

SAMRA
Sandymount
Dublin

FAO Mr Owen Keegan

Chief Executive
Dublin City Council
Civic Offices
Wood Quay
Dublin 8

1st September 2020

Dear Mr Keegan,

SUBJECT : Sandymount Traffic re-Routing proposals : Covid-19 Temporary Changes

Thank you for your reply to my letter of 18th August, in relation to Sandymount Traffic re-routing proposals.

I note however, that there has been no follow up from you or your office to SAMRA's 2nd letter of 19th August.

Those specific questions regarding (1) Scheme Selection and (2) Traffic Flow Modelling – just have not been addressed at all in any of the correspondence that has been published.

The report says that the scheme is *being modelled* by the NTA. This has to be the foundation for going forwards, when realistic modelling assumptions can be set to account for pre-Covid and current traffic volumes and sensitivities should be able to be run around that.

SAMRA's position is that **selection of the scheme for trialling** should be delayed and await until completion of that work as the foundation. Only then will it be possible to have constructive objective consultation.

SAMRA believes that as a consequence of this, the true impact of the loss of a whole road lane is not fully being recognised on the area. As just one example of the lack of detail understanding of the impact, in DCC's "Final Report" page 13, it is not acceptable to have as the only comment – "*regarding the traffic which can no longer travel inbound along Strand Road, depending on it's origin, there are multiple alternative routes that can be taken....*" This is a very superficial statement to make.

SAMRA believes that with more information and focus, an off-road solution for cyclists will be found, which supports all of the stated goals. We assert that it should be possible to devise a scheme which avoids the current levels and mix of cyclists, traffic and HGV log-jamming daily on Strand road OR a Sandymount Village to be over-run by diverted traffic, seeking new routes to their destinations.

NEITHER are acceptable to SAMRA as an ongoing way of life.

SAMRA is advocating :

Step 1 : Up Front completion of the Traffic Flow Modelling and assessment around assumptions and scenarios to cover the variables involved. Complete the NTA modelling work.

Step 2 : Engage transparent consultation with the stakeholders around the assessment outcomes. Optimum scheme selection will then be self-evident with maximum resident support.

Yours sincerely,

For and on behalf of SAMRA Committee
David Turner
Chairman

Cc Pembroke Ward Councillors :
James Geoghegan; Dermot Lacey; Paddy McCartan; Claire O'Connor
Lord Mayor : Hazel Chu
Dublin Bay South TDs: Eoghan Murphy; Jim O'Callaghan; Eamon Ryan; Kevin Humphreys (SEN)