<https://tinyurl.com/SandymountPublicMeeting>

-  twitter @community_stc
-  Sandymountcycleforall
-  Sandymountcycleforall
-  stcsandymount@gmail.com
-  www.sandymountcycleforall.ie

