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| Ringsend to City Centre Scheme Impact Review      12 October 2017 |

# Quality information

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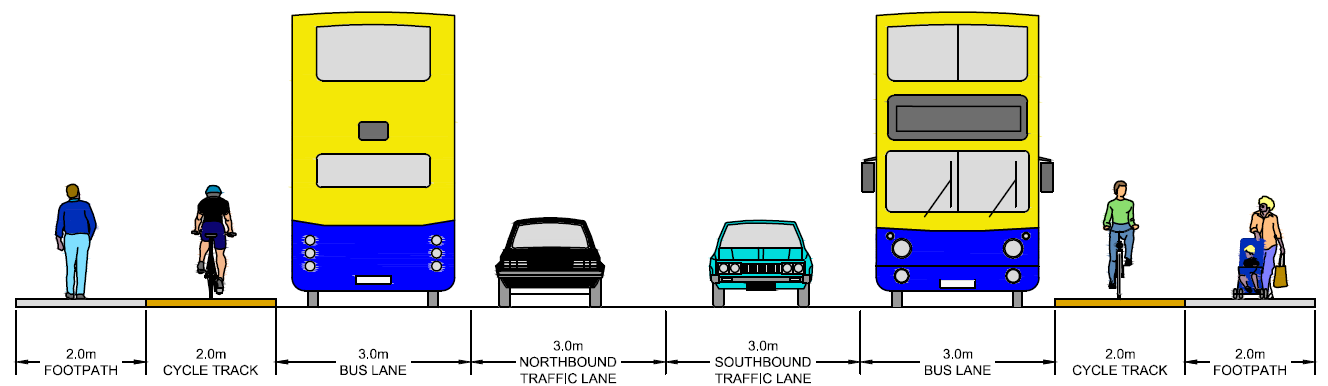
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# Introduction

## Route Option R1 – Scheme Option 1



### Pearse Street/Townsend Street/Sandwith Street

This scheme option would incorporate a one way system travelling west along Pearse Street in a designated corridor from the Sandwith Street junction to the Lombard Street junction. Buses would then continue along Pearse Street, turning northbound along Tara Street then eastbound along Townsend Street before re-joining the scheme option after the Lombard Street junction. Buses would travel southbound along Townsend and Sandwith Street which would imitate the existing conditions to ensure minimal change to the existing road alignment. Buses would not be permitted to turn right at the Sandwith Street/ Pearse Street junction. The provision of the scheme option along Townsend Street and Sandwith Street would require the removal of some sections of footpaths and ancillaries (tactile paving, kerbs etc.) along with the relocation of all associated services and street furniture (traffic bollards, where necessary. The removed footpaths would be replaced with a new 2m footpath.

### Sandwith Street junction to South Dock Road Junction

The existing road geometry along Pearse Street would allow the provision of the full scheme option facilities on this section of the route although this would require the removal of 62 formal parking spaces along Pearse Street and Ringsend Road. Provision of facilities would necessitate a realignment of turning lanes on approaches to Erne Street lower, Macken Street, Barrow Street and South Dock Road. Some sections of footpaths and ancillaries (tactile paving, kerbs etc.) would be removed along with the relocation of all associated services where necessary. The footpaths would be replaced with new 2m footpaths on both sides. The scheme option would incorporate a 2 metre wide segregated inbound cycle lane on both eastbound and westbound carriageways. The provision of this scheme option would require the relocation of approximately 27 trees along this section.

### South Dock Road Junction to Church Avenue via Irishtown Road

Delivery of the scheme option would require some residential land take from the apartments facing the north carriageway, relocation of a boundary wall and would also require changes to the ramped access alongside the southern carriageway between South Dock road and Ringsend Bridge. The existing road geometry across Ringsend Bridge (listed bridge) and along Bridge Street (proximity of residential buildings to carriageway) dictates that provision of the full scheme option would not be possible. Provision of the full facilities of the scheme option would require a re-design of access to the public library (i.e. a widening of the existing carriageway). From the southernmost junction of St. Patricks Villas full provision of the scheme option would be delivered until the junction of Irishtown Road and Bath Street. Sections of footpaths and ancillaries (tactile paving, kerbs etc.) would be removed along with the relocation of all associated services and street furniture where necessary. Delivery of the scheme option along the sections stipulated would require the removal of 10 formal (of which 3 are disabled) and 66 informal parking spaces. The scheme option would not be provided along the full length of Irishtown Road due to the close proximity of the Village Inn and the easternmost property of Dodder Terrace.

## Route Option R2 – Scheme Option 1

Route Option R2 would follow along the same streets as Route Option R1 the difference being that Route Option R1 would begin/end at the Irishtown Road/Church Avenue junction whereas Route Option R2 would operate a one-way system along Bath Street and Pembroke Street/Bayview. As such, this section of the report shall concentrate on the impact that Scheme Option 1 would have on Bath Street and Bayview.

### Bath Street

The provision of the full facilities of the one-way scheme option (2 No. 2m footpaths, 2m cycle lane, 3m bus lane and 3m traffic lane) would not be possible along Bath Street due to the existing road geometry. The provision of a shared corridor (cyclists, buses and traffic) along the street would require all informal parking, of which there are 25 spaces including 2 disabled, to be prohibited. Some additional road markings would be required.

### Pembroke Street/Bayview

The provision of the full facilities of the one-way scheme option (2 No. 2m footpaths, 2m cycle lane, 3m bus lane and 3m traffic lane) would not be possible along Pembroke Street from the Irishtown Road junction to the junction with Chapel Avenue due to the existing road geometry. A shared corridor (cyclists, buses and traffic) would be required along this section of the route and this would require all parking to be prohibited along St. Josephs Terrace. As such, additional road markings would be required.

## Route Option R3 – Scheme Option 1

### Seán Moore Road to the Pidgeon House/Cambridge Road Roundabout

Scheme option proposals for this route would include the removal of traffic islands from the central median and the relocation of pedestrian crossings at the Bremen road and Pine Road junctions. The provision of a designated turning lane onto Bremen Road from the northern carriageway would require road widening for 25m on the northbound approach. 8 trees would be relocated to facilitate these works. The establishment of a designated turning lane onto Pine Road from the northbound approach would require carriageway widening for 30m. 4 trees would be removed to facilitate these works. No land take would be necessary to provide either of the road widening proposals on approach to Bremen Road or Pine Road. To facilitate the scheme option design some landtake (from the grounds of the Sea Scouts Hall) would be required at the transition between Seán Moore road and Pidgeon House Road.

In order to facilitate buses to continue travelling westward along Pidgeon House Road the scheme option necessitates the construction of a signalised junction to allow the corridor to cross the East Link road. The works on Pidgeon House road would require extensive earthworks along with the relocation of the existing wall, 29 trees, public lighting and electricity/telephone poles and cables.

### Pidgeon House/Cambridge Road Roundabout to Thorncastle Street/Bridge Street junction

To facilitate the delivery of the scheme option proposals, 39 formal and 110 informal parking spaces would have to be removed along this section. Some sections of footpath and ancillaries (tactile paving, kerbs etc.) would be removed along this section along with the relocation of all associated services where necessary. The existing footpaths would be replaced with new footpaths and cycle lanes alongside both carriageways. 15 trees would be relocated as part of the proposed works.

The rest of this route continues along Bridge Street, Ringsend and Pearse Street. The scheme option impact has been outlined in Section 1.1 of this report.

## Route Option R4 – Scheme Option 1

### Seán Moore Road to the Pidgeon House/Cambridge Road Roundabout

Scheme option proposals for this route would include the removal of traffic islands from the central median and the relocation of pedestrian crossings at the Bremen road and Pine Road junctions. The provision of a designated turning lane onto Bremen Road from the northern carriageway would require road widening for 25m on the northbound approach. 8 trees would be relocated to facilitate these works. The establishment of a designated turning lane onto Pine Road from the northbound approach would require carriageway widening for 30m. 4 trees would be removed to facilitate these works. No land take would be necessary to provide either of the road widening proposals on approach to Bremen Road or Pine Road. To facilitate the scheme option design some landtake (from the grounds of the Sea Scouts Hall) would be required at the transition between Seán Moore road and Pidgeon House Road. In order to facilitate buses to continue travelling westward along Pidgeon House Road the scheme option necessitates the construction of a signalised junction to allow the corridor to cross the East Link road. The works on Pidgeon House road would require extensive earthworks along with the relocation of the existing wall, 29 trees, public lighting and electricity/telephone poles and cables.

### Pidgeon House/Cambridge Road Roundabout to Cardiff Lane junction

Scheme option 1 proposals would include the removal of parking along York Road, Thorncastle Street, Sir John Rogerson’s Quay and City quays (123 Formal parking, 264 informal spaces and 3 taxi spaces). The scheme option would also require a reduction in size of the existing toll booths on the East Link road and the delivery of a new bridge crossing the river Dodder between Thorncastle Street and Sir John Rogerson’s Quay. The proposed works on York Road would require extensive earthworks, the removal of kerbing and relocation of the boundary wall along the existing grass median. The proposed works would require the relocation of 23 trees, St. Patricks rowing club and a substation at the junction of York road and Thorncastle Street.

## Route Option R5 – Scheme Option 1

### Seán Moore Road to Cardiff Lane

Scheme option proposals for this route would include the removal of traffic islands from the central median and the relocation of pedestrian crossings at the Bremen road and Pine Road junctions from Seán Moore Road. The provision of a designated turning lane onto Bremen Road from the northern carriageway would require road widening for 25m on the northbound approach. 8 trees would be relocated to facilitate these works. The establishment of a designated turning lane onto Pine Road from the northbound approach would require carriageway widening for 30m. 4 trees would be removed to facilitate these works. No land take would be necessary to provide either of the road widening proposals on approach to Bremen Road or Pine Road. The proposed scheme option 1 would require the conversion of the Seán Moore/Pidgeon House Roundabout to a 3-arm junction. Localised two-way traffic would be directed along Pidgeon House Road. The existing R131 East Link Road would become bus and cyclist only designated lanes.

Traffic coming to and from Tom Clarke Bridge (through the East Link tolls) would be re-directed along the eastern end of Pidgeon House Road/northern end of Seán Moore. This section of road would be prohibited to buses and cyclists (traveling northbound/southbound along Seán Moore Road and east/west along Pidgeon House Road). A new roundabout would be required at the entrance to Marine Terminals Ltd. As a traffic calming measure a raised table would be installed across the entrance to the recycling centre on Pidgeon House road. The works on Pidgeon House Road/York Road would require extensive earthworks along with the relocation of the existing wall, 29 trees, public lighting and electricity/telephone poles and cables.

The scheme option would also require the delivery of a new bridge crossing the river Dodder between Thorncastle Street and Sir John Rogerson’s Quay. The proposed new bridge would be bus and cyclist traffic only. The scheme option would also require the construction of a ramped bus stop along the East Link Road. As a traffic calming measure and to aid pedestrians and cyclists to navigate across minor roads, raised tables would be installed at the entrances/exits to Pembroke Cottages, Benson Street, Britain Quay, Blood Stoney Road and Forbes Street.

### City Quays from Cardiff Lane

The proposals (West) for scheme option 1 would entail buses travelling inbound along Sir John Rogerson’s and City Quays before returning along Sir John Rogerson’s Quay (East) via Butt Bridge and Custom House Quay. Traffic lane alignment changes would be required along this route.

## Route Option R5 – Scheme Option 2

### Seán Moore Road to Cardiff Lane

Scheme option proposals for this route would include the removal of traffic islands from the central median and the relocation of pedestrian crossings at the Bremen road and Pine Road junctions. The proposed scheme option 1 would require the conversion of the Seán Moore/Pidgeon House Roundabout to a 3-arm junction. Localised two-way traffic would be directed along Pidgeon House Road. The existing R131 East Link Road would become bus and cyclist only designated lanes.

Traffic coming to and from Tom Clarke Bridge (through the East Link tolls) would be re-directed along the eastern end of Pidgeon House Road/northern end of Seán Moore. This section of road would be prohibited to buses and cyclists (traveling northbound/southbound along Seán Moore Road and east/west along Pidgeon House Road). A new roundabout would be required at the entrance to Marine Terminals Ltd. As a traffic calming measure a raised table would be installed across the entrance to the recycling centre on Pidgeon House road. The works on Pidgeon House Road/York Road would require extensive earthworks along with the relocation of the existing wall, 29 trees, public lighting and electricity/telephone poles and cables.

The scheme option would also require the delivery of a new bridge crossing the river Dodder between Thorncastle Street and Sir John Rogerson’s Quay. The proposed new bridge would be bus and cyclist traffic only. The scheme option would also require the construction of a ramped bus stop along the East Link Road. As a traffic calming measure and to aid pedestrians and cyclists to navigate across minor roads, raised tables would be installed at the entrances/exits to Pembroke Cottages, Benson Street, Britain Quay, Blood Stoney Road and Forbes Street.

### City Quays from Cardiff Lane

The proposals (West) for scheme option 1 would entail buses travelling inbound along Sir John Rogerson’s and City Quays before returning along Sir John Rogerson’s Quay (East) via Butt Bridge and Custom House Quay. Traffic lane alignment changes would be required along this route.

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