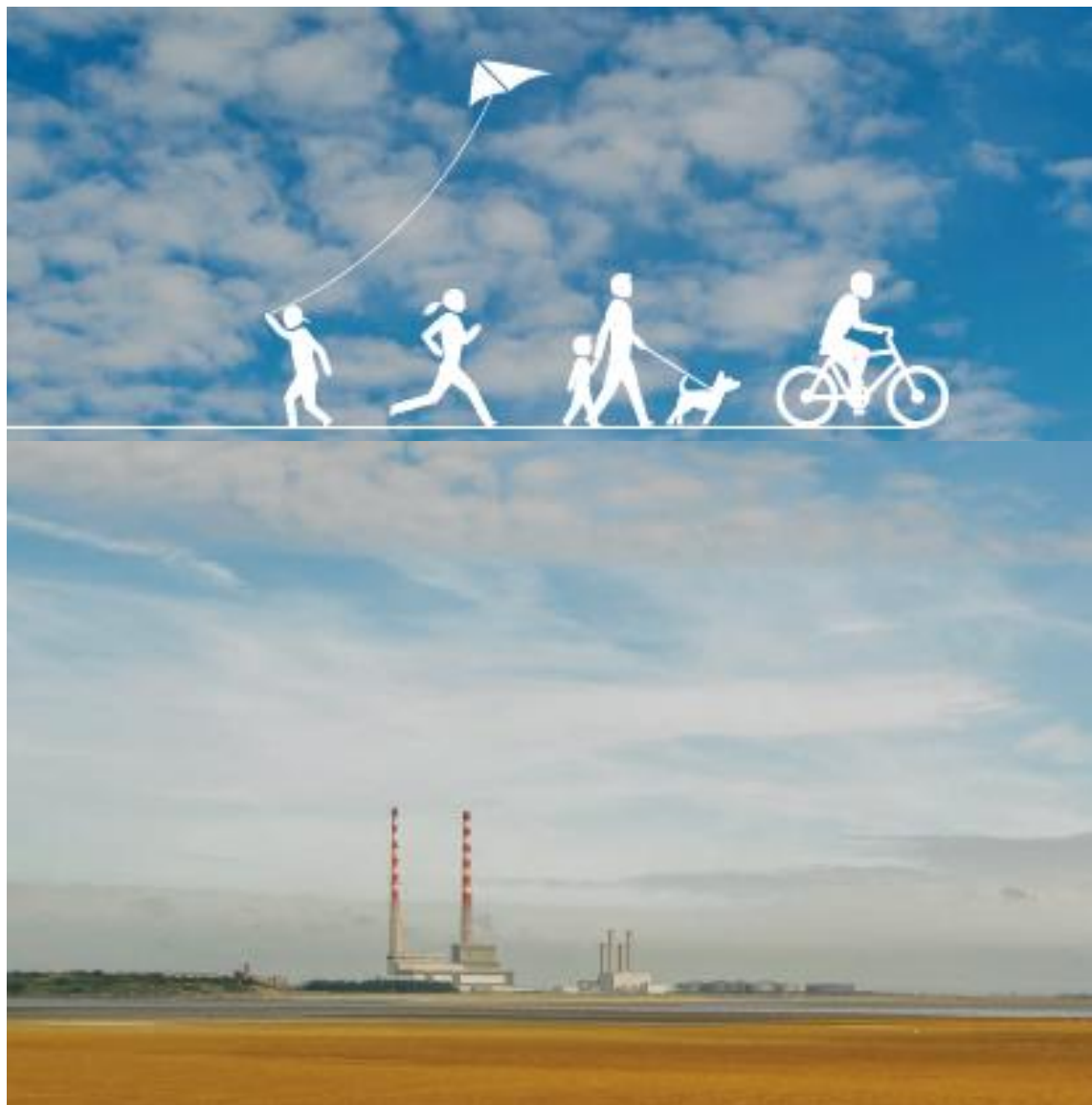


Sandymount / Merrion to Blackrock Corridor Study



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Executive Summary

Objective of the Scheme

The purpose of the Sandymount /Merrion to Blackrock Corridor Study was to provide a fresh assessment of the possible layouts for a cycleway and walking route around Dublin Bay south, and to re-evaluate the environmental issues and cost factors.

Because the route parallels closely, and effectively overlaps, the Rock Road and Merrion Road corridor between Blackrock and Merrion, this study also considered the transport needs along this road corridor – walking, cycling, public transport and traffic – in order to ensure a holistic approach to the development of an integrated transport proposal.

Purpose of the Non-Statutory Public Consultation

The statement below sets out the purpose of the public consultation, as presented on the website:

The National Transport Authority is today opening a process of public consultation around proposals that will address the acute transport needs along the Sandymount/ Merrion – Blackrock corridor.

This is our Emerging Preferred Scheme which seeks to provide a comprehensive solution to a complex set of transport needs, in a way that will deliver real benefits to bus and rail passengers, cyclists, pedestrians, and all road users.

Traffic and congestion in the Merrion Gate area have become more and more acute in recent years. What we are putting forward is an ambitious and forward-looking set of proposals that we feel will deliver real benefits to commuters, road users and local communities all along the route.

To ensure the plan is as good as it can possibly be, we are actively consulting with the public. If members of local communities, or public transport users, or cyclists, or road users or the business community have suggestions as to how we can do this better, we will certainly reflect that in the finalised plans.

We are very anxious to get as wide a range of views as possible, and we want to engage with as many people as possible in the consultation process that gets under way today, so that we can be confident that final plan, maps out the best way forward.

Information Provided in Public Consultation

The Public Consultation document provided information about the work that has been carried out as part of the Sandymount /Merrion to Blackrock Corridor Study. Additional information was provided on the National Transport Authority website:

<https://www.nationaltransport.ie/consultations/nta-opens-consultation-on-ambitious-proposals-to-tackle-merrion-gate-bottleneck/>

The additional supporting information on the website included:

Part A: Feasibility Study & Options Assessment Report (Coastal Route)

Part B: Feasibility Study & Options Assessment Report (Merrion Road / Rock Road Route)

Part C: Drawings:

- C1 Coastal Cycle Route Options
- C2 Merrion Road / Rock Road Cycle Route Options
- C3 Coastal Emerging Preferred Cycle Route
- C4 Merrion Road / Rock Road Emerging Preferred Cycle Route

Part D: Appendices:

- D1 - Preliminary Tree Survey Report
- D2 - Grade Separation of Merrion Gates Feasibility Study Report

Duration of Public Consultation Process:

The consultation process ran for an initial **8 weeks** to 14th December 2016, and was then extended by **another 7 weeks** to the end of January 2017 to facilitate Irish language submissions, as well as additional submissions.

Submissions Received:

There were **680** submissions received, ranging from personal submissions from residents and commuters to detailed proposals from public bodies, various associations and private sector businesses.

Principal Issues Raised:

The responses cover a wide spectrum of views. The majority of the views raised concerns about the scheme, or elements therein. A limited number of the submissions were positively supportive of the scheme; some others had only qualified support. Some submissions identified positives within the scheme, while challenging other elements of the overall scheme.

The issues raised included:

- 1) The adequacy of the concept / the original S2S Vision / Requirements for Cycle Tourism
- 2) Merrion Gates Cycle / Pedestrian Underpass (concept / design issues / anti-social potential)
- 3) Merrion Hall / Queen of Peace Overbridge (concept / noise / gradient / feasibility / impact)
- 4) Physical Issues requiring further investigation or design
- 5) Environmental Queries
- 6) Traffic Impact and Access Issues
- 7) Visual Impact / Urban Design Sensitivity and Protected structures
- 8) Loss (property value, revenue, current function, future planning gain etc.)
- 9) Flood Defence Issues
- 10) Water Main Issues
- 11) Strand Road / HGVs / Incinerator Access
- 12) N31 / Access to Dun Laoghaire Port / Seapoint Avenue
- 13) Procedural Issues
- 14) Road Safety and Design Standards
- 15) Permanent Closure of Merrion Gates Level Crossing
- 16) Alternative proposals

Response of the Authority:

It is normal that those who support a proposed scheme generally do not contribute written support in the public consultation process. In any case, the purpose of the consultation was not to assess the popularity of the scheme, but rather, to understand fully the issues associated with the proposal.

In this regard, the Authority is satisfied that there has been a high level of response and with the range of specific issues that were raised.


The comprehensive list of issues raised by the stakeholders and the public will be considered, and will inform the revised design for the scheme in an iterative way, so that the scheme benefits from the insights gained from this process.

Introduction

Consultation on the Sandymount / Merrion to Blackrock Corridor Study commenced for an initial period of 8 weeks from the 26th October to the 14th December. The consultation period was extended by a further 7 weeks to the end of January 2017 to accommodate Irish language submissions.

Copies of the Study were placed in the reception of the Authority's office and the report was available for downloading from the Authority's website. The Public Consultation Document was accompanied by a number of background technical reports.

An advertisement was placed in the Irish Independent on the 26th October 2016 inviting interested parties to make a written submission relating to the content of the Sandymount / Merrion to Blackrock Corridor Study. Submissions could be made by post; by email; by using a form on the Authority's website; or directly in the reception of the Authority's offices.



**Udarás
Náisiúnta Iompair**
National Transport Authority

PUBLIC CONSULTATION

SANDYMOUNT/ MERRION – BLACKROCK CORRIDOR STUDY

The National Transport Authority is holding a non-statutory public consultation on transportation proposals arising from a recent Study of the Sandymount/ Merrion – Blackrock corridor. The Study, which identifies an Emerging Preferred Scheme, sought to identify the optimum route option to provide a continuous cycleway and walking route around Dublin Bay south, while addressing key transportation inefficiencies along the route, taking account of the environmental and costs factors associated with the proposals.

Details of the proposals will be available for download for the Authority's website from the **26th of October 2016 to 14th of December 2016**.

Written submissions and observations may be made through the 'Public Consultation' section of our website www.nationaltransport.ie or by email to eastcoast@nationaltransport.ie.

Alternatively submissions can be made by post to: East Coast Consultation, NTA, Dun Scéine, Iveagh Court, Harcourt Lane, Dublin 2, D02 WT20 before **5pm on Friday 16th of December 2016**.

Please note, all submissions must include the subject of the submission, the full name and address of the person making the submission and where relevant the name of the body or organisation represented. Please note that the Authority is subject to Freedom of Information legislation, and may also publish submissions received in full.

Irish Independent 13x3 (126mm)

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Meetings were held with key landowners likely to be impacted by the scheme. These included:

- Merrion Hall Office building;
- Our Lady Queen of Peace Church, Merrion Road;
- Blackrock College and Willow Park School;
- Blackrock Clinic;

- Sisters of Charity; and
- Gowan Motor Group.

Two public consultation evenings were held at the Tara Towers hotel on the 22nd and 23rd November 2016.



Approach to Assessing the Submission

The review of the submissions commenced in March 2017 once appropriate personnel became available.

680 submissions were received by the NTA when the consultation period closed on 31st January 2017. All 680 submissions were entered into a database. Most entries were digital (email) but some (143) paper bound entries were posted to the NTA.

Analysis of Issues Raised by Section

The corridor was divided into the same sections used in the consultation document, and the issues raised in each submission was entered and categorised in the database by geographical section, by issues type and comment type.



The Section attracting the most comments by far was Section 3 “Merrion Strand”, which includes the proposal for the overbridge between Our Lady Queen of Peace Church car park and Merrion Hall car park. The second most numerous section was Section 6, which includes the proposals for a one-way traffic system to accommodate a two-way cycle route on Seapoint Avenue.

Table1 and 2 below show the distribution of the submissions across the various sections of the scheme:

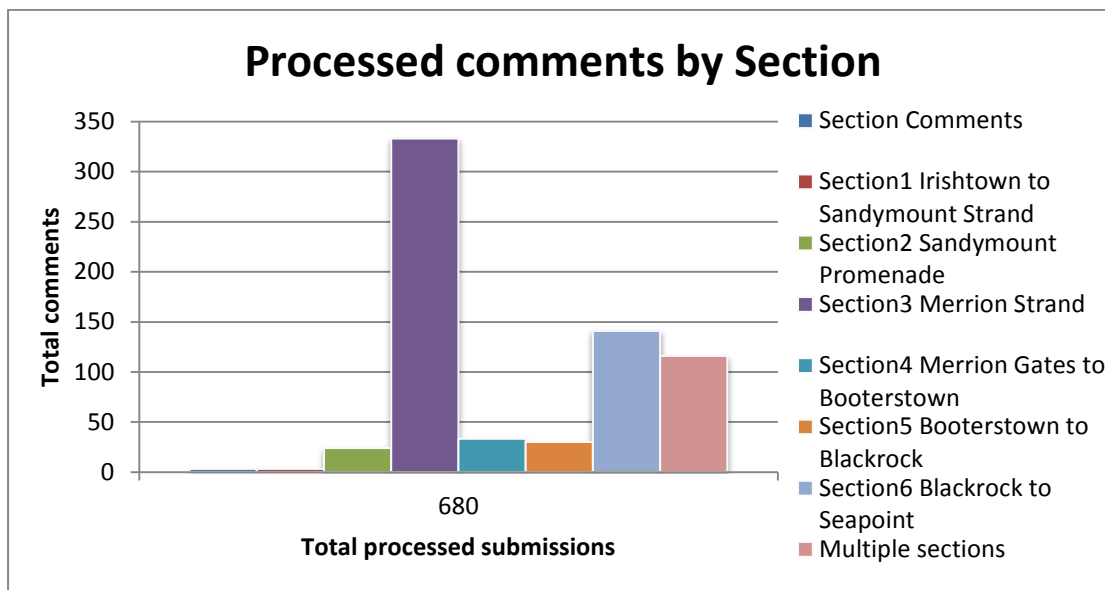


Table1. Distribution of responses by Section of Route

	Number of Comments	Percentage
Section1 Irishtown to Sandymount Strand	3	0.3%
Section2 Sandymount Promenade	24	4%
Section3 Merrion Strand	333	49%
Section4 Merrion Gates to Booterstown	33	5%
Section5 Booterstown to Blackrock	30	4%
Section6 Blackrock to Seapoint	141	21%
Multiple sections	116	17%
Total assessed to-date	680	100%

Table2. Number of responses per Section of Route

Profile of those making submissions:

Of the submissions received,

- 84% were from **residents of the study area** and typically referred to local matters;
- 10% from **landowners and institutions**, addressing specific sections of the scheme;
- 4% of the submissions were received from **Representative bodies/Associations** and they addressed mainly community-focused issues; and
- 2% of the submissions were received from **Public Bodies** addressing infrastructural comments.

Themes Raised in the Submissions

All 680 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A total of 9 main themes were identified during this review process.

Theme	Frequency
Accessibility/ Traffic Impact	426 comments
Land Use	272 comments
Safety	251 comments
Environmental Sustainability	246 comments
Integration	244 comments
Suggestions and New Ideas	170 comments
Economy	140 comments
Social Impact	93 comments
Heritage	28 comments

Appendix A provides in-depth listing of the various issues raised in each section.



The Main Issues Raised

The purpose of the non-statutory public consultation exercise was to ensure the proposed project is as good as it can possibly be. In this regard, what was most important to the National Transport Authority was identifying the issues, as opposed to how many submissions were received on the issue. (For example, Irish Rail have specific issues that would need to be addressed, but these issues were only raised once, in the Irish Rail submission).

In this regard, this report identifies the key issues raised in the public consultation process. The Authority will seek to establish the validity of the concerns, the potential consequences for the project, and how best to address the issue and /or mitigate the negative impact.

While a variety of matters were raised in the submissions, the key issues related to the project are as follows:

- 1) The Adequacy of the Concept / the S2S Vision / Requirements for Cycle Tourism;
- 2) Merrion Gates Cycle / Pedestrian Underpass (concept / design issues / anti-social potential);
- 3) Merrion Hall / Queen of Peace Overbridge (concept /noise / gradient / feasibility / impact);
- 4) Physical Issues requiring further investigation or design;
- 5) Environmental Queries;
- 6) Traffic Impact and Access Issues;
- 7) Visual Impact / Urban Design Sensitivity and Protected structures;
- 8) Loss (property value, revenue, loss of function / parking, future planning gain etc.);
- 9) Flood Defence Issues;
- 10) Water Main Issues;
- 11) Strand Road / HGVs / Incinerator Access;
- 12) N31 / Access to Dun Laoghaire Port / Seapoint Avenue;
- 13) Procedural Issues;
- 14) Road Safety and Design Standards; and
- 15) Alternative proposals.

The nature of the issue, and the proposed NTA response to it, is covered in the following sections.

Issue 1: The Adequacy of the Concept / the S2S Vision / Requirements for Cycle Tourism

Many submissions expressed disappointment that the Emerging Preferred Option did not fulfil the ambition or vision of the original Sutton to Sandycove (S2S) project. By locating some sections of the cycleway away from the coast, the continuity and integrity of the S2S would be gone, and would undermine the strategic value of the route and concept to the Dublin region, including for recreational health and as a cycling commuter route.

While Dun Laoghaire Rathdown County Council pointed towards Objective SLO93 in its Development Plan as supporting the Plan, several elected members from both the council and Dail Eireann expressed the view that the project as proposed did not go far enough in assessing the possibility of having a genuinely coastal route. Cycling Activity Tourism was identified as a key benefit from the project, so long as a scenic, traffic-free and safe cycleway can be delivered.

NTA response to Issue 1:

Significant portions of the scheme (e.g. Sandymount) are coastal in any case. The proposal to deviate from the coast at certain points was largely informed by the environmental restrictions imposed by the Habitats Directive as set out in Section 2.2.3 of the public consultation report.

At the southern end of the project, further assessment has identified the potential to fit a combined cycleway / footpath on the coastal side, largely alongside the existing sea wall, from Idrone Terrace to Brighton Vale, in a manner that complies with the prevailing environmental legislation. Subject to further design development, it is proposed to substitute this alternative for the previously proposed on-street section, which had included routing along Seapoint Avenue.

Along the remaining non-coastal section from Blackrock to Merrion Gates, no alternatives have been identified which could confidently be developed in compliance with the current environmental legislative framework. However, environmental legislation does evolve, particularly through court judgements. This position will continued to be monitored and should further opportunities to move more of the route to a coastal alignment, these will be evaluated.

Issue 2: Merrion Gates Cycle / Pedestrian Underpass (concept / design issues / anti-social potential)

There was significant opposition to the underpass as proposed. The primary reason was the view that the design would lead to anti-social activity or harassment of users, due to the absence of clear lines of sight etc. Objectors pointed to the infilling of another underpass at Rock Road near Mount Merrion Avenue for precisely the reason of anti-social behaviour.

Other objectors were unhappy with the absence of segregation between cyclists and pedestrians within this area of the scheme.

Finally, some submissions expressed a clear preference for an overbridge at this point.

NTA Response to Issue 2:

The proposed underpass (as opposed to an overbridge) at Merrion Gates reduces significantly the effort for cyclists and pedestrians to cross the railway line, as the slopes are shorter and gentler. However, it is more expensive to construct, and is more complex to deliver in the vicinity of a busy commuter railway line.

An overhead bridge also has negative issues, including visual impacts. It may also need to be enclosed, or have high parapets, to prevent materials being dropped onto the DART line.

The NTA will ensure that the specific design issues (absence of look-through visibility, lack of segregation between pedestrians and cyclists etc.) are addressed at the detailed design stage, such that a better design with a wider aspect and a minimum length of underpass is developed.

Issue 3: Merrion Hall / Queen of Peace Overbridge (concept / noise / gradient / feasibility / impact)

The greatest number of submissions related to this aspect of the proposal. Many submissions raised concerns that the junction onto the bridge would re-position the congestion (currently at Merrion Gates) into the centre of “Merrion Village”. (Comments in relation to the adequacy of the bridge design are covered later in this report).

Concerns were raised about the steepness of the bridge, and the acceptability of such a gradient for trucks, and the risk of frost on the shaded slope. Concerns were also raised about the bridge road alignment being curved, and the increased risks of vehicles skidding off the road alignment and off the bridge.

A technical submission was received from the two affected landowners (Queen of Peace Parish, Merrion Hall) raising a variety of technical, planning and legal issues.

On the Merrion Road side, these included:

- a) unacceptable arrangements for access / egress to the residual car park;
- b) unacceptable loss (41%) of necessary parking (for parish, community, local businesses and hospital);
- c) loss of capacity to expand parish buildings;
- d) loss of revenue to support parish activities;
- e) unacceptable increases in noise, with potential interference with sensitive church activities e.g. funerals;
- f) loss of potential to develop residential uses as zoned, should the church activities cease in the future; and
- g) significant visual impact, including light pollution during hours of darkness.

On the Strand Road side, these included

- a) bisection of the current car parking area by the new link;

- b) difficulties arising from a right-hand turn off the bridge to access Merrion Hall on Strand Road;
- c) concerns regarding the impact on the current childcare business at the premises, and
- d) Significant impact (noise, air quality, visual intrusion, loss of privacy) on the Merrion Hall building by virtue of the elevation and position of the bridge structure adjacent to the building.

NTA Response to Issue 3:

The bridge study proposals (from 2009, and included in the overall East Coast study) emanated from the possibility that the Merrion Gates level crossing would be closed to traffic for longer periods in the future, or indeed could be shut permanently.

The NTA will ensure that the various issues are assessed fully at the detailed design stage. Mitigation measures will be explored in detail, in consultation with the two primary affected landowners (Queen of Peace Church, Merrion Hall) in developing revised designs.

Issue 4: Physical Issues requiring further investigation or design

The design of the bridge structure was queried in some technical submissions. This included:

- a) Vertical height clearance required over the railway line being higher than assumed in the report, with Irish Rail indicating a height clearance of 6m or more;
- b) The maximum slope of the bridge exceeding the permitted maximum slope under design codes; and
- c) The feasibility of the junctions at each end as proposed.

The design of the underpass was queried, including:

- a) The presence of a culverted stream at Merrion Gates, requiring the underpass to drop lower under the railway than proposed;
- b) Flooding risk and potential interference with existing flood defences;
- c) The presence of other services; and
- d) The requirement to maintain emergency vehicular access to the foreshore at this point.

The lack of obvious provision for access to and from the two-way cycle track along Sandymount from the surrounding road network was queried.

NTA Response to Issue 4:

The NTA will ensure that all of these issues are specifically considered and addressed at the detailed design stage.

Issue 5: Environmental Queries

There was significant engagement on the environmental issues. The primary issues are dealt with sequentially below:

Issue 5(a) The Habitats Directive in relation to Dublin Bay

Certain parties (including a Government Department) specifically welcomed that the proposal acknowledged and protected the habitat and bird ecology, including the *Zostera* beds. The importance of the Bay to birds was mentioned by BirdWatch Ireland, noting:

- a) There is regular interchange between North Bull Island and Sandymount Strand on a daily basis (i.e. the Bay is in effect a single bird environment);
- b) The Strand supports between 5,000 and 10,000 birds in Winter; and
- c) For a short period in August, over 10,000 post-breeding Terns aggregate at the Strand.

Concerns were raised about the following:

- a) There is pre-existing concern about the impact of dogs off the leash, kitesurfing and other water-based activities on the bird population, and that these activities could impact on the foraging and roosting areas and time periods;
- b) Even limited pier construction could affect the dynamics of sand accretion; and
- c) The mitigation measures for the Oystercatcher roosts between Maretimo Point and Seapoint Dart Station.

However, many submissions raised the following issues:

- a) The Bay is a constantly changing environment, with mudflats elsewhere silting up, sand profiles changing, and previous boardwalks (e.g. the Merrion Baths boardwalk) as a feature. Therefore “Do-Nothing” is itself another scenario where continual change is certain to occur due to the silting, hydraulic and storm related occurrences in the Bay. The comparison of impacts should be against this inevitability, not the current situation.
- b) The certainty of the environmental constraints as represented in the report were queried. Concerns were raised about prior meetings with National Parks and Wildlife and An Taisce that may have generated preferences for an inland route away from the coast. Indeed, the notion that birds are disturbed by the passage of pedestrians / cyclists was challenged, particularly in the context of free-roaming dogs in many of the areas of concern.
- c) It was suggested that a genuinely coastal route (devoid of underpasses etc.) with continuous access to the maritime environment represents an opportunity for the future of the city that falls under IROPI, considering the minor impacts on birds, flora and fauna.
- d) Compensatory habitats should be looked at as an approach to delivering a coastal route.

NTA Response to Issue 5 (a):

At the heart of this project is a desire to provide “an environmentally acceptable and cost effective scheme that delivers the objectives of the East Coast Trail (S2S) between Ringsend and Sandycove” (Public Consultation document, Section 1.4).

It is certainly the case that manmade interventions are in fact a key part of the creation of the environment and habitat now included in the Special Area of Conservation (SAC) and Special Protection Area (SPA).

The capacity for the flora and fauna to adapt (or even thrive, through improved management of the environment) remains to be determined, but may be informed by documented evidence. Indeed, the harmful impact of passing walkers and cyclists on a constrained path (as opposed to unconstrained dogs) requires some quantification.

However, the legal restrictions on physical interference with a protected environment remain a salient issue.

Issue 5(b) Tree loss

Separately, concern was raised around the loss of trees along the route, but especially at Merrion Road, as well as the impact of the proposed bridge on the trees and birdlife in the vicinity of the railway line.

NTA response to Issue 5(b)

The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this must be balanced against the requirement to provide sustainable means of moving people around the city-region.

Many of the trees planted along Merrion Road were installed at a time where the demand for travel was small, and the planted trees were themselves small in scale. It is untenable that the safe sustainable movement of thousands of cyclists (using a mode that generates no environmental pollutants) would be permanently compromised by the retention of trees that are likely to have reached their end-of-life in the coming years in any case.

The NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes. In this regard, should the scheme progress, a full planting scheme will be designed and included as part of the project. The planting scheme will be designed to optimise the public realm and environmental benefits, while minimising the maintenance requirement and the impact on public lighting.

Issue 5(c) Noise

Many of the submissions referred to increased noise levels in the area, mostly in relation to the new bridge, and the impact of the increased noise levels on the primary purpose of the church, namely

prayer. There was concern that noise barriers on the bridge itself would be insufficient to mitigate the problem.

Some submissions referred to the loss of trees, and its impact on noise. The stop/start nature of traffic noise at signalised junctions was also raised.

NTA response to Issue 5(c)

The NTA wish to provide a scheme that is attractive and pleasant for cyclists and pedestrians on the route (who experience the direct noise), and that minimises the noise impact on the overall area.

Noise management will be dealt with specifically at detailed level, including road surface design, noise barriers, planting, and signal design (including push-button unit specification). Macro-scale factors (such as the level of HGV traffic) will be factored into the assessment of noise, as part of the overall project assessment.

Issue 5 (d) Air Quality Pollution

Concerns were raised about bringing increased traffic congestion and emissions pollution into close proximity to houses by the closure of the Merrion Gates and the construction of the new bridge. This was identified especially in relation to HGVs climbing on the new bridge.

Similar comments were made about redirecting traffic into Alma Road at Seapoint Avenue.

NTA response to issue 5(d)

Outside of the scheme, the composition of engine type in the overall traffic fleet is changing, with more efficient engines and alternative fuel options coming on stream.

Within the scheme itself, the overall traffic volumes and mix will be modelled, and an assessment of the impact of the scheme on air quality will be included in the detailed design, together with any specific mitigation measures.

As stated elsewhere, the permission of HGVs to use Strand Road is a matter for Dublin City Council.

Issue 6: Traffic Impact and Property Access

Apart from the matters related to Seapoint Avenue (covered later under Issue 12), there were two primary traffic issues raised:

6(a) Closure of Median, extension of median and widening of Rock Road:

The principal concerns expressed in relation to this issue were:

- (i) The restrictive impact of a left-in / left-out arrangement at the Willow Park school entrance on the surrounding road network, especially in the absence of a facility to the north that would allow a U-turn to go southbound;

- (ii) The current unsuitability of the internal single track roads to cater with two-way traffic movements within Blackrock College;
- (iii) The absence of facilities for southbound traffic to turn right into the Blackrock College entrance; and
- (iv) The extent and impact of taking land on the southside of the road (especially if a southbound bus lane is included), including its potential impact on Blackrock College's principal rugby pitch, protected structures, and on the operations and expansion potential of the Blackrock Clinic.

NTA response to Issue 6(a):

The NTA will ensure that all of the issues will be specifically addressed at detailed design. Further engagement will take place with Blackrock College and Blackrock Clinic in advance of revised design proposals.

6(b) The traffic management proposals in Merrion Village associated with a new overbridge and level crossing closure:

The principal concerns expressed in relation to this issue were:

- (i) The relocation of the current (northbound) queue at the level crossing to a less suitable location in the middle of an urban village;
- (ii) The capacity of the series of junctions to function properly, in the context of existing traffic blockback from the Nutley junction, the spatial limitations at the location of the bridge junction, and the requirements to provide for access / egress in both directions from the various side roads, properties and church car aprk within the village area;
- (iii) The absence of traffic modelling or analysis in the report;
- (iv) The consequential restrictions on loading and parking; and
- (v) Future traffic growth (e.g. the expansion of the St Vincent's campus to accommodate a maternity hospital), and the likelihood of traffic turning towards the city from the bridge.

NTA response to issue 6(b):

Traffic levels at this location are influenced to a significant degree by the take up of alternative transport options on the overall corridor, such as enhanced DART services, additional bicycle users (as evidenced on the Frascati Section), more use of the bus, etc. Route choice through the road network is also affected by journey time delay, banned turns, and signalling arrangements.

The NTA will ensure that a route traffic survey is undertaken, and that the full suite of macro- and micro-simulation models are deployed in the next phase of the project.

This will inform both the design itself, as well as indicate the overall impact of the scheme on the region's mobility and congestion levels. Traffic management arrangements (e.g. signal plans, turning

movements, the location and management of queues, bus priority etc.) will be considered at that stage also.

Issue 7: Visual Impact / Urban Design Sensitivity and Protected structures

Concern was raised about the impact of the scheme on the urban realm. This included:

- a) The negative visual impact of the scale of the bridge especially on Merrion Hall and Queen of Peace Church, as well as other residential properties in the area, including Myross, Ailesbury Mews, Strand Road, etc.;
- b) The shifting of the historic Blackrock College railings, as well as relocation / adjustment of the gates (the latter being protected structures); as well as the impact of road widening on Nos. 147, 149, 151, 153, 179, 181 and 183 Merrion Road, that are also protected structures;
- c) The overall impact of the scheme on the integrity of the 19th Century urban heritage in Merrion Village;
- d) Non-compliance to published urban design guidance; and
- e) An absence of a sense of place in the design, in pursuit of transport objectives.

NTA response to Issue 7

The public consultation for this scheme was in relation to the broad concept. In reconfiguring the Merrion Road for sustainable transport, the NTA is committed to the retention of Merrion Village as an attractive community-focussed location within this scheme.

A multi-disciplinary approach to the project, including Public Realm design, urban street design, and the management of protected or sensitive structures, will be undertaken at the next stage.

In this regard, the NTA will ensure that best practice in urban planning is brought to bear in the development of the next stage of design, and that planning opportunities associated with the new hospital, current redevelopment at Elm Park Business campus etc. as well as key community elements (such as the church, the schools, and businesses are harnessed to create a sense of place and urban integrity in Merrion Village in particular, and along the scheme generally.

Issue 8: Loss (property value, revenue, loss of function / parking, future planning gain, privacy etc.)

The principal comments regarding loss were as follows:

- a) The detrimental impact of land take on smaller sites in Merrion Village and Strand Road, effectively bringing the road very close to the property door / entrance; (note - objections to this proposal were received);
- b) The fundamental impact of land take on businesses, including Gowan Motors and Blackrock Clinic and Merrion Hall;
- c) The significant loss of parking at Queen of Peace Church, and the impact of that loss on the other businesses and entities that depend on the car parking;
- d) The impact of property take on the Blackrock College Senior Rugby pitch;

- e) The permanent loss of on-street parking opportunities at various places along the route, especially on Seapoint Avenue; and
- f) The potential loss of privacy for certain properties associated with development of cycling and walking along the coast;

NTA response to Issue 8

The NTA consider land take to be a last resort in the development of its schemes. However, provision for the more sustainable modes of transport (bus, bicycle etc.) requires that protective space is dedicated to these modes, to ensure continuity, reliability and safety.

The precise land take required for this scheme can only be determined at detailed design level, and its justification will be presented as part of a Compulsory Purchase Order, should such be required.

At a general level, the primary transport corridors have less and less capacity to accommodate on-street parking. This scheme has made some provision for same in so far as possible.

Coastal properties will inevitably experience more passing cyclists and pedestrians should the scheme proceed.

In relation to significantly affected properties, the NTA design team will meet to explore compensating or mitigating measures to facilitate the ongoing functioning of the premises. Agreed measures will form part of the detailed design.

Issue 9: Flood Defence Issues

The principal comments regarding flood defence came from Dublin City Council. These included:

- a) Concern that the Sandymount boardwalk would not withstand the marine environment;
- b) Concern that the Sandymount proposal would reduce the scope for future flood defence options; and
- c) Further details regarding openings and demountable flood defences.

NTA Response to Issue 9

As a matter of course, the NTA actively co-ordinates its investments with other public infrastructure projects. Recent collaborations include the combined cycleway, footpath and flood defence scheme at Dollymount; the upgraded cycleway, footpath and flood defence at the Liffey South Campshires, and the proposed Dodder Greenway proposals integrated with the Flood Defence scheme at Donnybrook.

The design team has consulted previously on the project with the Flood Defence Team. They will consult further at all stages to ensure that any proposals associated with this project are fully integrated with the requirements of flood protection.

Issue 10: Sanitary Services Issues on Strand Road

The principal comments regarding water supply and wastewater came from Dublin City Council, and related to:

- a) problems with regular leaks on the existing water mains;
- b) the likelihood of new watermains provision, and its potential incorporation into this scheme;
- c) access to gullies for regular maintenance;
- d) opportunities to re-design the road drainage;
- e) management of road construction in the vicinity of the 24" strategic watermain, especially at Merrion Gates; and
- f) the presence of a pressurised foul sewer between Merrion Gates and Ringsend.

NTA Response to Issue 10

As set out previously, the NTA actively co-ordinates its investments with other public infrastructure projects, such as the recent collaboration including the combined cycleway, footpath, watermain provision and flood defence scheme at Dollymount.

The design team will consult further with Dublin City Council's Water Services and Drainage personnel at all stages to ensure that any proposals associated with this project are fully integrated with other plans and requirements.

Issue 11: Strand Road / HGVs / Incinerator Access

Concern was raised in many quarters, including the public consultation sessions, around Heavy Goods Vehicles, both in the current situation and in the proposed development. The principal concerns relating to this proposal were:

- a) The current level of HGVs on Strand Road is unsuitable for the road structure, layout and cross-section;
- b) Currently the passing by of HGVs on Strand Road results in buildings shaking;
- c) The presence of large HGVs is inappropriate to an area where it is intended to attract significant numbers of cyclists and pedestrians;
- d) The bridge is simply to facilitate refuse transport to the new incinerator in Ringsend;
- e) The proposed bridge layout cannot accommodate turning HGVs in any case; and
- f) The consequences of HGVs sliding off the bridge would be catastrophic.

NTA response to Issue 11:

The permitting of HGVs on Strand Road is a matter for Dublin City Council. The traffic management proposals for the incinerator have no bearing on this proposal (and require the bulk of refuse to be transported via the M50 and Port Tunnel in any case).

The specific issues around containment of HGVs on the bridge, the precise turning, climbing and descending slopes, and the Strand Road cross-section and structural suitability, will be addressed at the next stage of design.

These will be considered jointly with Dublin City Council in relation to the overall scope of infrastructural changes to Strand Road, and the decision by Dublin City Council to maintain or preclude HGVs from Strand Road.

Issue 12: N31 / Access to Dun Laoghaire Port / Seapoint Avenue

There were many submissions received in relation to this particular aspect of the proposal from elected representatives, local residents, the Dun Laoghaire Harbour Company, the school located in the area, and the local authority itself.

The principal concerns relating to this proposal were:

- a. the loss of a primary access route (N31) to Dun Laoghaire town and Port, (especially for coaches serving tourist demand);
- b. The difficulty for existing traffic with using the suggested alternative routes;
- c. The impact of the proposal on current traffic patterns associated with Scoil Lorcan in Monkstown;
- d. The negative impact on Monkstown Village of traffic re-routing, and
- e. The impact on local properties regarding access, loss of parking etc.

NTA response to Issue 12:

The design team will revisit the potential for a coastal cycle route between Idrone Terrace and Brighton Vale. Should this be feasible, then the proposal at Seapoint Avenue will be redundant for the purposes of this scheme.

Arising from this public consultation, and in conjunction with the development of the bus, rail, and cycle corridors in the area, the NTA will engage with Dun Laoghaire Rathdown County Council and Transport Infrastructure Ireland to bring forward a prior proposal for a more detailed study of the road layouts and traffic options for the Seapoint Avenue / Monkstown Road area.

Issue 13: Procedural Issues

Concern and disappointment were voiced in relation to the manner in which the public consultation process was undertaken. The principal issues raised were:

- a) The elected members in Dun Laoghaire Rathdown expressed annoyance that the report had not been furnished directly to them, and that there were not displays in local libraries etc ;
- b) The view was expressed that the NTA was imposing its projects in Dun Laoghaire Rathdown, with scant regard for the elected members; and

- c) The public meetings were not satisfactorily organised, the staff present were not able to give definitive answers, and that a presentation / question-and-answer session would have been preferable.

NTA response to Issue 13:

This public consultation exercise was non-statutory in nature. In this regard, there are no prescribed norms to be followed.

The NTA briefed the nominated councillors from Dun Laoghaire Rathdown and Dublin City on the joint S2S committee in a special session well in advance of undertaking this exercise, as well as liaising closely with the executive in both councils. The NTA also informed key landowners in advance, and met separately with each to discuss the project.

In structured question-and-answer sessions, the more timid may never get to ask their questions, and the overall atmosphere of the meeting can determine how much or how little information exchange actually occurs. Accordingly, the public meetings were designed specifically such that individuals could meet face-to-face with NTA staff and the scheme designers about their own issues or concerns, prior to submitting their views.

There were some administrative issues resulting in the elected members not receiving their own copy of the report, for which the NTA has already conveyed apologies.

As opposed to imposing a pre-determined solution, the purpose of this exercise is to understand all the issues, and seek to further develop the proposal having carefully considered the concerns raised.

As set out in Section 8 of the public consultation document, the NTA will continue to liaise with the two local authorities, and will comply with all planning requirements in the development of this scheme.

Issue 13: Road Safety and Design Standards

The principal concerns raised under this heading were as follows:

- a) Irish Rail presented their general legal requirements under various Acts, together with their standards for situations where cycle tracks are adjacent to rail corridors, and where seawall/infill might be considered;
- b) Irish Rail also raised the issue of heavy vehicle containment on Seapoint Avenue, (to ensure there was no risk of such vehicles penetrating the masonry wall and descending onto the tracks);
- c) It was suggested that the layout of the tie-in from Sean Moore Park to the surrounding road network could and should be improved;
- d) Concern was raised about the adequacy and safety of the right hand turn into Blackrock College, and the design of the Castledawson junction with Rock Road; and
- e) Significant numbers raised concern about the perceived non-conformity of the proposed overbridge and its tie-ins to current design standards.

NTA response to Issue 13

The design team associated with this project have had many years' experience in the design of bridges, cycle schemes, traffic management schemes, railway schemes and coastal works. The designs included in this public consultation exercise have been assessed for feasibility and efficacy against the relevant design standards.

Nonetheless, the designs are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs.

The final designs will be rigorously assessed against all relevant design standards. In particular, the manner in which the overall project would be delivered along a busy commuter and rail corridor will also be addressed.

Issue 14: Alternative proposals

Some submissions included alternative proposals. These included the following:

- Dublin City council would prefer an 8-20m wide promenade solution for the 450m length from Sean Moore Park to the existing promenade, as the boardwalk would preclude flood defence options and may require interference with / removal of the existing seawall (protected structure);
- Irish Rail would prefer a pedestrian / cycle overbridge just south of Merrion Gates:
 - a) it would have less impact on the houses on Strand Road;
 - b) it would allow the Merrion Gates level crossing to stay in use during construction; and
 - c) it would be technically easier to deliver;
- Separately, Irish Rail would like the section around Deepwell / Blackrock DART station to address their concerns around conflict between passing cyclists and emerging passengers from the station;
- The consultants for the two principal landowners impacted directly by the proposed bridge (Queen of Peace Church, Merrion Hall) have suggested that it may be possible to construct a similar traffic overbridge slightly to the south of the proposed alignment, with far more benign outcomes (albeit that this would require the acquisition and demolition of a small business premises on Merrion Road); and
- Many submissions wish to see a genuinely coastal route, entirely on the ocean side of the railway track.

NTA response to Issue 14

The scope for alternative designs for the coastal route is limited by the constraints imposed by the environmental framework.

As stated earlier, the NTA has identified the potential to fit a combined cycleway / footpath on the coastal side, largely alongside the existing sea wall, from Idrone Terrace to Brighton Vale, in a manner that complies with the prevailing environmental legislation. Subject to further design development, it is proposed to substitute this alternative for the previously proposed on-street section, which had included routing along Seapoint Avenue.

Along the remaining non-coastal section from Blackrock to Merrion Gates, no alternatives have been identified which could confidently be developed in compliance with the current environmental legislative framework. However, environmental legislation does evolve, particularly through court judgements. This position will continued to be monitored and should further opportunities to move more of the route to a coastal alignment, these will be evaluated.

For the entire route, the Authority will give specific attention to the above areas of concern expressed in the submission, during the detailed design stage of the project.

APPENDIX A

SUMMARY OF ISSUES RAISED, PER SECTION OF ROUTE

Section1 Irishtown to Sandymount Strand



Main comments noted were the following:

- Support towards the proposed scheme and the wider investment in sustainable transport measures.
- Support for the improvement to the cycle infrastructure, along the Merrion Road/Rock Road corridor and the potential increases to the frequency of the DART services and a result of this Scheme.
- Further support regarding the opportunity to provide additional walking and cycle and public transport connection to and through the envisaged new urban city quarter as set out in the City Development Plan.
- Concern that splitting of the northbound and southbound carriageways of Sean Moore Road at the junction introduces an unnecessary crossing point and one which directly impacts on the continuity of the proposed cycle route.
- Suggested design improvement to the Beach Road /Sean Moore Road junction, to benefit of all users, particularly pedestrians and cyclists.
- Support towards the investment that aligns and supports the vision for the proposed development at Irish Glass Bottle and Fabrizio sites and serves to promote sustainable travel choices among its residents and workers.
- Concern expressed that the construction of the cycle track will remove all hope of re-establishing the lawns of Sandymount Strand Linear Park.
- Objection towards cutting back the existing boundaries of houses from Strand Road.
- Loss of on-street parking.

Section2 Sandymount Promenade



Main comments noted:

- Safety concerns raised in relation with the heavy traffic passing Strand Road in front of Roslyn Park which could cause potential hazards for children.
- Support towards providing high quality continuous pedestrian and cycle route along the east coast which will provide a safe and attractive route for a significant portion of cycle trips between Belfield and areas to the south-east and north-east of the City Centre.
- Support towards the increased frequency of the Dart services.
- Concern regarding the noise, air pollution, damage to properties along the route which will cause environmental and health problems for the pedestrians.
- Curiosity towards the usage of the route by cyclists and pedestrians during the Autumn & Winter time.
- Query raised with the provision of traffic data in the consultation document.
- Creating the solution as proposed will only push traffic further onto the coast road leading to congestion on the Strand area and possibly onto Park Avenue and through Sandymount.
- Concerns about the impact of the proposed scheme on the Roslyn Park site which will be subject to future accommodation of a primary school.
- Support towards the proposed boardwalk and the proposed cycle facilities.
- Objections towards the high cost and the acquisition of the front gardens of the houses between Gilford Avenue and Newgrove Avenue opposite the beach.
- Access and egress for cyclists from two-way cycle track to adjacent roads.
- Suitability of Strand Road for HGVs, where there are mini-roundabouts etc.
- Impact of two narrow road lanes on the Council's ability to maintain gullies.
- Motorway tunnel suggestion under the level crossing with no disruption to existing landscape or properties.

Section3 Merrion Strand



Main comments noted:

- Local Businesses would be affected; i.e. newsagents and restaurant would be only feet away from the new bridge, and also the Community Medical Centre.
- This proposed high bridge will have a detrimental impact on the value of Merrion Hall and many Ailesbury Mews properties and our Lady Queen of Peace car parking income if this proposal is implemented.
- Church generates an income from providing week-day parking facilities to surrounding businesses and St Vincent's hospital; this can be affected from the proposed bridge.
- Future development of the lands, in accordance with existing zoning provisions, would be fundamentally compromised should the proposed development proceed.
- Concern regarding the design of the proposed plan allows for an underpass for cyclists and pedestrians at the existing location of the Merrion Gates. Women will not use it, particularly at night or when it's dark, and a similar underpass in Blackrock was closed for this reason.
- Concerns that the proposed location of the bridge will negatively impact the community and public facilities in this location, including the church and nursing home.
- Construction of the by-pass route as currently proposed would result in the annexation of Merrion Hall lands to the north, creating ca. 900 sq.m. of land locked, unusable space. This would significantly impact the value of Merrion Hall lands and their potential for future office development.
- The proposed underpass should take into account potential for anti-social behaviour and security matters.
- The flyover will be heavily congested as cars queue on it waiting to exit onto whichever road they are going to.
- The flyover will cause significant physical, economic and environmental detriment to nearby residential neighbourhoods, church and local businesses.
- The addition of the new junction serving the proposed bridge over the rail line, adds to an already congested stretch of road.
- The residents of the houses on sea side of Strand Road may not be enthusiastic about losing their view to a cycleway/walkway but may on the other hand welcome it as flood protection.

- Terminating the proposed inbound cycle lane abruptly at the junction of Merrion Road and Merrion View Avenue, and in close proximity to the Ailesbury Road junction, would seem ill advised from the road safety perspective.
- Awareness that with the unusually steep rise towards and decent from the bridge over the rail line, if a HGV (which would be overloaded) had brake failure or got out of control as a result of speed or icy conditions, this could result in a significant accident at either end of the bypass.
- Serious safety questions with respect to HGV's and the proposed bridge by-pass.
- Bottleneck at this point could delay ambulances and emergency service vehicles from accessing the hospital.
- Segregation measures must be taken at level crossing.
- Concern over the protection of residential and economic vitality of both Merrion Road and Strand Road, along with the amenity of adjacent commercial and residential properties.
- Strongly argued that the proposed development will cause potential traffic congestion leading to unsafe road conditions in the close vicinity of Gowan Motors.
- Commercial car parking loss will negatively influence local businesses.
- Concerns about the proposed land acquisition line which runs through the Gowan Motors building.
- Concern that the proposed scheme will affect the protected structures from Merrion Road.
- Proposal viewed as an overdevelopment by way of design, layout and massing in restricted area surrounded by residential dwellings and commercial properties.
- Concern that there wasn't an appropriate level of assessment in respect of the perceived impacts that such a development proposal along the strand would cause to the South Dublin Bay River Tolka, South Dublin Bay and Proposed National Heritage Area.
- Concern about the impact of the proposed scheme on the value of Gowan Group premises.
- Environmental concern for the preservation of trees along the Merrion Road.
- Exhaust fumes and noise and sound pollution arising from the proximity of heavy motor traffic on two sides, and trains on another, would be a serious health hazard for parishioners, endeavouring to function above the noise.
- The visual impact of a 'roadway-in-the-sky' so close to the church and its environs would be ugly and incongruous.
- Significant shadow impact on Merrion Hall.
- There is insufficient space along the southern side of Merrion Hall to accommodate two-way traffic and such vehicular movements to and from the site could no longer be accommodated in a safe and efficient manner.
- Removal of the north-eastern access to the car park and the potential reduction in car parking spaces for customers and staff of Merrion Hall will become an issue.
- Concern that the proposed development will compromise the value of the Merrion Hall land.
- The proposal will have serious visual impact upon the site, being 1-1.5m away from the existing building line /windows to staff workspaces. Ventilation of the building will be compromised.
- Should road link go ahead there would be a significant disruption to all of the business located at the Merrion Hall office complex.
- Concern that the proposed option will affect the play area as a result of Merrion Bypass.

- Concern that the pollution and noise effects are likely to be severe both during the construction and operational phases of the road link resulting in a detrimental impact on the amenity of the school staff and children.
- The nature of the business at Strand Montessori School is such that the workers require cars to carry out daily pick-ups and drop offs for school children throughout the local area. This will be affected if the current proposed option is implemented.
- The proposed plans for the road link will result in the loss of the access road on the northern side of Merrion Hall, which will render the one-way system obsolete. This will lead to severe congestion both within the office complex and the only remaining access point from Strand Road.
- Concern that the operational phase of the project will result in a permanent and significant disruption to the businesses at Merrion Hall for all of the reasons outlined above which is likely to end in business failure.
- 2009 feasibility study as the traffic data used to inform that the study is severely outdated.
- Option C will provide the least benefit in terms of alleviating traffic congestion.
- Overpass will increase speed of traffic on Strand Road.
- Houses, especially those in Ailesbury Mews, will be overshadowed by the overpass.
- Serious safety concerns that the overpass will be running over electric wires and train line.
- Concern about the lack on impact analysis of the future volume of future HGV/ incinerator Traffic.
- Underpass preferred for traffic.
- The Corridor Study notes that the environmental impacts of alternative options meant that they were not recommended for inclusion in the emerging preferred options. In preparing this submission the submitter stated that they were not in a position to investigate these concerns further as no such documentation has been made available.
- Constructing the bridge at Merrion Gates would also avoid losing two valuable car parks, one at the Church and the other at the offices on Strand Road.
- A route that hugs the coast would be flat and have wonderful views. It would be a truly egalitarian project that could also create an amazing tourist experience. Every effort should be made to consider all possible options for a cycle path along the entire route.
- The proposal removes the principal entrance to the Church car park and severely limits access to the parking which will remain if implemented.
- Access to St. Vincent's Hospital will also be more difficult. This seems particularly unwise when it has been already decided to build a new National Maternity Hospital on the St. Vincent's Site.
- The proposal will also significantly increase traffic on Merrion Road, bringing the congestion that happens at Merrion Gates back to the junction with Nutley Lane and reducing the lanes for private vehicles. This will also deter people from attending Merrion Road Church.
- Concern that the proposal doesn't take into consideration the people living in this area and, its parish facilities and community life. It is a simplistic solution to very real challenges, likely to exacerbate rather than relieve the issues the proposal is intended to address.
- Loss of cc. 40% of much needed local car parking at the Church which also services St Vincent's University Hospital (soon to include the National Maternity Hospital on the same site).

- Bottleneck at this point could delay ambulances and emergency service vehicles from accessing the hospital.
- Questionable steepness of the gradient of the ramp ,which will lead to health and safety concerns and.
- Increased air pollution and toxic fumes in the immediate area.
- Flyover Bridge will rise above the roof of some houses which will have negative visual impact.
- Concern about the gradient of the ramp at which the flyover turns onto Strand Road.
- Conditional support towards the scheme and confusion expressed whether the specific gradient of the flyover bridge is known or not.
- It is felt that further detailed analysis and consideration of the available options should be carried out to establish their full impact prior to establishing the optimal preferred route and design.
- Closing the Merrion Gates to vehicular traffic makes sense.
- It is important that the cycling and pedestrian link should be maintained at this location even if the "Merrion Bypass" is constructed.
- Consideration given to the environment in the preferred option and the fact that objections to infill on the seaward side are welcomed.
- Concerns that the full area of mobile sands and muds on the strand at Merrion Gate will be protected under any plan that is adopted.
- Present boundaries must be fully observed with no encroachments either onto the splash zone or the foreshore at this location.
- The cumulative impacts of disturbance to the biodiversity and possible disruption to the sea birds at their feeding and roosting sites at this location must be taken into account, in addition to any increase in noise and air pollution.
- A new bridge should not close off possible future cycling links adjacent to the coast. There will be a long-term need in the future to protect the railway line from rising sea levels. These works could be considered in conjunction with the provision of a truly costal cycle route from Merrion Gates, “for imperative reasons of overriding public interest” to allow works on the fringes of the SAC between Merrion & Booterstown.
- Alternatives locations for bridges or underpasses have not been sufficiently reviewed.

Section 4 Merrion Gates to Booterstown



Main comments noted:

- Concern of property value loss if the proposed scheme will be implemented due to the loss of on street-parking.
- Visual impact and noise generation of the proposed new bridge over the railway line will be an issue due to the increased traffic along this stretch of road.
- Concerns that there will be a negative local impact rather than a positive one if the proposed scheme will be implemented.
- Concerns as to why the proposed Merrion Bypass has been proposed as a way of delivering a recreational amenity objective.
- The removal of the on street car parking of 19 properties will have a detrimental effect to the amenity and enjoyment of the properties and would significantly devalue them.
- Concerns with the property acquisition at 147-153 Merrion Road which are all protected structures, such a move is unacceptable as it would materially alter the setting of these.
- Strong opposition towards the construction of the proposed bypass in favour of the preservation of amenity.
- In terms of bus operations there are gains and losses within the proposals and in the absence of detailed design or modelling outputs the likelihood is that any journey time gains will be marginal.
- Lack of detailed information in terms of the bridge and bypass, which should be reconsidered.
- Concern that the potential reduction of the bus lanes will impact the traffic flow between cyclists and buses.
- Parking area loss at Myross.
- Concerns about the feasibility of the flyover and the lack of environmental analysis.
- Conditional support towards the proposed works if the wildlife will be preserved.
- Support towards the upgrade of Rock Road and also concerns regarding the proposals and their potential impact on the operation of Blackrock Clinic.
- Issues with the proposed land acquisition at Blackrock Clinic
- Proposed extended solid median on Rock road questioned if this could limit the land take required from the Clinic.
- Concern regarding future proposals for outbound bus lane and requirements for future Public Consultation.

- Concerns that the proposal will impact the existing permission for, but not yet constructed, upgrade proposals for the Clinic access junction on Rock Road.
- Issue raised that the proposal does not appear to take into consideration the existing boundary wall between Rock Road and Glenalla lands which acts as a retaining wall along the back of the footpaths has a 1.2-1.5m level difference towards Rock Road.
- Capacity reduction for car use along the Merrion Road/Rock Road corridor and significantly reduces the link and junction capacity.
- Concerns about the detailed modelling of the proposal.
- The proposed off-road dedicated cycle facilities do not take into account the existing two way cycle path servicing the Elm Park Campus.
- Unclear if the shuttle bus facility proposed for the Campus has been taken into account in the current junction layout.
- Unclear if the proposed junction layout gives due consideration the many users of the residential and business campus from Elm Park.
- Concern about flooding and security in the pedestrian walkway planned under the Merrion Gates.
- Concerns regarding the consistency of the bus lane standard width and the safe allocation of these throughout the proposed scheme.
- Consistency concern due to the removal of a bus lane section at Circus Field and Blackrock Clinic.
- The Public Consultation Document doesn't make a reference to the NTA 2016-2035 GDA Transport Strategy.
- Consideration of the objectives of Transport Strategy at this stage will ensure that decisions taken now will not constrain future bus priority works.
- Segregation is required between bus lane & cycle lane, as mentioned in the design reports as a consideration between the cycle and pedestrian lanes.
- Quality of the road surface must be ensured for the quality of the journeys.
- Loss of pedestrian crossing from the northern arm of the Merrion Road/St Vincent Hospital Campus will become an issue.

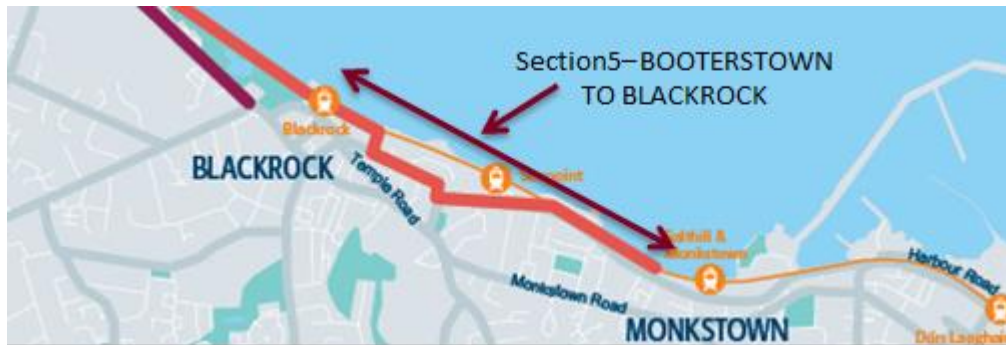
Section5 Booterstown to Blackrock



Main comments noted:

- Concerns related to congestion and road safety issues also concerns raised about the visibility to the right on the exiting at Blackrock College.
- Issues related to the proposed land acquisition due to the potential impact on the rugby pitch of Blackrock College.
- Concerns that the access points of the campus will be disrupted and the drop-off pick up facility which serves Willow Park School will be negatively impacted from the changes.
- Conditional support towards the aims of the proposed changes for the Merrion Gates to Blackrock section of the route.
- The current situation of cyclists and pedestrians cutting across one another in front of the DART station in Blackrock can be unsafe and has to be remedied.
- Belgrave Place is very narrow and serious safety concerns would be raised if more traffic was forced through this street.
- Concerns about the parking amenity loss which is a safe drop off and collection zone for young passengers at Tobernea Terrace of Seapoint Avenue.
- Concerns over the negative impact that the scheme may have upon Blackrock Village and surrounding businesses, particularly in relation to traffic flow into the village and the direct impact this would have on actual footfall.
- The proposed changes in the scheme would impact the historical value of the railings at Balckrock College.
- Further impact study request on how the proposed one-way system will impact the traffic flow into Blackrock Village.
- Concerns that there will be reductions in parking spaces on Rock Road, from the junction with Booterstown Avenue to St Helen's Road which are used by residents and by parents of young children attending St Mary's boys NS on Grotto Avenue, mornings and afternoons.
- Child safety concerns, as the proposed corridor proposes to put a cycle lane between the parking spaces and the footpath.

Section 6 Blackrock to Seapoint



Main comments noted:

- Safety concerns would be raised if more traffic was forced through Belgrave Place, cyclists coming from Dun Laoghaire would have to cut across traffic flow to enter in the cycle track, which would not be safe.
- Concern that the increased traffic that the proposal plans will bring to Eaton Square will endanger cyclists further and indeed will endanger the many children who play all day in the Square.
- Conditional support towards the Scheme if there will be yellow junction boxes painted on the surface of Monkstown Road at the Eaton Square and Alma Road Junctions for improving safety.
- Don't do works to Seapoint Ave but increase the measures on the coast side to include cyclists & pedestrians.
- There is a drop-off zone on Alma Road for children attending Scoil Lorcain which will become unsafe for young children if the traffic would be diverted onto Alma Road.
- Concern about maintaining access to the sea across the proposed Boardwalk.
- Concerned that, unless suitable provision is made, the proposed walkway will make it difficult or impossible to exercise the right of way to the seaside.
- The four-way junction will limit exit from this terrace in only one direction i.e. up the proposed one-way Alma Road which will be required to accommodate one-way traffic from 3 directions, presumably sequentially. This movement will be combined with cycle traffic in two directions on Seapoint Avenue crossing the Ardenza entrance, making it impossible to enter or exit safely.
- Concern at the potential disturbance of wildlife habitat areas along the route, such as the Oystercatcher roosts between Maretime Point and Seapoint Dart Station. So called "mitigation measures" to deal with these areas are not sufficiently explained.
- Noise pollution increase issue due to the traffic back up which is caused by drivers beeping at cyclists, who break their "bicycle traffic lights" at the corner of Temple Hill and Monkstown.
- Suggestion of putting two single cycle lanes on Seapoint Avenue, to enable more flexibility for cyclists.

- The infrastructure in place is not fit for purpose on the majority of the route between Blackrock and the city centre.
- Seapoint Avenue was designated as a Port Access route, the status of which now needs to be clarified.
- Alma Road is a high quality heritage environment with a number of important houses protected under the Development Plan. Rerouting large volumes of traffic up this street for little gain in either urban legibility or ease or convenience of vehicle movement seems counterproductive and damaging.
- Strong opposition against the proposed option because of its cost and potential impact on protected structures, cultural heritage and most importantly biodiversity along the shoreline. Cycle route that would minimise the impact on residents and traffic in this area should be developed.
- Concern that doubling the amount of existing traffic for a cycle lane would be very unfair and even dangerous for the residents of the Monkstown Road.
- Support towards the preferred option from Blackrock to Seapoint which will positively impact the cycle paths.
- Concern that the removal of all street parking from Seapoint Avenue will be totally unreasonable for residents of Seapoint Avenue, especially those who don't have driveways.
- Concern that the damaging proposal for Seapoint Avenue will be a crucial factor which will focus public support for alternatives.
- Concerns over the detailed design of the scheme and reservations about funnelling traffic up Alma Road.
- Concern about the set-down area for Scouting Ireland National Training Team.
- Consideration should be given to route the proposed cycle lane out of Blackrock village up through Temple Park to meet the exiting cycle lane on Temple Hill and continue this onto Monkstown road where at present there is no cycle lane.

Multiple Sections throughout the Scheme

Main comments noted:

- Issue raised regarding the health of the long term investment and how this scheme will influence the lives of the future generations. Stated that “cheap things could be the most expensive ones in the long term. Think in future generations.”
- Overall expenditure of the flyover bridge over the Church car park is unlikely to be justifiable.
- Business impacts, devaluation of property and loss of both private and on street public parking in the vicinity of the scheme.
- Cycling lanes which are separated from heavy traffic are welcomed. Seen as a major step towards increasing the health and safety of the population which will also encourage more people to cycle.
- Requests to review the design for the underpass which is in a chicane and has no clear line of sight through it. For safety reasons and to ensure that people would want to use it, this needs to be addressed.
- The movement of emergency vehicles in Dun Laoghaire, including to and from St Michael’s Hospital, depends on the connected nature of the road network. There are few bus lanes providing emergency corridors. Congestion caused by severance will lead to health and safety concerns.
- The vehicles will require considerably more fuel consumption which in turn would cause considerable air pollution as well as noise and vibration issues in the vicinity of the proposed ramps and bridge/flyover with very particular impacts for Ailesbury Mews and Merrion Hall and Our Lady Queen of Peace Church.
- The proposal to remove the level crossing at the Merrion Gates and provide an alternative flyover is welcomed. This is a long standing problem for all users of the road and the DART, confidence in the solutions that will provide less noise and disruption for the residents.
- The scale of the overpass is completely disproportionate to its proposed setting. In its scale and bulk and design, it is visually intrusive and completely out of place.
- Implementing the current suggested traffic plan with Seapoint Avenue being filtered in a north south direction would result in major traffic jams.
- Support for the Cycle & Walk Way around Dublin Bay and the implementation of the Strand Road to Seapoint section.
- Many of the victorian structures between Merrion Gates and Merrion Church are protected and exist in a historic context which the road widening and tree removal will destroy.
- A coastal route could better serve that safety interest and in addition a wider public interest, a description of which is to be found the S2S’s vision of a continuous walk and cycle way around the whole of Dublin Bay.
- The proposed coastal footpath between Seapoint and Blackrock DART Station is to be welcomed.
- The Merrion Gates underpass environs will deteriorate, will attract anti-social behaviour and be the scene of likely accidents between cyclists and pedestrians due to the lack of cyclist segregation in the area.
- The overpass would have a huge negative effect on the church, and therefore on the community.

- A pedestrian boardwalk may be feasible, but the NTA will have to ensure that in its design, material, and construction it adds to the visual amenity of the promenade, and it can withstand the rigours of Dublin Bay in winter. The boardwalk will need to be able to be closed when it is unsafe to use it, and will need to be able to withstand repeated contact with salt water. Request for finding a solution to restrict the access to the boardwalk in case of bad weather when it is unsafe to use.
- The underpass appears to have many twists and turns. In the interest of safety suggestions were made that this design be revisited.
- Supportive of the principle of the underpass but the application should be modified if possible.
- Suggestion to redesign the underpass and make it more user friendly with a linear design which will provide safe passage to pedestrians and cyclists.