



Beach Road Public Consultation

6th January 2021

1.0 Introduction

Dublin Cycling Campaign is a registered charity that advocates for better cycling conditions in Dublin. We have a vision for Dublin that is a vibrant city where people of all ages and abilities choose to cycle as part of their everyday life.

We support the option to make Beach Road one-way for motor traffic to accommodate a two way protected cycleway at road level and retain the footpath. This will be a big improvement on the current, very dangerous situation for people cycling on this stretch, and also a big improvement on the original proposal of placing the cycleway on the footpath. It provides a crucial link in the coastal cycleway, and we urge the Council to complete the missing links by opening the Merrion Gates to Booterstown section at the same time as the Beach Road/Strand Road trial cycleway is completed. We would ask that the section through Ringsend Park to the East Link be progressed as a matter of urgency to speed up the completion of a connected network.

2.0 Concerns

The drawings suggest a cycle track width of about 3.0m, which is quite narrow for a 2-way cycle track. There should be enough space to widen it to 3.5 or 4.0 m.

The proposed facilities for cyclists continuing in to town are quite complicated and may give rise to unnecessary delays. The right turn on to Bath Street is of particular concern; it would be better to set up the traffic signals to allow cyclists a direct right turn there, ideally sequenced in such a way as to give an uninterrupted run from the Pembroke

Street continuation through to Bath Street. It must be said, however, that the proposed layout is a big improvement on the current, highly dangerous situation.

3.0 Other comments

Active general traffic management:

There is a need to manage northbound motor traffic that currently uses Strand Road and may instead divert through Sandymount, especially Tritonville Road and Church Avenue. To mitigate this, we urge the Council and Garda to run a communications campaign to advise drivers, including commercial vehicles, to take the M50 and not the East Link Bridge for northbound journeys. This could include digital signs on the Rock Road and in Dun Laoghaire, AA Roadwatch messages, use of the Garda and DCC Twitter account, and radio ads.

Active truck traffic management:

There is a particular need for a plan to manage truck traffic. Firstly, there needs to be a plan for enforcing the existing HGV ban especially in the early weeks. Secondly, the current cordon should be extended to include 4 axle trucks and be operative 24/7 (apart from permits). There needs to be particular management plans for major construction sites, including Facebook, the Maxol garage site, the Glass Bottle site and the Roslyn Park school.

Access to schools:

The cycleway should include access routes for the local schools (St Matthew's, Star of the Sea, Educate Together, Roslyn Park and Lakelands) and there should therefore be toucan crossings at Leahy's Terrace, Newgrove Avenue and Gilford Road, as well as a protected cycle lane and signaling connecting the cycleway and Cranfield Place.

Signage:

For the Strand Road cycleway as a whole, it would be useful to have signs indicating typical travel times by bike to various destinations (eg, village, Martello tower, Clanna Gael, St Vincent's hospital, city centre), for example at the Martello tower and Marine Drive.

Pedestrians

Higher priority should be given to pedestrians crossing Strand Road and Beach Road, with more pedestrian crossing points and all pedestrian signals being on-demand (like the one at St Alban's Park). The crossing at Marine Drive should be relocated to the other side of Marine Drive to allow pedestrians and vehicles exiting from Marine Drive

to have simultaneous green light. Yield signs, raised road surface and zebra crossing paint on the cycleway at pedestrian crossings to alert cyclists to yield to pedestrians at these points.

Bike Parking:

There will need to be additional bike parking along the route and in the general area. Clanna Gael, Sean Moore/Beach Road junction (Maxol garage?), Marine Drive, Merrion gates, Sandymount Green etc. There should also be signage directing cyclists to the existing bike parking at the car parks on Strand Road.

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