

# S2S Cycleway & Footway Interim Works (Bull Road to Causeway Road)

Presentation to Elected Officials

5<sup>th</sup> November 2015



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council

S2S Cycleway & Footway Interim Works



# Background to This Scheme

- Dollymount Promenade & Flood Protection Project (DPFPP) and the North City Arterial Watermain (NCAM) both received planning approval from An Bord Pleanála in December 2011.
- Dublin City Council (DCC) and the National Transport Authority (NTA) then received Part 8 Planning approval for an Interim scheme in May 2013.

# Public Consultation Undertaken

- The proposed scheme was advertised on the Dublin City Council website and also in the Irish Times on Friday 14<sup>th</sup> December 2012. A total of 14 site notices were erected at key locations from just south of Wooden Bridge to just north of Causeway Road including at all major traffic junctions along that route.
- Plans and particulars of the proposed scheme were available for public inspection for a six week period up to and including Monday 4<sup>th</sup> February 2013 at the following locations and times:
  - Dublin City Council, Public Counter, Planning Department, Block 4, Ground Floor, Civic Offices, Wood Quay, Dublin 8, Monday-Friday 9.00am-4.30pm.
  - Raheny Library, Howth Road, Dublin 5 between the hours of 10.00am-8.00pm Monday to Thursday, and 10.00am-5.00pm on Friday and Saturday.
- The proposal was presented to the North Central Area Committee on 17<sup>th</sup> September 2012 and on 19<sup>th</sup> November 2012.
- A public information meeting was held on Tuesday 15<sup>th</sup> January at 7.30 p.m. in Belgrove Girls School Hall, Seafield Road. Hosted by the Clontarf Residents Association and attended by circa 180 people. Engineers from DCC and Roughan & O'Donovan were present with drawings of the scheme to answer questions from members of the public.
- A follow-up meeting was also held at 3pm on Friday 10<sup>th</sup> May 2013 in Conference Room 2, Northside Civic Centre, Bunratty Road, Coolock. The NTA and their project consultants Roughan & O'Donovan were present and dealt with any additional or new queries that had not been addressed in the consultation process.
- Planning approval was granted on Monday 13<sup>th</sup> May 2013.

# Overview of Scheme

## Missing link in an overall 8km cycle track around North Dublin Bay

### Western Carriageway (St. Anne's Park/Properties side)

- Kerb realignment and footpath works on the western side.

### Eastern Carriageway (Seaward Side)

- 2km of cycle and pedestrians facilities on the eastern side of the existing carriageway (4.0m wide two-way cycle track and 2m wide concrete footpath) .
- Improved flood defences along route and two new sections of retaining wall and works to improve existing seawall.
- Proposed services include improved drainage system, watermain and upgraded public lighting.

### Overall

- Streetscape improvement – new road surface, footpaths, traffic signals, cycle track and upgraded public lighting throughout the scheme.
- Renovation of Dollymount Tram Shelter.
- Enlarged and upgraded public car park at St. Anne's Park.
- Estimated Program Duration: 16+ months.
- Projected completion date: Q4 2016

# Wall Heights between Junctions along Route

Wall height adjustments are as follows:

- Bull Island Junction to Seafield Road East Junction: Level adjustment of up to 276mm (11 inches). First 25m no level change. **New average wall height = 540mm (21 inches)**.
- Seafield Road East Junction to Dollymount Park Junction: Level adjustment up to 120mm (5 inches) and new wall construction. **New average wall height = 580mm (23 inches)**.
- Dollymount Park Junction to Doyle's Lane Junction: New wall construction to match existing wall heights. **New average wall height = 690mm (27 inches)**.
- Doyle's Lane Junction to Dollymount Avenue Junction: New wall construction for 55 metres to match existing levels, no level adjustment to retained wall. **New average wall height = 450mm (18 inches)**.
- Dollymount Avenue Junction to The Oaks Junction: Wall level relatively unchanged with new coping to be installed. **New average wall height = 700mm (28 inches) with maximum wall height = 975mm (39 inches) – same as existing**.
- The Oaks Junction to Mount Prospect Avenue Junction: No level change. **New average wall height = 800mm (32 inches)**.
- Mount Prospect Avenue Junction – Naniken Stream: Level adjustment of 450mm-690mm (18-27 inches). **New average wall height = 840mm (33 inches) with maximum wall height = 1,138mm (45 inches) including 75mm (3 inch) coping**.
- Note: the section of wall just south of Mount Prospect Avenue which is not being adjusted is currently at a height up to 975mm (38.4 inches). The max height of our current wall north of this is 1,063mm (42 inches) excluding coping, which would be 1,138mm (45 inches) allowing for a 75mm (3 inch) coping.

# Wall Heights between Junctions along Route

- Bull Island Junction to Seafield Road East Junction: Level adjustment of up to 276mm (11 inches). First 25m no level change. **New average wall height = 540mm (21 inches).**



# Wall Heights between Junctions along Route

- Seafield Road East Junction to Dollymount Park Junction: Level adjustment up to 120mm (5 inches) and new wall construction. **New average wall height = 580mm (23 inches).**



# Wall Heights between Junctions along Route

- Dollymount Park Junction to Doyle's Lane Junction: New wall construction to match existing wall heights. **New average wall height = 690mm (27 inches)**.





# Wall Heights between Junctions along Route

- Doyle's Lane Junction to Dollymount Avenue Junction: New wall construction for 55 metres to match existing levels, no level adjustment to retained wall.  
New average wall height = 450mm (18 inches).



# Wall Heights between Junctions along Route

- Dollymount Avenue Junction to The Oaks Junction: Wall level relatively unchanged with new coping to be installed. **New average wall height = 700mm (28 inches) with maximum wall height = 975mm (39 inches) – same as existing.**



# Wall Heights between Junctions along Route

- The Oaks Junction to Mount Prospect Avenue Junction: No level change. **New average wall height = 800mm (32 inches).**



# Wall Heights between Junctions along Route

- Mount Prospect Avenue Junction – Naniken Stream: Level adjustment of 450mm-690mm (18-27 inches). **New average wall height = 840mm (33 inches) with maximum wall height = 1,138mm (45 inches) including 75mm (3 inch) coping.**



- Note: the section of wall just south of Mount Prospect Avenue which is not being adjusted is currently at a height up to 975mm (38.4 inches). The max height of our current wall north of this is 1,063mm (42 inches) excluding coping, which would be 1,138mm (45 inches) allowing for a 75mm (3 inch) coping.

# Opposite 338-340 Clontarf Road



- Wall to be raised by 0.19m (7.5 inches)
- New average wall height = 540mm (21 inches)

# Opposite Lodge in St. Anne's Park - 150m north of Mount Prospect Avenue



- Wall to be raised by 0.405m (16 inches)
- New wall height = 0.821m (32.3 inches)

# 120m north of Lodge in St. Anne's Park - 270m north of Mount Prospect Avenue



- New wall height = 1.0m (39.4 inches) excl. coping at highest point

# 400m north of Lodge in St. Anne's Park - 550m north of Mount Prospect Avenue



- New wall height = 0.690m (27.2 inches) excl. coping.



# Howth Road to Baldoyle Road

## - Old Sea Wall Height for Comparison

- Distance from Howth Road to Baldoyle Road is 2.1km (1.3 miles) – almost identical in length to this scheme.
- Old sea wall is 0.7m (27.6 inches) to 1m (39.4 inches) high along the 2.1km length.
- Depending on the relative road level the wall does restrict views of the foreshore at times although Howth is clearly visible.
- This length of road is much straighter and does not have a bend or camber on the road like there near the pond at St. Anne's Park that would restrict views for car drivers even further.

# Wall Finish

Proposed wall finishes are as follows:

- At sections of poured concrete wall
  - Smooth F4 concrete finish with new coping.
- At all other sections of wall (both where existing wall is rebuilt or raised, and where new section of wall is built)
  - Render finish with new coping.
- Options being looked at to amend design to improve aesthetics of the newly completed wall.

# Existing Section Profile



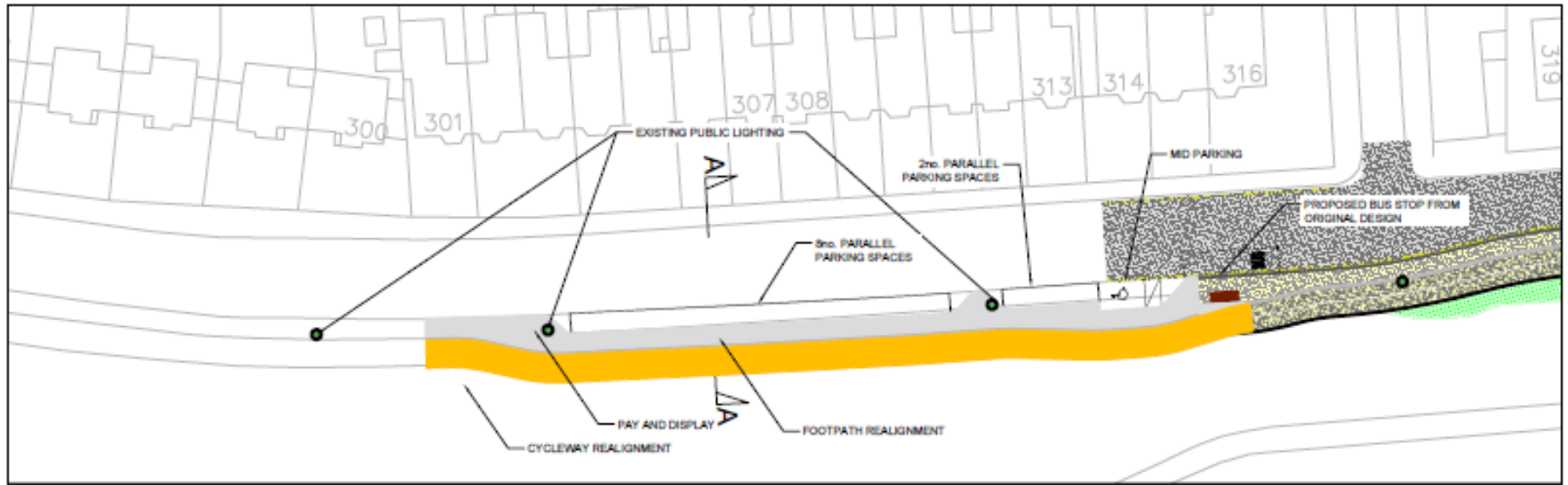
# New Section Profile



# On-street Parking on Outbound Side

- Kincora Road - Seafield Road East (currently 6 spaces, approx 10 houses with off-street parking)
  - **Loss of 1-2 spaces** outside 314-316 Clontarf Road just south of Kincora Road (new DYL) – no off-street parking.
  - **Loss of 6 spaces** outside 336-338 Clontarf Road (new DYL) – have off-street parking.
  - **New compensatory public car parking** to be provided for **11 cars** along the inbound footpath just south of Wooden Bridge.
- Seafield Road – Dollymount Park (6 spaces, approx 8 houses + apartments with off-street parking)
  - **Additional 3 car parking spaces.** 2m wide parallel parking with a solid white line to demarcate it from the road carriageway.
- Dollymount Park – Dollymount Ave. (26 spaces, 22 houses, 14 with no off-street parking)
  - **Increase of 8 spaces.** Bus cage outside No. 391 to be replaced with buildout at bus stop.
- Dollymount Avenue – Mount Prospect Avenue (6 spaces, 39 houses)
  - **Removal of all on-street parking** due to new DYL. However, all houses except 398 and 399 have off-street parking and no. 398 and 399 are being catered for outside of the contract.
- Mount Prospect Avenue – Pond at St. Anne’s Park (no houses, no parking)
  - Outbound cycle lane to be replaced with DYL.
- Pond at St. Anne’s Park – Causeway Road (no houses, no parking)
  - **Parking to be allowed from pond northwards to 50m from Causeway Road junction (approx 250m of new on-street parallel parking).**
  - **St. Anne’s Car Park (14 spaces) to be reinstated and expanded to facilitate 36 car park spaces + 3 MID parking spaces (increase of 22 + 3 MID).**

# New Compensatory Car Parking just South of Wooden Bridge



# Environmental Designations

- North Dublin Bay SAC
- North Bull Island SPA
- North Bull Island UNESCO Biosphere (1981)

## DUBLIN BAY BIOSPHERE

The Origins of the island. Bull Island, which is just over 200 years old, began as a sand bank covered by the tides. When the harbour walls were built for Dublin Port the sand bank developed into an island. Beach grasses stabilized the loose sand and soft marsh plants invaded the mudflats. The island grew steadily in its first 100 years and by 1900 had reached a length of 4.5km. Since then it has gone on increasing in width, specifically at the southern end, and grown a little in length to the north towards Howth. The island is a little over 5km in length and continues to increase in size. In addition to its ecological uniqueness the island, and Dollymount beach in particular, is a popular recreational resource and an amenity valued by generations of Dubliners.



# Environmental Measures

- Works have been programmed and are being carried out taking cognizance of the designations of the area.
- Project Environmentalist has been engaged by the Contractor for the duration of the Works.
- Site meetings have been held on site with NPWS.
- No more works on foreshore until after 1<sup>st</sup> April 2016 to avoid disturbing wintering birds.
- Some concerns raised by BirdWatch Ireland have been addressed and they have been invited to site whenever suits them.
- Grassland Management Plan in place to facilitate feeding of wintering birds that have recently arrived.

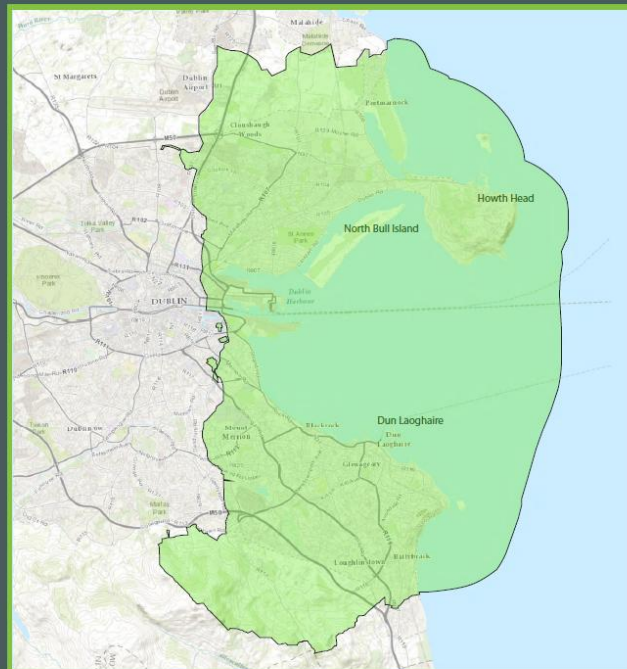
## WHAT IS A BIOSPHERE

Biospheres are places where nature and culture connect. They are internationally recognised for their biological diversity yet also actively managed to promote a balanced relationship between man and nature.

A Biosphere is a special designation awarded by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) but managed in partnership by communities, NGOs and local and national governments.

## WHY DUBLIN BAY

North Bull Island was designated as a Biosphere in 1981 because of the rare and internationally important habitats and wildlife species that can be found there. In 2015 the Biosphere was expanded to cover Dublin Bay, reflecting its significant environmental, economic, cultural and tourism importance. The newly enlarged Biosphere incorporates scenic and ecologically important landscapes as well as areas where people can relax and enjoy nature, take part in cultural and leisure activities and do business.




## Discover Dublin Bay! Experience your Biosphere

Key parts of Dublin Bay Biosphere which are of high natural value include the Tolka and Baldoyle Estuaries, Booterstown Marsh, Howth Head, North Bull Island, Dalkey Island and Ireland's Eye. The Biosphere is managed by the Dublin Bay Biosphere Partnership, which includes Dublin Bay City Council, Dublin Port Company, Dún Laoghaire-Rathdown County Council, Fingal County Council and the National Parks & Wildlife Service. The partnership works with community groups, NGOs, local businesses and schools.

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# Flooding St. Anne's Park 1995



# Flooding St. Anne's Park 2011



# Bull Island

(Extract from Draft Development Plan Strategic Flood Risk Assessment SFRA)



Flood Zone A Dark Green; no wave action modelled.

Flood Zone B Lighter Green; no wave action modelled.

# Flooding

