

Living Streets Coastal Mobility Route

*Cycling, Pedestrian Safety &
Public Realm upgrades*



**Living
Streets**
Coastal Mobility Route



What does the scheme involve?

SEAPPOINT PARK PROPOSED VIEW



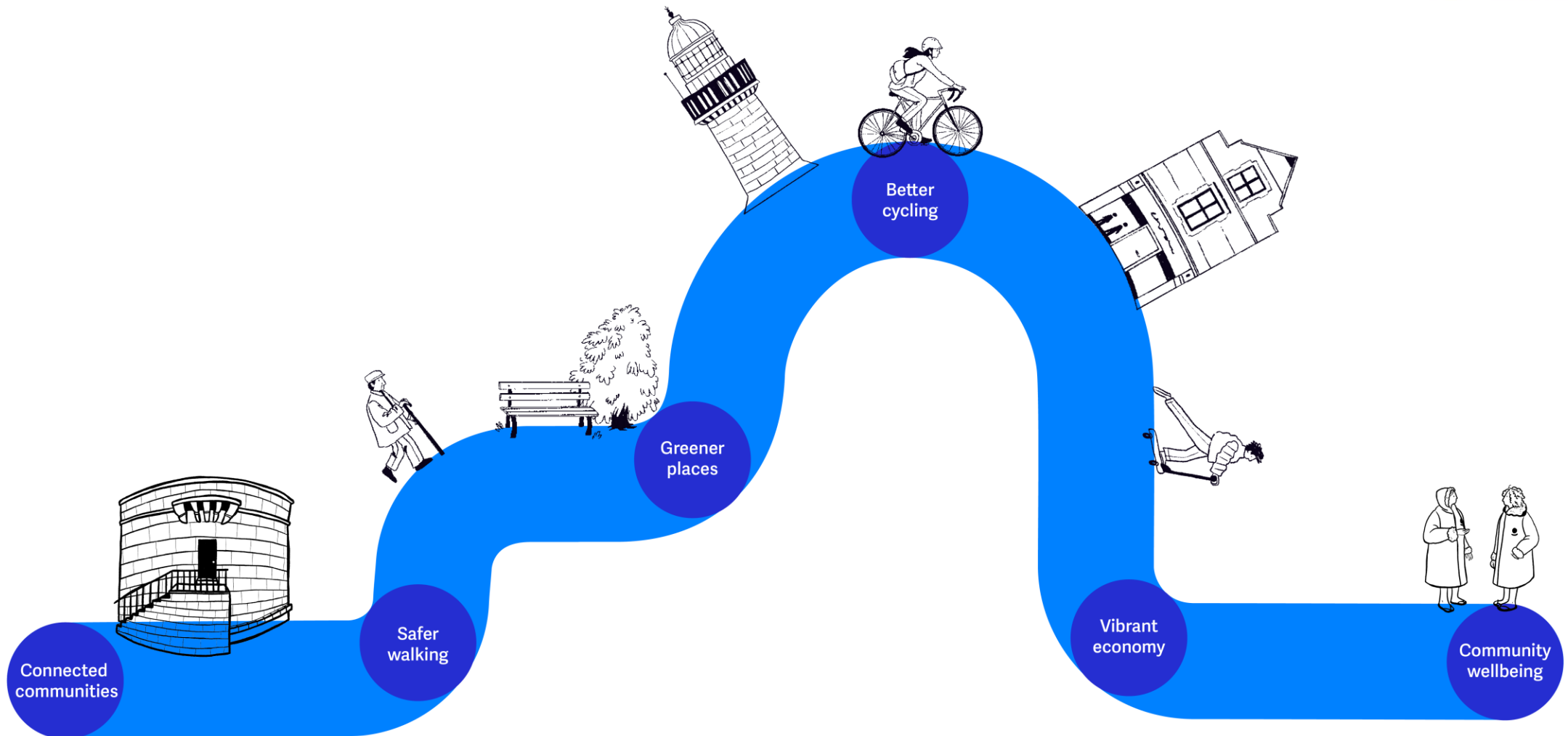
Living Streets Coastal Mobility Route will enhance active travel infrastructure and public realm space along the coast between Blackrock and Sandycove.

Building on the temporary infrastructure implemented during the COVID restrictions of Summer 2020, the plan will move the Coastal Mobility Route (CMR) from a temporary design to a high-quality permanent scheme.

The proposed scheme will improve the finish, connectivity, accessibility and safety of the route. It will make it easier and safer to walk and cycle along the coast and will create enhanced public spaces for rest and recreation.

The scheme will be delivered under Section 38 of the Road Traffic Act 1994.

Benefits



Policy Context

In addition to supporting National and Regional Policy objectives, **Living Streets: Coastal Mobility Route** will support the objectives of the DLR County Development Plan (2022-2028). A summary of some of the important objectives includes the following:

- *“To ensure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements”*
- *“To develop the proposed Sutton to Sandycove Walkway-Cycleway as a component of the National East Coast Trail Cycle Routes”*
- *“To ensure that all development proposals, whether in established areas or new growth nodes, should contribute positively to an enhanced public realm and should demonstrate that the highest quality of public realm design is achieved”*

Project Evolution and Timeline



2015
County
Development
Plan

Identifies need for active mobility infrastructure, and enhanced connectivity.

2020
Covid works

Delivered a 4.5km route along Dún Laoghaire coastline (incl. 3.6km two-way fully segregated cycleway). Delivered in less than 8 weeks as a response to the COVID-19 public health crisis.

2021
Evaluation

TU Dublin – evaluation– shows positive impacts, high levels of support for the temporary CMR and appetite for a permanent scheme.

2022 / 23
Design of permanent scheme

Design development
Note: project complements 2 other key projects:
- Living Streets Blackrock. Consultation complete on this project.
- Living Streets Dun Laoghaire. Public consultation Q3/Q4 2023

2023
TUD
Publish report

TU Dublin publish report findings and contact businesses

July/Aug
2023
Section 38

Non-statutory Public consultation: Survey, webinars, submissions.

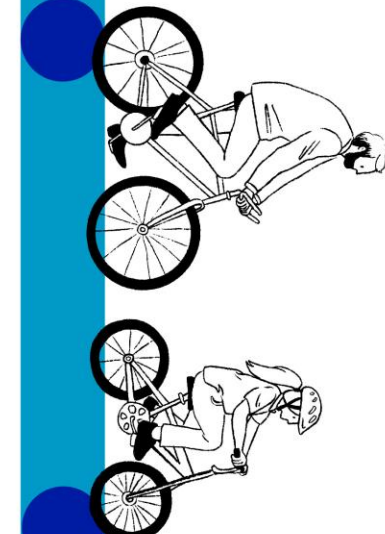
2023 / 2024
Detailed Design and Construction

If planning is granted detailed design to commence in Q3 2023 with construction to begin in Q1 2024.

CMR (2020)

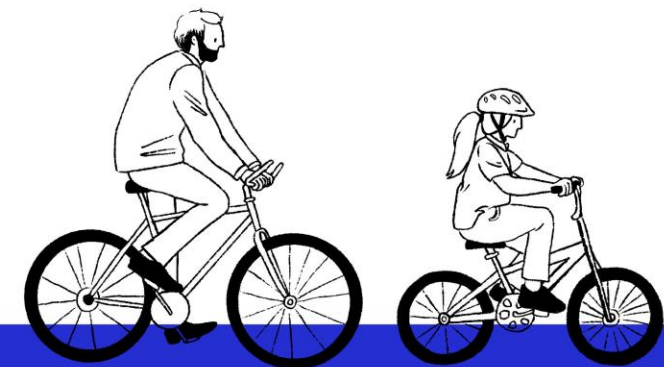


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Performance to date

- Highest-performing cycle route within the DLR county area and is **one of the best performers in the country**
- The route recorded **2 million cycling and walking trips** in its first year
- **Number of cyclists on the coastal route has more than doubled** in the three years since opening (between 115% and 126% increase on pre-pandemic times) .
- Pedestrian and cycling demand on the route is high **throughout the day on both weekdays and weekends.**
- A diverse range of cyclists use the route (as outlined in following TUD slide).
- Evidence of a **Cycling Network Effect** where the addition of new infrastructure adds to the usage of existing facilities
- Linking together the coastal villages of Blackrock, Dun Laoghaire, Sandycove and Glasthule, the CMR has **enabled the introduction of further active travel and placemaking measures in those villages**
- Dún Laoghaire-Rathdown County Council received the first **Cycling Infrastructure Award 2022** for the CMR from the European Cycling Federation



TU Dublin Evaluations

Féidearthachtaí as Cuimse
Infinite Possibilities

DLR Covid Mobility Research & Review

Sustainable Mobility Research Group

Project Team, including:

- Dr. Sarah Rock – Principal Investigator
- Dave O'Connor – Project Manager
- Odran Reid
- Michael Banim
- Dr. Lorraine D'Arcy
- Dr. Robert Bradshaw

& Wider Project Team from **School of Architecture, Building
& Environment @ TU Dublin**

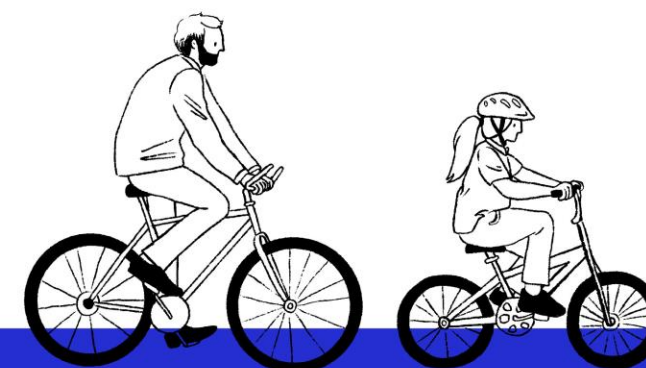


OLLSCOIL TEICNEOLAÍOCHTA
BHAILE ÁTHA CLIATH
**T
DUBLIN**
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Read the TUD research findings [here](#)

Watch our short video summarising key findings - click on link below.

- <https://vimeo.com/834455039/989762e351?share=copy>



TU Dublin Evaluation (2021-2023)

Evaluative Research of DLR's Covid-19 Mobility and Public Realm Projects



Study 1 (Ph1a): Sept 2020 - June 2021

- Blackrock Village Socio-Economic & Mobility
- Coastal Mobility Route – Mobility (interim findings – early stages of pandemic)

Study 2 (Ph1b): Sept 2021 – June 2022

- **Coastal Mobility Route: Mobility Update**

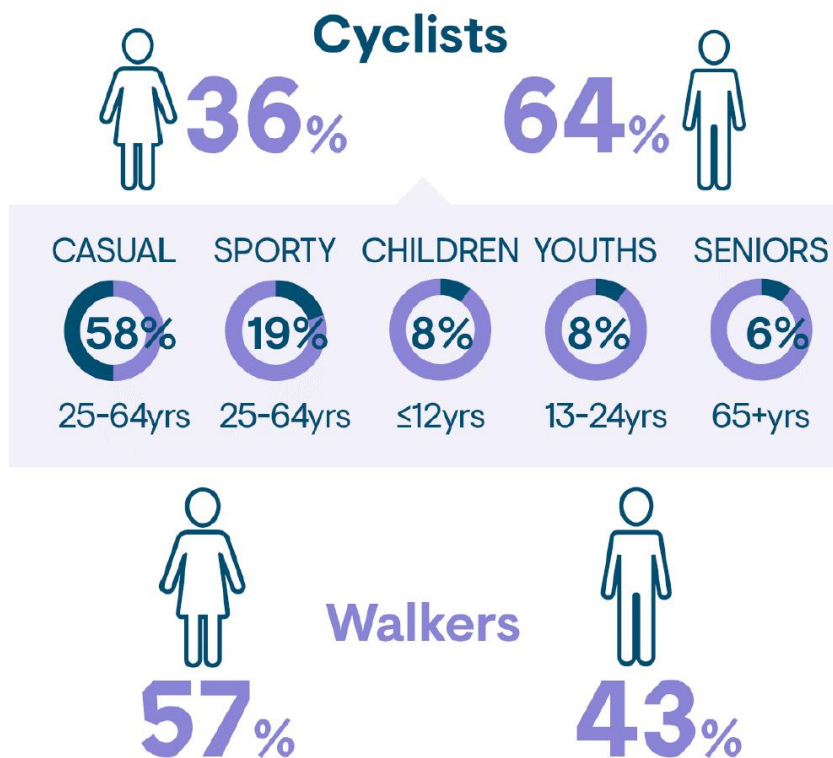


Study 3 (Ph2a): Sept 2022 – Jan 2023

- Coastal Mobility Route : **Economic Development & Business Community Feedback**

Mobility Update Key Findings

Who is using the Coastal Mobility Route?



October 2021

N=1215

TUD Report Phase 1b - Mobility Update -July 2022

- Good range of age groups (Oct 2020; 2021 & 2022 surveys).
- Gender mix – 36% female (higher than national average).
- A higher number of children and teenagers cycling, with parents reporting that they would leave their children cycling on their own on the new route. This promoted independence in younger people but also reduced reliance of vehicles.
- Vast majority categorised as more ‘casual users’
- *“The implementation of the CMR can, at least in this important mobility context, be regarded as very effective up to this point”*
- *“Based on evidence presented within this mobility update, the CMR can clearly be stated to becoming more established as a strategic active travel route serving the region, and meeting the objective of increasing comfort and safety for those walking and cycling, and providing an alternative means of travel”*

Economic Development and Business Feedback

Overall:

- One business attributed a significant **revenue decline** to the CMR & one-way system for cars.
- Remainder felt that route was either **positive or value neutral** in terms of its **economic impact**.
- Most respondents are either largely **accepting or supporting of the CMR and its retention** (most with suggestions for design improvements).



Economic Development & Business Feedback

Key positive finding themes:

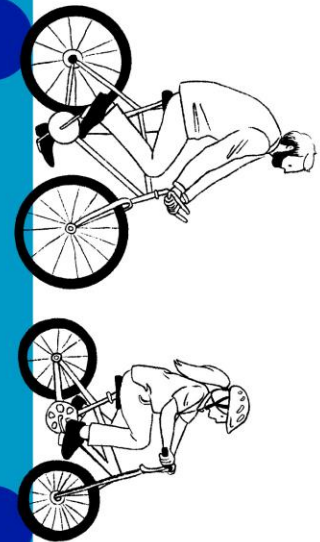
1. Business Development, Footfall & Turnover
2. Improve Working Conditions
3. Tourism & Improved Links with Dublin
4. Reputational Benefit to Dún Laoghaire/DLR

Key issues themes:

1. Wayfinding & Signage
2. Safety Concerns
3. Loading Bay Facilities
4. Stakeholder Engagement



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Key Recommendations: Business Feedback

1. Wayfinding & Signage

2. Car Parking Management

3. Tourism & Placemaking

4. Engagement & Consultation

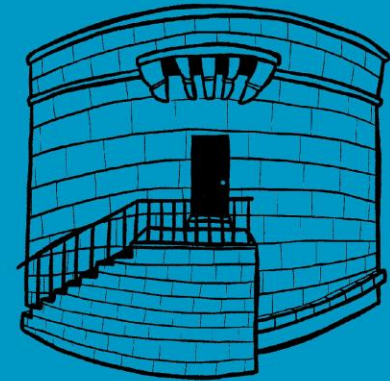
5. Pedestrian & Cyclist Safety

6. Loading & Delivery

- Introduction of dedicated **step-free pedestrian crossings** at strategic places (*e.g. Seapoint Av/Albany Av; Old Dunleary Rd/Hill; Baths area*)
- **Traffic calming** & lower **speed limits**
- Consider direction of vehicular traffic on Windsor Terrace

- Acute area identified around **Windsor Terrace** – consider access to car-park or redesign of roadscape here to introduce loading facilities.

Infrastructure and Landscape Design



**Living
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Coastal Mobility Route

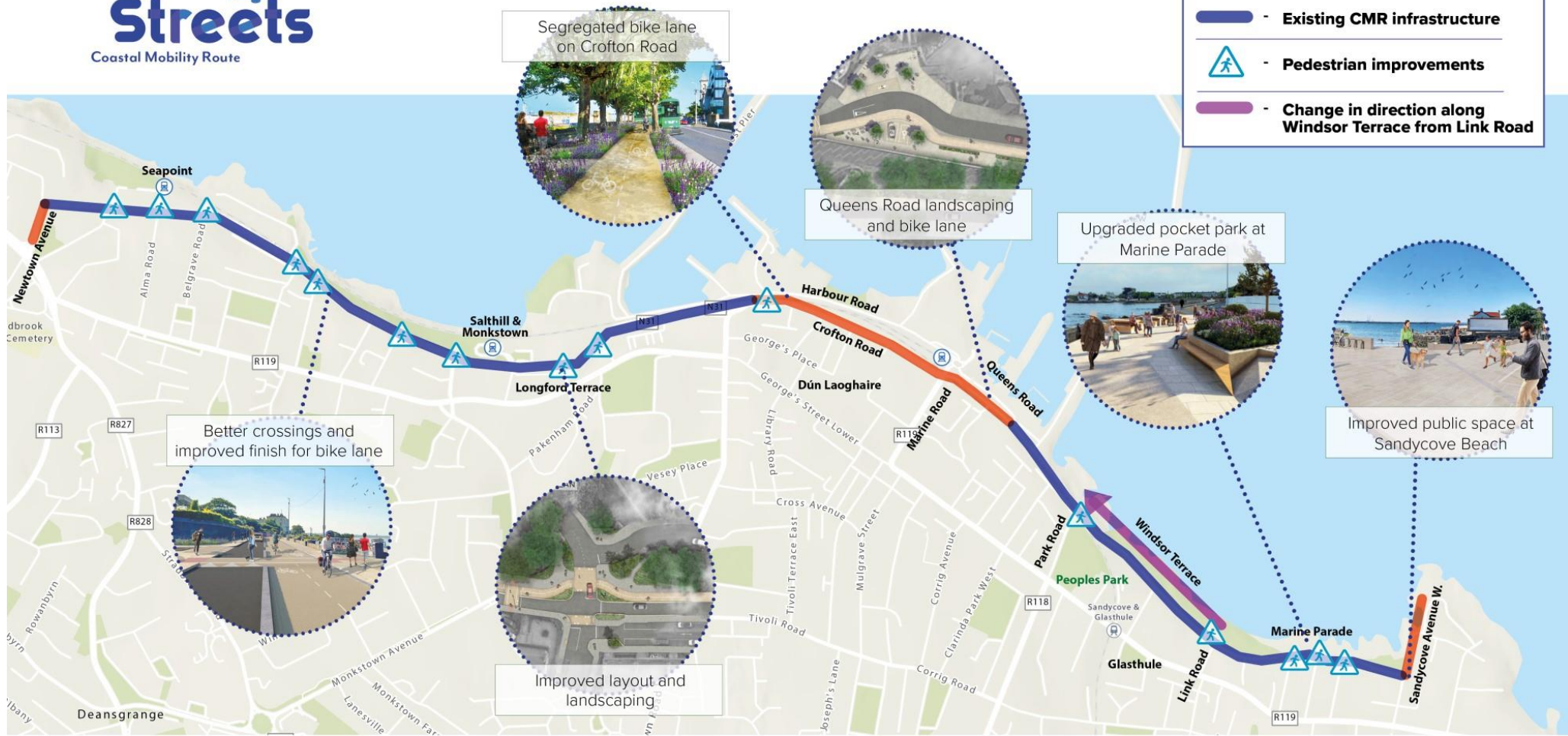
Living Streets

Coastal Mobility Route



KEY

- New two-way segregated bike lane
- Existing CMR infrastructure
- Pedestrian improvements
- Change in direction along Windsor Terrace from Link Road



NEW TWO-WAY SEGREGATED BIKE LANE

- Newtown Avenue
 - Crofton Road
 - Queens Road
 - Sandycove Avenue
- Creating a continuous 4.5km cycle lane

NEW HIGH QUALITY MATERIALS

Replacing existing rapid-build temporary kerbs with high quality granite kerbs along the full length of the CMR bike lane

INTEGRATED CYCLING

Better connections between Blackrock, Seapoint, Dún Laoghaire and Sandycove

BETTER PEDESTRIAN ENVIRONMENT

15 new raised pedestrian crossings, junction tightening and footpath improvements to make road crossing safer and easier for pedestrians

IMPROVED ROAD LAYOUT & TRAFFIC FLOW

Traffic calming, junction upgrades and improved signage. Change in traffic direction on Windsor Terrace to allow people to drive Northbound along the coast from Glasthule

IMPROVED LANDSCAPING AND PUBLIC SPACE

At Longford Terrace, Queens Road, Marine Parade and Sandycove Harbour

Windsor Terrace, traffic flow



Key Features

- Change in traffic direction from Link Road in Glasthule
- Enables people to travel from Glasthule continuously along the coast road by car to reach Dun Laoghaire, Monkstown and Blackrock.
- Will alleviate traffic pressure at the junction between Summerhill Rd and Park Rd (by People's Park).
- Better signage to aid wayfinding will be added along the route at Detailed Design phase

Note: A loading bay will be added in the car park beside the Baths for use by businesses along this stretch as part of planned works on the reinstatement of the Baths car park

Newtown Avenue



Key Features:

- New two-way segregated bike lane on Newtown Avenue.
- Creating continuous bike lane, connecting Rock Road to Seapoint Avenue.

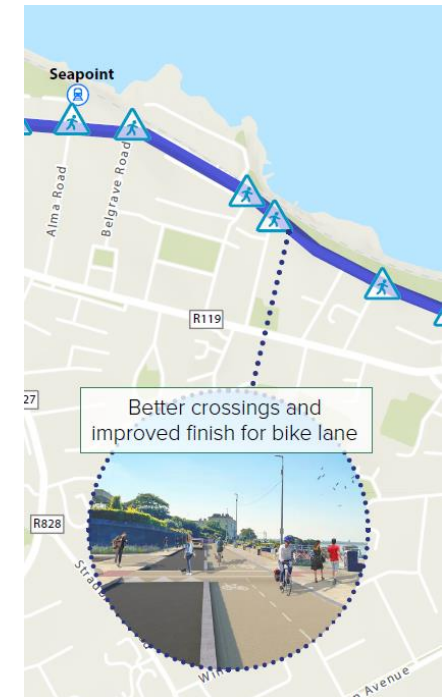
Seapoint Avenue – cross-section

SEAPOINT PARK PROPOSED VIEW



Key Features

- High quality granite kerb replacing the temporary rubber and timber kerbs
- Safer, raised pedestrian crossings.

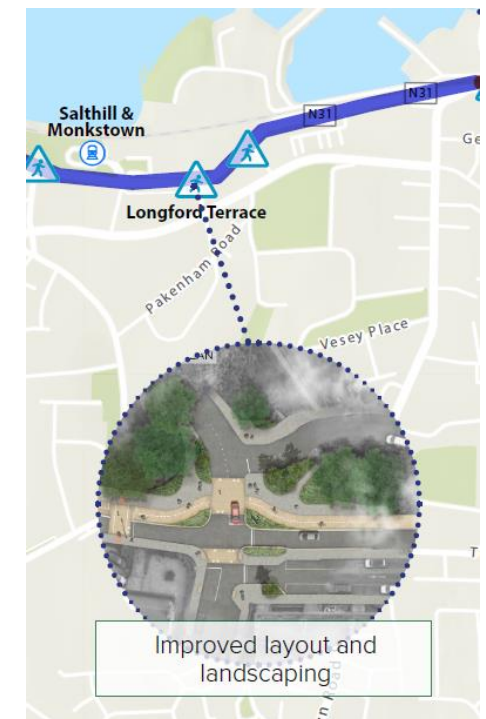


Longford Terrace (by Salthill & Monkstown DART station)



Key Features:

- Safer shorter crossing for pedestrians and cyclists
- Raised crossing point, bike lane delineated.
- Tighter junction will reduce vehicle speeds and allow more space for trees and landscaping



Crofton Road: two-way segregated bike lane

CROFTON ROAD PROPOSED PLAN



Key Features:

- New section of segregated cycle track completes the missing link in existing CMR infrastructure.
- Between the line of trees a “No-dig” construction methodology will be used to avoid damaging tree roots



Crofton Road: two-way segregated bike lane

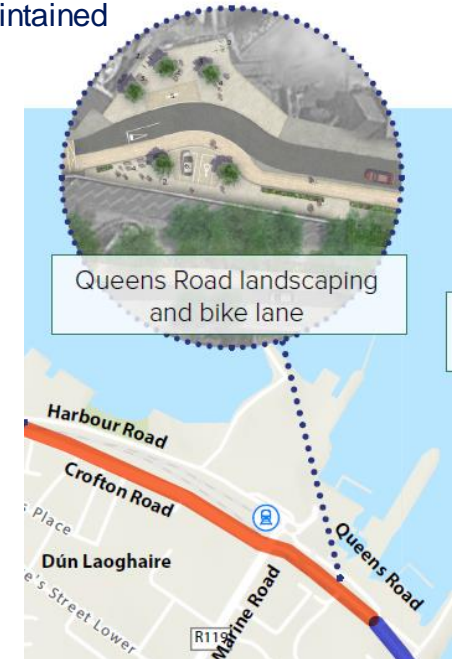


Queens Road



Key Features:

- New segregated cycle track on Queen's Road
- New pedestrian and cyclist area created on the upper ramp leading down to the Bike Hub
- Increased planting and new landscaped area with picnic table
- Existing access arrangements for vehicles maintained



Marine Parade landscaping

Key Features:

- Enhancement of existing parklet.
- New high-quality paving, in ground planting and seating
- Potential feature stone seating/play areas and drinking fountain.
- Raised crossings
- Bike stands



Sandycove Harbour

SANDYCOVE HARBOUR PROPOSED PLAN

- 1. BIKE STANDS
- 2. CASUAL TRADING
- 3. DISABLED PARKING



Key Features:

- Two-way cycle lane
- Quality, safe public realm space beside beach
- High quality granite paving
- Access to Sandycove Point still possible for residents and emergency services.
- Two wheelchair accessible spaces and casual trading spot retained.
- Bike Stands



Sandycove Harbour

SANDYCOVE HARBOUR PROPOSED VIEW



What next?

Public Consultation: 3 July – 14 August (6 weeks)

- Webinars – Wednesday 12th July, Tuesday 18th July
- Online Survey
- Posters along the route
- Leaflet drop

Post Public Consultation

Presentation to councillors in September 2023

- Detailed design Q3 2023
- Construction expected to begin Q1 2024

Note: Construction may be carried out in phases depending on the level of available funding



Ends

