



www.s2s.ie

Sutton to Sandycove Promenade and Cycleway



Briefing Document

24th November 2016

Sutton to Sandycove Promenade and Cycleway (S2S)

Briefing Note - November 2016.

The National Transport Authority has just released a new report on the S2S Project which is of enormous interest to those who support the project. Details of the new study can be found at the following link: <https://www.nationaltransport.ie/consultations/nta-opens-consultation-on-ambitious-proposals-to-tackle-merrion-gate-bottleneck/>

1. What is the S2S?

The S2S is a proposal to link up all of the bits and pieces of promenade and cycleway that exist around Dublin Bay to make a continuous 22 Km seafront promenade and cycleway from Sutton to Sandycove. Most of it already exists. Apart from a small section which would pass through the city centre, it would be **the longest continuous seafront promenade and cycleway in a capital city in Europe.**

2. What are the Benefits of the S2S?

- It will be a unique **amenity** for the citizens of Dublin, with benefits for people's health and wellbeing at a time when problems of obesity and lack of exercise are reaching catastrophic levels. It will bring environmental and economic benefits by creating an attractive amenity route for tourists either walking or on bicycles. The Dublin Bike scheme is an obvious example of how it will be used.
- It will form the core of the **East Coast Trail** proposed by the National Transport Authority. This will run for over 100kms from Drogheda to Arklow and ultimately from Belfast to Rosslare.
- It will provide a **22km, level, traffic free, safe** cycleway and promenade from the suburbs to the city centre, linking to the Quays and the tow-paths on the Royal and Grand Canals, which are also being developed as regional Greenways.
- It will turn Dublin City into a Bay City, with the focus on our beautiful bay area. Cafés, delis, and bike hire and repair services will bring economic value to the area along the route.
- It will enable thousands of **children to safely cycle or walk to school** (over 5000 children are at school within 1Km of the route in Booterstown/Blackrock area alone) on a traffic free route. It will provide the means for a whole new generation to learn to cycle on a traffic-free facility from which they can, in time, migrate to on-road cycling. Likewise, college students and commuters will have the option to travel directly and more safely across the city.
- Given an imaginative approach it has the potential to assist South Dublin Bay to prosper as an SAC and SPA by encouraging people to walk on the promenade instead of the sandflats but, more importantly, by enabling people to enjoy the seafront and appreciate the seabirds without disturbing the birds.
- It could encourage the establishment of a management plan for Dublin Bay in which the interests of the local and wider communities, Tourism, Commercial, Education, Health, Transport, Port Authority, and Environmental organisations and groups are taken into account.
- Given the urgent need to reduce carbon emissions, the S2S would enable commuters, students, shoppers and leisure seekers to leave the car at home and walk or cycle. This would free scarce road space for those who need to drive. Poor air quality, noise and particulate pollution would thus be reduced, making Dublin a cleaner, greener city.
- It could be completed for a fraction of the cost of other major amenities such as the stadia at Croke Park or Lansdowne Rd.

3. Who Supports the Project?

The proposal has support from the citizens of Dublin and the main political parties; Fine Gael and Labour together with Fianna Fail, the Green Party and a number of independent representatives. It is included as an objective in the development plans of Dublin City, Dun Laoghaire Rathdown, Fingal, the Dublin Regional Authority, the former Dublin Docklands Development Authority and in all national and Regional policies issued by the Department of Transport in the past 10 years. It has the support of organisations promoting tourism, health, the environment, cycling and sustainable transport systems.

4 What is the current Status of the Project?

4.1. North Bay (10kms):

Most of the route from Sutton to East Wall already exists except for 2 kms in Dollymount between the Wooden Bridge and the Causeway. Thanks to the National Transport Authority and Dublin City Council, work on this 2 kms is almost complete and it is expected to open soon. This will provide a continuous 11 km seafront walkway and cycleway from Sutton to East Wall.

City Centre (2.0 Kms)

As yet there is no defined route from East Wall to Irishtown. Dublin City Council have a number of different options but have not decided on which one to adopt. The route favoured by S2S group is via East Wall Rd to the East Link Bridge with a new boardwalk on the upstream side of the bridge linking through Ringsend Park to Beach Rd Sandymount. A new pedestrian/cycleway bridge over the Dodder outlet would also connect the route to Sir John Rogerson's Quay.

South Bay (10kms)

The only remaining 4kms which is missing on the seafront lies between Sean Moore Park and Seapoint. This section is the subject of a feasibility study which was published for public comment by the National Transport Authority in October 2016.

5. What is proposed for the S2S in this new Feasibility Study?

The study looked at three separate but overlapping issues: upgrading cycling facilities on the Merrion Road, solving the problems of the level crossing at Merrion Gates and finding a viable route for the S2S. It is not intended to comment on the first two of these issues except where they affect the S2S.

Proposals:

- **Irishtown to Merrion Gates (3.5 km):** A new cycleway alongside the existing walkway in Ringsend Park, a new cycleway and walkway on the seafront along the Beach Road and a new cycleway alongside the existing walkway on the Sandymount Promenade.
- **Merrion Gates to Blackrock (2.0 km):** New inland walkway and cycleway on the Merrion Road and through the park to Blackrock.
- **Blackrock to Seapoint (1.0 km):** Walkway on the seafront and cycleway inland on the existing road.

6. Why is it not all on the Seafront?

The main, if not sole, reason that the S2S is not all on the seafront is because of the designation of 2000 hectares of Dublin Bay South as a habitat for birds. The fear is that a walkway and cycleway along the inner edge of it, which would need about 2 hectares, could disturb the birds.

7. What is the view of the S2S Supporters?

We welcome the overall plan as **a major step forward**. If completed, it would provide a seafront walkway and cycleway for 3.5 km and a seafront walkway for a further 1.0 km together with a proposal for the Merrion Gates that facilitates the S2S. While the remaining 2.5km is viable, it is **not on the seafront** and does not provide a traffic-free seafront walkway and cycleway with all the additional benefits for the local community and visitors that a seafront location would bring. **We believe therefore that it should all be on the seafront.**

We urge the National Transport Authority to:

- **Proceed with the next stage of the project as proposed.**
- **Undertake the necessary environmental studies to enable that to happen.**
- **Do not to abandon the option to put it all on the seafront in the expectation that solutions can be found that will reconcile the needs of the S2S project with those of the habitat.**

Supporters are urged to make a submission to the NTA before the 16th December 2016. Details on how to make a submission can be found at the NTA website (address above)

S2S Admin

www.s2s.ie