



# **S2S SUBMISSION**

## **BY THE S2S JOINT COMMITTEE**

This document is a response to the NTA's October 2016 "Sandymount / Merrion to Blackrock Corridor Study".

14<sup>th</sup> December, 2016

## **THE S2S JOINT COMMITTEE**

The S2S Joint Committee was formed by Dún Laoghaire Rathdown County Council and Dublin City Council to coordinate the approach of the two Local Authorities on all matters relating to the project known as the Sutton to Sandycove Coastal Promenade and Cycleway around Dublin Bay, including, but not limited to, the design, promotion, planning, construction and completion thereof, within the functional areas of the two Councils.

The Dún Laoghaire-Rathdown members are:

- Cllr Deirdre Donnelly (Independent – Stillorgan)
- Cllr Kate Feeney (Fianna Fáil – Blackrock)
- Cllr Melissa Halpin (People Before Profit – Dún Laoghaire)
- Cllr Deirdre Kingston (Labour – Blackrock)
- Cllr Ossian Smyth (Green Party – Dún Laoghaire)
- Cllr Barry Ward (Fine Gael – Blackrock)

The Dublin City members are:

- Cllr Kieran Binchy (Fine Gael – Pembroke South-Dock)
- Cllr Claire Byrne (Green Party – Pembroke South-Dock)
- Cllr Mannix Flynn (Independent – Pembroke South-Dock)
- Cllr Jane Horgan-Jones (Labour – Clontarf)
- Cllr Frank Kennedy (Fianna Fáil – Pembroke South-Dock)
- Cllr Ciaran O'Moore (Sinn Féin – North Central)

Points listed in this submission were unanimously agreed by the committee present at its meeting on 6<sup>th</sup> December, 2016, except where the item is marked with an asterisk - in which case the item was agreed by a majority of the committee present.

This submission is made by Cllr Barry Ward as chairperson of the S2S Joint Committee.

Address: County Hall, Marine Road, Dun Laoghaire

## **GENERAL**

- Creating a new and safer cycle infrastructure while respecting the conservation areas along this route is very much to be welcomed.
- Route will be safer for cyclists and pedestrians.
- Route does not go along seafront so it fails to deliver on the s2s vision and may disappoint locals and visitors who wish to visit the sea.\*
- Provide a grass verge or line of trees as separation between cycle lanes and vehicle traffic where possible for improved cyclist safety.

## **ALMA ROAD**

- Alma Road is dangerous to exit onto Monkstown Road because of poor sightlines.
- Traffic impact study on the changes to Seapoint Avenue and its effect on Alma road and Monkstown Road may be needed.
- Consider having the one way direction towards Dun Laoghaire town to avoid pushing traffic onto Alma Road.

## **BLACKROCK PARK**

- Cycleway between Blackrock Park and Blackrock DART Station (Deepwell) is a problem area, needs negotiation with land owners
- The current cycle/pedestrian path through Booterstown and Blackrock Parks does not work as there is not clear definition between the part for cyclists and that for pedestrians. It is a good idea to create two separate

paths but it would be an even better idea to have a second cycle path out of the park altogether to allow for commuter cyclists. The possibility of putting a cycle way on a boardwalk along the tidal area in Booterstown Park and over the ditch between the park wall and the tracks in Blackrock Park should be explored.

- The widening of the path at Blackrock Station/Deepwell is long overdue.
- cycle path and footpath should be separated in Blackrock Park for full width

## **HABITATS**

- Compensatory habitats – all options should be explored to secure a new habitat for the birds roosting – piece of land in front of Monkstown DART Station a possible location.

## **MARETIMO COASTAL**

- Walkway along the coast at Blackrock and Maretimo very welcome - land acquisition on that plot of land not included in the report.
- The opening up of the land to the rear of Maretimo Gardens is a welcome move but all development in this area should be extremely low key and maintain the wild nature of the area. It currently is an important natural habitat for many species at the moment and overly landscaping this area would be a mistake.
- Lighting on Maretimo headland should not be so bright as to affect views across the bay at night.
- Lighting should be energy efficient, perhaps responsive to passers-by

- Lighting should be oriented to maximise illumination of footpath and minimise light pollution
- The seafront footpath should not impair the security of properties in Maretimo and along Seapoint by providing an easy access route for burglars.
- Two heritage buildings are located on the Maretimo headland and are in a poor state of repair. The restoration of these buildings should be coordinated with these works.

### **MERRION GATES**

- Merrion Gates – positive that a solution is being looked at to ease the bottleneck here.
- The aspiration to develop a solution to the Merrion Gates bottleneck is a positive development.

### **OVERPASS**

- Many people's houses, especially those in Ailesbury Mews, will be overshadowed by the overpass
- Having an overpass right beside a community facility is not ideal.
- Bridge will bring noise and pollution and block light to neighbouring homes

### **RAIL SERVICE**

- Less interruption to DART service by removing a level crossing

## **RAILWAY PROTECTION**

- The report needs to be conscious of rising sea levels and possible future works on the DART wall.

## **ROCK ROAD**

- Disappointment that coastal cycleway through Booterstown and Blackrock isn't included in the plan. One of the strongest USPs for this project was the safety of the coastal cycle route for young people, families etc. Bringing it back to sharing with traffic on the Rock Road completely negates that USP.\*
- In the absence of a coastal cycleway, a coastal footpath from Merrion Gates to Booterstown should be considered by the NTA and would link in with the proposed coastal footpath from Blackrock to Brighton Vale
- New cycleway on Rock Road – should include a buffer from the traffic
- Better bus lanes near Tara towers and Rock Rd are welcome
- Removal of slip lanes from exit of Elm Park will make junction safer and is welcome
- Cycle route between rock road and Booterstown Marsh while an improvement on the current situation, will be noisy and not be attractive to learner and young cyclists
- At T-junctions such as Trimelston Ave / Rock Road, consider allowing a continuous cycle route through the top of the T (along Rock Road) so that bikes are not needlessly stopped at traffic lights
- At T-junctions such as Trimelston Ave / Rock Road, consider allowing a continuous bus lane through the top of the T (along Rock Road) so that buses are not needlessly stopped at traffic lights

## **SEAPOINT AVENUE**

- Seapoint Avenue one-way system will make the road safer and better for cyclists.
- There needs to be more investigation into the impact that making Seapoint Avenue one-way for cars will have on Dun Laoghaire Town, Blackrock village, the residents of Seapoint Avenue and in particular the residents of both Belgrave Place/Square and Seafield Avenue – the latter two will inevitably take a heavier traffic load.
- Seapoint Ave one-way will reduce vehicle noise and air pollution for residents.\*
- Seapoint Avenue has experienced an increase in vehicle traffic in recent years and also has many leisure users particularly at weekends.
- Dublin Bus is using Seapoint Avenue as a rat run for out of service buses.

## **SEAPOINT BOARDWALK**

- The boardwalk outside Seapoint Dart Station is welcome in that it creates a continuous walkway but the development of this walk must pay particular attention to the adjacent area of conservation.
- Measures should be considered to avoid a Deepwell-style bottleneck for bikes and pedestrians North of Brighton Vale

## **UNDERPASS**

- We are concerned that the absence of road underpass amongst other reasons fails to respect the hierarchy of road users and we would like to

see a further investigation of the underpass. The Underpass should have clear sightlines and adequate lighting.

- There is precedent to suggest that the proposed underpass may not be used, in particular by pedestrians, due to safety and security concerns and poor sightlines and inadequate lighting. Consider the reasons that both underpasses in Blackrock failed and were recently permanently shut.
- Underpass would not be needed if bikes kept to the sea side of the DART wall - or perhaps a cycle/pedestrian only bridge at this location.\*