

Sandymount / Merrion to Blackrock Corridor Study



26th April 2018

Study Area and Objectives

STUDY AREA

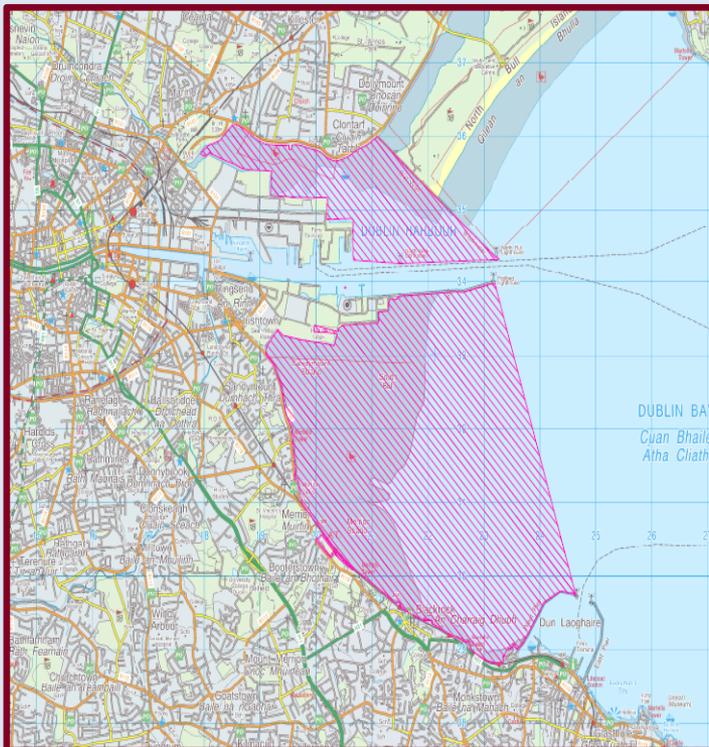


The objectives of the study were to establish the feasibility of developing the “S2S” cycle / pedestrian route through the study area, as well as the provision of cycle and bus facilities on the adjacent Rock Road, and to identify a preferred option for each of the two routes.

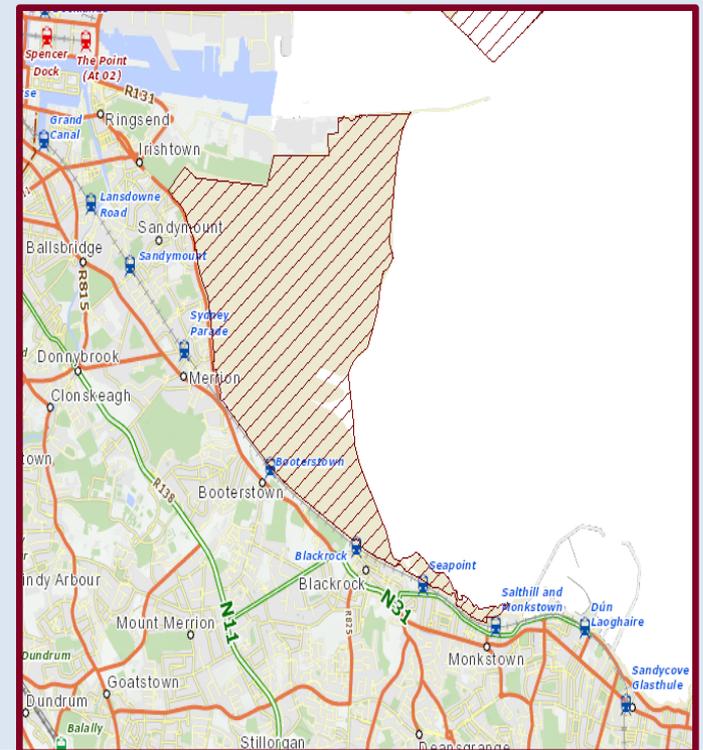
Environmental Designations

There are two major environmental designations applying to this general area, protecting certain species of birds and the wetlands and mudflats of the area. These are shown below.

South Dublin Bay and Tolka River Estuary Special Protection Area



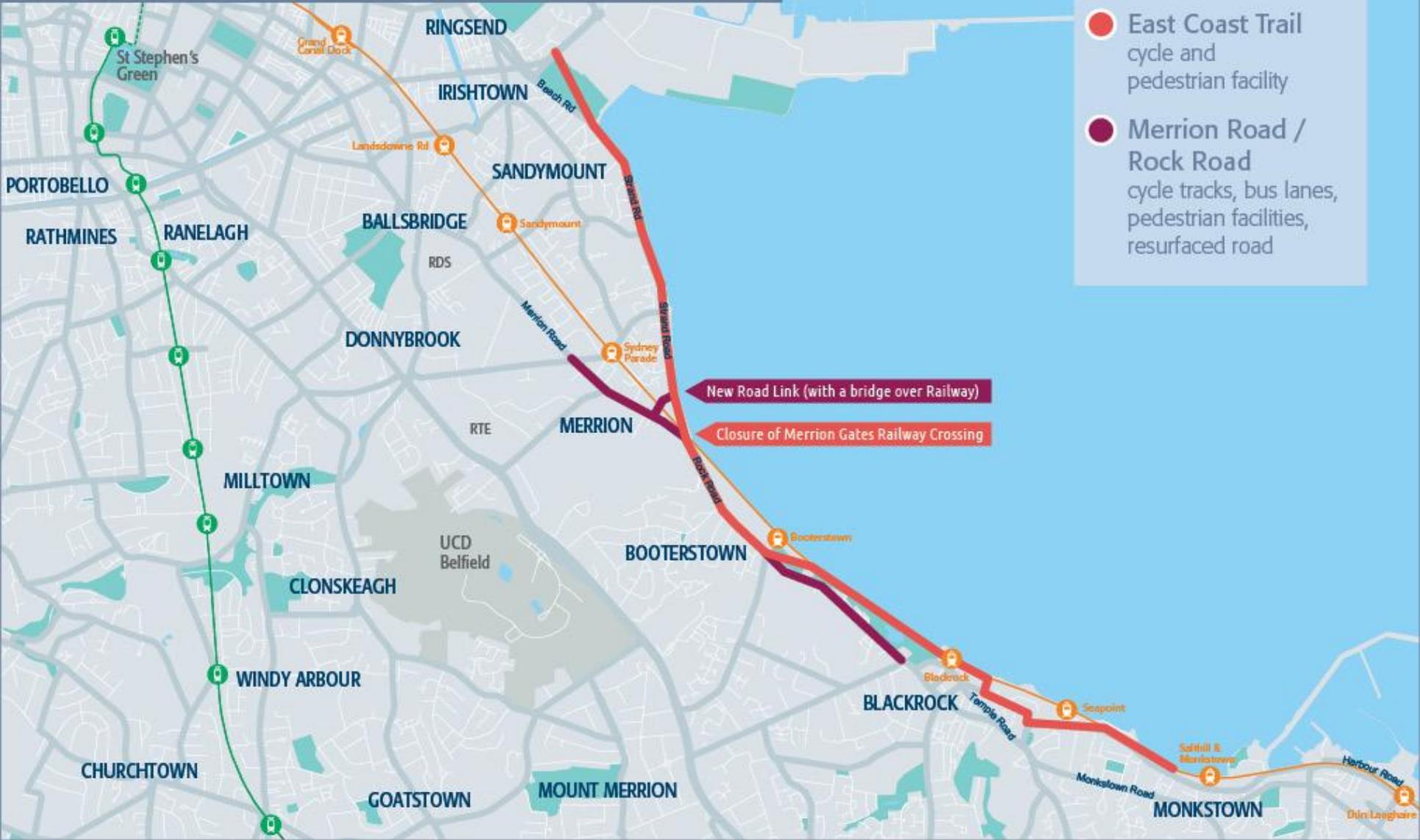
South Dublin Bay Special Area of Conservation



SANDYMOUNT / MERRION TO BLACKROCK SCHEME OVERVIEW

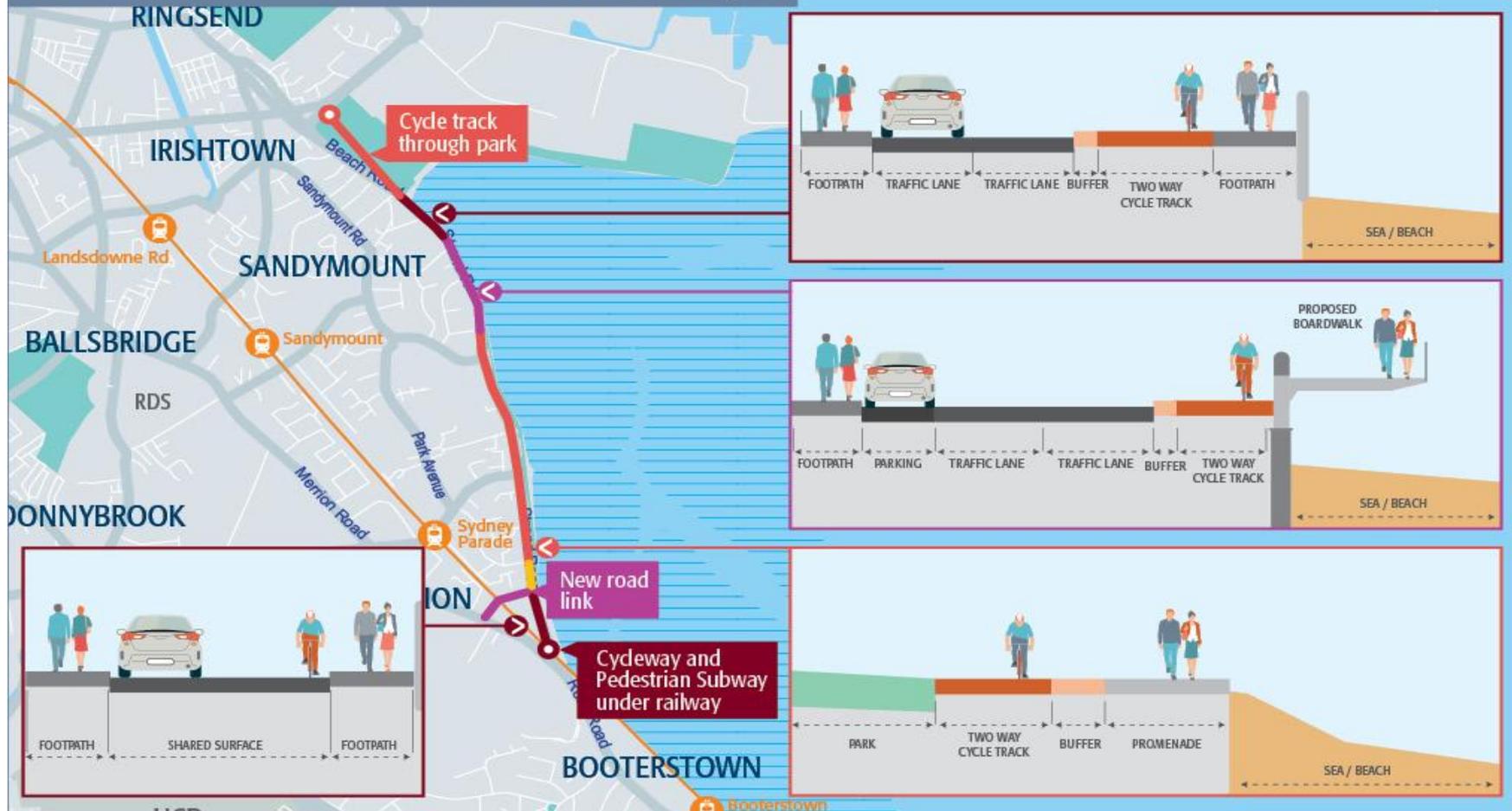
Key

- East Coast Trail cycle and pedestrian facility
- Merrion Road / Rock Road cycle tracks, bus lanes, pedestrian facilities, resurfaced road



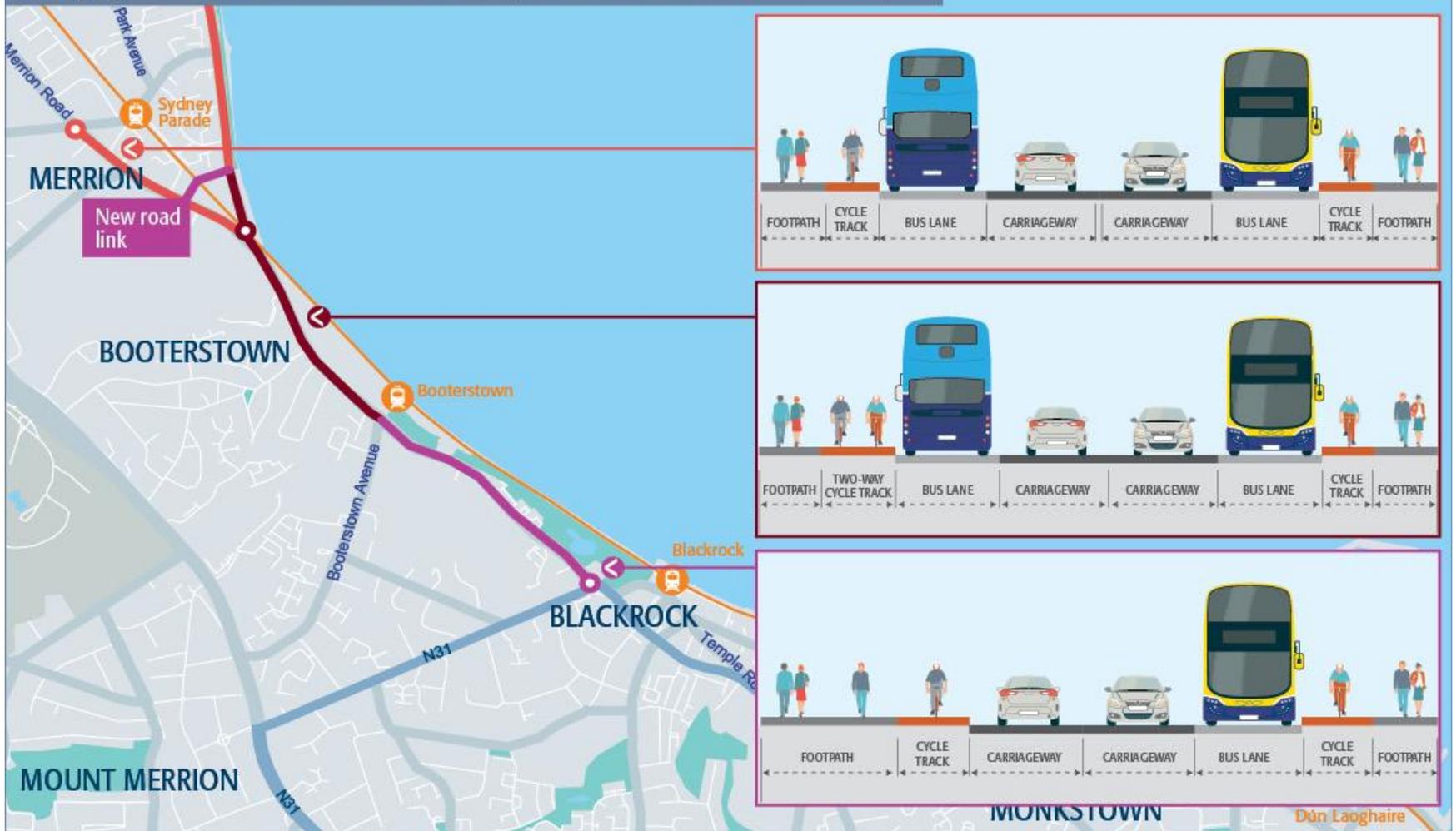
Emerging Preferred Option - For Public Consultation

Coastal Route: Irishtown to Merrion Gates – Indicative Layout



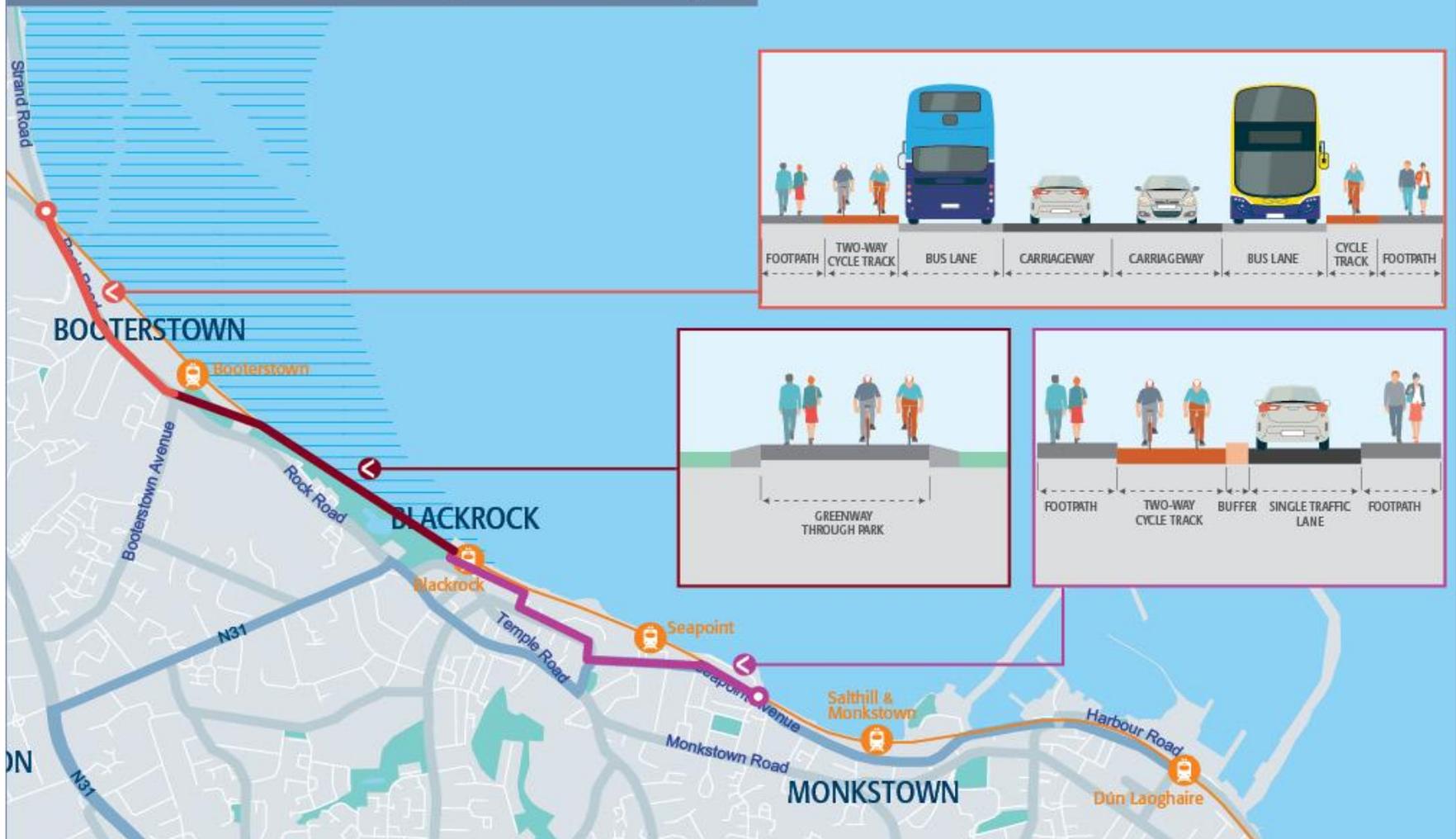
Emerging Preferred Option - For Public Consultation

Emerging Preferred Scheme – Rock Road / Merrion Road – Indicative Layout



Emerging Preferred Option - For Public Consultation

Coastal Route: Merrion Gates to Seapoint – Indicative Layout





MERRION ROAD

STAND ROAD

Merrion Strand

PROPOSED OVERPASS

EXISTING OUTSTANDING
MULTI-STOREY CARPARK

EXISTING BUS STOP & BOARDING

OFF-PARK PARKING STRIP

EXISTING BUS STOP

EXISTING BUS STOP

PARKING & BOARDING

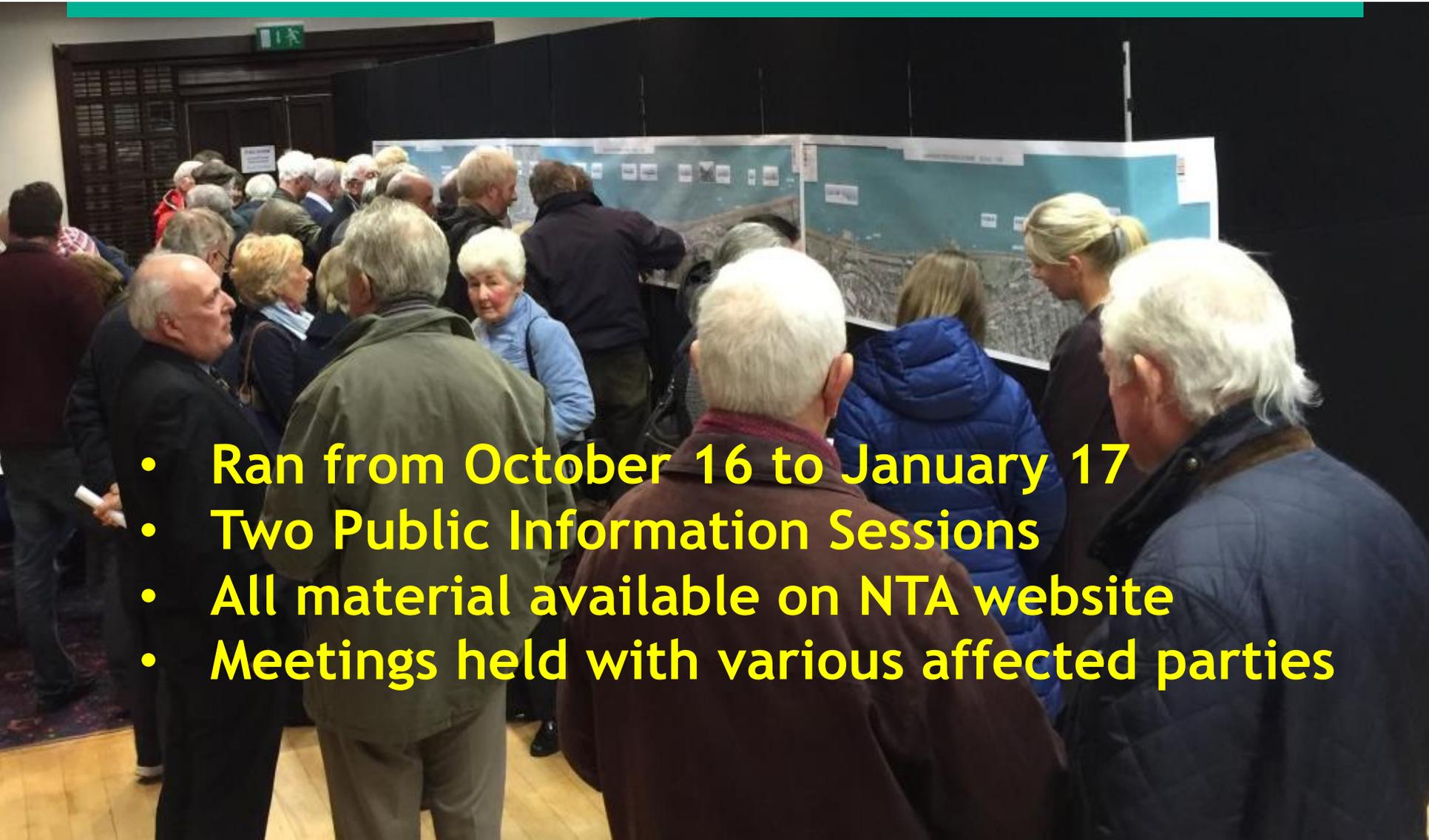
PROPOSED PARKING LOCATION
FOR LOCAL RESIDENTS

PROPOSED LOCATION OF OVERPASS
ACROSS MERRION ROAD AT STAND ROAD
INTERSECTION AND CYCLE FACILITIES

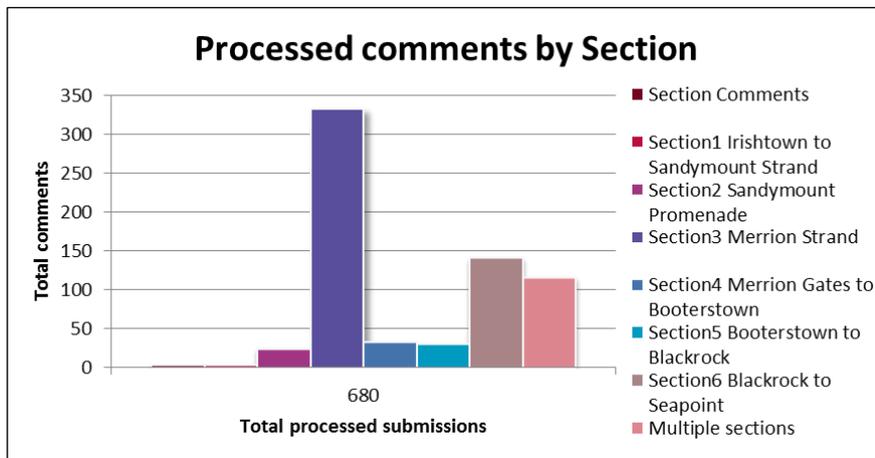


PROPOSED CYCLE TRACK WITH
SIGNPOSTING AND APPROX GATES

Public Consultation

- 
- Ran from October 16 to January 17
 - Two Public Information Sessions
 - All material available on NTA website
 - Meetings held with various affected parties

680 submissions received



	Number of Submissions	Percentage
Section 1: Irishtown to Sandymount Strand	3	0.3%
Section 2: Sandymount Promenade	24	4%
Section 3: Merrion Strand	333	49%
Section 4: Merrion Gates to Booterstown	33	5%
Section 5: Booterstown to Blackrock	30	4%
Section 6: Blackrock to Seapoint	141	21%
Multiple sections	116	17%
Total	680	100%

Main Issues Raised

- 
- A photograph showing a coastal railway line. The tracks run parallel to a stone sea wall on the left, which separates the railway from the sea. In the background, a town is visible across the water under a cloudy sky. The railway has overhead power lines and poles.
- **Road link and bridge at Church (49%)**
 - **Seapoint Avenue One-Way (21%)**

Also...

- **Disappointment that it is not a fully Coastal Route**

Church Car Park - Proposed Link Over DART



Seapoint Avenue



Review of Merrion Gates Section

Other than closing Merrion Gates without providing a replacement road link, we have not identified a viable alternative scheme that complies with current environmental law.

This part of Dublin Bay is designated as a Special Area of Conservation (the “South Dublin Bay Special Area of Conservation”) and a Special Protection Area (the “South Dublin Bay and Tolka River Estuary Special Protection Area”). Because of those environmental designations, it is not legally permissible for us to progress a scheme which would intrude into that designated area.

We identified in the public consultation document that the European Court of Justice had issued a significant decision that “*established that the loss of even part of a protected site precludes a development from being authorised except in very special cases*” and that for those special cases to apply, there must be an “*absence of alternative solutions*”, which isn’t the position in this case.

Review of Southern Section

A review of the southern section of the route was undertaken.

An alternative scheme is possible between Blackrock and Seapoint.

Key Elements:

- Provide new cycling / pedestrian bridge over DART at Idrone Terrace
- Maximize space between Sea Wall and DART line and provide combined cycleway/walkway in this area
- Route cycleway/walkway around perimeter of Maretimo Headland
- Elevated Boardwalk from Maretimo to Seapoint
- Property acquisition is likely at Seapoint

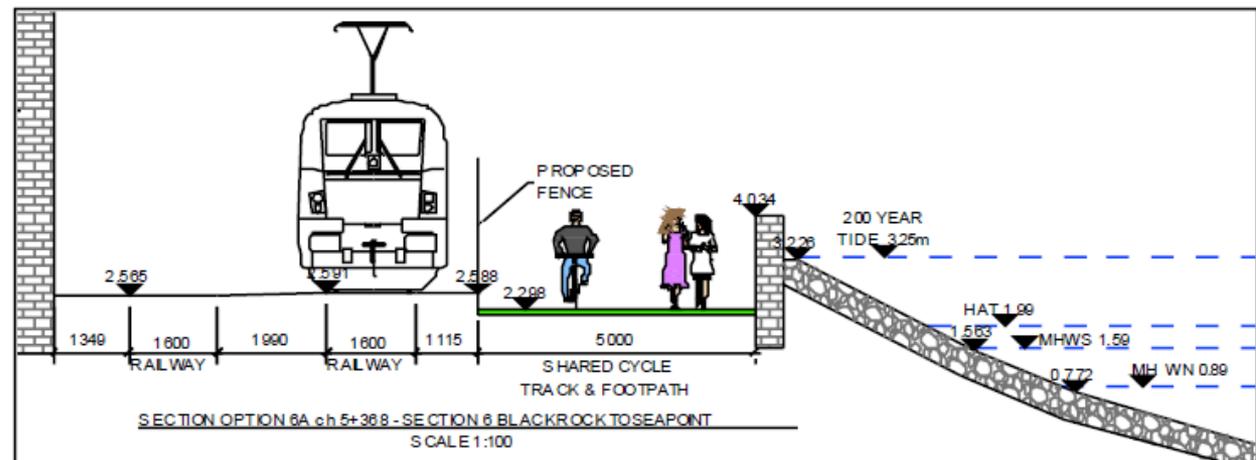
Potential Environmental Issues:

- Possible birds impacts, particularly during construction
- Will require confirmation of no unacceptable impacts on SAC

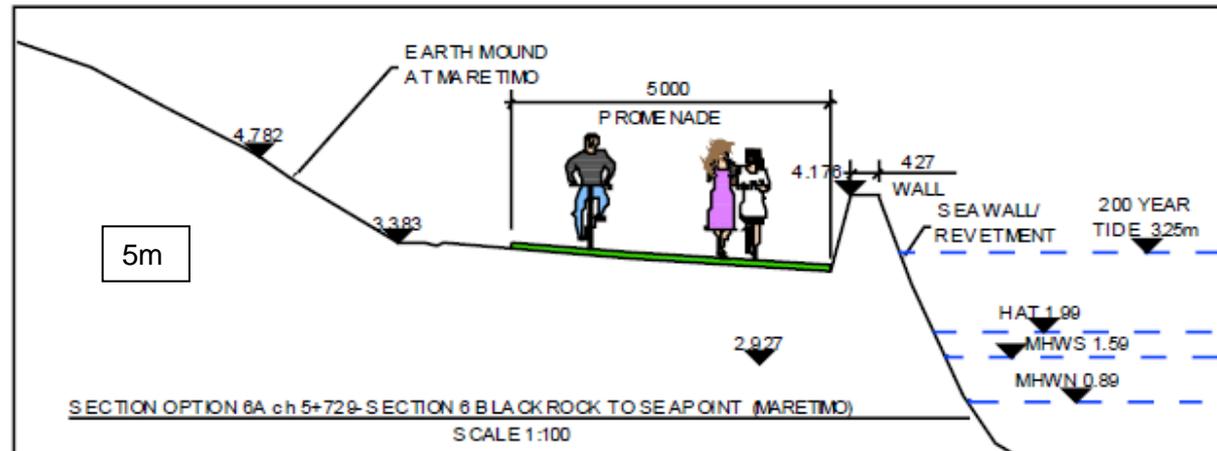
Blackrock to Maretimo



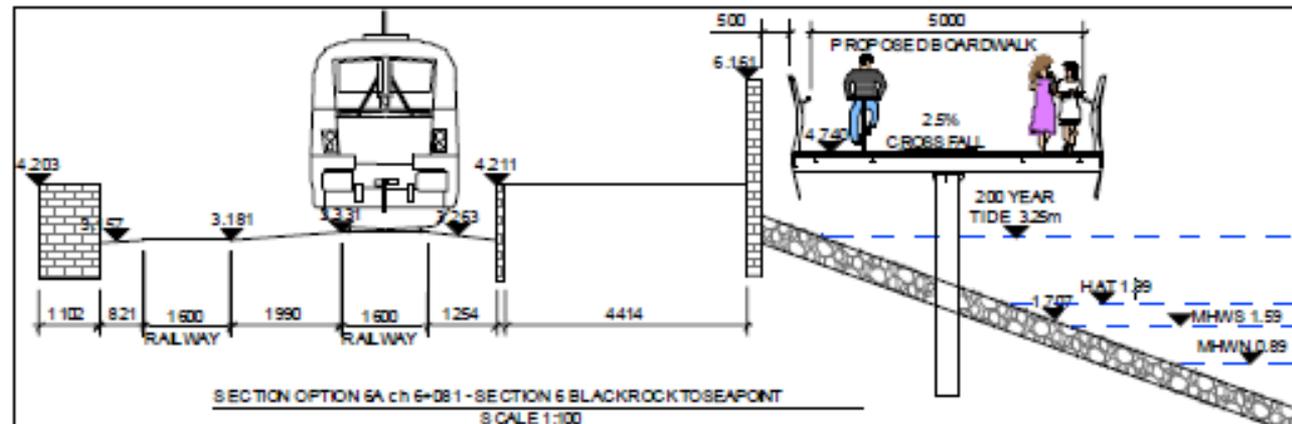
Blackrock DART to Maretimo



Maretime Headland



Seapoint DART Station



Summary and Next Steps



Summary

Significant level of opposition to the Emerging Preferred Scheme at two particular locations:

- Merrion Gates and
- Seapoint Avenue.

Alternative proposal available to address the **Seapoint Avenue** issues:

- an off-road coastal route (Idrone Terrace / Maretimo / Seapoint)
- additional property acquisition possible
- some environmental issues to be addressed

Merrion Gates:

No viable alternative identified.

Proposed Approach

Proceed with the section of the cycle route from Seapoint to just south of the Merrion Gates as an initial scheme.

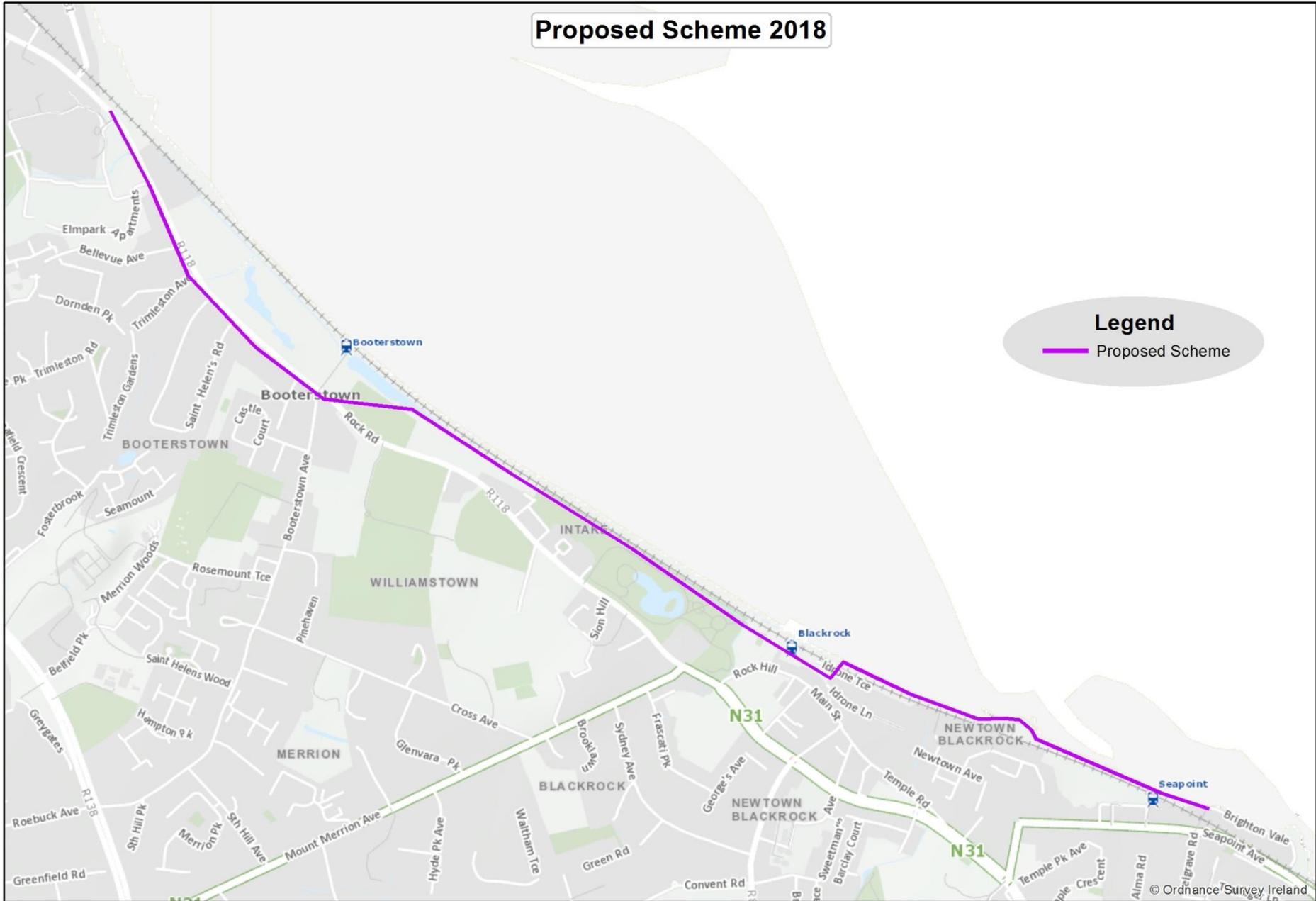
Postpose, for the present, the Merrion Gates / Strand Road proposals.

However, this means that the issue of the reduced time that will be available for traffic and other road users at the Merion Gates level crossing as the frequency of DART services increases, is not addressed, and will need to be addressed at a future date.

As the southern section is virtually all located in DLRCC, the Council will need to consider whether it is prepared to develop and proceed with the southern section, and whether a Part VIII approval is appropriate.

NTA to publish the consultation report on its website.

Proposed Scheme 2018



Legend

Proposed Scheme