

3.2 SECTION 1: SUTTON TO NORTH FRINGE OUTFALL

(See Drawing 01)

Existing Environment

Although S2S will ultimately form part of the wider footway and cycleway network of the Dublin area, Section 1 primarily addresses the identification of a focal point for the start of the northern section of the route.

This section commences at the western end of Sutton Creek opposite St Dominic's High School and concludes at the North Fringe Outfall adjacent St Fintan's High School. At Sutton Creek a grassed promenade approximately 14metres wide separates Greenfield Road from the foreshore. At the southern edge of the promenade a paved footpath runs parallel to the foreshore along the Howth Head loop. Between Sutton Creek and the North Fringe Outfall lie 1000 metres of the Sutton Strand foreshore. The gardens of residents living on Dublin Road and Greenfield Road lead down to the back edge of the Strand.

Moving inland, the North Fringe Outfall and Sutton Creek are accessed via the R105 coastal route connecting Dublin City Centre to the southern arm of the Howth Head loop road. At the intersection of the R105 and R106 lies Sutton Cross. As well as being a local centre, Sutton Cross forms the gateway to Howth and as such carries significant volumes of traffic.

With regards to pedestrian and cyclists provision, cycle lanes have been provided on Dublin Road from the end of the existing pedestrian and cyclist promenade at the North Fringe outfall to Sutton Cross. Advanced stop lines have been installed at the signalised intersection at Sutton Cross to aid cyclists through the junction. Beyond Sutton Cross, cycle lanes continue eastwards along Howth Road. To the north west of Sutton Cross lies Sutton DART station. The station can be accessed via Station Road or from the Dublin Road via a pedestrian and cycle link through Binn Eadair View and around the northern periphery of St Fintan's sports ground

Opportunities

A number of commuter and amenity routes already exist for pedestrian and cyclists in the Sutton area. A significant opportunity exists to link S2S into the Howth Head cliff walk and the northern coastal route along the Baldoyle Estuary. This will ultimately form part of Fingal County Councils wider vision to provide a pedestrian and cycle route along the extent of its coastal boundary.

In terms of potential embarking points for S2S, the North Fringe Outfall hard standing offers generous space to develop a congregation area including limited car parking, cycle parking and hire and a refreshment area. The linear park adjacent Sutton Creek also has potential to be developed as a landing area.

Potential also exists to enhance the link between Sutton Station and the existing promenade on Sutton Strand, thereby attracting visitors via the DART line.

Considering the predicted level of sea rise over the foreseeable future, the development of a promenade along Sutton Strand could be designed with the dual purpose of providing a flood defence structure for the properties to the rear of the strand.

Challenges

The width of the carriageway on Greenfield Road is insufficient to facilitate on road cycle lanes or an off road cycle track. Although cycle friendly measures have been introduced at Sutton Cross, this junction presents an intimidating obstacle for less experienced cyclists.

The strand along this section of the route is part of the North Dublin Bay Special Area of Conservation (SAC), a Special Protected Area (SPA), part of the Bull Island Bird Sanctuary and Nature Reserve, and is a highly ecologically sensitive area. As such, it is important that the avoidance of any negative impact on this habitat is a design goal of any construction works and disturbance of this area should be minimised.

The design of a promenade along Sutton Strand will also need to pay due cognisance to the privacy and security concerns of the residents of Dublin Road and Greenfield Road. Security measures as outlined in Section 2.0 will need to be considered along this section of route. Good lighting will be required to illuminate the route and remove areas of potential hiding in the interests of both, users of S2S and residents of adjacent properties. This will need to be carefully designed to avoid light spillage onto the ecologically sensitive strand.

Furthermore it has been identified that Anglers collect bait from the strand along this section of the route. Anglers currently have access to the strand via steps which lead from the existing cycle track down to the strand and via Greenfield Road. It will be necessary to ensure that there are sufficient access points to the strand during both construction and operational phases.

Route options

The following route options and potential starting points have been considered for the northern limits of S2S, these are:

- A. Sutton Cross to North Fringe Outfall via Dublin Road
- B. Sutton Creek to North Fringe Outfall via Sutton Strand
- C. Start at the North Fringe Outfall

In the first option, the local centre at Sutton Cross could provide a focal point for the start of the route. Although limited in space, sufficient opportunities exist to provide cycle parking facilities and an information board on the wide footpaths fronting the shops. The existing footpath and on road cycle lanes on Dublin Road would then be used to lead pedestrians and cyclists to the start of the existing promenade opposite St Fintan's School.

In Option B, the landscaped area adjacent Sutton Creek would be developed as a landing area for cyclists and pedestrians. A sea wall structure incorporating a footway and cycleway would be constructed from Sutton Creek to the existing promenade on Dublin Road. Minimal widths for the footway and cycleway would be necessary to mitigate impact on the SAC. The design of the promenade could be undertaken with the dual purpose of providing a flood defence system for the residential properties backing onto Sutton Strand.

The final option for the start of S2S necessitates the development of the North Fringe Outfall as a landing area for S2S users. Cyclists and pedestrians embarking from this point will step directly onto the existing promenade on Dublin Road.



Preferred Route

In the short to medium term delivery of S2S, it is recommended that the North Fringe Outfall be developed as the focal point for the northern limit of the route. Sutton Cross has been considered unsuitable due to the volume of traffic accessing the junction and the limited civic space at this centre.

The starting point at the North fringe Outfall should be subject to a detailed design that incorporates a high quality paved public open space, focal feature (public work of art), seating, cycle parking and a limited amount of car parking. Interpretation material explaining the scope and extent of the S2S promenade and cycleway would also be appropriate. This would be a contemporary space defining the start/end of S2S at this point.

Through consultation with Fingal County Council it has been identified that the development of a promenade along the Sutton Strand foreshore from the North Fringe Outfall to Sutton Creek should be considered a long-term objective. It is envisaged that this route would have a multifunctional role, providing an amenity route linking Dublin Bay to the Howth Head Coastal walk and offering an alternative route for school children and commuters travelling from Howth to the Dublin Road.

This proposal would be subject to a further study to determine the full environmental impact of the route and implications of construction across private accesses to the strand.



Section 1: Sutton to North Fringe Outfall
Option 1a:
Route to be on road from Sutton Cross to the North Fringe Outfall. On road cycle lanes already exist.



Potential Starting Point A
Sutton Cross Roads
Junction is heavily trafficked and there is no obvious landing area. Potential to use Marine Hotel Car Park.



Green Field Road
Road widths on Greenfield Road are too narrow to accommodate on road cycle lanes. Footpath widths substantial.



Section 1: Sutton to North Fringe Outfall, Coastal Route
Option 1b:
Route to be constructed along the coast.
Constraints - Low Level of the adjacent housing. (See Flood Study findings)

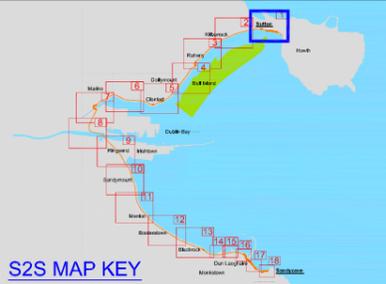


Potential Starting Point C
North Fall Outfall.
Potential to incorporate Car Park and ancillary facilities.



Potential Starting Point B
Sutton Strand
Landscaped area adjacent Sutton Strand would provide an attractive starting point. Route would require construction of promenade along Sutton Strand or provision of cycle lanes along Greenfield Road.

DO NOT SCALE



- LEGEND**
- S2S Promenade: Pedestrian Route
 - S2S Promenade: Cycle Route
 - S2S Promenade: Pedestrian Route Alternative Route Option
 - S2S Promenade: Cycle Route Alternative Option
 - Existing Cycle Route
 - Cycle Route Proposed by Local Authority (Indicative Only)
 - Council Boundary Line
 - Potential Starting Points
 - Existing Coastal Development / Structure to be Redeveloped
 - Existing Landscape Area
 - New Landscape Area
 - Traffic Calming Area in Conjunction with S2S Proposals
 - Directions to Points of Interest
 - Existing Signalised Junctions
 - Existing Junction to Be Upgraded to Facilitate S2S Proposals
 - Signalised Pedestrian Crossing Points
 - DART Station
 - New Bridge
 - Water Course to Be Accommodated in S2S Proposal
 - Ramp Structure to Be Constructed
 - Railway Fence to Be Erected or Upgraded
 - Pedestrian Movements at Key Access Points & Linking Routes
 - Public Right of Way
 - Private Right of Way
 - Transition Point Between S2S Sections
- Existing**
- Viewing/Interpretation points
 - Wildlife interest
 - Park
 - Playground
 - Bicycle Parking
 - Bicycle Hire
 - Beach/Water Access
 - Swimming or Bathing Place
 - Blue Flag Beach
 - Built heritage interest
 - Refreshment facilities
 - Public Art
 - Sports facilities
 - Car Parking

REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:



PROJECT: Sutton to Sandycove Promenade and Cycleway Project

TITLE: Route Alignment and Details Sheet 1

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