

**IMPORTANT UPDATE  
FOR RESIDENTS  
19th May 2017**

Check out [Clontarf.ie](http://Clontarf.ie) for regular updates on everything Clontarf related and further information on these works

## Ongoing construction works on Clontarf Road

At the end of April 2015 work on the S2S\* - Cycleway & Footway Interim Works: Bull Bridge to Causeway Road began. When Planning Permission was granted for these works, they were to take 9-12 months and cost €5m. By the time the work commenced the duration had been extended to 16 months. The contractors have now been on site for over two years. DCC have not given a completion date and they have declined to give updated costs "for commercial reasons".

These works were intended to provide

- the missing link of S2S cycle track and improvements in road safety for all road users
- a continuous flood defence scheme
- other associated works - new public lighting, new footpaths, renovation of the Tram Shelter, landscaping, street furniture etc., and,
- approx. 2km of new watermain.

### The CRA are in favour of safe dedicated cycling facilities and appropriate flood defences

From the outset we have had serious concerns with aspects of these works. We raised those concerns as part of the public consultation process and subsequently, DCC have consistently failed to address these issues until they became a problem that could no longer be ignored.



### OFFICIAL OPENING

On Friday, 5th May 2017, the Lord Mayor officially opened the cycle track. Not only are the overall works not complete, but the cycle track and the road safety improvements are not complete. In view of this, the CRA, along with other community groups, declined to attend the official opening.

### Completing the work is more important than having an opening ceremony

In the two weeks since the opening we have issued a number of updates on these works via [Clontarf.ie](http://Clontarf.ie). The purpose of this newsletter is to present a comprehensive report on the issues and to give people an update on the progress that has been made since the opening.

CRA are committed to working with DCC and our local public representatives with a view to resolving all of the outstanding issues. We look forward to real and genuine completion of the project at which point the Clontarf community will happily celebrate the new cycle track and promenade facilities.

## UNSAFE ACCESS TO CYCLE TRACK AND SEA SIDE FOOTPATH

CRA had asked that the cycle track be made available for use as soon as it was completed. DCC refused to do so for safety reasons, citing lack of crossings. Following the completion of the resurfacing works, CRA raised concerns for cyclists having to share the reduced width carriageway with motorists and again asked that the cycle track be made accessible. DCC refused - "For health and safety reasons, the cycle track will not be opened until the signalized junctions are working." CRA, while disappointed with DCC's refusal to have a soft opening, accepted their Health & Safety concerns.

This safe access involved upgrading

the junctions at the Wooden Bridge and Mt Prospect Avenue, replacing the pedestrian crossing at the old Dollymount House/Seascape Apartments with a signalled controlled junction at Dollymount Park. DCC also agreed to a new crossing from the Park to the cycle track. None of these works are as yet complete.

The incomplete junction at Dollymount Park resulted in a driver making a right hand turn onto the cycle track. Luckily there no one was using the cycle track at the time so there were no injuries.

Since the official opening some further work has taken place

- additional signage has been provided, traffic light poles have been installed (but are not yet operational) and it is no longer possible to drive from Dollymount Park onto the cycle track. However, for a project that was to deliver improvements in road safety the fact is that there is still one less safe crossing to the sea side of the road than there was before the works began.

**It is wonderful to see people making use of the new facilities. CRA implore DCC to finish the remaining works, in particular the safety aspects of this scheme, without further delay and before there is a serious accident.**

## OTHER ROAD SAFETY ISSUES

### Reduced Carraigeway Widths

The CRA have been concerned about the safety of the 3m wide carriageways from the beginning. DCC assured us they were safe and complied with current design standards. DCC would not agree to widen the carriageways for traffic. Following discussion with Dublin Bus and the NTA, DCC advised in July 2016 that they were providing a 40cm drainage channel in the outbound lane. This was not to be considered a change in the width of the traffic lanes but would allow buses to avoid driving over gulleys. It was also to provide additional space for turning into driveways and would make the parking bays safer. On the evening of Wednesday 10th May 2017 the road claimed the first side on collision that we are aware of. The road width may not have been the cause of the accident but it is likely to have been a contributory factor.

### Unsafe Layout of Bull Wall Junction

As part of the design of this scheme the right hand turn lane onto the Bull Bridge was removed. However, due to the resultant traffic issues DCC agreed that the turning lane should be reinstated. Their proposal is to provide a 2.5m wide turning lane. In our view, this will not be safe nor will it address the traffic issues. Dublin Bus share our concerns about the proposal. DCC are not prepared to take re-examine their proposed solution. The road markings for the new layout have now been put in place.

### Unsafe driveways on the Clontarf Road

The reduced width carriageways rendered many of the driveways on the Clontarf Road unsafe as it was not possible to make left turns without crossing into the oncoming traffic lane. When the extra 40cm drainage channel was provided this safety issue was rectified for some of the residents. Subsequently, DCCs own safety audit identified a significant number of driveways that still needed adjustment to render them safe. DCC have not contacted the owners of the properties affected nor have they provided a timeline for this remedial work.

### Unsafe Layout of Dollymount Avenue Junction

In the course of these works, the CRA queried DCCs decision to signalise the Dollymount Park junction and not to signalise the Dollymount Ave junction. DCC stood over their decision but agreed to install ducting at the Dollymount Ave junction so that it could be signalised in the future if it became necessary. In addition to providing the ducting as agreed they also installed a build out to the outbound side of the junction. As a result a vehicle cannot make a left hand turn without crossing into the oncoming traffic lane. This presents a serious safety risk.

### Cyclist v Pedestrian Conflict Zones

There are a number of potential conflict zones, in particular at bus stops, that will need to be addressed. The CRA will endeavour to work with local representatives and relevant groups with a view to identifying the issues and proposing solutions.

### Stage 3 Road Safety Audit

When these works are complete a Stage 3 Road Safety Audit will be undertaken. We will be highlighting all of our safety concerns to those undertaking this work with a view to having these concerns addressed.



## FLOOD DEFENCE MEASURES

One of the key elements of these works was the provision of flood defence measures designed to provide continuous protection against the risk of flood. This “continuous protection” has four elements (1) a ramp on Causeway Road, (2) bunds leading from that ramp to (3) the new flood defence wall, and (4) a flood gate on the Bull Bridge.

The ramp on the Causeway Road has been completed and DCC have recently advised that the bunds on the Causeway Road are also finished. The flood gate on the Bull Bridge is yet to be installed. The position in relation to the flood defence wall is considerably more complex.

### Flood Defence Wall

The FLOOD DEFENCE WALL was to be built to a finished height of 4.25mODM. As sections of it were built it was clear that the height was not acceptable.

### Visual Amenity

Contrary to recent newspaper reports lamenting the loss of views for motorists, the visual link between the Park and the Biosphere was lost to everyone except those on the new cycle track or sea side footpath. The loss of the visual amenity to wheelchair users and walkers in the Park is of particular concern in this regard.

### Agreement Reached

Most residents will be aware that agreement was reached with DCC that the flood defence wall would be reduced by 300mm from Causeway Road end to just past the Lodge in the Park. This agreement was subject to:

- confirmation that the Park could contain any flood water that might arise in an extreme weather event,
- satisfying health and safety standards, and
- obtaining the necessary Planning Permission.

The blue line on the new wall indicates the agreed final finished height, including capping, of the wall.

### Floodplain in St Anne’s Park

DCC confirmed in May 2016 that they were satisfied that the Park could contain any such flood water. It should be noted that in such an event four fifths of the flood water in the Park would have come from the Naniken and Santry Rivers in the first instance!

### Health & Safety (H&S) Issue

The flood wall was designed from a sea side perspective only and a height over finished footpath was never set. When the wall was completed a number of sections along the entire length of the wall were extremely low. When the new wall was cut to show the 300mm reduction it too was extremely low.

### H&S Standard Required

DCC subsequently decided a height of 500mm over finished footpath was appropriate in a coastal location of this type.

## Health & Safety (H&S) Review

On reviewing the flood wall using this new H&S Standard, DCC identified five sections of the wall, totalling 387m, which did not reach the standard. Only one section, opposite the duck pond, totalling 160m, of this related to the proposed lowered section of the flood wall. The remaining four sections, totalling 227m, related to the flood defence wall as designed and approved in the original planning permission for these works

## DCC Proposed Solution

Unfortunately, DCC did not communicate the H&S issue to the community or try to work with us to find a solution to the problem. Instead they drew up PP looking to install a railing along the entire 1.6km of the flood defence wall at a cost of an additional half a million euro.

## Implemented Solution

At the request of the community groups, DCC subsequently provided details of the precise sections of wall that were below the 500mm minimum and details of how far below this level each area was. These areas were reviewed on site. The amount of the adjustment needed ranged from approximately 20mm to 150mm. The length of the adjustment at the upper end of this range was not significant. Based on feedback received we informed DCC that we had no objection to the areas from Seafield Road to Mt Prospect Avenue being raised to reach the 500mm minimum required. The amounts involved were so immaterial that DCC did not require PP to make these adjustments. This work has now been carried out.

**THE HEIGHT OF THE WALL OVER THE FOOTPATH WAS RAISED BY CRA DURING THE PUBLIC CONSULTATION PROCESS. IT WAS NOT ADDRESSED BY DCC AT THAT TIME.**

**THE ORIGINAL STAGE 1 & STAGE 2 ROAD SAFETY AUDITS FOR THIS SCHEME DID NOT IDENTIFY THE LACK OF A WALL HEIGHT OVER FOOTPATH, NOR THE LOW WALL HEIGHT AS SAFETY ISSUES.**

**THE STAGE 2 ROAD SAFETY AUDIT THAT DID HIGHLIGHT THE PROBLEM ONLY TOOK PLACE BECAUSE DCC NEEDED PP TO LOWER THE WALL. IN THE ABSENCE OF THIS AUDIT, THE ISSUE WOULD ONLY HAVE BEEN IDENTIFIED POST CONSTRUCTION DURING THE STAGE 3 ROAD SAFETY AUDIT AT WHICH TIME THE EXTRA €5M RAILING WOULD HAVE BEEN THE ONLY REALISTIC OPTION.**

## Planning Permission (PP)

As a result of the community groups actions in resolving the H&S issue on the majority of the flood defence wall, the PP that is now required will once again only need to cover the lowering of the wall for the 480m from Causeway Road to the Lodge in the Park. However, the new 500mm H&S standard will impact on DCCs ability to implement in full the agreement reached.

In order to get the PP out for public consultation without further delay the community groups agreed that the PP would be drawn up on the basis of reducing the wall by 300mm subject to a final finished height over footpath of 500mm including capping. The other options considered involved railings and were deemed unsuitable for various reasons. These reasons will be detailed in the planning application so that everyone in the community can see what was involved and the choices that were made. Not all of the community representatives agreed with this approach and we are conscious that not everyone in the community will be happy with the proposal. However, we are strongly of the view that the important thing is to get the PP out for public consultation as soon as possible.

The public consultation on the new PP will be an open process. We will be encouraging everyone to look at the proposal and to make their views known. If it becomes clear during the consultation process that the majority of residents would prefer a railing the CRA can and will put that into our observations to DCC. Equally any individual who wishes to can make personal observations on the PP. The ultimate decision will rest with the Councillors.



## Timeline

In September 2016, DCC advised that the PP would be issued for Public Consultation in mid-November 2016 and that the work would be undertaken in May 2017. Clearly this timetable was not achieved.

There have been many delays with the PP, not least of which was the H&S issue. The net effect is that the PP has not yet been issued for public consultation. This means that it may not be considered at the Council meeting in July but rather it will not be presented until the September meeting. Assuming PP is granted, DCC will then have to allocate funds to this work and tender for the works to be undertaken. If PP is not considered until the September meeting and given the protection afforded to the overwintering birds in the Lagoon, there is a risk that these works could be delayed until 2018.

## WALL FINISHES

A stone cladding, that will tie in with the rubble wall along the edge of the Park, is being provided from Causeway Road end to Mount Prospect Avenue junction. This will be undertaken after the wall is lowered.

A newly rendered finish, in keeping with the existing treatment, has been provided from Mount Prospect Avenue to Seafield Road. The feedback on this section has been very positive.

A number of issues were raised about the visual impact of the new sea wall when viewed from the Lagoon side. DCC have agreed to provide a treatment that will allow this wall to naturalise quickly.

## OTHER WORKS

### Public Lighting

The PP for these works includes the installation of a new energy efficient public lighting system on the sea side of the road and removal of the old public lighting system. Unfortunately, while the new lighting columns are in place **they are not operational** as they are not yet connected to the electricity supply and there is **no date for when the electricity will be connected.**

### Footpaths

Another positive aspect of this project was the installation of over 4km of new footpaths divided between the land and sea sides of these works. **These footpaths are not complete.** In some instances old lighting columns that are due to be removed have been set into the new paths. When these columns are removed the paths will either be repaired or re-laid. In other cases the old columns have been set in a section of tarmac. This will make their removal easier and hopefully will give a better finish as rather than repair the

### Tram Shelter

Many in Clontarf were disappointed with the "renovation" work on the Tram Shelter and the lack of consultation. DCC have asked that people take time to see how the new shelter looks and functions now that it is completed. They have agreed to review the shelter if, after it is finished and opened for a few months, the feedback is negative. DCC also agreed to retain some of the salvaged bricks so that they could be used for future repairs if any are needed. Sections of the original tram lines and cobbles were uncovered during these works. We asked DCC to include a sample of the tracks and cobbles in the vicinity of the shelter and we are delighted that this has been done.

The feedback we have received most recently, leaving aside the loss of the historic elements of the building, has been largely positive. While work on the replica shelter has finished, **the paving around it is not complete.**

### Incomplete Watermain

The watermain chamber works on the Promenade and at the Causeway Road are ongoing for some months now. This has caused difficulties for pedestrians and cyclists. **No date for completion of this work has been given.**

### Further Road Works - Resurfacing Defects

The James Larkin Road/Clontarf Road was closed for resurfacing works in 3 sections on a 24 hour basis for a total of eight weeks at the end of 2016. This had a serious impact on residents, businesses and commuters. We have now been advised that there will be further traffic disruption commencing on the 22nd of May to repair defects in this resurfacing work.

## MAKE YOUR VIEWS KNOWN

### CCTV Masts

CCTV Masts were not included in the original scheme. DCC are proposing to install two such masts (1) on the Promenade, directly in front of the wall leading to the Wooden Bridge and (2) on the Causeway Road, on the opposite corner from the new tree sculpture near the sign post. Given that CCTV masts are not insignificant in terms of their impact on the visual landscape we do not believe that these are suitable locations. We are not opposed to CCTV Masts but we have asked DCC to re-examine the locations selected. They are not willing to do so.

### Public Representatives

Over the course of these works we have worked closely with our public reps, especially our local Councillors, in trying to resolve issues of concern to the residents. We asked each of our public reps for a statement on the "official opening" of these unfinished works. We had intended to include all of these replies in this newsletter but we simply do not have room. Their replies are available in full on Clontarf.ie. **Please read them and let your elected representatives know your view on these matters in particular in relation to the CCTV Masts and the new planning application when it is issued for consultation.**



### Clontarf Promenade

We are continuing to work with DCC in relation to the Promenade Flood Defences from Alfie Byrne Road to Wooden Bridge. Progress on this has been slow but should improve when the S2S works are completed. We intend to issue an update on this in early June.



If you would like to be included on our email list for future updates please email [clontarf.res.assoc@gmail.com](mailto:clontarf.res.assoc@gmail.com) with your name and home address. Rest assured we will not disclose your details to third parties.

We have limited resources for leaflet drops. However, we are aware that many of our residents are not online and do not have email. If you would be willing to help with delivering newsletters to your neighbours please let us know.

*The Annual Subscription for the CRA is still only €10 pa. This can be paid using PayPal via Clontarf.ie or by dropping your sub in an envelope clearly marked with your Name, Address, Email and Phone Number into Mc Cabe Auctioneers, 2A Vernon Avenue. The sub is used to part fund the running of Clontarf.ie which is a great resource for our area, to cover the cost of public liability insurance, to pay for observations on planning applications, to meet the cost of printing newsletters when necessary, etc.*