

Living Streets

Dún Laoghaire



Part 8 Chief Executive's Report

Living Streets: Dún Laoghaire

February 2024



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Report submitted in accordance with Part XI, Section 179(3) of the Planning and Development Acts, 2000 (as amended), Part 8 of the Planning and Development Regulations, 2001 (as amended), and Section 138 of the Local Government Act 2001 (as amended).

This report has been prepared by Barry Transportation Ltd. together with M-CO who managed the public consultation for Living Streets Dún Laoghaire. Barry Transportation Ltd. have been commissioned by Dún Laoghaire Rathdown County Council to lead a multidisciplinary team on the design and development of the Living Streets Dún Laoghaire scheme.

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APPENDIX E: List of Submissions

APPENDIX F: Copy of Citizen Space Survey

Living Streets

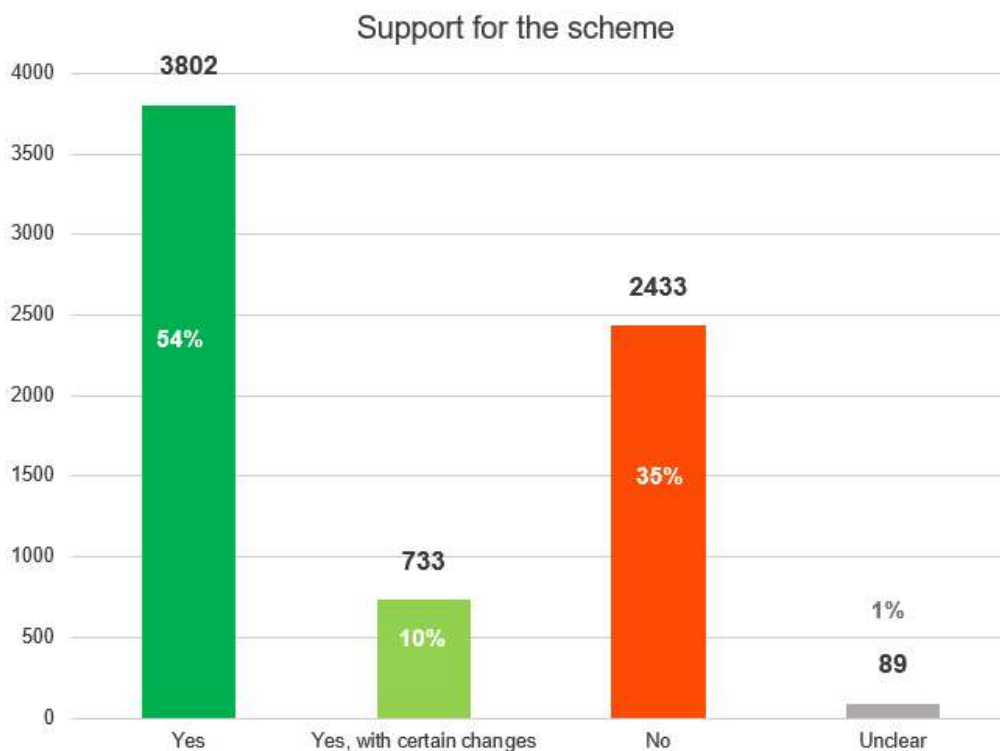
Dún Laoghaire



1. Executive Summary

This report details the statutory public consultation process for the Living Streets Dún Laoghaire scheme including a summary of submissions received and the Chief Executive’s response. As part of a Part 8 planning process, a statutory consultation was held for over 10 weeks from 2nd November 2023 to 16th January 2024. Statutory Consultees were furnished with copies of the relevant documentation, and their views were sought. The submissions received were summarised and responded to. A variety of activities were held to raise awareness and promote engagement including leaflet drops to over 17,000 households, posters throughout town, community meetings, a Drop-In Information Session, library exhibitions, and pop-ups. Submissions were made via the County Council “Citizen Space” online survey, via hard copy surveys in libraries, by email or letter.

A total of 7,057 submissions were received – the highest number of submissions ever made to any public consultation held by Dún Laoghaire-Rathdown County Council. Evaluating all submissions received, the following preferences were expressed. **Over half of submissions (54%) expressed support for the scheme, 35% were opposed to the scheme, and 10% supported the scheme, but with certain changes.**



Most (82.4%) of Citizen Space respondents (n=6,444) came from within the Dún Laoghaire-Rathdown area. 97% of Citizen Space respondents identified as either Local Residents, business owners/employees, visitors to the town, passing commuters, or representatives from an organisation.

Key reasons for support included the need for safer conditions for active mobility, the boost that people felt the project would bring for the local economy, and the resultant improvements in quality of life and community wellbeing. They often noted the unique opportunity the project presented to further establish Dún Laoghaire as a unique and attractive destination with benefits for residents, visitors, and businesses. For those expressing reservations or opposition to the scheme, key issues concerned the possible impact the project would have on traffic, car circulation, access to the



town and parking, and associated impacts on the delivery of services, the economy and community. Opposition to Tivoli modal filter was raised in 11% submissions.

Following analysis of the submissions received during the statutory public consultation process, it is evident that the majority of submissions support the scheme as proposed. Several items have been suggested for consideration as part of the detailed design stage. These include; complete an independent accessibility audit including a review of the location of street furniture; develop a detailed sustainable urban drainage plan; develop a comprehensive maintenance plan for both the Road Maintenance and Parks Elements; confirm swept path analysis on areas where concerns were raised about turning movements; consider solar panels options for Public Lighting Department; progress bus priority measures at junctions around the perimeter of the scheme; consider phasing of the construction of the scheme to allow efficient implementation but also to minimise impact on users; review traffic signal timings at all junctions and crossing point timings as well as early start options for cyclists; complete a road markings and signage strategy for the wider area; investigate additional bike parking of various types; investigate facilities for erecting Christmas lighting. It is also noted that the project team will support the pilot scheme for a shuttle bus for the town.

The proposed development is considered to be in accordance with the provisions of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 and with the proper planning and sustainable development of the area.

In accordance with the legislation, the proposed development may be carried out as recommended in the Chief Executive's Report, unless the Council, by resolution, decides to vary or modify the development otherwise than as recommended, or decides not to proceed with the development.

Subject to the above, members are hereby notified in accordance with Section 138 of the Local Government Act 2001, as amended, of the intention to proceed with the proposed development outlined in the drawings provided in this pack that accompany this report subject to the following conditions:

- That the items outlined above will be considered as part of the detailed design.
- That the parking regime in Clarinda Park is referred to the Parking Control Review and that the addition of 16 additional parking spaces is considered as part of this review as recommended in this report.
- That separate schemes for Glenageary Road Lower, Crosthwaite Park and York Road are progressed as outlined in the report.
- and to any such minor or immaterial alterations to the plans and particulars of the development.

1.1 Structure of Report

This Part 8 Chief Executive's Report begins with an overview of the background to the scheme, the nature and extent of the proposed development, details on Environmental Impact Assessment Screening Report, Appropriate Assessment Screening Report, and Internal Reports.

The bulk of the report provides a summary of issues raised from submissions received during the statutory consultation process, together with the Chief Executive's Response.

The report concludes with a final recommendation on the scheme.



2. Planning Reference Number PC/IC/03/23

In accordance with Part 8, Article 81 of the Planning and Development Regulations, 2001 (as amended), Dún Laoghaire-Rathdown County Council (the Council) gave notice of the proposed development, "Living Streets: Dún Laoghaire", in the Irish Independent newspaper on the 2nd of November 2023. Plans and particulars of the proposed development were made available for inspection from the Council at the Planning Departments, County Hall, Marine Road, Dún Laoghaire, at the Council Offices, Dundrum and on the DLR Consultation Hub on the Council's website www.dlrcoco.ie. A site notice was erected on Marine Road, Dún Laoghaire. These plans were originally made available from the 2nd of November 2023 to the 14th of December 2023. The submission period was subsequently extended until the 16th of January 2024 and Dún Laoghaire-Rathdown County Council gave notice of the extension in the Irish Independent newspaper on the 5th of December 2023 and the site notice was updated. The plans and particulars of the proposed development were made available for inspection up to and including 16th of January 2024.

Submissions and observations with regards to the proposed development could be made up to and including 16th of January 2024.

3. Living Streets Dún Laoghaire

Barry Transportation have been commissioned by Dún Laoghaire-Rathdown County Council (DLRCC) to lead a multi-disciplinary team for the design and development of the Living Streets Dún Laoghaire scheme. Living Streets Dún Laoghaire is a sustainable mobility and public realm improvement project which aims to enhance the attractiveness, liveability, connectivity, and economic vibrancy of Dún Laoghaire Town. Following on from the temporary measures implemented during the summer of 2021, the proposed scheme will permanently upgrade the urban realm in Dún Laoghaire. Works will provide for street and road safety improvements (including pedestrianisation of part of George's Street Lower, Sussex Street and Convent Road), modal filters and park improvements.

The overall scheme aims to deliver the following objectives:

- To make walking, cycling, and public transport more convenient, safer, and enjoyable for all.
- Improve connections between bus, rail, and active travel facilities to make it easier for people of all ages and abilities to get around.
- Enhance the economic vibrancy of Dún Laoghaire as a mixed-use town and its attractiveness as a destination by facilitating the sustainable and efficient movement of people and goods, and by creating an environment that people want to spend time in.
- Improve the environment by reducing traffic and related noise and air pollution and increasing planting in public spaces.
- Promote equitable travel options and urban design that creates a safe and welcoming experience for all members of society, regardless of age, gender, ability, or income.

4. Site Location and Description

The scheme boundary extent is shown in Figure 1. The proposed development takes in the following streets and areas:

- George's Street Lower
- George's Street Upper
- Cumberland Street
- York Road
- Library Road
- Marine Road
- Sussex Street
- Convent Road
- Tivoli Road
- Patrick Street
- Cross Avenue
- Summerhill Road
- Park Road
- Glenageary Road Lower
- Clarinda Park

Dún Laoghaire is a vibrant town and consists of a variety of residential and commercial areas, with different land uses, including educational, retail, business, local amenities, health, community and social services, and recreational facilities. For a full description of the proposed scheme refer to Section 6 of this report.

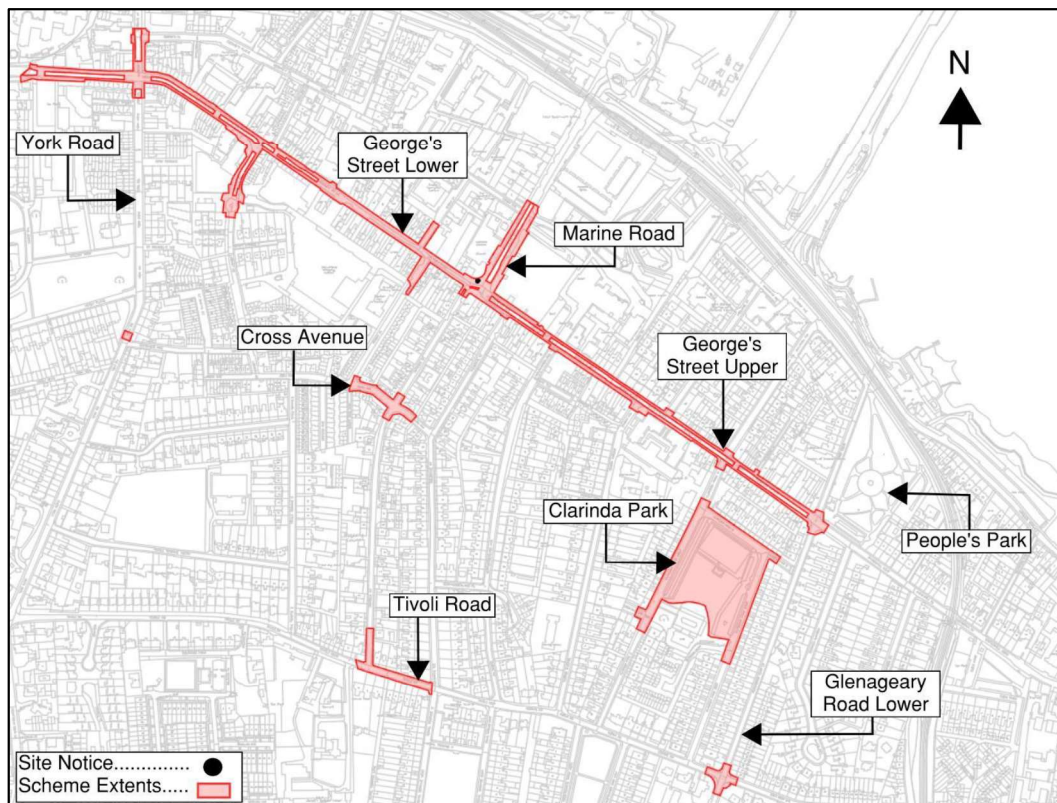


Figure 1 - Scheme Extents

5. Zoning Objectives and Policies

The Dún Laoghaire-Rathdown County Development Plan 2022-2028 sets out the policy objectives and the overall strategy for the proper planning and sustainable development of the County over the Plan period from 2022 to 2028. The County Development Plan sets out an approach centred on the core principle of sustainability with a focus on creating vibrant, liveable, climate resilient communities. The proposed scheme is consistent with both the “National Planning Framework” (2018) (NPF) and the “Regional Spatial and Economic Strategy” (2019) (RSES).

Under the Dún Laoghaire-Rathdown County Development Plan 2022-2028, lands within Dún Laoghaire Town are principally designated as MTC, A, F or SNI Zoning Objectives. The definition of these zoning objectives as provided in the County Development Plan is presented below:

- MTC: *To protect, provide for and-or improve major town centre facilities.*
- A: *To provide residential development and improve residential amenity while protecting the existing residential amenities.*
- F: *To preserve and provide for open space with ancillary active recreational amenities.*
- SNI: *To protect, improve and encourage the provision of sustainable neighbourhood infrastructure.*

With the exception of Clarinda Park, the majority of works are within the extent of the road, pursuant to Roads Act 1993. Roads within the County Development Plan are not covered by a specific zoning objective and are illustrated in white on the County Development Plan land use zoning maps. The proposed scheme adjoins lands or falls within lands designated as Zoning Objectives MTC, A, F and SNI. As the proposed scheme incorporates improvements to facilities in the town centre, public realm, and Clarinda Park, it aligns with the zoning objectives of the County Development Plan. There are no contraventions of any of the County Development Plan zoning objectives arising from the proposed scheme. An extract map of the zoning objectives in the vicinity of the scheme is provided overleaf.

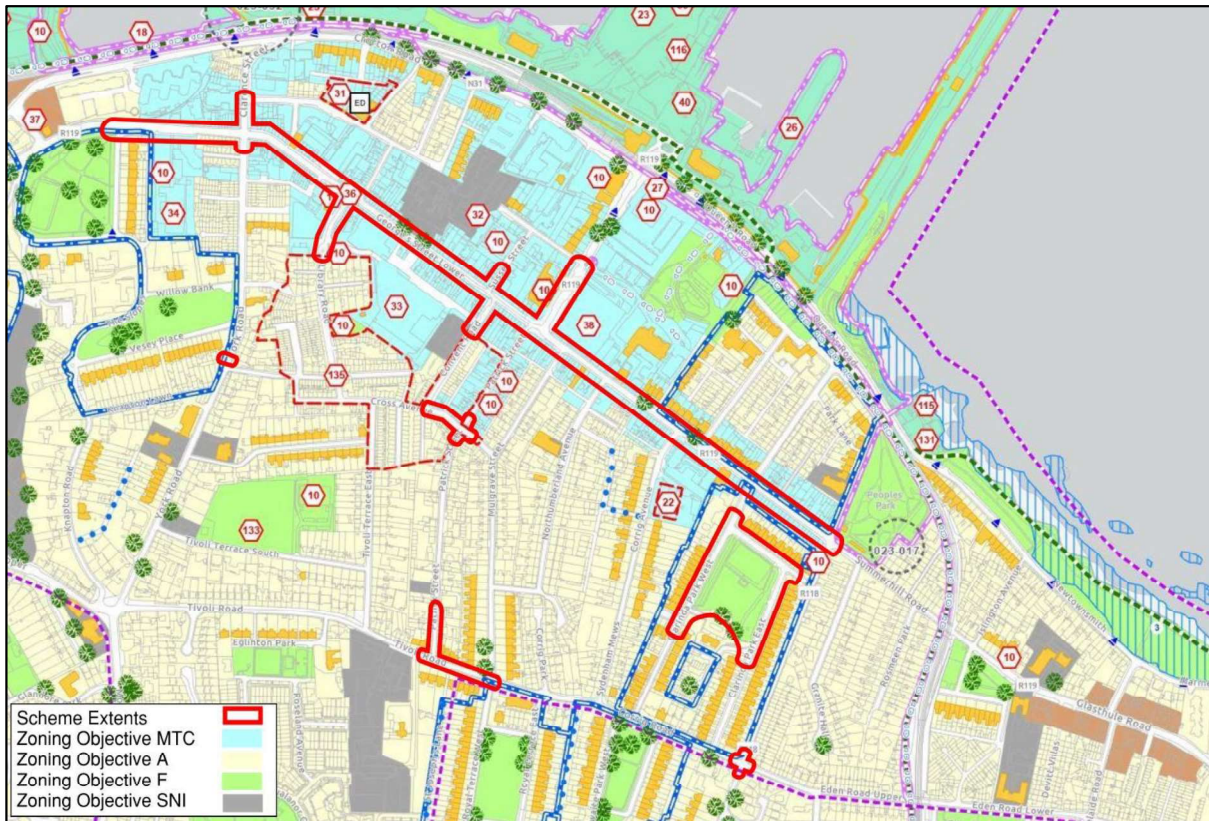


Figure 2 - Zoning Objectives Within the Scheme Boundary (Source: Dún Laoghaire-Rathdown County Development Plan 2022-2028)

Additional relevant information from Figure 2 is summarised below:

- Dún Laoghaire is one of the two major town centres in the County Development Plan which is zoned with the objective MTC *To protect, provide for and-or improve major town centre facilities.*
- There are two designated Architectural Conservation Areas (ACA); Haigh Terrace to Park Road (formerly Adelaide Street) ACA, and Clarinda Park ACA.
- People's Park is a Candidate Architectural Conservation Area (CACA) and contains the Martello Tower monument, two no. Protected Structures.
- The tree symbols denote areas with the objective *to protect and preserve Trees and Woodlands* on George's Street and Clarinda Park.
- There are a number of designated Protected Structures located on lands adjoining the proposed scheme (denoted in orange on the Land Use Zoning Map).
- Specific Local Objectives which apply to the area and are supported in the proposed scheme:
 - SLO 135: *To enhance the character, ambiance and quality of the environment, historic streetscapes and public realm of the residential streets in the areas adjoining Lower George's Street, Dún Laoghaire and in particular, the areas of early twentieth century social housing, to ensure that the public realm in this older residential area - in close proximity to the core business district of the Town - is enhanced, improved and maintained to the standard provided for other residential and business districts adjoining Upper and Lower George's Street.*
 - SLO 10: *To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities.*

- SLO 36: That the future uses associated with Dún Laoghaire Carnegie Library explore the option of community use, ensure active street frontage, make a positive contribution to the public realm and takes cognisance of its Protected status.

The proposed scheme has been considered and designed in accordance with the policies and objectives of the Dún Laoghaire-Rathdown County Development Plan 2022-2028. The proposed scheme supports a wide range of Development Plan policy objectives relating to sustainable transport, economic vitality, accessibility, and inclusiveness, enhanced public realm design and green infrastructure measures. The following presents the relevant policy objectives of the County Development Plan 2022-2028 which are supported and promoted by the proposed scheme.

Objective T11 Walking and cycling	It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements.
	This scheme will provide improved pedestrian facilities by creating new pedestrianised areas and providing wider footpaths and improved pedestrian crossings. It will also improve safety for pedestrians and cyclists in the wider area by removing through traffic on many streets, significantly reduced traffic levels will lead to quieter, safer and more attractive streets to walk and cycle on.

Objective T12 Footways and Pedestrian Routes	It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice. (Consistent with NPO 27 and 64 of the NPF and RPO 5.3 of the RSES).
	This scheme will provide improved pedestrian facilities with new pedestrianised areas, wider footpaths and improved pedestrian crossings and enhanced connectivity within the town. This scheme follows the principles of universal design ensuring that all environments are inclusive and accessible to all.

Objective T23 Roads and Streets	It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County Road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (SEA, EIA and AA), flood risk assessment and the planning process.
	This scheme will provide improved pedestrian and cycle facilities. The NTA have been consulted regarding the proposed design.

Objective T28 Road Safety	It is a Policy Objective to implement a Council Road Safety Plan in line with the emerging Government Road Safety Strategy 2021 to 2030 in conjunction with relevant stakeholders and agencies.
	The proposed scheme aligns with the Government Road Safety Strategy by implementing measures that create a safer environment for vulnerable road users.

Objective T31 Accessibility	It is a Policy Objective to support suitable access for people with disabilities, including improvements to transport, streets and public spaces. Accessibility primarily concerns people with reduced mobility, persons with disabilities, older persons, and children. (Consistent with RPO 9.1 and 9.10 of the RSES).
	<p>This scheme has been designed in accordance with guidance documents such as DMURS and the NCM to ensure accessibility. Wider footpaths clear of obstacles and trip hazards will be provided and pedestrian crossing points will be upgraded. All disabled parking spaces will be retained, and five new on-street disabled spaces will be provided.</p> <p>The Dún Laoghaire-Rathdown Disability Consultation Group have been consulted as part of the design process. O'Herlihy Access Consultancy have been employed to undertake two independent accessibility audits of the design, one at preliminary design and one later in the process at detailed design stage.</p>

Objective MFC1 Multifunctional Centres	It is a Policy Objective of the Council to embrace and support the development of the County's Major Town Centres, District Centres and Neighbourhood Centres as multifunctional centres which provide a variety of uses that meet the needs of the community they serve.
	This scheme enhances the public realm around the Dún Laoghaire, creating a safer and more attractive town centre.

Objective MFC2 Accessible and Inclusive Multifunctional Centres	It is a Policy Objective of the Council to promote accessibility to Major Town Centres, District Centres and Neighbourhood Centres by sustainable modes of transportation in order to encourage multi-purpose shopping, business, and leisure trips as part of the same journey.
	This scheme enhances the environment for pedestrians and cyclists by reducing traffic and enhancing public realm and pedestrian facilities, therefore supporting this goal.

Objective MFC3 Placemaking in our Towns and Villages	It is a Policy Objective of the Council to support proposals for development in towns and villages that provide for a framework for renewal where relevant and ensure the creation of a high-quality public realm and sense of place. Proposals should also enhance the unique character of the County's Main streets where relevant.
	This scheme includes George's Street as one of the principal areas of works. Reduced traffic levels and high-quality materials with new seating areas and in ground planting will enhance the sense of place and the quality of public realm throughout the town.

Objective PHP4 Villages and Neighbourho ods	It is a Policy Objective to implement a strategy for residential development based on a concept of sustainable urban villages as well as promoting and facilitating the provision of "10-minute" neighbourhoods.
	The principles of 10-minute neighbourhoods are implemented in this scheme by supporting and promoting active travel, enhancing accessibility and connectivity for all to public transport, services and amenities and enhancing the public realm in the town centre, leading to the creation of sustainable and connected communities and environments.

Objective PHP5 Community Facilities	It is a Policy Objective to support the development, improvement, and provision of a wide range of community facilities throughout the County where required; and facilitate and support the preparation of a countywide Community Strategy.
	This scheme helps to deliver improved accessibility and connectivity to community civic and cultural facilities thereby supporting robust and sustainable communities.

Objective PHP12 The Local Economic & Community Plan	It is a Policy Objective to promote and facilitate participation of key stakeholders in the development and delivery of the Local Economic and Community Plan consistent with RPO 9.18 of the RSES.
	This scheme will help support goals and objectives relating to the community and economic elements of the LECP including actions to support key stakeholders in the delivery of social inclusion, accessibility to services, businesses, employment and sustainable transport and the creation of healthy, vibrant, liveable, climate resilient communities, consistent with the RSES.

<p>Objective PHP14</p> <p>Age Friendly Strategy</p>	<p>It is a Policy Objective to support and facilitate the implementation of the Dún Laoghaire-Rathdown Age Friendly Strategy 2016-2020.</p>
	<p>Central to this scheme is the creation of an inclusive and accessible physical environment through enhanced public realm design that supports social inclusion and interaction, a healthy lifestyle, and safe and accessible infrastructure that will support people of all ages and abilities to engage actively within their communities.</p>

<p>Objective PHP35</p> <p>Healthy Placemaking</p>	<p>It is a Policy Objective to: Ensure that all development is of high-quality design with a focus on healthy placemaking consistent with NPO 4, 26 and 27 of the NPF, and RPO 6.1, 6.12, 9.10 and 9.11 of the RSES. Promote the guidance principles set out in the “Urban Design Manual – A Best Practice Guide” (2009), and in the “Design Manual for Urban Roads and Streets” (2013). Ensure that development proposals are cognisant of the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking, wayfinding and detailed design.</p>
	<p>Through strategic design, this scheme creates a distinctive public realm within Dún Laoghaire town that supports the creation of healthier, more active and inclusive communities. The provision of generously sized and accessible footpaths and crossings, pedestrianised streets, new pedestrianised urban spaces, safer cycling environment, improved accessibility and connectivity to sustainable transport and amenities will encourage more walking and cycling and reduce dependence on private public transport. The creation of new pedestrianised areas together with new planting will create safer and more attractive public realm that will support new occasions for social interaction, invite new commercial opportunities and provide a sense of place for people of all ages and abilities. This scheme follows the principles of universal design and the “Urban Design Manual – A Best Practice Guide” (2009) and has been designed in accordance with guidance documents such as DMURS, and the Cycle Design Manual (2023) to ensure accessibility.</p>

<p>Objective PHP36</p> <p>Inclusive Design & Universal Access</p>	<p>It is a Policy Objective to promote and support the principles of universal design ensuring that all environments are inclusive and can be used to the fullest extent possible by all users regardless of age, ability, or disability.</p>
	<p>This scheme follows the principles of universal design and has been designed in accordance with guidance documents such as DMURS, Traffic Management Guidelines, and the Cycle Design Manual to ensure accessibility, all areas are designed to be compliant with Part M of the Building regulations as far as is possible.</p> <p>The Dún Laoghaire-Rathdown Disability Consultation Group have been consulted as part of the design process and O'Herlihy Access Consultancy have been employed to</p>

	undertake two independent accessibility audits of the design, one at preliminary design and one at detailed design stage to identify and address accessibility issues in the design.
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Objective PHP37 Public Realm Design	It is a Policy Objective that all development proposals, whether in established areas or in new growth nodes, should contribute positively to an enhanced public realm and should demonstrate that the highest quality in public realm design is achieved.
	This is a town improvement scheme with an improved urban realm at its core. High quality paving, extensive in ground planting, attractive seating and rest areas will be provided to enhance the public realm in Dún Laoghaire and to make it a more pleasant place to work, live or visit. This scheme follows the principles of universal design and the 'Urban Design Manual – A Best Practice Guide' (2009) and has been designed in accordance with guidance documents such as DMURS, and the Cycle Design Manual (2023) to ensure accessibility.

Objective PHP40 Shared Space Layouts	It is a Policy Objective to promote safer and more attractive streets and public realm for all road users throughout the County by pro-actively engaging with, and adhering to, the “shared space” concept and guidance set out in the “Design Manual for Urban Roads and Streets” (2013).
	The proposed scheme follows the principals set out in DMURS and creates a network of quiet streets where the shared space concept is embraced. This includes Tivoli Road and all side streets connecting to George’s Street.

Objective PHP41 Safer Living Environment	It is Council policy to facilitate the promotion and delivery of a safe environment for both the residents of, and visitors to, the County.
	This scheme enhances pedestrian and cyclist safety by creating fully pedestrianised areas, wider footpaths, improved pedestrian crossings and a network of quiet streets.

Objective OSR3 Future Improvements	It is a Policy Objective to continue to improve, plant and develop more intensive recreational and leisure facilities within parks and public open spaces insofar, as resources will permit, while ensuring that the development of appropriate complementary facilities does not detract from the overall amenity of the spaces.
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	This scheme incorporates increased planting and landscaping throughout, strengthening the relationship between the built and natural environments within Dún Laoghaire while also increasing opportunities for biodiversity within the urban street settings and Clarinda Park. The design and landscaping proposals for Clarinda Park has been undertaken with ensuring enhanced biodiversity, more diverse habitats while creating improved recreational and leisure facilities.
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Objective OSR5 Public Health, Open Space and Healthy Placemaking	It is a Policy Objective to support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan (NPAP) 2016, to increase physical activity levels across the whole population thus creating a society, which facilitates people whether at home, at work or at play to lead a more active way of life (consistent with RPO 9.16).
	The proposed scheme aligns with this objective as it promotes active travel by providing better facilities for walking, wheeling, and cycling throughout Dún Laoghaire.

Objective OSR7 Trees, Woodland and Forestry	It is a Policy Objective to implement the objectives and policies of the Tree Policy and the forthcoming Tree Strategy for the County, to ensure that the tree cover in the County is managed, and developed to optimise the environmental, climatic and educational benefits, which derive from an “urban forest”, and include a holistic “urban forestry” approach.
	The proposed scheme aligns with the objective as it proposes new tree planting throughout the scheme, including an area taking an “urban forestry” approach in Clarinda Park.

Objective OSR9 Sports and Recreational Facilities	It is a Policy Objective to promote the provision, and management of high-quality sporting, and recreational infrastructure throughout the County, in accordance with the National Sports Policy 2018-2027, and DLR Space to Play: a new approach to Sports Facilities Strategy, 2017-2022, to ensure that the particular needs of different groups are incorporated into the planning and design of new facilities.
	The proposed scheme aligns with this objective as it includes plans to develop sporting and recreational structures as part of the proposed plan for Clarinda Park such as a calisthenics area.

Objective GIB1	It is a Policy Objective to continue to implement, and update, the DLR Green Infrastructure (GI) Strategy, to protect existing green infrastructure and encourage and facilitate, in consultation with relevant stakeholders, the development, design and management of high
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Green Infrastructure Strategy	quality natural and semi-natural areas. This recognises the ecosystems approach and the synergies that can be achieved with regard to sustainable transport, provision of open space, sustainable management of water, protection, and enhancement of biodiversity.
	The proposed scheme aligns with this objective as it includes plans to upgrade Clarinda Park with new planting, increasing biodiversity and creating a more diverse range of habitats within the park. The scheme incorporates increased landscaping and planting and nature based sustainable drainage measures throughout to create a stronger tie between the built and natural environments and increased biodiversity.

Objective GIB20 Biodiversity Plan	It is a Policy Objective to support the provisions of the forthcoming DLR County Biodiversity Action Plan, 2021-2025.
	The incorporation of new planting and Nature Based Solutions within the scheme will facilitate a greater range of biodiversity within the urban area and contribute to creating a climate resilient community. The planting of native species and wildflower meadow grass areas within Clarinda Park to respond to, support and promote the National Pollination Plan creating more diverse habitats and promote carbon sequestration.

Objective GIB29 Nature Based Solutions	It is a Policy Objective to increase the use of Nature Based Solutions (NBS) within the County, and to promote and apply adaption and mitigation actions that favour NBS, which can have multiple benefits to the environment and communities. NBS has a role not only to meet certain infrastructure related needs (e.g. flooding management), and development needs, but also to maintain or benefit the quality of ecosystems, habitats, and species.
	The proposed scheme aligns with this objective as it incorporates Nature Based Solutions approaches where possible, especially throughout Clarinda Park and the pedestrianised areas.

Objective CA18 Urban Greening	It is a Policy Objective to retain and promote urban greening - as an essential accompanying policy to compact growth - which supports the health and wellbeing of the living and working population, building resilience to climate change whilst ensuring healthy placemaking. Significant developments shall include urban greening as a fundamental element of the site and building design incorporating measures such as high-quality biodiverse landscaping (including tree planting), nature-based solutions to SUDS and providing attractive routes and facilities for the pedestrian and cyclist (Consistent with RPO 7.6, 7.22, 7.23, 9.10 of the RSES).
	The proposed scheme aligns with the urban greenings policy as it takes various approaches to include the creation of new green spaces, new tree and shrub plantings and SUDS measures throughout the scheme.

Objective CA19 Community Woodlands	It is a policy objective to promote and support Community Woodland Schemes in line with government policy.
	The proposed scheme includes a dedicated “Woodland” area with proposed additional native tree planting within Clarinda Park.

Objective E1 Sustainable Management of Water	<p>It is a Policy Objective to work with Irish Water:</p> <p>To ensure the efficient and sustainable use and development of water resources and water services infrastructure in order to manage and conserve water in a manner that supports climate action, the circular economy, a healthy society and protection of the environment. (Consistent with NSO 9 of the NPF, RSO 7, RPO 10.1 of the RSES).</p> <p>To continue the development and improvement of the water supply and wastewater systems throughout Dún Laoghaire-Rathdown in order to meet the anticipated water and wastewater requirements of the County.</p> <p>To ensure facilities comply with the Water Framework Directive and the River Basin Management Plan or any updated version of the document, ‘Water Quality in Ireland 2013-2018’(2019) or any updated version of the document, Pollution Reduction Programmes for Designated Shellfish Areas, the Urban Wastewater Treatment Directive and the Habitats Directive.</p>
	The proposed scheme aligns with this objective through the inclusion of SUDS throughout the extents of the scheme.

Objective E16 Sustainable Drainage Systems	It is a Policy Objective to ensure that all development proposals incorporate Sustainable Drainage Systems (SuDS).
	See above.

Appendix 17 Interim Dún Laoghaire Urban Framework Plan of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 sets out a vision to guide the ongoing development and regeneration of Dún Laoghaire Town. The proposed scheme supports the vision outlined in the Interim Dún Laoghaire Urban Framework Plan. The following objectives in this Urban Framework Plan are supported by the proposed scheme:

Objective 4	Improve physical linkages and accessibility between the Town Centre and the Waterfront.
	This scheme improves the environment for pedestrians and cyclists and will make these safer, more attractive, and more convenient choices for the public. The newly pedestrianised area on Sussex Street will enhance a pedestrian the link to the Waterfront.

Objective 5	Encourage and provide for increased pedestrian and cycle permeability between George's Street and Crofton Road.
	This scheme improves the environment for pedestrians and cyclists and will make these safer, more attractive, and more convenient choices for the public. The newly pedestrianised area on Sussex Street will enhance a pedestrian link to Crofton Road.

Objective 8	Provide a network of attractive and green urban spaces and public realm to enhance the user experience while also tacking climate action to create a low carbon, climate resilient and sustainable town.
	The proposed scheme aligns with this objective through the proposal to improve and rejuvenate Clarinda Park as well as creating a fully pedestrianised area on George's Street Lower, Sussex Street and Convent Road and integrating planting and placemaking throughout the extents of the scheme.

Objective 9	Improve and enhance existing visual amenity and streetscape including lighting within the Interim Framework Plan area.
	This scheme aligns with this objective by enhancing the public realm, including incorporating new public lighting throughout the full extents of the scheme.

Objective 18	To implement a co-ordinated street tree planting and soft landscaping programme, where feasible, to improve air quality, encourage biodiversity and attenuate surface water within the Interim Framework Plan area.
	The proposed scheme aligns with this objective as it proposes new on street planting and soft landscaping features throughout the extents of the scheme that will be incorporated as part of nature based sustainable urban drainage systems (SuDS).

Objective 19	To seek the incremental rationalisation and consolidation of the principal Town Centre Quarter on George's Street between Bloomfield's Shopping Centre and Corrig Avenue.
	The proposed scheme aligns with this objective as it proposes a full upgrade of this areas and features an enhanced public realm design.

Objective 23	It is an objective to embrace 'Smart' cities initiatives to improve traffic management and include appropriate variable Message Signage (VMS) and smart car parking technologies within the Interim Framework Plan area.
	The proposed scheme aligns with this objective as it includes the proposal of new Smart Signs on all approaches to the town to indicate available parking in the major car parks around the town centre. Monitoring equipment will be installed at these car parks to measure the number of free spaces available which will be displayed in real time on the signs.

Objective 24	To implement the DLR Cycle Network objectives within the Interim Framework Plan area.
	The proposed scheme aligns with this objective as it creates a safer environment for cyclists throughout the extents of the scheme.

Objective 25	To undertake a Road User Audit and support the application of DMURS, together with environmental improvements, on Cross Avenue - (Old Victorian Street) and interconnecting streets.
	The proposed scheme aligns with this objective as a road user audit was undertaken for the entire scheme, including Cross Avenue, and the modal filter on Cross Avenue was designed following the principles set out in DMURS.

Objective 26	To promote the expansion of 30 km/hr limit zones in Dún Laoghaire and Environs in accordance with best practise and speed guidance documents.
	The proposed scheme aligns with this objective as it proposes creating a network of quiet streets where pedestrian and cycle movements are prioritised, and vehicle speeds and volumes are low.

Some further relevant objectives for George's Street environs which this proposal supports include inter alia; public realm improvements that significantly increase street trees and planting, create narrower carriageways with wider paving, improved surfaces and new public lighting; the need to examine the traffic movements with a view to facilitating increased pedestrian and cycle usage on George's Street; simplification of the junction between George's Street and Marine Road could create easier crossing points for pedestrians; and examine the pedestrianising of the one-way stretch of George's Street Lower between Marine Road and St Michael's Hospital.

6. Nature and Extent of the Proposed Development

Living Streets Dún Laoghaire is a mobility and public realm improvement project which aims to enhance the attractiveness, liveability, connectivity, and economic vibrancy of Dún Laoghaire Town. Following on from the temporary measures implemented during the summer of 2021 the proposed scheme will permanently upgrade the urban realm in Dún Laoghaire. The specific elements of the scheme are discussed in the sections below.

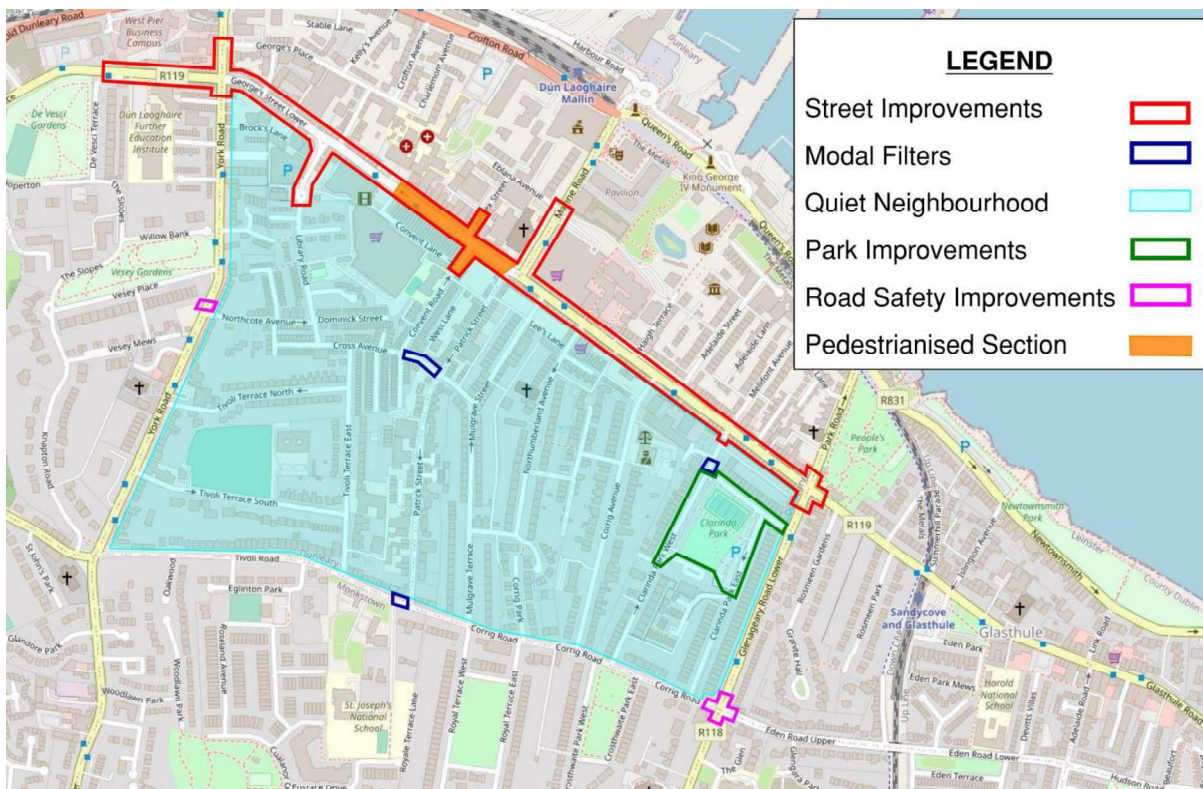


Figure 3 - Scheme Overview

6.1 Street Improvements

The scheme will involve an upgrade of 1.2 km of George's St and Cumberland Street from the junction of De Vesce Terrace on Cumberland St to the junction by the People's Park. Footpaths on both sides of the road will be repaved using high quality durable granite paving. The road carriageway will be narrowed to a maximum width of 6m, and the remaining space is proposed to be used to provide wider footpaths, seating, and planting. Continuous footpaths will be provided across all side roads that will emphasise the pedestrian priority along this route. The scheme will provide high quality surfaces free of clutter and trip hazards and will remove any level differences between pedestrian areas. Permanent in ground planting, including approximately 100 new trees will be included in the works along with areas of low-level planting. Rain gardens will also be introduced, these areas of vegetation will catch and store rainwater during times of heavy rainfall reducing the burden on water treatment facilities. A new public lighting system will also be provided.

The scheme will pedestrianise 220m of George's St Lower from the junction with Patrick St to St Michael's Hospital, the street will remain open to traffic in the morning to facilitate commercial related loading and servicing but will be fully

closed to traffic outside of these hours. Two clear areas will be maintained on either side of the street and the central area of the street will feature new seating, planting, and areas for loading (as shown in the image below). Casual seating for local businesses will also be facilitated in this area. Sections of Convent Road and Sussex Street will also be pedestrianised, and these areas will see the creation of two small enclosed parklets.



Figure 4 - Proposed Layout of the Pedestrianised Section of George's Street Lower

Changes will be required to the parking system with 16 on street parking spaces being removed. There will be an increase in the number of disabled spaces from 9 to 14 and loading bays from 4 to 8. Increasing the number of disabled bays, paired with wider, level footpaths will increase accessibility throughout the town centre. The majority of loading bays will be hybrid loading/parking bays, meaning that outside loading hours, they can be used as regular car parking spaces. New electronic smart signage is being considered to replace the existing signs that will direct people to the various major car parks in the town and identify the availability of spaces.

These street improvements will make the town more accessible, welcoming, vibrant and improve its attractiveness as a destination. It will enhance the economic vibrancy of Dún Laoghaire as a mixed-use town by facilitating the sustainable and efficient movement of people and goods, and by creating an environment that people want to spend time in. It will also provide an urban design that creates a safe and welcoming experience for all members of society, regardless of age, gender, ability, or income.

6.2 Modal Filters and Quiet Neighbourhood

Modal filters are areas of road that are closed to car traffic but remain open to pedestrian and cycle traffic. This can be as simple as placing bollards on the road but in this case, they involve the creation of three new parklets, with permanent in ground planting and new seating areas.

The provision of the three modal filters (on Tivoli Road, Cross Avenue and Clarinda Park West) will remove through traffic from the area and make it easier and safer to walk and cycle within the town. This traffic calmed routes will enhance the connectivity for pedestrians and cyclists between George's Street and its surrounding areas. These interventions will also create safer walking and cycling routes to Dominican Primary School and St Joseph's National School. Key active travel routes will also be enhanced through the provision of continuous footpaths across side roads.

A mobility study was undertaken to assess the impacts of the traffic management changes, all destinations will still be reachable by car (except for those located within the pedestrianised zone), although some trips would take slightly longer after the modal filters are in place. The modal filters will improve the environment by significantly reducing traffic and related noise and air pollution, including removal of all HGV through trips, and will create three new parklets with new planting and seating in public spaces. The provision of 28 new trees across the Cross Avenue and Tivoli Road modal filters is also planned.

6.3 Park Improvements

The two car parking areas within Clarinda Park are proposed to be removed to re-instate the park to its historical boundaries and facilitate the improvement works to the park. This will create more green space, with new tree planting and biodiversity areas, seating, play areas and other amenities. Approximately 110 new trees will be planted as part of the park improvements. There will be 202 public car parking spaces available on-street in the wider area (including Clarinda Park East, West and North) compared to the previous 269.

6.4 Road Safety

This scheme also involves some additional road safety measures. The junction of Glenageary Road Lower and Corrig Road will be upgraded, this will remove street clutter from locations where the footpaths are narrow, reduce the length of pedestrian crossings and provide more footpath space for pedestrians waiting to cross the road. A new signalised pedestrian crossing is also proposed on York Road at Northcote Avenue to allow pedestrians to safely cross the road here, this will also serve as a traffic calming measure.

Full details of the proposed scheme can be seen in the layout drawings in Appendix A.

6.5 Project Evolution and Timeline

One could say that the seeds of the current project were sewn in the Dún Laoghaire Urban Structure Plan incorporated into the Dún Laoghaire-Rathdown County Development Plan 2004 - 2010 and evolved through the subsequent iterations of the plan up to the Dún Laoghaire Interim Urban Framework Plan in the Current County Development Plan. The Summer Streets scheme in 2021 trialled the pedestrianisation, and the preliminary design was prepared in 2022/2023 and this part 8 is currently in process, as indicated on the timeline below.

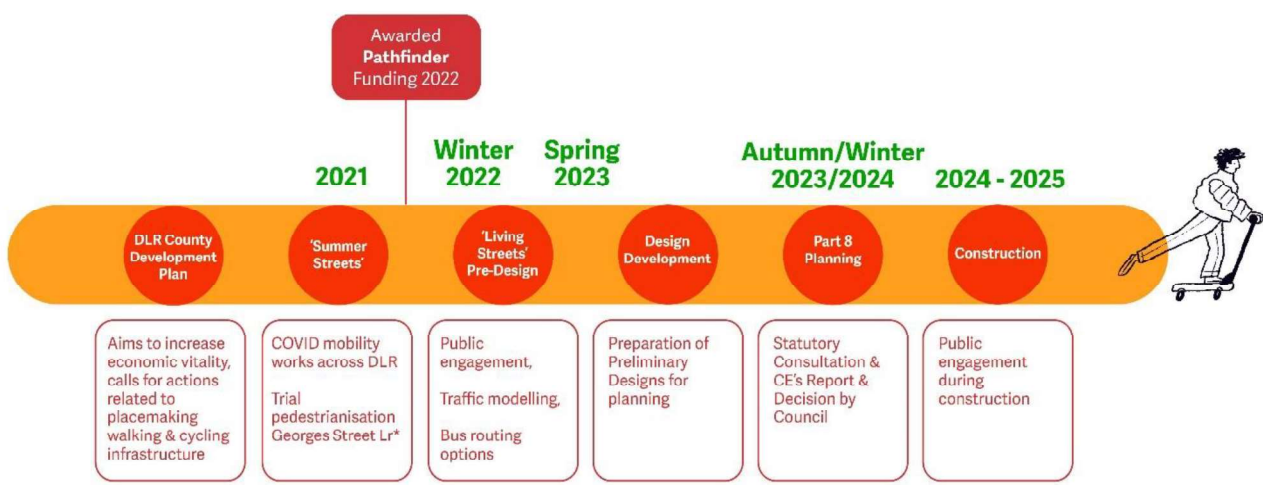


Figure 5 - Project Timeline

7. Appropriate Assessment (AA)

Having regard to the Habitats Directive (92/43/EEC) and the Birds Directive (2009/147/EC), DLRCC commissioned an Appropriate Assessment (AA) Screening Report prepared by MKO. It is considered that the AA Screening Report prepared by MKO gives full consideration to the Directives. The AA Screening Report states; “...*beyond reasonable scientific doubt, in view of best scientific knowledge, on the basis of objective information and in light of the conservation objectives of the relevant European sites, that the proposed works, individually or in combination with other plans and projects, in the absence of mitigation, would not be likely to have a significant effect on any European Sites designated under the Habitats Directive and Birds Directive.*”

Taking account of the findings of the AA Screening Report, DLRCC has determined that the proposed development will not give rise to any significant adverse effects on designated European sites, alone or in combination with other plans or projects in the absence of mitigation. Consequently, a Stage 2 Appropriate Assessment - Natura Impact Statement is not required for the project.

More detail can be found in the AA Screening Report which is included in the Part 8 pack and in the AA Screening Determination which can be found in Appendix B.

In conclusion, an Appropriate Assessment is not required, and a Natura Impact Statement shall not be prepared in respect of the proposed development.

8. Environmental Impact Assessment (EIA)

DLRCC carried out a preliminary examination of the proposal in accordance with Article 120(a)(1)(a) of the Planning and Development Regulations 2001 (as amended). Based on the nature, size, and location of the development, DLRCC considered on the basis of that there was significant and realistic doubt regarding the likelihood of significant effects on the environment. Consequently, and in accordance with Article 120(a)(1)(b)(ii) of the Regulations (as amended), DLRCC commissioned an Environmental Impact Assessment (EIA) Screening Report prepared by Barry Transportation. It is considered that the EIA Screening Report gives full consideration to the EIA Directive 2011/92/EU as amended, and in particular to the requirements set out in the Directive for mandatory and sub-threshold EIA.

Taking account of the findings of the EIA Screening Report, it is considered that the EIA Screening Report contains a fair and reasonable assessment of the likelihood of significant effects on the environment. DLRCC has determined that having regard to the characteristics of the proposed development ; location of the proposed development; the types and characteristics of potential impacts; cumulation of effects with those arising from other existing and/or proposed projects; measures to avoid or prevent what might otherwise have been significant adverse effects on the environment and the Appropriate Assessment Screening Report (by MKO Planning and Environmental Consultancy), that there is no real likelihood of significant effects on the environment arising from the proposed development. As a result, the proposal does not need to be subject to Environmental Impact Assessment and no Environmental Impact Assessment Report needs to be prepared for it.

More detail can be found in the EIA Screening Report which is included in the Part 8 pack and in the EIA Screening Determination which can be found in Appendix C.

9. Implications of the Proposed Development for the Proper Planning and Sustainable Development of the Area

The proposed scheme has been considered in terms of European, national, regional, and local planning and transport policy, as set out in Section 5 of the Living Streets Dún Laoghaire Part 8 Planning Report. The proposed scheme aligns with the relevant policy objectives contained therein.

Specifically, the proposed development would improve the walking and cycling routes and facilities in the area together with improved accessibility for all users and connectivity to public transport in accordance with Policy Objectives T11, T12, T23 and T31 of the Dún Laoghaire-Rathdown County Development Plan 2022–2028 and the Transport Strategy for the GDA 2022 – 2042, as well as the NTA Greater Dublin Area Cycle Network Plan 2021. The proposal also includes major improvements to the provision of public realm throughout the Dún Laoghaire, creating greater placemaking and incorporating inclusive design and landscaping principles to enhance social inclusion, new commercial opportunities, and environmental benefits, in accordance with Policy Objectives PHP14, PHP35, PHP36, PHP37, PHP40, OSR5 and GIB1. The proposed development also complies with Objectives 4, 5, 8, 9, 18 and 19 of the Dún Laoghaire Urban Framework Plan Urban Structure. The proposed development also aligns with the Dún Laoghaire-Rathdown Climate Change Action Plan 2019-2024, the Dún Laoghaire-Rathdown Age-Friendly Strategy 2022-2026 and the Dún Laoghaire-Rathdown Cycling Policy. The proposed development also accords with Policy Objective PHP4 which promotes the 10-minute neighbourhood.

Under the Dún Laoghaire-Rathdown County Development Plan 2022- 2028, Clarinda Park is the subject of land use zoning objective 'F', *To preserve and provide for open space with ancillary active recreational amenities*. Clarinda Park is designated an Architectural Conservation Area (ACA). There is also an objective within the footprint of Clarinda Park to *protect and preserve Trees and Woodlands*. The proposed design and layout of Clarinda Park has been developed further to consultation with Dún Laoghaire-Rathdown County Council Heritage Officer, Conservation Officer, Biodiversity Officer and Parks and Landscape Services. The proposed works to Clarinda Park supports the following relevant policy objectives of the Dún Laoghaire-Rathdown County Development Plan 2022-2028: HER13: Architectural Conservation Areas, CA18: Urban Greening, GIB1: Green Infrastructure Strategy, OSR5: Public Health, Open Space and Healthy Placemaking, OSR13: Play Facilities and Nature Based Play, PHP36: Inclusive Design & Universal Access, GIB23: County Wide Ecological Network, GIB20: Biodiversity Plan, GIB22: Non Designated Areas of Biodiversity Importance, GIB23: County Wide Ecological Network, GIB29: Nature Based Solutions, OSR3: Future Improvements, OSR7: Trees, Woodland and Forestry, PHP38: Public Realm Offering.

An EIA Screening has been carried out and it has been determined that an EIAR is not required, as there is no real likelihood of significant environmental effects.

AA Screening has been carried out and has concluded that an AA is not required as it can be excluded beyond reasonable scientific doubt, in view of best scientific knowledge, on the basis of objective information and in light of the conservation objectives of the relevant European sites, as the proposal will not have a significant effect on any Natura 2000 sites, individually or in combination with other plans or projects, in the absence of mitigation, would not be likely to have a significant effect on any of the European Sites designated under the Habitats Directive and Birds Directive.

In conclusion, the proposed scheme is acceptable in principle and accord with the provisions of the Dún Laoghaire-Rathdown County Development Plan 2022–2028, relevant national, regional, and local policy and the proper planning and sustainable development of the area.

10. Internal Reports

10.1 Architects Department

No comments were received from the Architects Department.

10.2 Community & Cultural Development Department

No comments were received from the Community & Cultural Development Department.

10.3 Forward Planning Infrastructure Department

A response was provided by the Forward Planning Infrastructure Department outlining that this department has no objection to the proposed scheme progressing to Part 8.

10.4 Capital Projects

Capital Project Department submitted detailed comments on the scheme. They agree with the finding of the Stage 1 Road Safety Audit and Accessibility Audits and feel it is important that the issues noted are addressed. They sought some clarifications and made suggestions for improvements to the design. They also requested that a drawing be prepared that shows the impacts on bus services to the town.

Response: All of the issues raised in the Stage 1 Road Safety Audit and Accessibility audit will be addressed during the detailed design stage. Following this a Stage 2 Road Safety Audit and Accessibility Audit will be undertaken to confirm that this has been done satisfactorily.

The Capital Department had many good suggestions for minor improvements to the scheme, the design team will review each suggestion during the detailed design stage and discuss this with the Capital Projects Department to ensure that the best scheme is delivered.

An animated video has been prepared to explain the impacts the scheme will have on bus services and made available to view on the DLRCC Active Travel website. A video was considered as a more user-friendly way of communicating.

10.5 Environment Enforcement

No comments were received from the Environment Enforcement Department.

10.6 Estates Officer

No comments were received from the Estates Officer Department.

10.7 Transport Planning

No comments were received from the Transport Planning Department.

10.8 Climate Action Officer

No comments were received from the Climate Action Officer Department.

10.9 Housing Department

The Housing Department had queries about how access would be provided to potential sites for future housing developments.

Response: The design team reassured them that access will be possible and will continue to liaise throughout the design process to ensure this.

10.10 Biodiversity Officer

The Biodiversity Officer requested the woodland walk in Clarinda Park be kept as a biodiversity refuge and that a bat survey and ecological walkover survey be carried out.

Response: The design team incorporated the comment in the preliminary design and carried out the relevant surveys.

10.11 Drainage Planning

The Drainage Planning submitted comments welcoming the scheme in general but expressing concerns around the lack of detail provided for the sustainable urban drainage features such as rain gardens and tree pits. To achieve the environmental and drainage benefits of the proposed nature-based solutions, it is important to get the details right. Several suggestions were made for how this can be done effectively.

Response: The design team agree with the comments submitted by the Drainage Planning Department. A detailed sustainable urban drainage plan, including drawings showing the relevant details at each feature, will be developed in collaboration with the Drainage Planning and Parks Departments in DLRCC during the detailed design stage.

10.12 Parks

The Parks Department submitted detailed comments on the scheme relating to the inclusion of certain elements such as the rebound wall, the woodland walks in Clarinda Park to remain as an urban biodiversity refuge and where the railings are to be included and why.

Response: The design team incorporated the comments in the preliminary design.

10.13 Road Maintenance

The Road Maintenance Department submitted detailed comments on the scheme. They are fully supportive of the scheme but requested that a detailed maintenance plan be developed. This plan should be fully resourced and costed to ensure the adequate maintenance of all the new paving, planting, drainage, etc. It should be agreed which party is responsible for maintaining all the various items, and where the budget will come from. It should also specify how each item will be maintained and ensure that safe access is provided. They requested that a minimum one-year maintenance regime is undertaken by the main works contractor following the completion of construction.

They requested that swept path analysis be carried out at all junctions to ensure that larger vehicles/buses do not continually mount footpaths resulting in ongoing maintenance issues.

They submitted comments on the levels of street lighting that should be provided at different locations. They highlighted that Dún Laoghaire has been put forward as a carbon neutral town and that lighting should be designed to be energy/carbon neutral. They also noted that new ducting will be required for the full length of Geroge's St to feed into the new street lighting.

Response: It is agreed that a comprehensive maintenance plan with all the details above is essential for the scheme. However, the design team suggested it was premature to prepare the plan at this stage of the project. It was committed that this plan would be worked out during the detailed design stage and completed and signed off by all parties before the tender process for the construction works begins. A 1-year maintenance period for the main construction contract will be written into their contract.

Swept path analysis has been carried out for all junctions. Further swept path analysis will be done at the detailed design stage too to ensure this is not an issue.

The lighting levels were noted, and a design will be prepared to meet these standards. The potential for carbon/energy neutral lighting will be assessed during the detailed design stage. The design team will consider options where solar panels are mounted above each lamppost and potential other locations to generate energy that can offset the energy used by the lights. The design team will liaise with the Public Lighting Department on the detailed design process to discuss the various options.

10.14 Traffic

No comments were received from the Traffic Department.

10.15 Planning Department

A response was provided by the Planning Department outlining that this department has no objection to the proposed scheme progressing to Part 8.

11. Statutory Bodies/Organisations

This scheme was circulated to the following prescribed Statutory Bodies:

- National Transport Authority (NTA).
- Uisce Éireann (formerly Irish Water).
- Fáilte Ireland.
- An Taisce.
- Arts Council of Ireland.
- Dept. of Housing, Local Government & Heritage.
- The Heritage Council.
- Transport Infrastructure Ireland (TII).
- Health Service Executive.

The following bodies made submissions. The key issues they raised are summarised below together with the Chief Executive Response.

11.1 Transport Infrastructure Ireland (TII)

TII thanked the County Council for notifying them of the scheme. They stated they had *no comments or observations to make on this proposal*.

Response

We note these comments.

11.2 National Transport Ireland (NTA)

NTA stated that they are *fully supportive of the suite of transport measures proposed in the Part 8 scheme subject to satisfactory resolution of recommendations set out below to ensure service provision for Bus Connects*. On the basis of the Greater Dublin Area Transport Strategy 2022-2042 ('the Transport Strategy'), they submit comments for consideration:

Provision for bus.

- *Careful consideration of the general vehicular traffic regime on the York Road-Crofton Road alignment, in order to ensure journey time reliability for buses.*
- *Sufficient supporting infrastructure along the route, including bus stops and shelters at appropriate locations.*
- *Consideration of bus priority measures, given the lack of bus lanes on the roads in Option 1; and*
- *Sufficient provision for buses in the proposed Harbour Road terminus facility, given the greater number of buses that would be required to use this facility for turn-back.*

Harbour Road terminus:

layover and turnback facilities on Harbour Road to the north of Mallin Station, will be a critical element of the overall service network and the NTA is supportive of the layout as proposed.

Bus Priority and private car traffic on alternative bus routes:

The NTA recommends that bus priority measures on the revised bus alignments would be required, in order to ensure that the necessary level of service for the BusConnects network will be achieved. To this end, the NTA recommends that a mechanism for the development of such measures should be included in the final Part 8 scheme. Subject to the satisfactory resolution of this matter, the NTA is fully supportive of the suite of transport measures proposed in the Part 8 scheme.

Response

As part of our ongoing operation and management of the road network, DLR continually seeks to optimise available capacity in the road network and prioritise sustainable transport. Various departments within DLR work on an ongoing basis with the NTA on a variety of different schemes to support the role out of Bus Connects e.g. Harbour Road Terminus. We will continue to progress this good working relationship and further support it with the traffic modelling work that has been carried out by the Living Streets project. This work has considered traffic signal optimisation around the town which will enhance bus priority into and out of the town. Bus priority measures will be considered as part of the detailed design noting that the bus access to the town is of strategic importance.

The proposed new bus stops will be designed in accordance with the NTA requirements and to include shelters where appropriate.

The provision of a terminus in the Harbour is outside of the scope of the scheme but the project team fully supports our DLR colleagues who are progressing it. Within the Living Streets project the junction of Marine Road and Crofton Road is being redesigned and an important element is to ensure the efficient movement of buses to and from this terminus.

11.3 Health Service Executive

A submission was received from the “Health Service Executive Site located on Tivoli Road, Dún Laoghaire” (HSE) outlining their objections to the scheme due to the impression it would have a severe impact on the delivery of services from Tivoli Road. The HSE commented that there was no prior consultation by the Council to the Plans for the proposed development including the changes to Tivoli Road.

The submission notes that in the *Living Streets Dún Laoghaire Proposal [that] there are plans to make sections of Tivoli Road One – Way and Pedestrianise certain parts of Tivoli Road so that it is no longer a viable Traffic Route in to Dún Laoghaire.*

The submission states that Health Care, Primary Care and Older Persons Services are provided to their clients and the public from the HSE premises on Tivoli Road. It is a customer service office of the HSE where the public access their entitlements and services. A range of HSE clinics are run in Tivoli Road including inter alia speech and language, physiotherapy, occupational therapy, and child immunisation clinics. It is also a centre for the delivery of home care packages and the delivery of aids and appliances for the sick and disabled.

They note that many clients who access Tivoli Road for Health Care Services are Sick, Disabled, Elderly, Vulnerable Children and Adults.

Response:

The HSE were consulted as a Designated Person as required by Part 8 process. This is the correct mechanism for consultation under this process and DLR have complied with this process.

There appears to be an incomplete understanding of the proposal, as it is not proposed to pedestrianise any areas of Tivoli Road or to *no longer make it a viable traffic route*. It is important to note that all areas of Tivoli Road will continue to be accessible by vehicle and two-way traffic will be retained right up to the entrance of the site from the York Road side. The traffic in this section will be reduced, significantly improving car access on this stretch (est. up to 50% reduction on Tivoli).

What is proposed is the introduction of a modal filter to remove through traffic along the street. This will reduce the volume of traffic on Tivoli Road and provide sustainable transport alternatives. This will also enhance road safety for children accessing the school which is adjacent to the HSE site. Access by car to the HSE centre is retained but the approach direction may alter depending on the origin of the trip e.g. if a visitor is coming from the M50 via Sallynoggin Roundabout they would access the HSE via York Road direction rather than Glenageary Road Lower. The difference in time travelled would be negligible. It is important to point out that Tivoli Road in its current form is car dominated and is not attractive or safe for active travel options. This means that people wishing to travel to the HSE site on Tivoli Road do not have appropriate facilities to travel by a sustainable mode.

In reference to the HSE Climate Action Strategy 2023-2050 it notes that:

Health Service Executive (HSE) recognises that it has a significant role to play in tackling the climate crisis by dealing with the growing health impacts of climate change and curbing its own emissions. The healthcare sector is a notable contributor to global greenhouse gas (GHG) emissions (est. 5-15%) and one of the sectors at the forefront of supporting human health adapt to the impacts of climate change.

Delivering our Strategy requires urgent, collaborative, and ongoing action working together with our staff, Public Sector colleagues, patients, partners, and communities who will play a critical role to reduce our collective contribution to GHG emissions. We want to support and promote a positive cultural change making sustainability part of day-to-

day work, motivated by the strong alignment between caring for the health of the environment with caring for the health of patients.

The HSE has a key role to play in tackling the climate crisis by further developing options to curb its own emissions and understanding the link between environmental pollution and disease, and environmental quality with population health. The HSE aims to adapt to become a more sustainable healthcare provider and this Strategy aims to drive the necessary transformation by outlining priority areas of focus and corresponding Strategic Objectives for the Health Service of Ireland to deliver on in relation to climate action. This is essential and practical given:

- *the requirement to comply with the obligations set out in the Government's Climate Action Plan and climate action legislation.*
- *The reality that the climate crisis is a health crisis and acknowledgement of the considerable contribution (c. 5-15%) healthcare makes to net global emissions.*
- *the principle of preventative care and preparedness as best practice in healthcare.*
- *the overwhelming challenge that climate change presents to the planet and population.*
- *the common goal in both the health and climate agendas to achieve health equity.*
- *the impetus for Public Bodies to lead by example in relation to climate action.*
- *the imperative of reduced climate vulnerability across the health sector to enable continuation of healthcare service delivery to the population of Ireland.*
- *the ambition to be a Public Body that is both environmentally and socially sustainable.*

The HSE will support the transition by promoting active travel and reduce the need to travel where appropriate by promoting digital interactions. It will also meet all National and Public Sector energy transport and infrastructure obligations. For example, per the Government's Climate Action Plan 2021, public bodies are mandated to purchase zero-emission vehicles, where available and operationally feasible, from the end of 2022 onwards. The HSE will also work collaboratively and in conjunction with all relevant stakeholders such as Zero Emission Vehicle Ireland to help decarbonise the transport sector.

Noting the HSE policies on Climate Change and that it appears they have misunderstood what is proposed within this scheme (an improved environment which facilitates more healthy and sustainable travel choices), it is not proposed to alter the proposed scheme based on this submission.

Living Streets

Dún Laoghaire



12. Submissions/Observations

Section 12 of this report contains an overview of key issues raised in submissions received through the public consultation process together with the Chief Executive’s Response. M-CO were contracted by Barry Transportation Ltd. to manage the public consultation process for the project and to complete a thorough evaluation of submissions received as presented in this section.

12.1 Building on Pre-Design Public Engagement

The Living Streets: Dún Laoghaire statutory consultation built on an extensive period of Pre-Design engagement which took place from December 2022 to February 2023 engaging over 575 people through a variety of formats (see infographic below). The Pre-Design engagement phase is briefly outlined in the [Part 8 Planning Report](#) with full details elaborated in a dedicated [Pre-Design Engagement Report](#). The Pre-Design Engagement process resulted in a number of suggestions for improving the safety, inclusiveness and attractiveness of Dún Laoghaire’s streets and the urban realm for all, while also articulating hopes and concerns held by individuals or certain interest groups. In particular, it informed: streetscape design for the town, accessibility improvements for the urban landscape, modal filter design and positioning, additional road and pedestrian safety interventions, upgrades to Clarinda Park, and identified the need for the completion of a travel survey for St. Michael’s Hospital patients (reported upon [here](#)).



Figure 6 - Pre-Design public engagement activities and numbers of respondents.

12.2 Statutory public consultation activities and engagement

12.2.1 Statutory consultation overview

Dún Laoghaire-Rathdown County Council carried out a Part 8 statutory consultation from 2nd November 2023 to 16th January 2024 (over 10 weeks). In accordance with Part 8, Article 81 of the Planning and Development Regulations, 2001 (as amended), Dún Laoghaire-Rathdown County Council (the Council) gave notice of the proposed development, in the Irish Independent newspaper on the 2nd of November 2023. Dún Laoghaire-Rathdown County Council (the Council) gave notice of the extension in the Irish Independent newspaper on the 5th of December 2023. Submissions and observations with regards to the proposed development could be made up to and including 16th of January 2024.

The reason for the extension was to give additional time to the public on foot of an e-mail address link error on the DLR Active Travel information webpage www.dlrcoco.ie/living-streets-dun-laoghaire, in place from 8th – 30th of November 2023. While the email address info@dlrcoco.ie appeared correctly, if somebody clicked on the email hyperlink an incorrect address would populate their draft email. Anyone who sent a submission this way would have received a 'Failed Delivery' email notifying them.

A site notice in the prescribed format was erected and maintained in place for the prescribed period, on site at the top of Marine Road, on the western side. A further notice was erected on site notifying the extension of the consultation period.

The list of persons/bodies who made submissions/observations is set out in Appendix E. These submissions have been noted and the issues raised summarised and responded to. A thematic approach has been used as set out in Section 12.7.

As with the Pre-Design phase, the goals of the statutory consultation were to: promote participation of a diverse mix of stakeholders and demographics within the area, enable a variety of ways to engage including those who do not use digital technology, ensure public engagement was meaningful and timely, ensure accurate, user-friendly information was presented, and to promote ownership and involvement of the community in the project. Towards this end, a number of consultation activities were organised, and range of avenues were created to make submissions.

12.2.2 Awareness-raising

The public were made aware of the Living Streets Dún Laoghaire consultation through a range of activities including printed project materials (posters, leaflets), County Council website content, videos, and social media content. Full details are outlined in the Table below.

Awareness raising activities	Quantity
Citizen Space web page – This dedicated project page included the online consultation survey, all Part 8 materials and public information outputs. In addition, the DLRCC Active Travel web page acted as a repository of all materials and information produced since the project's inception including during the Pre-Design phase.	6,444 submissions received via Citizen Space
Leaflet mail drop (Round 1) – A statutory consultation leaflet was created including a project map, summary explanation of the scheme, a QR code to the consultation page, and an	17,248

overview of consultation events. This was distributed to all premises within the catchment area show in Figure 7. Locations included: Dsc.3 Blackrock; Dsc.5 Dalkey; Dsc. 6 Mounttown / Dún Laoghaire; Dsc.7 Monkstown; DSc 8 Deansgrange; Dsc.9 Sallynoggin (see Map in Figure 7).	
Leaflet mail drop (Round 2) – A repeat mail drop of the leaflet was completed noting the extended consultation dates. The distribution area covered was the same as the Round 1 mail drop.	17,248
Leaflets hand distributed - The public consultation team distributed 2,750 leaflets between libraries, cafes, and businesses within the Dún Laoghaire area. This enabled conversations with people in the process. They were also used at pop-ups and at the Drop-In Session.	2,750
On-Street Posters – Project posters with the QR code and a brief scheme overview were placed across the site area in various locations. The initial posters were later replaced by another set of posters noting the extended consultation dates.	20 locations
Lexicon Library Permanent Exhibition – A permanent display was erected in the Lexicon Library consisting of six A1 posters displayed on easels by the entrance of the library for the duration of the consultation. These displays were also made available for loan at other Living Streets events (not organised by the County Council).	Lexicon Library
Library Drop-Boxes – materials about the project were placed in Blackrock Library, Dalkey Library, Deansgrange Library and Lexicon Library. Hard copies of the survey could also be completed there and posted into a drop-box.	4 libraries 121 hard copy surveys received.
Scheme overview fly-through video – shared on social media and played on loop in public screens in libraries, and in County Hall.	
Social media posts – these included FAQs, scheme visuals and infographics. They were shared on DLRCC social media channels and re-shared by a number of groups.	8
Wayfinding videos and bus route explainer videos – shared on DLRCC social media channels and re-shared by a number of groups.	6
FAQ document – an FAQ document was created covering a range of key questions on the scheme – its aims and how it would operate. This FAQ document was produced after the Pre-Design phase and updated a number of times including for the statutory consultation phase as new queries arose.	x2 updates
Modal filter case study video of modal filters in Dundrum including resident interviews to show how they work in practice and what it means for people’s daily lives.	
Print media: Two DLR Times articles; articles on the project also appeared in PPN Newsletters, and in Dún Laoghaire Central and Glasthule and Sandycove Resident’s Associations’ newsletters.	



Figure 7 - Map depicting area included in both leaflet drops (all premises in this area leafleted including businesses)

What's proposed:

- 5.9km of quiet streets created, with traffic volumes significantly reduced, making these streets safer for walking and cycling
- 280m of fully pedestrianised street created
- 43% less vehicle traffic in Living Streets neighbourhood, and 26% reduction in NOx
- 150 bike stands
- 15 extra pedestrian crossings
- 17 disabled spaces (increased from 12)
- 237 new trees planted
- 6 new real-time parking information signs
- 4 additional Loading Bays
- Clonilla Park expanded by 42% (224sqm)
- Increased street planting by 222sqm - equivalent area of an Olympic sized swimming pool!

Snapshot of awareness-raising activities

FAQs

Will the project significantly reduce car parking throughout the town?

On George's Street Upper and Lower, there will be minimal impact on the overall volume of car parking spaces available in Loading Bays and Disabled Parking Spaces. All car parks in the town will remain accessible and new real-time signage will be introduced showing available spaces. There is a specific proposal for Clonilla Park to reduce spaces from 265 to 202 to allow the heritage and landscape upgrades.

Living Streets Dun Laoghaire

CONSULTATION COMMENCES

Living Streets

Figure 8– Snapshot of awareness raising materials

12.2.3 Key public consultation activities

A number of public consultation activities and events were carried out to meet people's varying needs and preferences. These are outlined below and depicted in Figure 9.

- **Bespoke displays** including explanatory posters, project maps and scheme visualisations were created for use during engagement events. These were utilised in an exhibition which was displayed by the main entrance in the Lexicon Library (which receives a large amount of footfall) for the duration of the public consultation.
- **Drop-In Information Session** in the Dominican Primary School – similar in format to the Pre-Design Drop-In, this session saw over 180 people call in over the afternoon of 28th November to talk to one of the 12 Project Team members on hand to develop understanding on the project and discuss any queries they had. The displays were also provided for use (upon request) at other public events.
- **Two Pop-Ups** were held - one at People's Park, and another in the Lexicon Library. The pop-ups consisted of stands manned by the consultation team. The pop-ups enabled opportunistic conversations with passersby and helped to raise awareness of the scheme and encourage participation in the statutory consultation.
- **A webinar**, viewed by 104 people, was hosted to delve into details of the scheme and was subsequently posted online to the Citizen Space website.
- **Meetings** – individual meetings were held with groups representing residents, businesses and local community and interest groups. Twelve meetings were held during the statutory consultation phase hosted in the County Council offices. At these meetings the Project Team presented the plans and group members had an opportunity to query and discuss any elements of interest to them. (See Appendix D for list of group meetings).
- **Dominican Primary School** – The project team visited the school and held sessions with school students to understand their hopes for the project and raise awareness of the consultation amongst the school community more broadly.



Public Consultation Events and Activities



Figure 9 - Public consultation events and activities- Summary

12.2.4 Submission methods

Individuals, organisations, or community groups could make submissions / observations on the scheme via a number of methods:

- Online survey on Citizen Space at www.dlrcoco.ie which enabled them to also include attachments (e.g. reports, or images) with their submission (See Appendix F).
- By e-mail to info@dlrcoco.ie, marked “Living Streets Dún Laoghaire”.
- As a written submission by post or in person to Dún Laoghaire-Rathdown County Council, clearly marked “Living Streets Dún Laoghaire.”

12.3 Data integrity

An analysis of possible duplicate responses was undertaken to determine the integrity of submission data. Across all consultation platforms (email, letter, Citizen Space, paper surveys), it was found that a number of names appeared more than once. **In the majority of cases, it was not possible to differentiate with absolute certainty whether these submissions were accidental or intentional duplicates, or from two people with the same name. For that reason, these submissions were retained apart from two distinct circumstances:**

1. Where a respondent stated that they wanted us to use their new submission and disregard their previous entry, or where they told us explicitly that they were resubmitting, and we could clearly track their previous entry for deletion. This resulted in the deletion of 7 previous entries, replaced with updated submissions.
2. Where there is absolute certainty of an identical submission by the same person (i.e. a person provided the exact same name, same email, same address, and the exact same response – “Yes”, “Yes, with certain changes”, “No”) in which case, their duplicate was removed. There were 170 of these duplicates found, which were ultimately removed to arrive at final figures presented in this report.

Of the above removed duplicates, 43.5% said “Yes”, 4.5% said “Yes, with certain changes”, 50.3% said “No” and 1.7% were deemed unclear.

After these corrections, a total of 1,095 submissions were still found to contain names or addresses that were found to appear more than once. While it is not possible to declare with absolute certainty that respondents have made multiple representations, it is noted as highly likely for a substantial volume of these.

Within these 1,095 submissions, it was found that 40.82% said “Yes”, 14.70% said “Yes, with certain changes”, and 41.74% said “No.” 2.74% percent of these submissions were deemed “Unclear” in their support.

Given the relatively equal number of potential duplicates across support ranges, the impact of these potential duplicates is not deemed to have biased the final data toward any particular view. Coupled with the lack of certainty over their being duplicates, these submissions are therefore retained as part of our final consultation figures and analysis presented in the remainder of this report.

12.4 Volume of submissions

A total of 7,057 submissions were received in response to the Living Streets Part 8 Statutory Consultation¹. This is higher than any other public consultation held by Dún Laoghaire-Rathdown County Council which is a positive reflection on the effort that Dún Laoghaire-Rathdown County Council went to, to engage the public on this scheme. The breakdown of numbers received by submission channel is presented below:

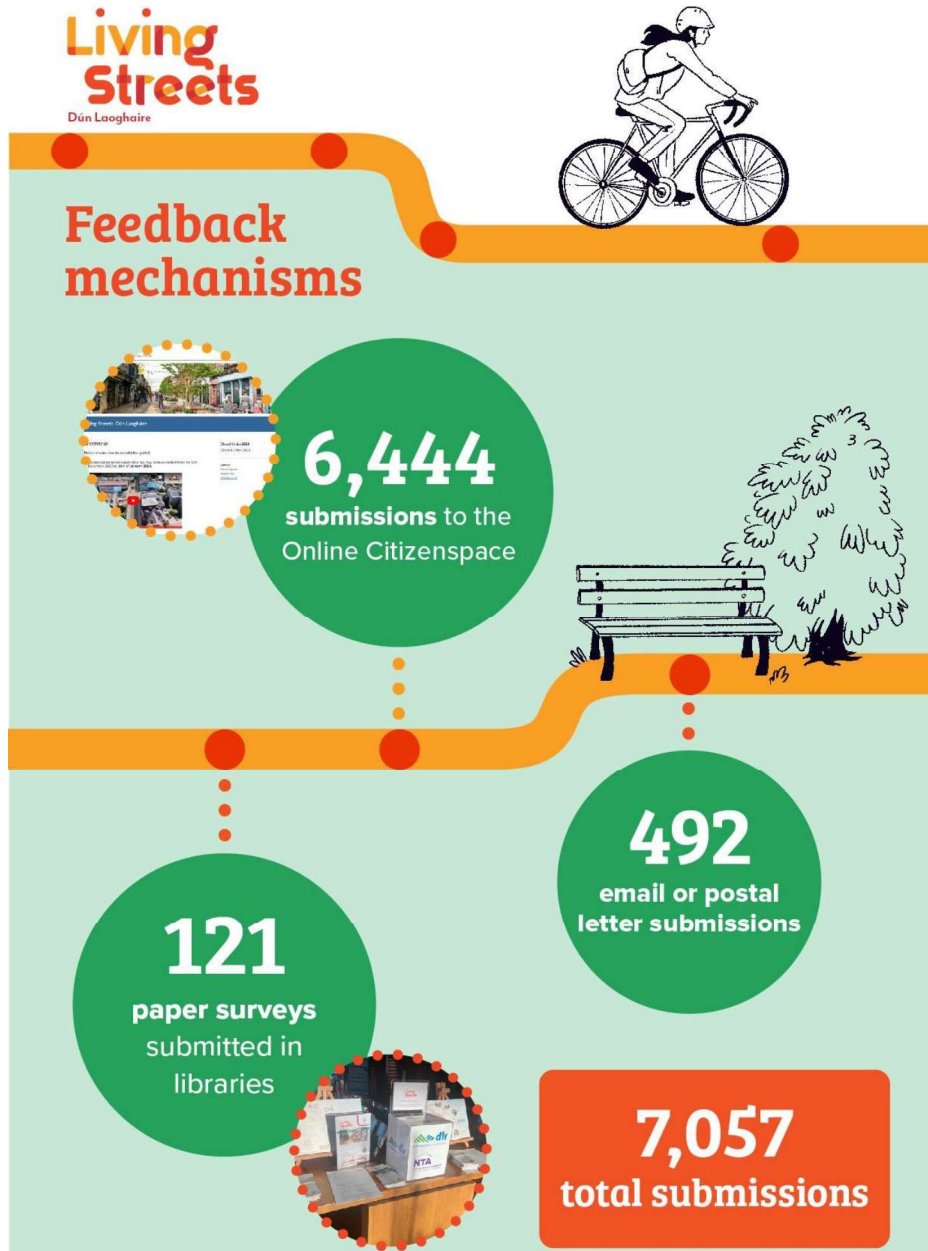


Figure 10 - Volume of submissions received through different channels.

¹ Following data cleaning as outlined previously.

12.5 Levels of support for the scheme

Evaluating **all 7,057 submissions** received through all submission avenues (online Citizen Space survey, hard copy surveys, letter and email submissions) it was found that:

- **54%** of submissions said “**Yes**”, they support the scheme in its current format.
- **10%** stated “**Yes, with certain changes**”.
- **35%** said “**No**”, they did not support the scheme.
- 1% of submissions were deemed “unclear” in their preference.

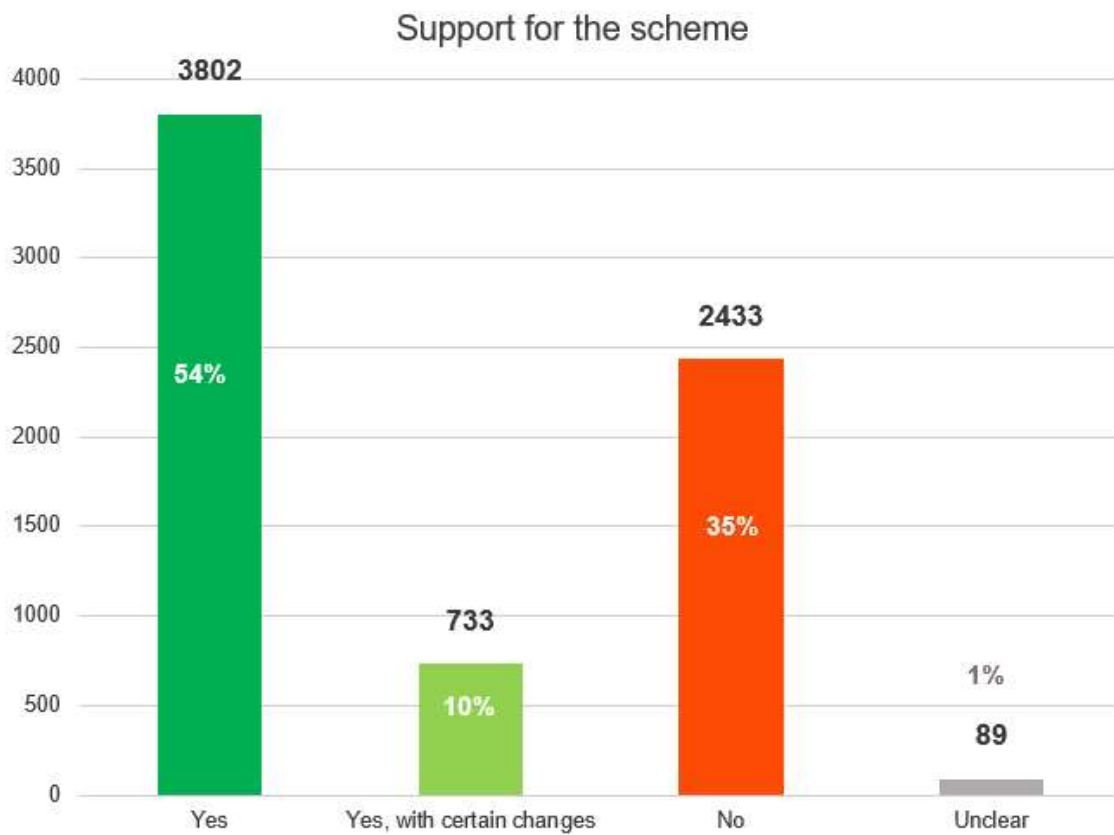


Figure 11 - Support for the Scheme.

12.6 Profile of respondents

The demographic information in this section is based on the **6,444 Citizen Space responses only** (which represent 91% of total submissions) as these questions were asked of them as part of their online survey submission. It was not possible to obtain this information in full from hard copy, postal or email submissions (representing 9% of total submissions) as they were not requested to provide these details.

12.6.1 Where do respondents live?

Online respondents were asked the non-mandatory question - “where are you based” - with a drop-down list of options. Responses are presented in the bar chart, with some findings highlighted below:

- **82.4% of respondents came from within the Dún Laoghaire-Rathdown County Council area.**
- **The highest number of submissions were received from Dún Laoghaire town / the Living Streets Neighbourhood at 31.5% of all submissions (or 2,029).**
- This was followed by “the wider Dún Laoghaire Rathdown” area (10.5%), Glasthule/Sandycove (10.2%), Dalkey (7.7%), and Blackrock (6.2%).
- 15.3% selected “**Other**” in response to this question. Of the 985 submissions received in this category, 157 (2.4% of total Citizen Space respondents) indicated that they lived in Glenageary. 565 (or 8.7% total respondents) came from the wider Dublin and Wicklow areas, while 263 or 4% of responses out our total 6,444 Citizenspace submissions came from areas outside of this.
- 2.3% declined to answer this question (“Not answered”) in bar chart below.

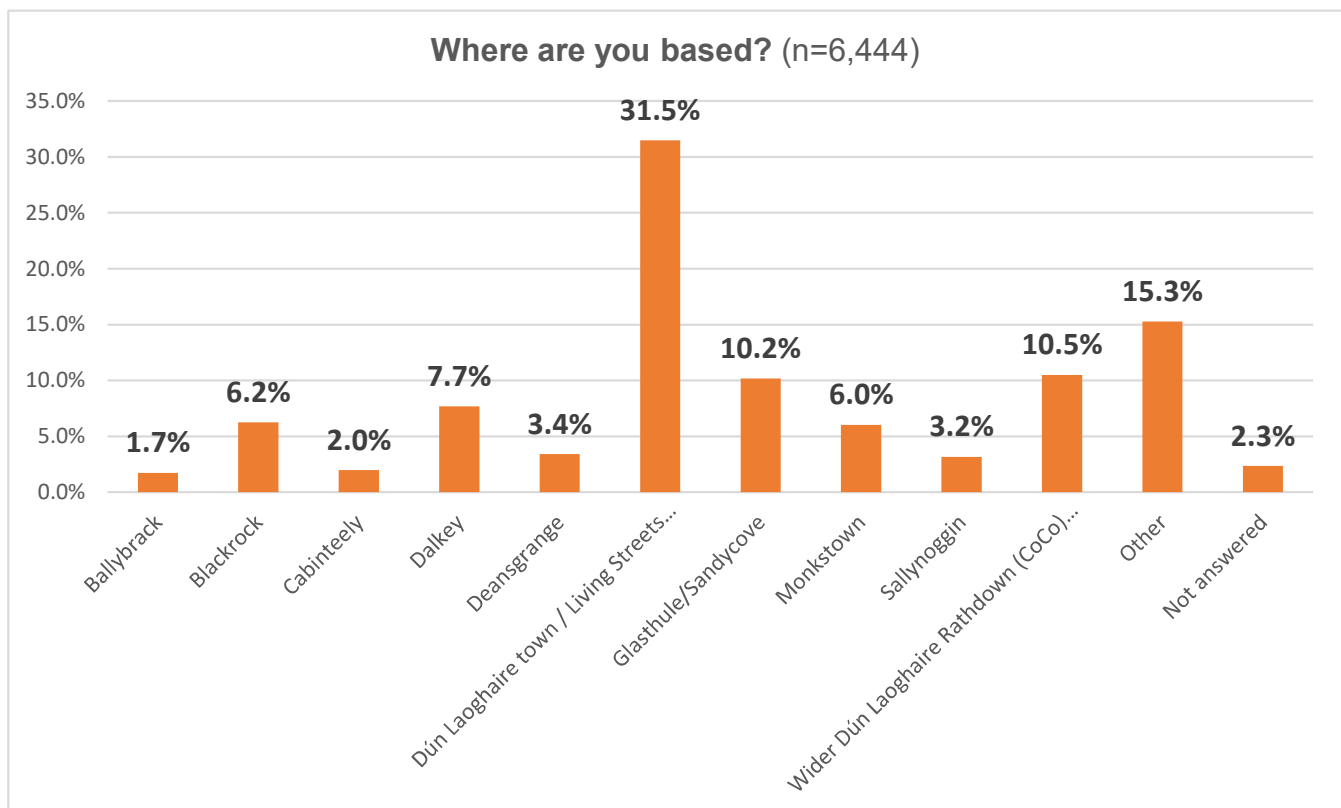


Figure 12 - Where are respondents from?

12.6.2 Preferences by address

- **61.6%** of those residing in the **Living Streets Neighbourhood** were in favour without changes, with **25.2%** not in favour.
- **65.8%** of submissions from the “**Wider Dún Laoghaire Rathdown**” area were in full support, with **27.8%** not in favour of the scheme.
- **Blackrock (73.9%)** and **Cabinteely (71.7%)** were areas that exhibited **high levels of support**, while Glatshule/Sandycove (**58.2%**) and Dalkey (**55.2%**) exhibited higher levels of opposition.
- The highest proportion of submissions expressing full support were from the ‘Other’ category (**75.7%**). As indicated in the above section, 722 of these 985 submissions (73%) have come from the wider Dublin and Wicklow areas, and Glenageary (157).
- The full breakdown of support by geographical area is included below.

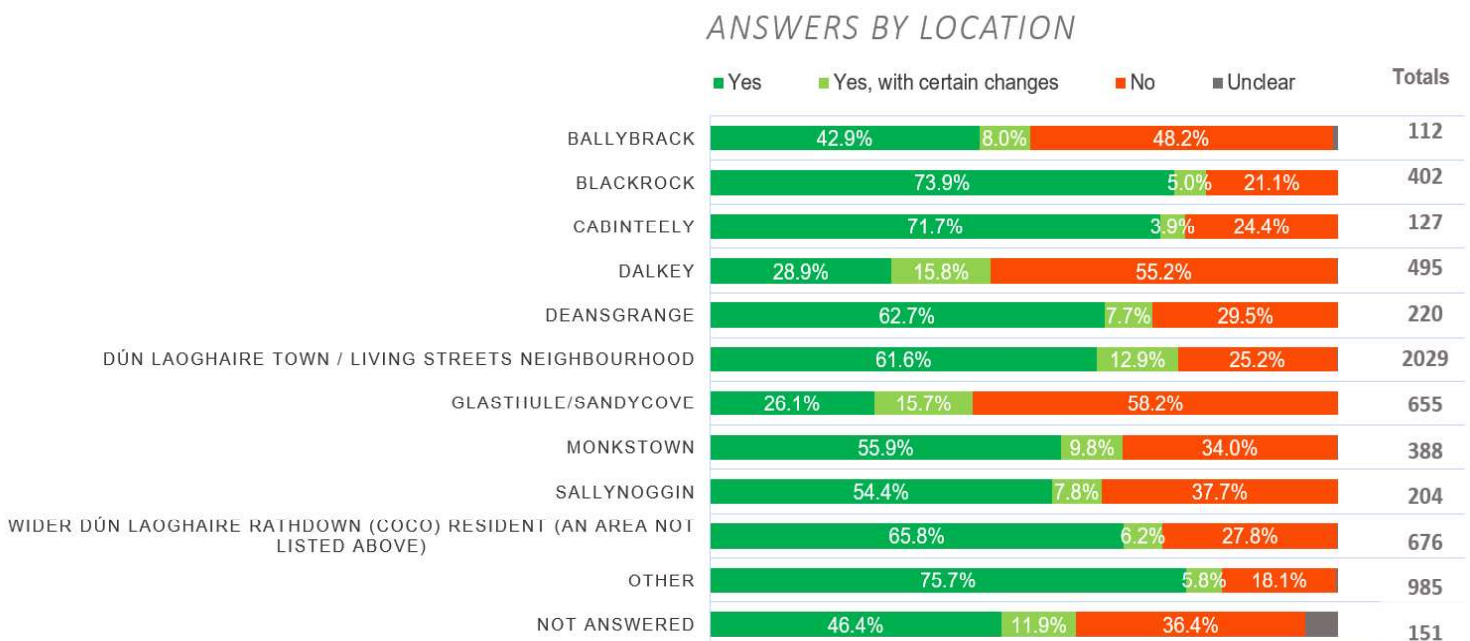


Figure 13 - Levels of support by location.

12.6.3 What was respondents' primary interest in the scheme?

Respondents were asked the non-mandatory question - "what is your primary interest in the scheme" - with a drop-down list of options. Responses are presented in the bar chart, with some findings highlighted below.

- The majority of respondents identified as "Local Residents" (72.5%, or 4,675 people).
- "Visitors to the town" made up the next highest proportion of respondents, which is comparable with the proportion of "Other" answers in Section 12.6.2 above.

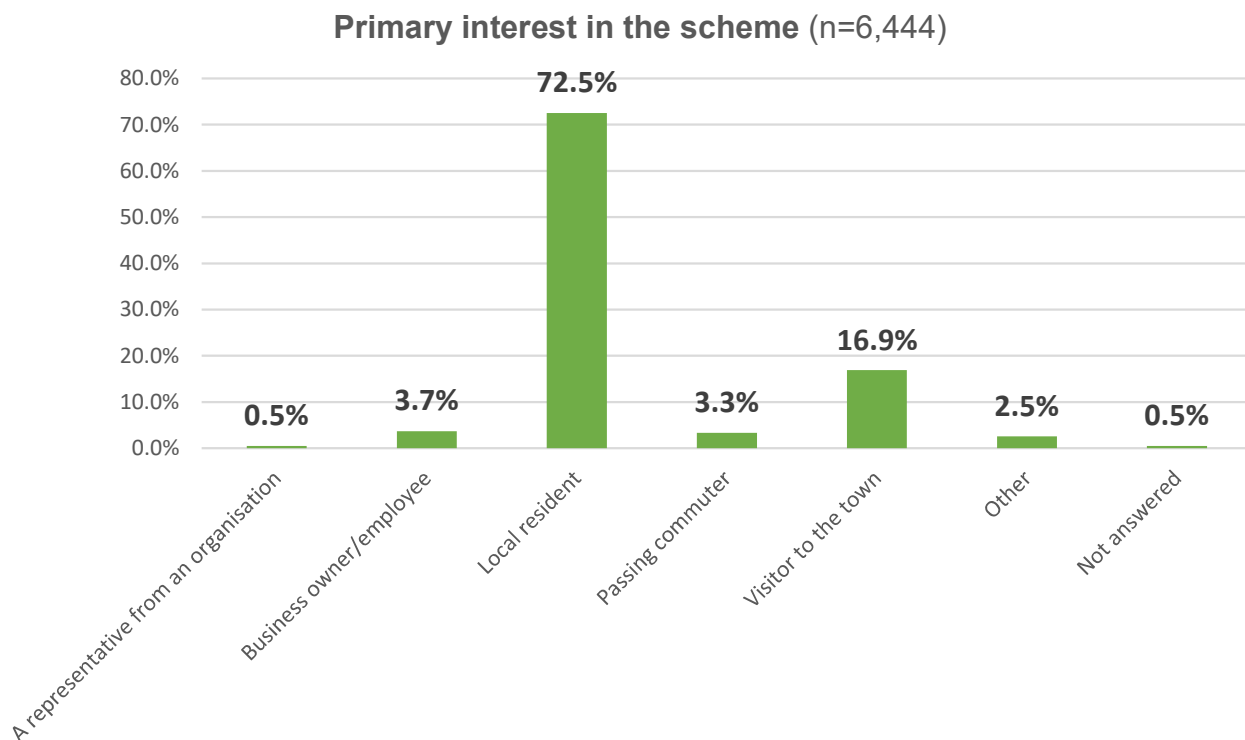


Figure 14 - Respondents' primary interest in the scheme.

12.6.4 Preferences by interest type

- **51.8%** of "local residents" were fully supportive of the scheme, with **36.2%** not in favour.
- The "Business owner/employee" category had the highest percentage of opposition, at **53.1%**.
- "Visitors to the town" constituted the category with the highest percentage of support, with **87.5%** supportive with no changes.
- The full breakdown of support by interest area is included in Figure 15 below.

ANSWERS BY INTEREST GROUP

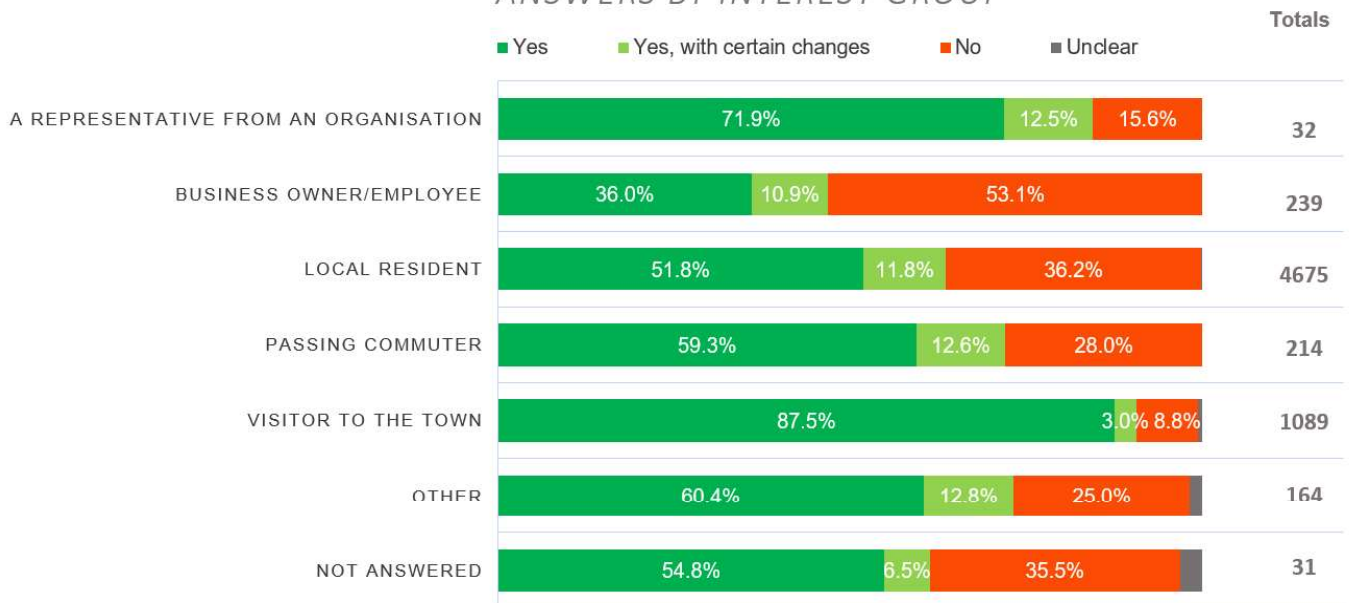


Figure 15 - Answers by interest group.

12.6.5 What age were respondents?

Respondents were asked the non-mandatory question - “what is your age” - with a drop-down list of age range options. It was found that **more than half of all responses came from those aged 35-54 (51%)**. Almost 15% of respondents were aged 65 or older.

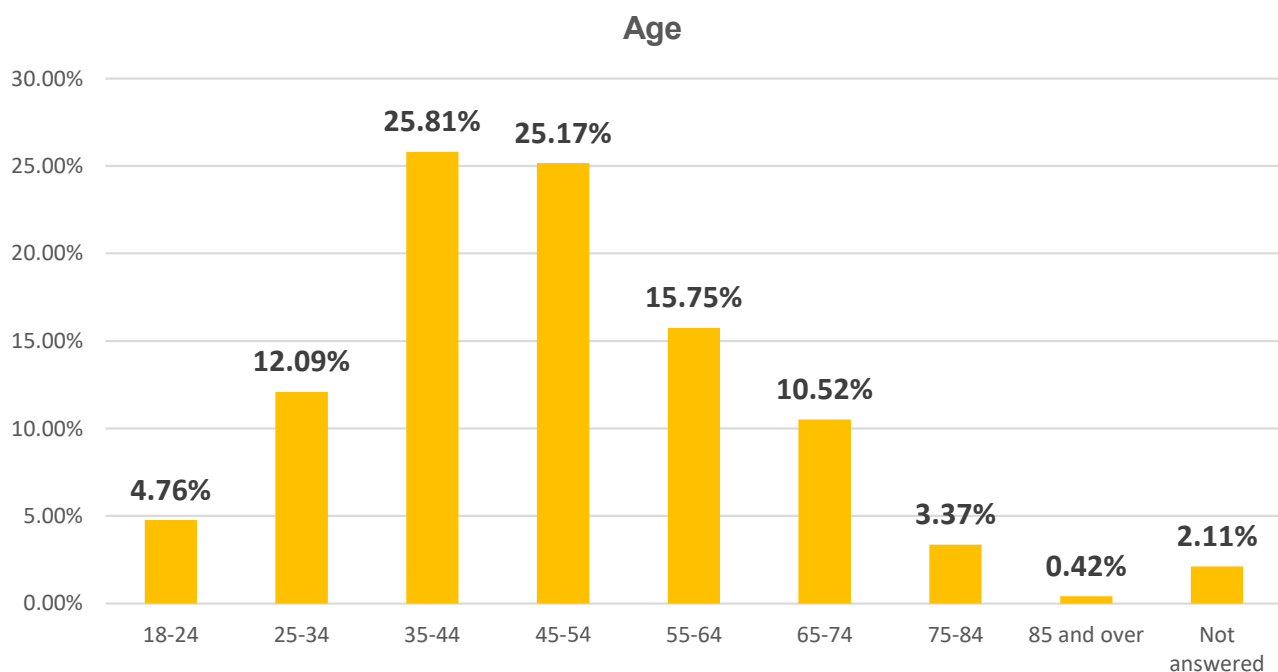


Figure 16 - Age profile of respondents

12.6.6 Preferences by age

The 75-84 age group exhibited the highest volume of “No” submissions, with **52%** against the scheme.

All age groups under 54 exhibited a majority of supportive responses, with the 25-34 age group demonstrating the highest support at **76%**.

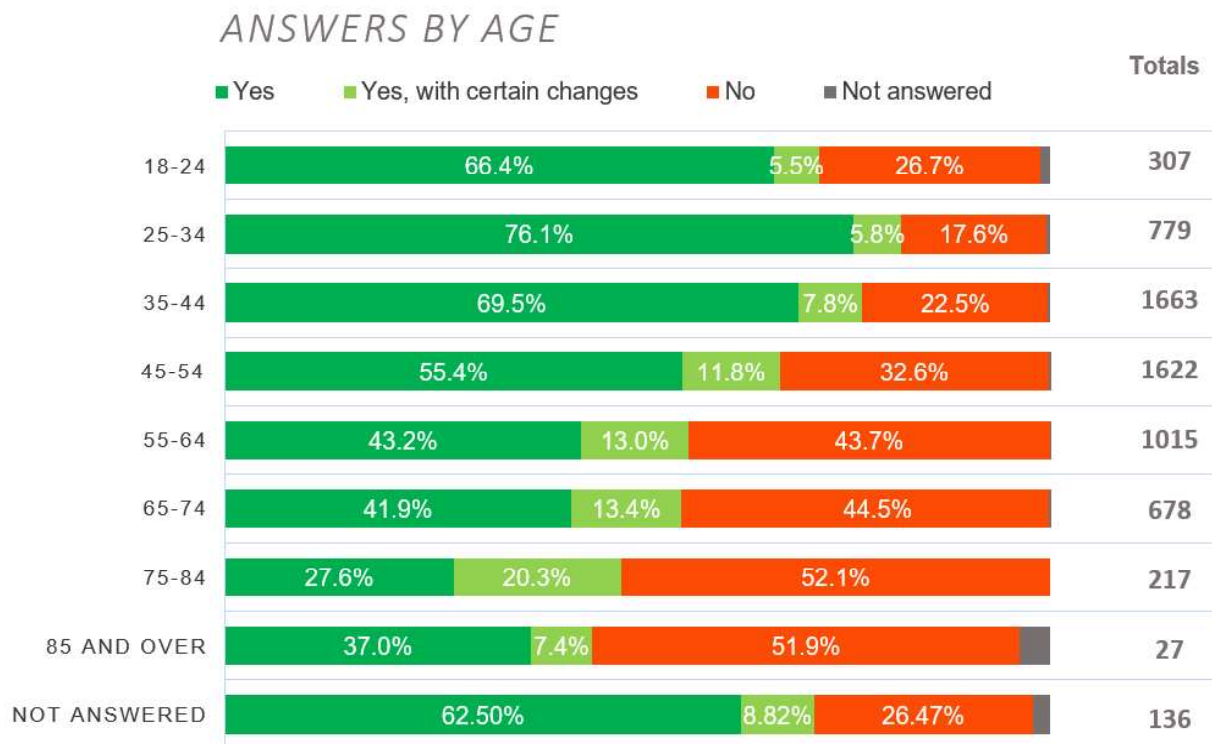


Figure 17 - Preferences by age group.

12.6.7 What gender were respondents?

Respondents were asked the non-mandatory question - “what is your gender” - with a drop-down list of options, as well as the option to self-describe. Responses are presented in the bar chart, with some findings highlighted below.

- The split between ‘male’ and ‘female’ respondents corresponds roughly with CSO (2022) statistics for Dún-Laoghaire Rathdown, where 52% are female, and 46% are male.
- Just under 1% of respondents (60 submissions) did not answer this question.

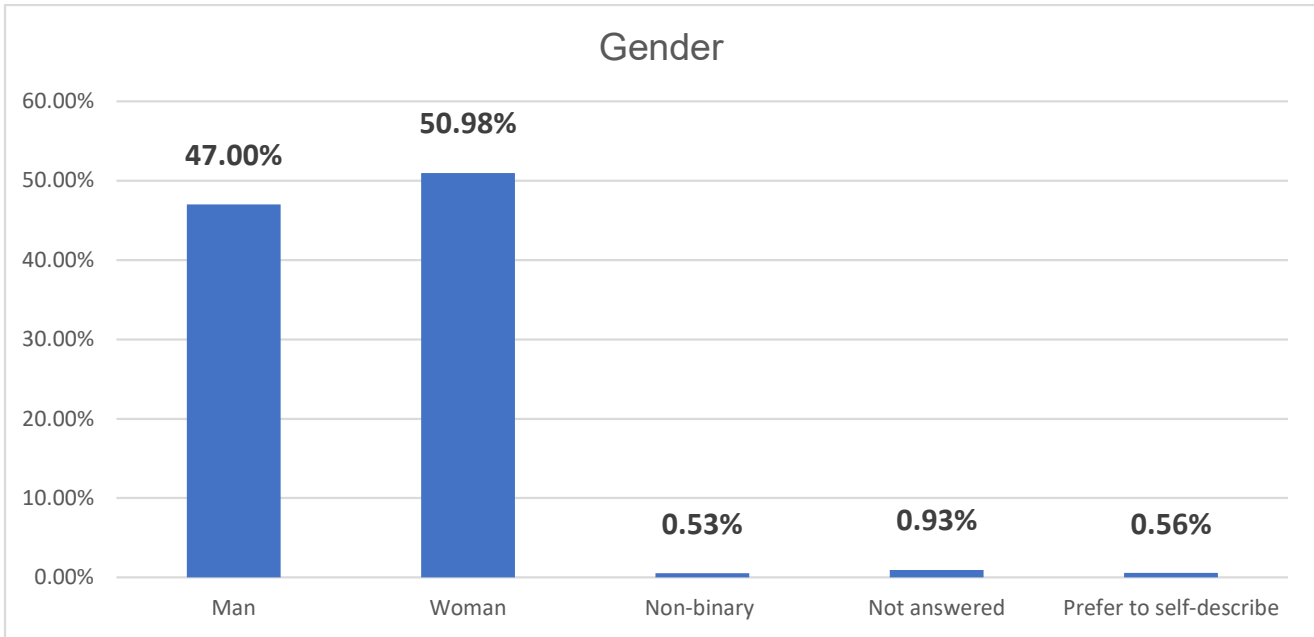


Figure 18: Gender of respondents

12.6.8 Preferences by Gender

More males were in fully in favour of the scheme (63.72%) than females (52.51%).

More females were un-supportive of the scheme (36.86%) than males (26.08%).

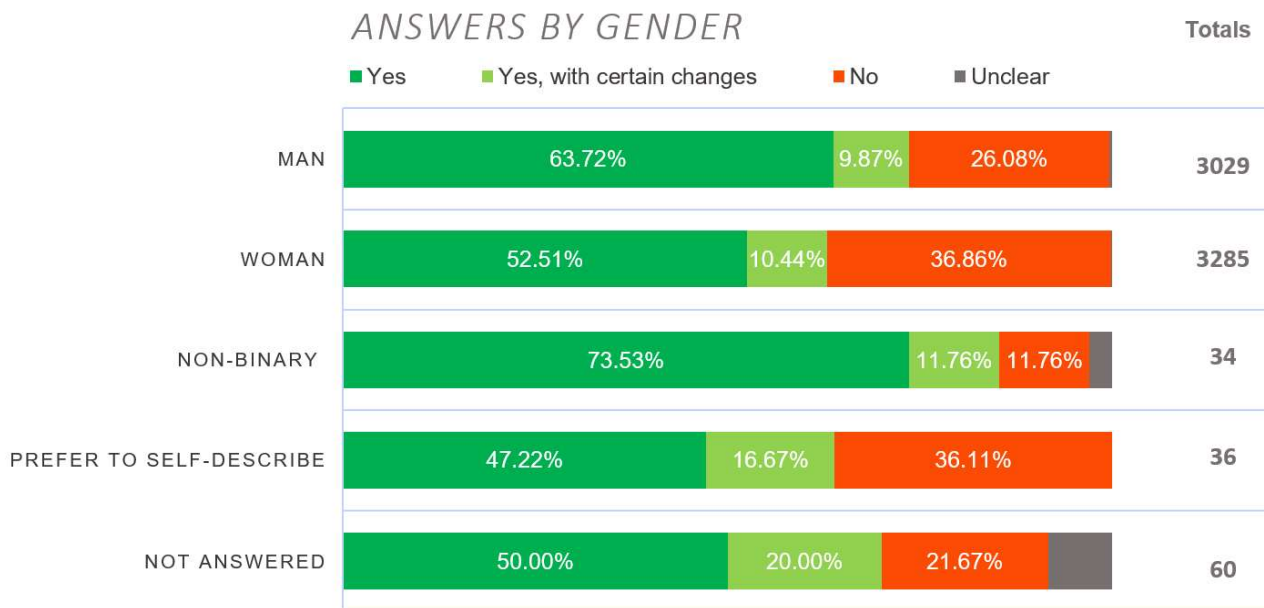


Figure 19: Preferences by gender

12.7 Thematic analysis

All submissions were read and reviewed thoroughly by members of the project team (led by M-CO) who have rigorous social science and public consultation training together with a rich understanding of the project, local geography, and key issues. Submissions varied greatly in length and detail. In the case of Citizen Space submissions, a large proportion of submissions did not include comments and only indicated their levels of support for the scheme (i.e. 'Yes', 'No', 'Yes, with certain changes'). A **thematic analysis** was applied to evaluate all submission feedback received across various platforms (letter, email, and survey). This is where common themes are seen to emerge based on recurring feedback.

- Given that 54% of submissions supported the scheme with no changes, the majority of feedback contained positive commentary. The next Section contains a 'Summary of Positive Submissions' providing an overview of key themes encompassing people's hopes for the project, their reasons for supporting the scheme and why they believe it to be necessary.
- For submissions raising issues and suggesting modifications or inclusions to the scheme, a quantification of themes was included to gauge the prevalence of these key issues amongst respondents. This is presented in Figure 20 and elaborated in Section 12.9 'Key Issues and Chief Executive's Response'. Such issues were mostly found within submissions opposing the project (35%) or for people who said they supported the project but had certain changes to recommend (10%). The bulk of this report is devoted to a summary of these issues, and to the Chief Executive's response in return.

12.8 Summary of positive submissions

12.8.1 Why do people support the scheme?

As illustrated previously, submission responses indicate that a majority (54%) of submissions are supportive of the proposed scheme proceeding without changes, while 10% are supportive of the scheme with certain changes. Combined, these submissions accounted for 64% of submissions. Many such submissions took the opportunity to explain their support for the Living Streets - commenting on why they felt the scheme was necessary, what they hoped Living Streets would bring to Dún Laoghaire, and the positive impact it would have on their lives, and on the community at large. This section outlines common themes that emerged in this positive feedback:

Improved quality of life and community wellbeing

Many respondents mentioned Living Street's potential to improve the quality of life for those who live and work within Dún Laoghaire, and the experience for those who visit. They commented on the positive impacts that recent public realm and active mobility projects in Dún Laoghaire have had on individual and collective wellbeing and that these have contributed towards boosting the town's attractiveness and distinctive character. They see the potential of Living Streets in creating further opportunities for mingling and for sociable, safe, accessible, and convenient travel around the town. This will have a direct impact on health – as more people will be enabled to walk, wheel and cycle more of the time due to a safer road network, better footpaths, and better crossings.

A more attractive environment for people to move around within on foot, bike or on wheels

Submissions expressed hope that the project would result in a more attractive environment for cyclists and pedestrians. Many had experienced unsafe conditions on Tivoli Road or in the neighbourhood and were excited about the inclusion of modal filters in the scheme to create a neighbourhood with quieter, safer, and greener streets. A number referenced other cities where such interventions are commonplace. They supported what they felt is a 'best practice' approach and were excited about what it would mean for improving how they move around on daily basis. A

number of submissions commented that the project would encourage those of all age groups to cycle and that walking levels are high amongst older demographics.

Tivoli Road traffic is currently very unsafe

A large number of submissions highlighted current unsafe conditions on Tivoli Road, which they commented is regularly extremely congested with through-traffic. The narrow road and narrow pavements mean that traffic passes very close-by making it especially hazardous for pedestrians and cyclists. The conditions on Tivoli Road are seen as a daily barrier to safe active travel for many school-going children and others seeking to walk and cycle along this stretch. Many welcomed the proposal of a modal filter in its current position on Tivoli Road as where the road meets Patrick Street was highlighted as a blackspot. They expressed an urgent need to improve safety on this road and to make the neighbourhood more walkable and active modes of travel more viable.

The benefits outweigh the inconveniences

Many submissions expressed that any inconveniences of traffic restrictions or rerouting would be far outweighed by the benefits. This sentiment was expressed within supportive representations from those both within the Living Streets Neighbourhood, and in the surrounding streets and nearby villages. Health, safety, economic and quality of life benefits were seen to trump potential inconveniences in the instance that certain car trips might take longer. Some submissions also referenced 'traffic evaporation' and expressed understanding that a number of car journeys would still be essential for some, but that the surrounding road network should have capacity to cater for those who need to drive.

Boost to economic vitality of the town

A large number of positive submissions expressed hope that the plan would be transformative for Dún Laoghaire allowing it to develop its economic and recreational potential and transforming it into a destination for shoppers and tourists. Many noted that there are significant attractions in the surrounds including the Harbour, Baths, Seafront, Pavilion and Library and that the project – in particular the pedestrianisation component - would encourage visitors from these areas into the town, providing a boost which is strongly needed to maintain and grow the town's unique offering into the years ahead.

Positive environmental and climate action

A number of positive submissions commented on the imperative of stronger action to meet climate targets and were enthusiastic about improvements in air quality that the project would bring. Tree planting, particularly in Clarinda Park and greening more broadly was considered a welcome addition. Many agreed that projects of this scale and nature are vital to achieve Ireland's climate emission targets. Without these kinds of system changing initiatives, they noted targets will go unmet and the significant modal shift required will not be achieved. Many expressed concern that if this project cannot be passed, which, from their perspective was a good thing for society writ large, that we are at risk of not achieving carbon reduction targets.

Town will be an exemplar of positive change

A common remark was that the plan transforms Dún Laoghaire into a town designed around people and not cars and that it could become an exemplar of positive change. Many submissions expressed high levels of pride in Dún Laoghaire and were grateful for recent public realm upgrades including landscaping in Myrtle Square, the Metals, and the CMR. They were encouraged to see the Council progressing with this work and were excited that Dún Laoghaire could become a showcase in urban planning demonstrating a path forward for similar interventions in towns across Ireland.

Clarinda Park

Several submissions commented on the landscaping upgrades that are planned for Clarinda Park. Respondents mentioned heritage restoration, urban greening and improved recreational facilities as their primary reasons for supporting the landscape upgrades.

Fosters independence in children

A number of respondents mentioned the positive impact this plan would have on children's independence. By creating a low traffic neighbourhood, they were hopeful that streets would become safer and quieter, allowing and encouraging children to move and play within the area safely and independently without the need to be driven by car.

Population increase and planning for the future

There was an awareness amongst respondents that our current road network and mobility systems are not equipped to efficiently accommodate rapid population increases in the local area, and across the country. They expressed an urgent need to rethink and reorganise our mobility systems to allow for travel by alternative options other than car. Living Streets was commended as a solution to address this pressing issue.

12.8.2 Positive comments from submissions in favour of the scheme:

Getting able-bodied people like me, out of the car and into more active travel, frees up the roads for people who need to drive. I believe people will make this change.

Fully supportive of active travel improvements and placemaking scheme. Fundamental shift in prioritising of active travel over vehicular traffic is vital to respond to climate emergencies. The town and inhabitants will greatly benefit from this scheme.

This will be the most important initiative for a generation and will radically improve life in Dun Laoghaire.

I frankly cannot wait to see the implementation of the project. This project will be transformative for the citizens of the town, and it will also mean that DL becomes a destination for tourists and shoppers alike. Its potential can be finally realised.

I am wholeheartedly in favour. The modal filters in particular are a fantastic way to manage the flow of traffic and the modelling makes so much sense.

I fully support Living Streets Dun Laoghaire and commend the Tivoli Road modal filter for enhancing the safety of children on their way to school.

Creating space for people of all ages and abilities to safely and comfortably walk and cycle, at a pace that is safe and comfortable for them is really important. Many families with young children want to cycle/scoot. Many older people would take to cycling again, given the right environment. Living Streets will contribute to both these demographics.

Dun Laoghaire is on the forefront of positive changes in this country, and I'd like it to continue so.

I am wholeheartedly in favour. The modal filters in particular are a fantastic way to manage the flow of traffic and the modelling makes so much sense.

I am a driver and I use my car to access the Living Streets area, but any inconvenience will be more than compensated by health, safety and quality of life benefits.

In Ireland today, 60% of the population live in urban areas and the United Nations estimates that this is expected to reach 75% by 2050. As it stands, our current transport and mobility systems are simply not equipped to efficiently accommodate such an expansion and cities will, therefore, need to identify quick and simple solutions to reorganise mobility.

There is a downside to the plan as well as certain journeys I currently take such as driving to Dalkey directly will no longer be possible, but I think the benefits of the plan far exceed the negative elements of it.

This plan starts to make our town something built around people, and not cars. I want to see my kids be able to play on our streets, to cycle to school and their friends' houses.

I live on Tivoli Road and modal filter is something all residents are delighted with. Safety will be improved; air quality will be improved, and the neighbourhood made more liveable.

12.9 Key Issues and Chief Executive's response

This section delves further into key issues raised. For the most part, issues are presented in order of frequency of occurrence (from high to low). An overview of the issue is presented and unique observations and suggested amendments from submissions are noted. The Chief Executive's response is included in relation to each key issue.

Thematic Evaluation of Issues Raised Across total submissions (n=7,075)

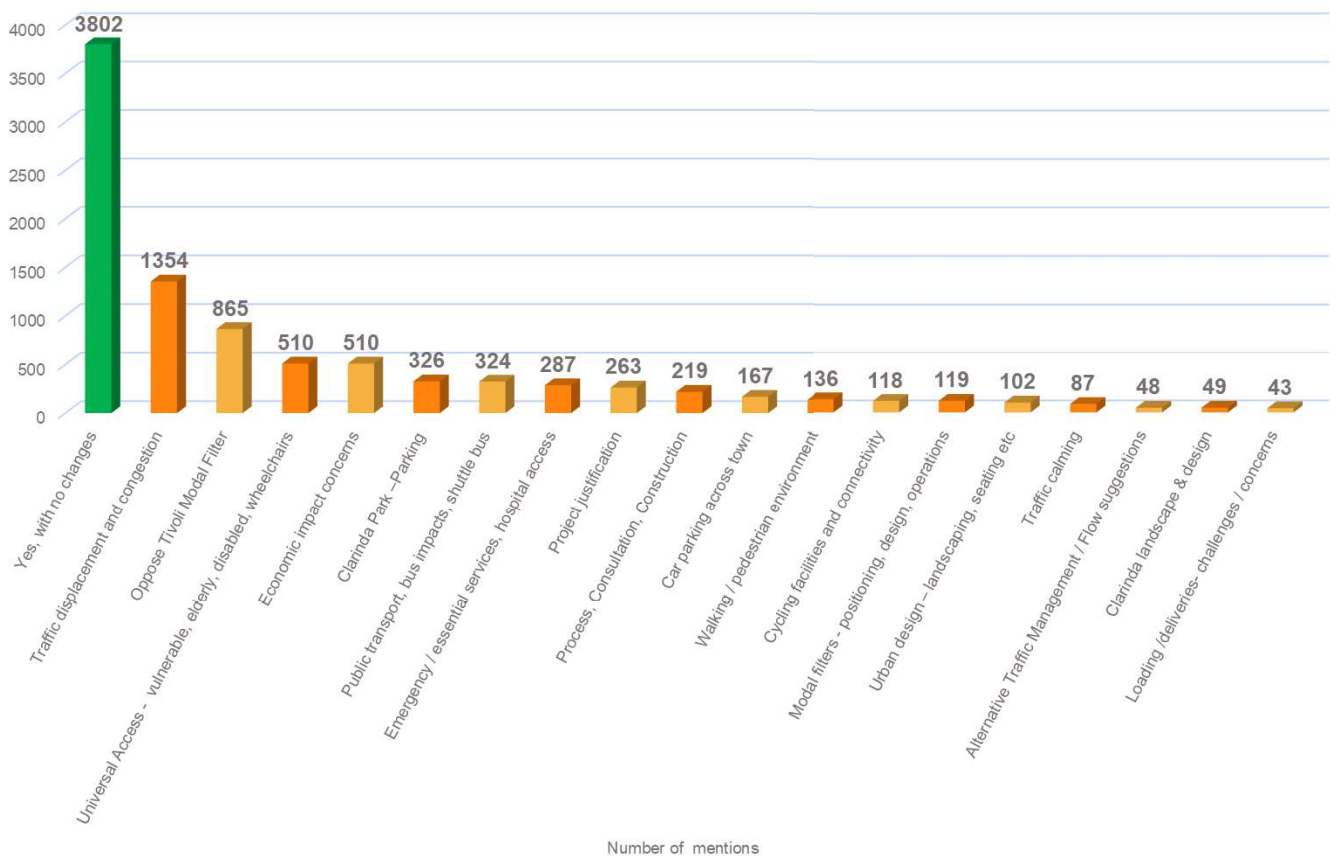


Figure 20: Thematic evaluation of issues raised.

12.9.1 Opposition to Tivoli Road Modal Filter

865 Submissions, 12% of total.

12% of total submissions expressed opposition to the proposed modal filter for Tivoli Road. Most of these comments (63%) were from those who opposed to the scheme in its entirety, while 34% stated that they supported the scheme with certain changes. The removal of the Tivoli Road modal filter was one of the key changes that submissions called for in the 'Yes, with certain changes' category, with 40% of the 'Yes, with certain changes' submissions requesting this amendment.

The primary concern was that the Tivoli Road Modal filter would lead to more circuitous and longer car journeys and potentially increase congestion on alternative roads as a result. Many submissions described Tivoli as a main 'artery' for through-traffic, particularly since the one-way traffic system was implemented on the seafront to accommodate the

Coastal Mobility Route. Submissions expressed concern that the closure of Tivoli Road to through traffic, coupled with pedestrianisation of George’s Street Lower, would lead to traffic being pushed elsewhere onto already busy roads.

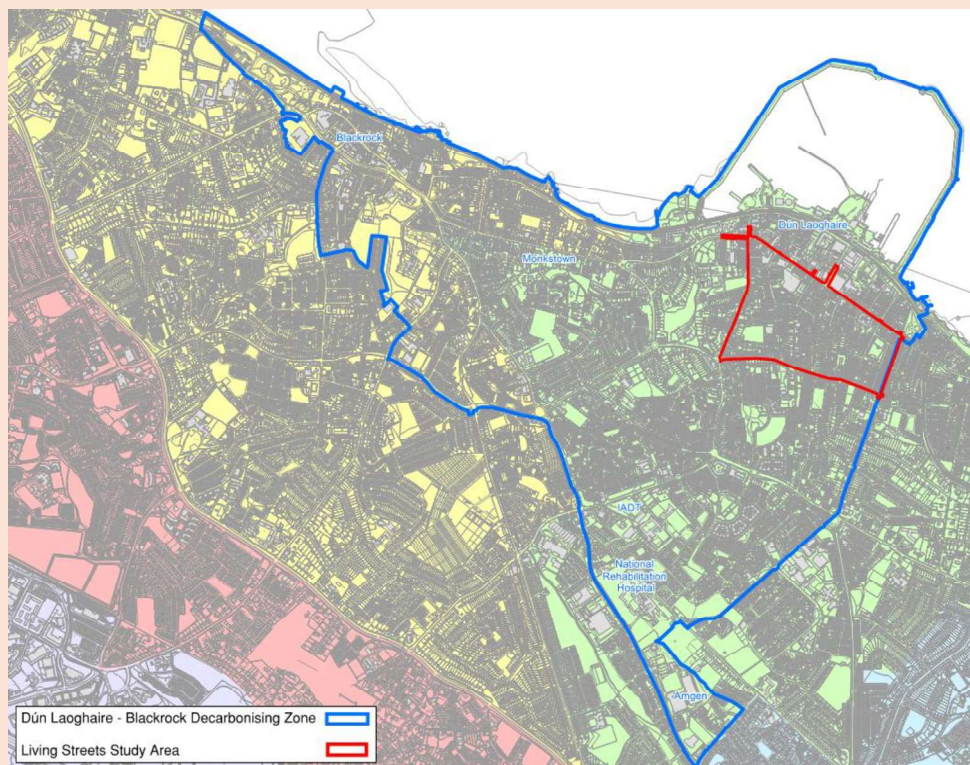
Response

Tivoli Road Modal filter is a fundamental component for the successful delivery of the Living Streets Neighbourhood and to achieve the schemes objectives (Section 3). This response sets out why.

1. A necessary component of local and national climate action.

Local and national climate policies require a significant reduction in private car use by 2030. This means that we are required to redesign our streets in a way that constrains the movement of vehicles and encourages modal shift by providing sustainable alternatives. The Living Streets plan is seeking to provide sustainable alternatives while still maintaining access for those that need to use a vehicle. Our obligations from the Climate Action Plan are to have a 50% increase in daily active travel journeys, 25% reduction in daily car journeys, and a 130% increase in daily public transport journeys by 2030.

As part of our response to Climate Change, Dún Laoghaire-Rathdown County Council has designated a decarbonisation zone in the County. This is a spatial area identified by the local authority, in which a range of climate mitigation, adaptation and biodiversity measures are required to address how low carbon energy, greenhouse gas emissions and climate solutions contribute to national climate action targets. The DLR DZ zone is shown below and the Living Streets Project accounts for a large proportion of this area:



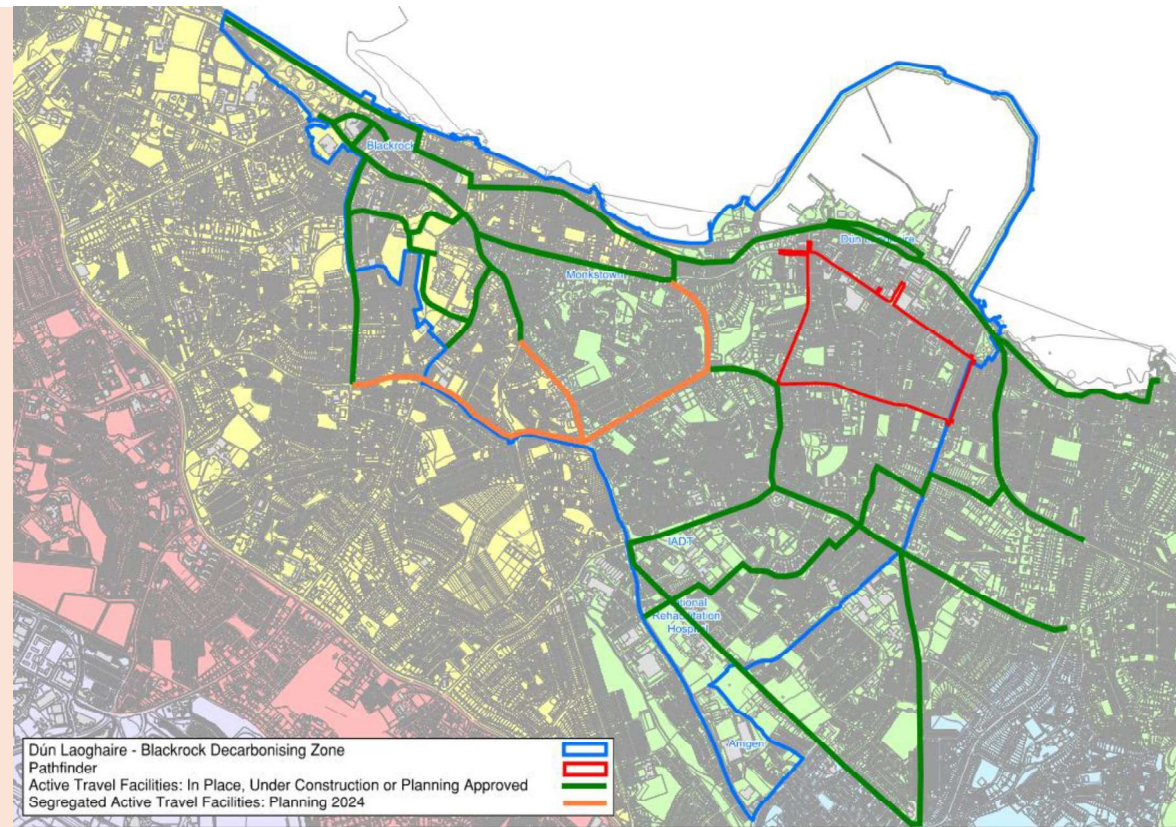
2. Tivoli Road is classified as a ‘Local Street’. It is not designed to be an artery road.

When considering the movement function of a street it is generally described using a classification system or hierarchy. The Roads Act identifies road types using the following classifications: National Primary, Regional and Local Roads. The Design Manual for Urban Roads and Streets has used a similar structure using the terms Arterial (National Primary), Link (Regional) and Local (Local). It describes Local Streets as streets that provide access within communities and to Arterial and Link Streets. Tivoli Road is classified as a Local Street and is surrounded by Link (Regional) Roads i.e. Glenageary Road Lower (R118), Glenageary Road Upper (R829), Mounttown Road (R829). To the north, Crofton Road is an Arterial (National Primary) route, the N31.

Based on its classification Tivoli Road should provide access within communities, and it should cater for more sustainable travel modes, it performs neither of these roles in its current state. In fact, it acts as a barrier to those who want to walk and cycle along the road due to the speed and volume of vehicles. It has been suggested in some submissions that Tivoli Road is an important ‘distributor road’ or “artery” and that its function should be to prioritise the movement of vehicles. This is not supported by the user hierarchy, its road classification, or its physical cross section, which dictate that any review of this street should be focused on constraining vehicle access and promoting active travel.

3. The Tivoli Road modal filter is fundamental in creating a Living Streets Neighbourhood and an integrated active travel network for DLR.

At a strategic level DLR has been working towards an integrated walking and cycling network to provide alternative transport modes. Great strides have been made over the last three years with schemes like the Living Streets: Coastal Mobility Route, Living Streets: Blackrock, DLR Central, Rochestown Avenue, Deansgrange Road and Glenageary Road Upper attaining planning permission (shown in green in the figure below). The DLR Connector will be published later this year (shown in orange) and if successful will further contribute to a connected network. This Pathfinder Project (shown in red) fills a key gap in the network and will create an integrated active travel network that provides access to Dún Laoghaire from all directions.



There are three options to access Dún Laoghaire Town from the south: York Road, Tivoli Road and Glenageary Road Lower. York Road and Glenageary Road Lower are regional roads and provide a movement function for bus routes. They have narrow cross sections that cannot accommodate bike lanes while still allowing busses to travel on the roads. To provide for cycling on these routes would require a large intervention e.g. bus gate or one-way system. These options were not considered to be feasible.

Tivoli Road is a Local Road and does not have any bus routes that travel on it. The focus of this project has been to redesign Tivoli Road and the local streets connecting Tivoli Road to George's Street to complete the active travel network in this area, rather than seeking to redesign either York Road or Glenageary Road Lower.

4. Alternative Options

When considering design solutions for cyclists, the Cycle Design Manual provides the following table. This table recommends that where the speed and volumes of vehicles are low, cyclists mixing with traffic is a suitable solution i.e. no designated cycle facilities required. Where the speed and volume of vehicles are higher, then cyclists must be segregated from traffic either vertically (kerb separated raised cycle lane) or horizontally (via planting for example).

Table 2.1 - Cycle facilities selection guide

Speed Limit ¹	Two-way traffic flow (peak hour pcus)	Remote Cycleway/ Greenway	Standard cycle track (incl. two-way tracks)	Stepped cycle track	Protected Cycle Lane	Mandatory Cycle Lane	Mixed Traffic
20 km/h	< 200	Green	Green	Green	Green	Green	Green
	200-400	Green	Green	Green	Green	Green	Green
	> 400	Green	Green	Green	Green	Orange	Green
30 km/h	< 200	Green	Green	Green	Green	Green	Green WITH MODAL FILTERS
	200-400	Green	Green	Green	Green	Green	Orange
	> 400	Green	Green	Green	Green	Orange	Black
40 km/h	< 200	Green	Green	Green	Green	Orange	Pink
	200-400	Green	Green	Green	Green	Orange	Pink
	> 400	Green	Green	Green	Orange	Pink	Black
50 km/h	< 200	Green	Green	Green	Green	Orange	Pink
	200-400	Green	Green	Green	Green	Pink	Pink
	> 400	Green	Green	Green	Orange	Pink	Black CURRENT LAYOUT
60 km/h	Any	Green	Green	Orange	Pink	Black	Black
≥ 80 km/h	Any	Green	Pink	Pink	Black	Black	Black

- Green Provision should be suitable for most users.
- Orange Provision may not be suitable for all and may exclude some potential users (Departure required).
- Pink Provision not recommended as it's unlikely to be suitable for a range of users (Departure required).
- Black Provision not suitable.

Notes:
1. If the 85th percentile motor traffic speed is more than 10% above the speed limit, the next highest speed limit should be applied.

A variety of design options were considered for Tivoli Road to address the large volumes of vehicular traffic in order to create a high quality, safer, fully connected and inclusive walking and cycling network (in accordance with policy), including:

- *Traffic calming measures:* There are already traffic calming measures in the form of speed ramps on Tivoli Road, but this has not had an impact on the volume of vehicles. Therefore, using the graph above the existing layout is not considered suitable for cycling.
- *Retain two-way traffic and add a two-way bike lane:* There is insufficient road space for this solution and land acquisition would be required and so it was discounted. A typical width of 14m would be required for this solution and there are sections of the street with only 9m between the boundary walls on either side.
- *Switch to one-way motor traffic and include a two-way cycle lane:* There is insufficient road space for this solution and land acquisition would be required and so it was discounted.
- *Switch to one-way motor traffic, contra-flow cycle lane in one direction and cycling with traffic in the other:* If Tivoli Road was made one-way, there would be sufficient space for a contra flow cycle facility going in the opposite direction to traffic flow. For the with-flow direction, cyclists would have to mix with vehicle traffic. Due to the speed and volume of traffic on Tivoli Road (which would remain the same as the existing scenario in the direction the street remains open for traffic) this is not an acceptable solution when assessed against Table 2.1 from the Cycle Design Manual.

A one-way solution is proposed for the area between Patrick Street and Mulgrave Street as part of the Part 8 scheme. This solution is appropriate here only if implemented in tandem with the modal

filters, as the volume of vehicles would then be low enough. The cross section for a one-way option is illustrated in the proposed plans and is shown below for information.



- *Modal filters* - The locations of the modal filters have been chosen to prevent the passage of vehicles through certain routes, it would no longer be possible to use Tivoli Road as a route for through traffic. If in place, these modal filters would reduce the volume of vehicles to a level that complies with the Cycle Design Manual, making this route amenable for walking and cycling and achieving the objectives of the scheme. The modal filter on Tivoli Road (combined with the modal filter on Cross Avenue) is fundamentally important in creating the Living Streets area. Without it the current unsustainable situation is maintained.

5. Tivoli Modal filter achieves the Objectives of the Living Streets Dún Laoghaire scheme.

When considering a “traffic-calming only” or one-way solution for Tivoli Road (ignoring that both proposals would not comply with the Cycle Design Manual) it is important to refer back to the objectives of the scheme. These would support proceeding with the modal filter on Tivoli Road as opposed to a “traffic-calming only” or one-way system. A summary of the objectives and commentary are as follows:

- *Make walking, cycling and public transport more convenient, enjoyable, and safer for all:* Not proceeding with the modal filters would result in a design that does not comply with the Cycle Design Manual. The area would continue to be unsafe and remain a barrier to enhanced uptake of walking and cycling.
- *Improve connections between bus, rail, and active travel facilities to make it easier for people to get around:* Not proceeding with the modal filter would retain Tivoli Road as a barrier to the accessibility of the town. It would make it more difficult for people to get around via sustainable modes and to access bus and rail.
- *Improve the environment by reducing traffic and related noise and air pollution and increasing planting in public spaces:* Not proceeding with the modal filter would maintain the unsustainable

levels of traffic and related noise and air pollution and make it impossible to provide planting in public spaces.

- *Promote equitable travel options and urban design and create a safe and welcoming experience for all members of society, regardless of age, gender, ability, or income* - The current layout on Tivoli Road is not a safe and welcoming experience for all members of society and its use is entirely dominated by vehicular traffic and acts as a barrier to access the town by sustainable travel modes.
- *Enhance the economic vibrancy of Dún Laoghaire as a mixed-use town and its attractiveness as a destination by facilitating the sustainable and efficient movement of people and goods, and by creating an environment that people want to linger in* - Tivoli Road in its current use is vehicle dominated. It is not attractive for the sustainable modes and discourages access to the town.
- *Promote health and well-being in the community by enabling safer active travel and enhancing the public realm for outdoor play, recreation, and social interaction*: Maintaining the status quo on Tivoli Road restricts access to active modes for residents and visitors and detracts from the public realm.

6. No policy supports the retention of the current traffic situation on Tivoli Road

There is no policy support, either locally or nationally to support the retention of Tivoli Road as a car dominated route or to make it one-way in comparison to the provision of a modal filter. This means that the provision of the modal filter is fundamental to the project and if it were removed the project would no longer achieve its objectives. There are no suitable alternatives to achieve the objectives of this project on Tivoli Road and it must be maintained as part of the project in order to provide an important link in the active travel network.

In particular, the removal of Tivoli Road modal filter would be contrary to the following objectives in the current County Development Plan:

- Policy Objective PHP4: Villages and Neighbourhoods

It is a Policy Objective to implement a strategy for residential development based on a concept of sustainable urban villages as well as promoting and facilitating the provision of "10-minute" neighbourhoods.

- Policy Objective T11: Walking and Cycling

It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements.

- Policy Objective T12: Footways and Pedestrian Routes

It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice.

- Policy Objective T13: County Cycle Network

It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility.

- Policy Objective T23: Roads and Streets

It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County Road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (SEA, EIA and AA), flood risk assessment and the planning process (RPO 8.10, RPO 8.16).

- Policy Objective ST6: Footways and Pedestrian Routes

It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice.

- Policy Objective MFC3: Placemaking in our Towns and Villages

It is a Policy Objective of the Council to support proposals for development in towns and villages that provide for a framework for renewal where relevant and ensure the creation of a high-quality public realm and sense of place. Proposals should also enhance the unique character of the County's Main streets where relevant.

- Policy Objective PHP35: Healthy Placemaking

It is a Policy Objective to: Ensure that all development is of high-quality design with a focus on healthy placemaking consistent with NPO 4, 26 and 27 of the NPF, and RPO 6.1, 6.12, 9.10 and 9.11 of the RSES. Promote the guidance principles set out in the 'Urban Design Manual – A Best Practice Guide' (2009), and in the 'Design Manual for Urban Roads and Streets' (2013). Ensure that development proposals are cognisant of the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking, wayfinding and detailed design.

- Policy Objective PHP36: Inclusive Design & Universal Access

It is a Policy Objective to promote and support the principles of universal design ensuring that all environments are inclusive and can be used to the fullest extent possible by all users regardless of age, ability or disability consistent with RPO 9.12 and 9.13 of the RSES.

- Policy Objective PHP37: Public Realm Design

It is Council policy that all development proposals, whether in established areas or in new growth nodes, should contribute positively to an enhanced public realm and should demonstrate that the highest quality in public realm design is achieved.

- Policy Objective PHP40: Shared Space Layouts

It is a Policy Objective to promote safer and more attractive streets and public realm for all road users throughout the County by pro-actively engaging with, and adhering to, the 'shared space' concept and guidance set out in the 'Design Manual for Urban Roads and Streets' (2013).

- Policy Objective PHP41: Safer Living Environment

It is Council policy to facilitate the promotion and delivery of a safe environment for both the residents of, and visitors to, the County.

It would also be contrary to the following Policy Objectives from the Climate Action Plan (2023):

- *TR/23/14: Promote widespread, consistent, and accelerated implementation of the Design Manual for Urban Road and Streets to ensure improved placemaking and accessibility, including delivery of 10-Minute Towns and 15-Minute Cities.*
- *TR/23/25: Local Areas to identify roads and streets suitable for road space reallocation.*
- *TR/23/31: Advance widespread and consistent implementation of National Cycle Manual guidance and the Design Manual for Urban Roads and Streets with DHLGH.*

12.9.2 Traffic displacement, increased congestion, and challenges of car circulation

1345 Submissions, 19% total.

Concerns about traffic displacement, increased congestion and the challenges of car circulation were the most frequently raised issues, mentioned in 1,345 submissions or 19% of all submissions received. The majority of submissions raising this concern (73%) were opposed to the scheme proceeding, while 22% said 'yes with certain changes'. Some submissions (n=42) in support of the scheme also shared this concern.

Concerns were expressed in relation to (1) increased congestion on streets outside the Living Streets Neighbourhood due to re-routing of traffic, and, to a lesser extent, (2) increased congestion for roads within the Living Streets Neighbourhood itself. Many were worried that the congestion would lead to unacceptable increases in journey times – for those travelling around, beyond and within the Living Streets Neighbourhood. People were concerned that the combination of modal filters and pedestrianisation would lead to extra difficulty and confusion for residents and visitors and might compromise effective delivery of a range of services.

Concerns about increased congestion outside the Living Streets Neighbourhood

A view held by many was that traffic may increase on roads on the direct boundary of the Living Streets Neighbourhood and/or in the wider road network. There was concern that these areas would not have sufficient capacity to cope with possible traffic increases and many noted that traffic is already a problem in many areas. Specifically, submissions mentioned concern about possible traffic increases in following locations:

- Glasthule / Sandycove, and Link Road
- Monkstown Farm area
- Glenageary Road Lower
- Glenageary/Sallynoggin Roundabout
- Glenageary Road Upper
- Silchester Road
- Crosthwaite Park
- Oliver Plunkett Road
- St. Kevin's Villas and Rollins Villas
- Monkstown Farm/Mounttown Junction
- Mounttown road
- Kill Avenue

- Adelaide Road
- Albert Road
- Junction of Albert Road Lower and Elton Park
- Summerhill Road and Rosmeen Gardens.
- Marine Road
- Crofton Road
- Old Dunleary Road
- Dunleary Hill
- Seapoint Ave
- Avondale road

Response

As discussed above, this scheme aims to create a network of quiet streets in order to promote active travel. This means that the current unsustainable levels of vehicular traffic must be reduced. The introduction of the modal filters will create a network of quieter streets which can be used as safe and attractive routes for walking and cycling, these improved options will lead to more people choosing to walk and cycle in the area and fewer trips by car. However, it is acknowledged that some trips by car will be required to detour and take longer routes to reach their destination, and this may lead to increased traffic flows on certain perimeter roads. A detailed traffic modelling exercise was done to test the impact of this and is summarised in the Traffic Modelling Report provided in the Part 8 pack. The traffic modelling exercise has indicated that in general there will be a reduction in traffic volumes but in some cases they may increase slightly.

Increase in Traffic Volumes on Perimeter Roads

Some additional traffic flows were predicted on York Road, Crofton Road, George's Street Upper and Glenageary Roads Lower and Upper (between Sallynoggin Roundabout and Kill Avenue). All junctions on these roads were modelled and found to operate within capacity with only small delays predicted above what is currently experienced. The additional traffic is directed towards regional roads and away from local streets.

Crofton Road sees the biggest increase with additional traffic coming from three sources. The first source is busses that would be rerouted to travel in both directions on Crofton Road, this accounts for 27% of the change. This is based on the assumption that each bus journey is equivalent to four car journeys and has been counted as such in the figures presented. The 2nd source is additional traffic using the coast road following the change in direction of Windsor Terrace and results in 42% of the increase, and the third is a result of the pedestrianisation and introduction of modal filters which accounts for 31% of the change. Crofton Road is designated as a National Primary Road and of all roads in the area is most suited to taking larger volumes of traffic. Before the implementation of the one-way system along the coast as part of the Coastal Mobility Route this road had much higher levels of traffic than it does today.

Modest increases in traffic on the peripheral streets will not negatively impact the road capacity of these areas to any significant extent. Reduction in car dependency is a stated local and national policy and any changes to the road network will have an impact and take time to adjust. An increase in traffic on a particular route must be considered as part of the overall scheme and weighed up against the benefits that will be brought to the town from the project as a whole. Furthermore, these expected increases in traffic in certain areas may only be temporary once synergies and network effect from several different active travel and public transport schemes being implemented starts to become evident.

All traffic signal timings in the area will be rebalanced to suit the new flows making them more efficient. While some streets become busier, others become much quieter, rebalancing traffic signals to provide more time to the busy arms means that an increase in traffic on a certain road does not necessarily result in a

proportional increase in congestion or delays.

See Section 14 of this report for recommendations related to traffic calming and safety on Crosthwaite Park, York Road and Glenageary Road Lower.

Other Roads within the Study Area

Concerns were raised in submissions about many other specific roads in the study area. Concerns were expressed in many submissions that traffic would increase on roads such as Mounttown Road Upper, Kill Avenue, Oliver Plunkett Street and Monkstown Farm. The modelling predicts that the overall levels of traffic on these roads will not increase and in some cases is likely to reduce. The modelling predicts that traffic will decrease on the following streets outside of the scheme: Mounttown Road Upper (3.4k less cars / day), Kill Avenue (0.2k less cars/day), Oliver Plunkett Street and Monkstown Farm (0.9k less cars / day).

Fears were also expressed that the streets in Glasthule Village would become busier. The streets in and around Glasthule Village are projected to see a change in traffic patterns as more drivers choose to use the coast road over Summerhill Road but no overall increase in traffic flow is expected. In fact, the traffic modelling predicts a decrease in traffic east of Glasthule (1k less cars/day).

Modal Shift

The purpose of the modelling exercise that was undertaken was to test the capacity of the road network if people continued to drive as normal after the implementation of the scheme. However, the scheme will provide vastly improved opportunities for walking and cycling and will likely encourage a significant modal shift to these forms of transport. The modelling approach is conservative in nature and tested a “worst case scenario” as well as cases where modest numbers of people chose to change mode or travel behaviour. Research from other countries (reports linked below) where similar schemes have been implemented has shown that the traffic impacts can be much less than initially feared. For example, on a study of 46 similar schemes recently completed in London, post implementation traffic surveys showed an average increase in traffic on perimeter roads of only 1.3%, with an average reduction of traffic with the neighbourhoods of over 30%. This shows the power of these types of schemes have in delivering a significant change in mode shift and transport behaviour.

- TfL LTN report: <https://content.tfl.gov.uk/impacts-of-ltns-in-london.pdf>.
- LB Hackney LTN c. Kenninghall Road report: <https://hackney.gov.uk/hackney-downs-ltn>
- Adjacent LB Hackney LTNs: <https://hackney.gov.uk/low-traffic-neighbourhoods#map>
- General LB Hackney LTN guidance: <https://hackney.gov.uk/low-traffic-neighbourhoods>

Investment in the Public Transport and Active Travel Network

In addition, a further mode shift can be expected due to the significant investment planned for the public transport network including BusConnects and DART+ over the coming years, as well as the completion of the wider active travel network.

BusConnects is a €3bn investment in the bus services in Dublin and will see a significant increase in bus frequencies, more possibilities for interchange and connected journeys, a transition to a zero emissions fleet. It will also provide dedicated bus infrastructure on 12 key corridors to reduce delays and increase journey time reliability.

DART+ is a €4bn programme of works to modernise the DART network. It will include infrastructure upgrades to facilitate a doubling of DART frequencies, electrification of the fleet, as well as the upgrade and extension of 100km of railways to triple the reach of the network.

As shown in previously, several active travel projects have received planning permission recently in the Dún Laoghaire area. When all of these have been constructed the network effect will mean that end-to-end safe cycling will become a possibility for a much greater range of journeys. This will also provide enhanced connections to public transport nodes and facilitate multi-modal sustainable journeys over longer distances. The Dún Laoghaire Harbour and Dún Laoghaire Station area will operate as a major multi-modal mobility hub where interchanges can be made. These bus, train and active travel improvements will produce a further incentive to modal shift to sustainable modes.

Traffic Evaporation

It is also important to note that one of the aims of the Living Street: Dún Laoghaire scheme is to remove through traffic from the whole Dún Laoghaire area and town centre (not just from George’s Street Lower or Tivoli Road). The initial increased journey times for car drivers and increased traffic flows at some of the periphery roads will act as a further disincentive for driving, so that, where possible, some car trips will switch to public transport or active travel (modal shift) and when this is not convenient, some trips may change destination. These changes of mode and destination choice will produce the expected ‘traffic evaporation’², that occurs with schemes that actively seek to reallocate space towards sustainable modes and disincentive car usage.

A local and recent example of this ‘traffic evaporation’ effect (and modal shift) is presented in the TU Dublin assessment of the Coastal Mobility Route³, where car traffic speeds were initially seen to decrease (a sign of increased traffic congestion) in the surrounding areas of Stillorgan, Monkstown, and Glashule as a result of space reallocation to active travel along the coast. This increase in congestion was only temporary as a year after implementation congestion was found to reduce and speed values came back to pre-Covid values and in some cases improve, See table below (page 42 of the TU Dublin Report (Coastal Mobility Route (Ph1b): Mobility Update July 2022).

Period	Time	October 2020			October 2021			February 2022		
		Stillorgan	Monkstown	Glashule	Stillorgan	Monkstown	Glashule	Stillorgan	Monkstown	Glashule
Whole week	7:00-10:00	0.0	-0.1	-0.2	-0.3	0.3	1.0	0.3	-0.2	0.7
Whole week	10:00-16:00	-0.7	-0.8	-2.1	-1.1	-0.1	-0.3	-0.5	0.0	0.0
Whole week	16:00-19:00	1.1	0.2	-0.8	0.1	0.5	0.1	0.6	0.1	0.3
Weekdays	7:00-10:00	0.0	-0.2	-0.3	-0.6	-0.1	0.8	0.2	0.3	0.6
Weekdays	10:00-16:00	-1.0	-0.9	-1.8	-1.5	-0.4	-0.1	-0.9	-0.1	-0.2
Weekdays	16:00-19:00	1.6	0.7	-0.1	0.4	0.8	0.7	0.9	0.5	0.5
Weekends	7:00-10:00	0.0	0.1	-0.9	-0.5	0.2	0.0	0.2	0.2	0.1
Weekends	10:00-16:00	0.1	-0.8	-2.8	-0.4	0.3	-0.6	0.4	0.8	0.4
Weekends	16:00-19:00	0.0	-1.0	-2.3	-0.9	-0.4	-1.1	0.1	0.0	0.0

Table 5 Changes in average area speeds (km/hr) compared to the pre-pandemic baseline period (Feb 2020), organised by geographic area (data sourced from TomTom Move). Larger increases in speeds are highlighted in green, suggesting a reduction in traffic congestion, and larger decreases are highlighted in red, suggesting an increase in traffic congestion.

²<https://www.engineersireland.ie/LinkClick.aspx?fileticket=DipUgQJI2Es%3D&portalid=0&resourceView=1>
<https://dublininquirer.com/2017/05/17/david-so-where-will-all-the-city-centre-traffic-go/>

³https://www.tudublin.ie/media/Ph1bJul22_DLRCovidMobilityUpdate_ForIssue.pdf

Concerns about increased congestion on certain streets within the Living Streets Neighbourhood

A number of submissions were concerned that the modal filters, plus the pedestrianisation of part of George's Street Lower, would push traffic onto certain roads within the Neighbourhood. Particular mention was made of the following streets:

- Patrick Street
- Mulgrave Street
- Library Road
- Cross Avenue
- Corrig Avenue
- Lynch Lane
- Convent Lane

Response

- The modal filters on Tivoli Road and Cross Avenue would prevent the use of Tivoli Road as a through route and as a result the traffic modelling exercise has predicted a reduction in traffic levels on all the streets mentioned above. Data for all these streets can be seen in the summary graphic provided above. An average reduction in traffic levels of 43% is predicted across all streets in this area. The lower vehicle speeds and volumes on these streets would allow them to become an important part of the walking and cycling network providing connections to Dún Laoghaire Town.
- See Section 12.9.1 of this report for further discussion on Lynch Lane.

Concern about emissions and environmental impact resulting from traffic displacement.

A number of concerns were raised about possible increases in levels of pollution and carbon dioxide as a whole, and locally on certain streets due to traffic displacement. They were concerned that this would have negative personal and environmental impacts.

Response

The addition of the proposed modal filters prioritises sustainable transport modes including walking and cycling, this is to encourage modal shift and improve the environment of the area.

For some drivers this will mean longer journeys as they will have to drive around the modal filters to reach their destinations. However, across the network there will be a significant reduction in vehicle trips that would more than offset any additional journey times for those that continue to drive. This will result in fewer kms being driven every year and overall lower levels of harmful emissions being emitted. In order to achieve this change, some level of traffic redistribution is unavoidable.

The images below from the Traffic Modelling Report show significantly increased air quality on George's Street Lower, Tivoli Road and the streets in between due to a large decrease in traffic volumes. They also show increases in emissions on perimeter roads such as Crofton Road, George's St Upper and Glenageary Road Lower. These diagrams consider total tailpipe emissions only and do not account for other improvements that are proposed. For example, the National Transport Authority have committed to replacing all busses on their network with a zero emissions fleet and have already begun rolling this out. A large proportion of the harmful emissions on busy bus routes such as Crofton Road, York Road, Marine Road, George's Street Upper and

Glenageary Road Lower are from diesel busses which will be phased out over the coming years. This will lead to a huge improvement in air quality on these roads. This scheme also proposes to plant large numbers of new trees and create new landscaped areas which will contribute to increased air quality.



Furthermore, as discussed in the Section 12.9.2 on *Traffic displacement, increased congestion and challenges of car circulation* the traffic modelling presented a conservative approach to the predicted mode shift and based on international evidence of similar schemes fewer people may continue to drive than was predicted in the modelling exercise. This, coupled with significant investment in the public transport network and the network effect once the full active travel network has been completed will mean the traffic volumes (and emissions) are likely to be lower than what has been presented in the traffic modelling report.

12.9.3 Universal Access - for elderly, disabled and necessary car journeys.

510 Submissions, 7% total.

A total of 510 submissions (7% of total submissions) referenced concerns that the scheme could create access challenges, especially for the elderly, disabled and those who are car reliant. Key issues and comments included:

- Scheme should be cognisant of the older age profile in the area. There was a perception that many of these are car dependent and would not be in a position to switch modes.
- People also noted families with small children often need car transport to get to, from and around Dún Laoghaire with multiple drop-offs.
- Many suggestions were made to protect and enhance accessibility for disabled and mobility impaired, including:
 - Ensure design of urban environment is accessible for those using wheelchairs or other mobility aids. (reference that Article 9 of the UNCPRD mandates the Council to address these issues).
 - Address gullies at crossings as they are not wheelchair accessible.
 - Provide more perpendicular disabled parking bays so wheelchair users do not have to open door wide onto oncoming traffic.
 - Establish a minimum of 2 disabled spaces outside St Michaels Hospital.
 - Maintain existing disabled spaces on Marine Road.
- There was a call to consider needs of those with intellectual disability to be considered so they can understand how to navigate the area and access services.
- Provide more drop-down areas for taxis used by elderly/disabled to access shopping and other key services.
- Taxis should be allowed to drop / collect outside Bloomfield Shopping Centre to allow elderly/ disabled access for shopping.

Response

- Transitioning to a more sustainable form of mobility is not just an environmental and public health issue, a social justice element exists also as the most disadvantaged in our society have limited access to private motor vehicles. Increased provision for public transport and particularly active travel modes can help drive improved transport equity. With low levels of private car ownership among lower income groups, elderly people and the disabled community, an increase in provision for sustainable forms of transport can improve accessibility and mobility for these groups.
- Following the introduction of the modal filters access by car to all areas in Dún Laoghaire would still be possible at all times (with the exception of the pedestrianised streets). Those that choose to drive or need to drive will still be able to do so and will still be able to reach their destinations. Depending on where they are trying to go some drivers may need to use alternative routes to drive around the modal filters and some journeys by car will take slightly longer. This inconvenience for some drivers is the trade-off that is needed in order to achieve the scheme objectives.
- The design of the street is in line with current best practice in terms of accessibility. As part of the design process a specialist disability consultant has been engaged to further advise on design layouts and to undertake two audits of the design to identify weaknesses present and improvements that can be made. Dedicated meetings were held with the Disability Consultation Group in the pre-design and statutory consultation phases to better understand key issues and needs from their perspective. Useful insights were received from this group to inform aspects of urban design and accessibility measures.
- Wherever wheelchair users may be required to cross a gully these will be designed so that they are accessible. The existing drainage channels on George's Street Lower will be removed as these are inconvenient for wheelchair users. Perpendicular parking spaces require a significantly wider road width, and it is not always possible to fit these in. All parallel disabled spaces have been designed to be wider than a standard parking space in order to leave space for the doors to open and avoid this issue.
- There will be an increase in the total number of on-street disabled parking spaces available from 12 to 17. The existing disabled bays are being retained on Marine Road with 2 more being added on the opposite side of the street. 2 new disabled spaces are also provided on George's St Lower outside St Michael's Hospital and an additional disabled bay will also be provided on Cumberland Street, opposite the Dún Laoghaire Further Education Institute. Increasing the number of disabled bays, paired with wider, level footpaths and improved pedestrian crossings will increase accessibility throughout the town centre.
- Catering for the needs of those with intellectual disabilities will be considered during the detailed design phase.
- Taxis will still be able to drop off and collect at Bloomfield Shopping Centre and at St Michael's Hospital and a turning area is provided here.

12.9.4 Economic impact concerns

510 Submissions, 7% total.

7% of submissions raised comments and concerns in relation to negative economic impacts that the scheme might have. Key issues raised in submissions are outlined below.

Car access and economic impacts:

- Non-local customers may be deterred from the town due to challenges of car access and parking and due to the pedestrianisation of part of George's Street Lower and introduction of modal filters.
- Concern that scheme prioritises the residential function of Dún Laoghaire over business viability and excludes business concerns.
- Concern that economic impact on businesses in wider surrounding areas is not being considered, e.g. those in Glasthule/Sandycove.
- Some concern about damage to property values (residential) due to difficulty in accessing homes and increased traffic congestion due to displacement along certain roads.
- If there are delays in deliveries, businesses will incur extra costs.
- Include new marketing and promotion campaigns to communicate access routes with customers and promote businesses.
- Query on whether the Economic or Commercial Department of the Council have approved this scheme.
- Request for the Shopfront Grant should be expanded.
- Point raised that DLRCC risks losing income from commercial rates if plan results in businesses closing and/or relocating. 46% of income to DLRCC is currently from commercial rates paid by business owners in the area.
- There is no economic impact statement that showed the impact on local businesses.

Response

The scheme promotes equitable and sustainable travel options. The focus in the plan is to create an accessible town that has a high-quality public realm that encourages people to visit and linger. This is in line with the national and local policies discussed in Section 5. It is not seeking to prioritise residents over businesses but is seeking to make the town as accessible as possible.

Access by vehicle is not being removed as part of this project. What is being added is alternative sustainable options which will encourage those that can walk and cycle to do so. Some drivers may need to use different routes, but access is maintained, and all car parks remain open. This project proposes to include electronic smart signage on all approaches to the town that will direct visitors to the various car parks and advise of the number spaces available in each.

There are a number of studies that demonstrate this approach improves areas rather than detract from them, as suggested in these comments and references below:

- *Cyclists visit local shops more regularly, spending more than users of most other modes of transport.*
- *Per square metre, cycle parking delivers 5 times higher retail spend than the same area of car parking.*
- *Public realm improvement, including those that cater for cycling, have been shown to result in increased trade at local businesses; up to 49% in NYC.*

- *Neighbourhoods with cycle-friendly characteristics - low traffic volumes, walkable, close to off-road cycle paths - are more desirable or have higher property values.*

[The value of cycling \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

- *The government's National Cycling Policy Framework (2009) estimated that for every €100 million invested in cycling in Ireland, a staggering return of €400 million could be obtained. Cycling promotion is exactly the kind of investment needed during a recession. Key financial gains include reduced expenditure on health, on cars, on road surfaces, on expensive and polluting fossil fuels, on traffic congestion (estimated by the EU to cost 1.5% of GDP, a figure exceeding €2 billion/y in Ireland), and increased tourism revenue from eco-tourists. In Scotland, a country of comparable size to Ireland, it was estimated that if 40% of car trips were shifted to bicycles, the country would benefit by £4 billion/year.*

[Economic benefits of cycling | Dublin Cycling Campaign](#)

- *-Cycling prevents about 6500 deaths in the Netherlands each year, and Dutch people have half-a-year-longer life expectancy because of cycling. These health benefits correspond to more than 3% of the Dutch gross domestic product.*

[Dutch Cycling: Quantifying the Health and Related Economic Benefits - PMC \(nih.gov\)](#)

- In 2011, a report on shopper travel behaviour in Dublin city centre concluded that traders on Dublin's two main shopping streets considerably over-estimated spending by shoppers travelling by car while significantly undervaluing the spend of bus passengers and pedestrians. [Report on shopper travel behaviour in Dublin City Centre \(tudublin.ie\)](#)
- 82% of Capel Street businesses stated that traffic free streets initiative implemented during Covid was a *significant improvement*, with only 7% reporting a negative experience. <https://consultation.dublincity.ie/traffic-and-transport/feedback-on-traffic-free-trial-at-capel-street-par/results/consultationreportcapelparliamentstreet.pdf>
- The evaluation of the Summer Streets trial pedestrianisation of George's Street Lower supported the retention of pedestrianisation and the introduction of a permanent scheme. [dl summer streets evaluation summary report f0.pdf \(dlrcoco.ie\)](#)
- DLR Covid-19 MOBILITY REVIEW. Report on CMR Economic Development & Business Community Feedback: [TU_Ph2a_CovidMob_BusinessCMR_IssDLR0223FI.pdf \(tudublin.ie\)](#)
- This research focused on economic development and business-community around the Coastal Mobility Route (CMR) and complemented the previous study (Review of the Phase 1 Covid-19 Mobility and Public Realm) undertaken by TU Dublin on behalf Dún Laoghaire- Rathdown County Council. The study involved interviews to 16 business associations. The majority of respondents could detect no adverse effects on turnover and reported that the CMR has either been positive or value neutral in terms of its impact on business turnover. This also helped the business community to embrace the 'softer' or non-monetary benefits of cycling, active travel and road-space reallocation. These include enhanced human and environmental health, greater mobility choice, better staff recruitment and retention, and the longer-term advantages that may accrue from improved tourism and links with Dublin.

Other recent studies from the UK are linked below as well:

- <https://www.localgov.co.uk/From-ghost-town-to-go-to-town/45320>
- <https://www.livingstreets.org.uk/media/2t0hyzcm/pedestrian-pound-2018.pdf>
- [Economic-benefits-of-the-reallocation-of-space-3.pdf \(ryderarchitecture.com\)](#)
- [Walking and cycling: the economic benefits \(tfl.gov.uk\)](#)
- [Rachel Aldred academic review: https://findingspress.org/article/17128-low-traffic-neighbourhoods-car-use-and-active-travel-evidence-from-the-people-and-places-survey-of-outer-london-active-travel-interventions](#)

- As discussed in Section 12.9.2 car access is maintained to all homes and traffic disruption is not expected to be significantly worse than it is at the moment. It is not expected that this scheme will result in the reduction in property values, in fact research from similar schemes suggests that they contribute to increase property values.
- To facilitate the pedestrianisation of George's Street Lower there will be a change in how some businesses receive deliveries, the provision of loading facilities is discussed in 12.9.17.
- The potential for marketing campaigns to publicise the introduction of the plan and the new traffic arrangements in the town will be considered during the detailed design stage.
- All internal departments of the council were consulted as part of the Part 8 Process as detailed in Section 10 and no objections were received.
- The point regarding the risk of the council losing revenue from commercial rates is noted.
- There is no statutory requirement to prepare an economic impact statement that showed the impact on local businesses.

12.9.5 Clarinda Park – Parking

Submissions, 5% total.

Five percent of submissions were on the theme of car parking in Clarinda Park. Most were from submissions opposing the scheme. Their concerns were around the removal of the car parking from Clarinda Park for reasons of economic impact to businesses located at that end of town – for their workers, or visitors. Some also highlighted social impacts from reduced parking for those accessing GP surgeries and Bridge Club and visiting People’s Park and other amenities in that area of town.

Specific parking suggestions included potential additional on-street spaces with the following highlighted:

- 2 new parallel spaces at the upper end of Clarinda Park West (near Corrig Road).
- 6 new parallel spaces on Clarinda Park West, just before Crosthwaite Terrace (where there is currently an extra wide foot path).
- 23 new diagonal spaces parking along (the park side of) West.
- 3 new parallel spaces at the steps on North-East by removing/reducing the path on one side (similar to the park side of North).
- The potential for additional parallel spaces (number TBC) at the bottom of Clarinda Park West, from the apartments down to the corner shop, were also identified.

Other submissions included:

- Calls to eliminate “all-day” parking for on-street parking spaces.
- Objection to the planned increase in non-permit spaces and decrease in resident parking.
- Call for all-day paid parking not to be available at all in Clarinda Park on the basis that there are ample all-day parking facilities at various locations within walking distance to serve both commuters and local employees.
- Some submissions highlighted a mismatch between available spaces and permits for residents (ref data showing 330 residents permits).
- Suggestion that all spaces in the square should be available for use by those with residents permits.
- A call to reduce permits per household from 4 to 3.
- Add another row of car parking spaces either side of the Clarinda Park at 45-degree angles.

Response

- The removal of the car parking spaces from within Clarinda Park facilitates the increase in the size of the park and returns it to its historical boundaries. This would increase the amenity value of the park and contribute to achieving green infrastructure, biodiversity, climate, and social objectives.

Policy Context

Specifically, the proposed works on the park would support the following national and local policy objectives:

Local Policy:

- DLR County Development Plan 2022-2028:

The full park including the existing parking areas are zoned F in the County Development Plan with the objective “To preserve and provide for open space with ancillary active recreational amenities”.

- Policy Objective GIB1: Green Infrastructure Strategy

It is a Policy Objective to continue to implement, and update, the DLR Green Infrastructure (GI) Strategy, to protect existing green infrastructure and encourage and facilitate, in consultation with relevant stakeholders, the development, design and management of high quality natural and semi-natural areas. This recognises the ecosystems approach and the synergies that can be achieved with regard to sustainable transport, provision of open space, sustainable management of water, protection, and enhancement of biodiversity.

- Policy Objective GIB20: Biodiversity Plan

It is a Policy Objective to support the provisions of the forthcoming DLR County Biodiversity Action Plan, 2021-2025.

- Policy Objective GIB 29: Nature Based Solutions

It is a Policy Objective to increase the use of Nature Based Solutions (NBS) within the County, and to promote and apply adaption and mitigation actions that favour NBS, which can have multiple benefits to the environment and communities. NBS has a role not only to meet certain infrastructure related needs (e.g. flooding management), and development needs, but also to maintain or benefit the quality of ecosystems, habitats, and species.

- Policy Objective OSR3: Future Improvements

It is a Policy Objective to continue to improve, plant and develop more intensive recreational and leisure facilities within parks and public open spaces insofar, as resources will permit, while ensuring that the development of appropriate complementary facilities does not detract from the overall amenity of the spaces.

- Policy Objective OSR5: Public Health, Open Space and Healthy Placemaking

It is a Policy Objective to support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan (NPAP) 2016, to increase physical activity levels across the whole population thus creating a society, which facilitates people whether at home, at work or at play to lead a more active way of life (consistent with RPO 9.16).

- Policy Objective OSR7: Trees, Woodland, and Forestry

It is a Policy Objective to implement the objectives and policies of the Tree Policy and the forthcoming Tree Strategy for the County, to ensure that the tree cover in the County is managed, and developed to optimise the environmental, climatic, and educational benefits, which derive from an 'urban forest', and include a holistic 'urban forestry' approach.

- Policy Objective OSR9: Sports and Recreational Facilities

It is a Policy Objective to promote the provision, and management of high-quality sporting, and recreational infrastructure throughout the County, in accordance with the National Sports Policy 2018-2027, and DLR Space to Play: a new approach to Sports Facilities Strategy', 2017-2022, to ensure that the particular needs of different groups are incorporated into the planning and design of new facilities.

- Policy Objective CA18: Urban Greening

It is a Policy Objective to retain and promote urban greening - as an essential accompanying policy to compact growth - which supports the health and wellbeing of the living and working population, building resilience to

climate change whilst ensuring healthy placemaking. Significant developments shall include urban greening as a fundamental element of the site and building design incorporating measures such as high-quality biodiverse landscaping (including tree planting), nature-based solutions to SUDS and providing attractive routes and facilities for the pedestrian and cyclist (Consistent with RPO 7.6, 7.22, 7.23, 9.10 of the RSES).

- Policy Objective GIB4: High Amenity Zones

It is Policy Objective to conserve and enhance existing High Amenity Zones and to seek to manage these and other areas to absorb further recreational uses and activity without damaging their unique character.

- Policy Objective MFC3: Placemaking in our Towns and Villages

It is a Policy Objective of the Council to support proposals for development in towns and villages that provide for a framework for renewal where relevant and ensure the creation of a high-quality public realm and sense of place. Proposals should also enhance the unique character of the County's Main streets where relevant.

- Policy Objective PHP37: Public Realm Design

It is Council policy that all development proposals, whether in established areas or in new growth nodes, should contribute positively to an enhanced public realm and should demonstrate that the highest quality in public realm design is achieved.

- Policy Objective CA19:

It is a policy objective to promote and support Community Woodland Schemes in line with government policy.

- Policy Objective EI1: Sustainable Management of Water

It is a Policy Objective to work with Irish Water:

To ensure the efficient and sustainable use and development of water resources and water services infrastructure in order to manage and conserve water in a manner that supports climate action, the circular economy, a healthy society and protection of the environment. (Consistent with NSO 9 of the NPF, RSO 7, RPO 10.1 of the RSES).

To continue the development and improvement of the water supply and wastewater systems throughout Dún Laoghaire-Rathdown in order to meet the anticipated water and wastewater requirements of the County.

To ensure facilities comply with the Water Framework Directive and the River Basin Management Plan or any updated version of the document, 'Water Quality in Ireland 2013-2018'(2019) or any updated version of the document, Pollution Reduction Programmes for Designated Shellfish Areas, the Urban Waste Water Treatment Directive and the Habitats Directive.

- Policy Objective EI6: Sustainable Drainage Systems

It is a Policy Objective to ensure that all development proposals incorporate Sustainable Drainage Systems (SuDS).

National Policy:

The works proposed in the park would also strongly align with various policies in the Climate Action Plan, the National Biodiversity Action Plan and the National Physical Activity Plan.

- National Planning Framework - Project Ireland 2040
- Policy Objective NSO7 - Enhanced Amenity and Heritage
- Policy Objective NSO8 – Transition to a Low Carbon and Climate Resilient Society
- Policy Objective NSO9 – Sustainable Management of Water, Water and Other Environmental Resources

The reinstatement of parking at the expense of an improved park would go against local and national policy as well as the scheme objectives and is not recommended.

Suggestions for Additional Parking Spaces

- Several submissions suggested potential locations where additional parking spaces could be located without compromising the upgrade of the park. The design team have studied these locations and found that providing an additional 16 on street spaces appears to be viable. The provision of these additional parking spaces was investigated by the design team and a recommendation will be made to the Parking Control Review with a view to mitigating the loss of parking as a result of the park upgrades. The provision of the additional spaces will be undertaken as part of a county wide Parking Control Review. It is recommended that this review is completed, and the new spaces are in place before construction begins on this project.
- The provision of an additional 16 spaces would reduce the net parking loss to 51, which is a 19% reduction. The location of these potential additional parking spaces is shown in the figure below (changes from the Part 8 proposal are highlighted in red).



- Other suggestions made in the submissions included using angled rather than parallel parking in order to fit more spaces around the park. These options were studied by the design team and not found to be feasible. Angled spaces are required to be wider than parallel spaces as additional space is required to open car doors, a wider road is also required in order to provide space for drivers to safely enter and leave the spaces. Some submissions suggested removing the footpath on the park side to make space for the angled parking, doing this would involve excavating in the root zone of the mature trees around the boundary of the park and would likely result in severe damage. The design team drew up various options for angled parking and the total number of spaces that could fit without posing a significant risk to trees was less than in parallel parking option that is presented above.

Note: All calculations for parking numbers are based on the standard parking space length of 6m. In reality, if cars are parked more tightly together then each car will occupy less than 6m and more cars will be able fit. This further supports the parallel parking option presented above.

Parking Permits and Charges

- It is recommended that the parking permit and parking charges regime for Clarinda Park be referred to the county wide Parking Control Review so that it can be considered as part of the overall plan for the town, and that changes to the residential parking permit system are no longer proposed as part of this project. It is recommended that this review is completed, and the new regime is in place before construction begins on this project.

12.9.6 Public transport, bus services, local shuttle bus 324 Submissions, 5% total.

A number of submissions (5% total) were on the theme of public transport and bus services. 61% of comments on this theme were from submissions opposing the scheme, while 24% were from those who said “Yes, with certain changes”, and 11% were in support. Key issues raised are summarised below:

General

- To shift away from car dominance, public transport options need to be improved as a complement to any active travel initiatives.
- A query as to why none of the funds from this NTA-funded project are for public transport.
- Concern that there was no proper co-ordinated approach to transportation systems in Dún Laoghaire.

Response

- National and local policies are focused on the shift away from a car dominated road network. This is an objective of this scheme. There is significant investment in the public transport network as part of separate complementary projects including the BusConnects and DART+ Programme of works.
- BusConnects is a €3bn investment in the bus services in Dublin and will see a significant increase in bus frequencies, more possibilities for interchange and connected journeys, a transition to a zero emissions fleet and will provide dedicated bus infrastructure on 12 key corridors to reduce delays and increase journey time reliability.
- DART+ is a €4bn programme of works to modernise the DART network. It will include infrastructure upgrades to facilitate a doubling of DART frequencies, electrification of the fleet as well as the upgrade and extension of 100km of railways to triple the reach of the network.
- As shown in previously, several active travel projects have received planning permission recently in the Dún Laoghaire area. When all of these have been constructed the network effect will mean that end-to-end safe cycling will become a possibility for a much greater range of journeys. This will also provide enhanced connections to public transport nodes and facilitate multi-modal sustainable journeys over longer distances. The Dún Laoghaire Harbour and Dún Laoghaire Station area will operate as a major multi-modal mobility hub where interchanges can be made. These bus, train and active travel improvements will further incentivise a modal shift to sustainable modes.
- Funding from the NTA is project specific and they fund public transport projects e.g. BusConnects, DART+ separately.
- The traffic modelling report and proposed measures represent a co-ordinated approach to the traffic management of the town. Extensive consultation was undertaken with the NTA during the design process to ensure an integrated approach to the delivery of sustainable transport options.

Bus services

- A key concern was that re-routing of bus services and re-location of bus stops will inconvenience users and overwhelmingly impact elderly who rely on these stops.
- Allow for buses to use George's Street Lower to provide convenient access to Bloomfields Shopping Centre and St Michael's Hospital, particularly for elderly.
- A call for bus stops to be provided opposite Dart station for the 7, 46A, 75 vs further down on Crofton Road.
- Provide a bus shelter for every bus stop and look a suitability of footpaths in the vicinity of the stops.
- Suggested rerouting of the 46a -should be kept using Crofton Road -> York Road. Suggestion that bus routes L25/S8 be routed around Sallynoggin roundabout to alleviate some loss of service to those surrounding areas.
- Bus stop number 2042 at York terrace is unsafe, unnecessary, and inconveniently located and should be removed.
- Improve bus frequency to provide alternative to driving by car.

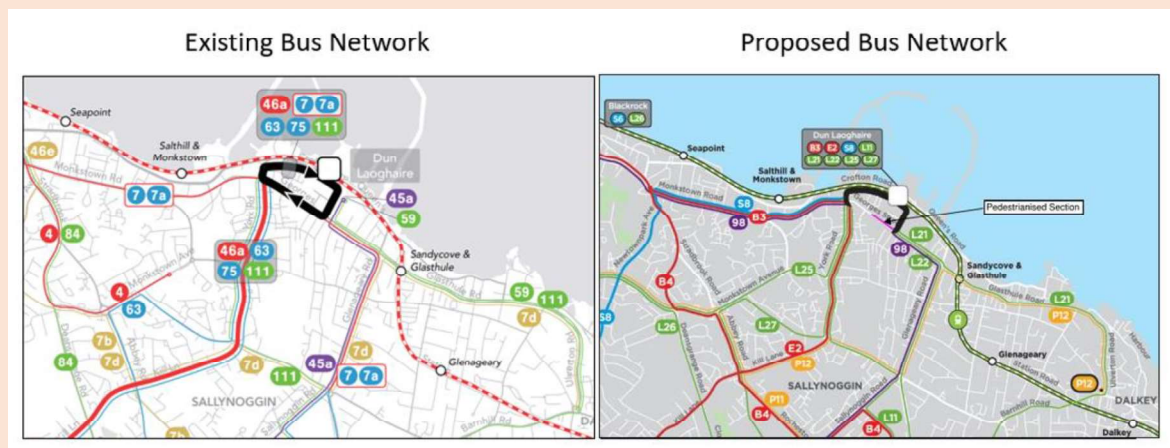
Response

- The rerouting of buses from George's Street will facilitate the pedestrianisation and improve the public realm along the street. Additional bus stops are proposed on the perimeter of the scheme along Crofton Road and Clarence Street to offset the displaced bus routes. Allowing for busses to use Goerge's Street Lower would mean that it would no longer be possible to pedestrianise the street, to provide tree planting, seating, and the other urban realm improvements.
- As part of the design process the design team consulted with representatives from St Michael's Hospital and a transport survey was carried out in May 2023 of the patients, visitors and staff to determine their mode of transport and the numbers using the bus stop on George's Street Lower. The vast majority of patients attending the hospital did so by vehicle either driving, being driven or taking a taxi. Bus passengers that were surveyed noted that they would be able to use alternative bus stops and that they had to use these stops anyway for their return journey. Within the scheme it is proposed to provide new bus stops on Crofton Road and Clearance Street which will provide access options to the hospital. The survey found that the removal of this bus stop would not significantly impact patients or those with mobility issues.
- A new bus stop is proposed to be added opposite Dún Laoghaire DART Station as part of the Living Streets: Coastal Mobility Route that will serve the 7, 46A, 75 bus routes.
- A bus shelter cannot be provided at all bus stops due to space constraints, bus shelters will be considered on a case-by-case basis, and they will be included wherever practicable. The footpaths leading to all bus stops in the scheme extents will be reviewed during the detailed design stage.
- The 46a will be routed along York Road and Crofton Road as part of this project, The L25 and S8 will also use this route. The National Transport Authority are the body responsible for the routing of busses and the design team consulted with them during the design process. The York Road-Crofton Road was preferred because it is a more direct route, and it would get passengers to the destination faster. The shorter route length with less potential for delays would also contribute to a more reliable bus network.
- Refer to the section relating to York Road 12.9.14 in relation to bus stop 2042.
- The new BusConnects project will complement this plan with additional bus routes, higher frequencies and additional layover space on Harbour Road (to alleviate pressure on the Crofton Road bus stop and

layover). This NTA funded scheme includes both network redesign (i.e. new and improved routes) and new infrastructure to reduce delays and increase the possibility for convenient interchange. The new routes will include:

- 2 spine high frequency services: B3 (Tyrrelstown - City Centre - Dún Laoghaire) going through the same path as 7/7A in southbound direction and E2 spine (Charlestown - City Centre - Dún Laoghaire) to replace 46A.
- An orbital route: S8 (operative as of November 2023).
- 5 Local services (L11, L21, L22, L25, L27).
- A secondary Radial route (no. 98) serving Loughlinstown Park (Loughlinstown Drive - Dún Laoghaire - Mountjoy Sq.).

See image below of the network changes:



- The combined total frequency of all these services together will be between 27 to 30 buses per hour between 7 am and 7pm (1 bus every 2 minutes) both inbound and outbound. The phasing of the new/replacement routes is under development and subject to changes based on operational readiness, but most services in Dún Laoghaire will be delivered by the end of 2024 (Phase 7: route E2, L27 scheduled for Q2 2024 and Phase 10: route B3, L11, L21, L22, 98 scheduled for Q4 2024).

Local shuttle bus to address concerns around accessibility and parking.

It was suggested that an accessible, local shuttle bus service would be a positive addition to the town, particularly to bring users of new bus stops on Crofton Road further up into the town. Suggestions for this included:

- Provide a local bus to go between DART, car parks, bus stops, People's Park, St. Michaels Hospital.
- It could be either a mini-bus, tuc tuc, rickshaw, tricycle or taxis.
- Many suggested the use of an electric powered zero emissions vehicle.
- Deliver the service free of charge.
- Consider shuttle to either front or back entrance of hospital.
- Extend local shuttle bus to Killiney, Dalkey, Sandycove, Glasthule, Monkstown, to help ease traffic congestion.

Response

- In addition to this scheme the idea of having a shuttle bus for Dún Laoghaire was raised in the context of the large number of cruise ships and as a service for local people. Such a shuttle bus could serve commuters, shoppers, visitors and tourists, especially cruise ship passengers. An interdepartmental group within the county council has been set up to consider route options, bus stop locations, frequency, demand, cost, financial viability, funding and licencing issues. Regardless of the outcome of the Living Streets project the provision of a shuttle bus is being progressed by DLR. This means that is likely to be delivered in advance of the Living Streets Scheme. The design team supports and will continue to support the provision of this bus service.
- Funding has been provided within the DLR budget for a pilot project to be run in 2024.

12.9.7 Accessibility to essential services, emergency services, and hospital

287 submissions, 4% total.

4% of total submissions raised concerns about possible impacts that the project may have on essential and emergency services along with hospital access. Key issues raised are outlined below.

Emergency vehicles access.

- Concern that emergency vehicles may not be able to navigate up George's Street Lower pedestrianised extent.
- Ensure emergency vehicles can pass through modal filters – particular concern about emergency vehicle access being compromised by Tivoli Road modal filter.
- General concern that tailbacks at pinchpoints may slow emergency vehicles.
- Concerns about emergency vehicle's ability to navigate around Clarinda Park – already very narrow.
- RNLI volunteers use private vehicles to answer emergency call outs, can they navigate through modal filters?

St. Michael's Hospital.

- Concern that absence of a bus stop outside St. Michael's would compromise access for hospital patients, and that the walk to St. Michaels Hospital from nearest bus stop could negatively impact those sick or with mobility issues.
- Make the grounds of St. Michael's Hospital available as a thorough-way for pedestrians (like St. James') so that it's easier to walk up from Crofton Road and easier to get to the Hospital via the back entrance.

Other healthcare services.

- Concern over access to veterinary practices.
- Concerns over access to dentist practices.

Home Care Service Provision.

- Some submissions articulated concerns that the project could impact on the delivery of home care services, where carers need to travel from patient to patient and meet set visitation times. There was concern that a lot of these journeys were by car (due to transport of materials required) and if traffic increases on boundary roads or more

circuitous routes were involved, this could increase journey time and compromise their ability to deliver effective care.

- Call to conduct an impact assessment that increased traffic and journey times would have on Home Care Services.
- Concern about impact on Carmona House, St John of God services users and families.

Response

- Emergency access is maintained throughout the scheme, in the event of a call-out emergency vehicles will be able to drive through any of the modal filters and will be able to drive down the pedestrianised section of George's St Lower. If certain roads are congested emergency vehicles will have the option to use Tivoli Road or Clarinda Park travelling through the modal filters and avoiding congestion. The movements of emergency vehicles around Clarinda Park will still be possible.
- The project team engaged with the Gardai and Emergency Services during the design process, and they indicated they were not opposed to the scheme. Non-emergency services are not permitted to pass through the modal filters.
- Please refer to section 12.9.6 above in relation to the diversion of bus services away from George's Street and St Michael's Hospital. Improving accessibility within the hospital grounds is outside the scope of this scheme.
- Car access to vet services in the area is still possible, although depending on your where you are approaching from it may be necessary to use a different route.
- Smiles Dental Clinic on George's St Upper has access as normal. For Truly Dental on George's Street Lower drop off immediately outside would no longer be possible as this is located on the fully pedestrianised section of the street, patients would need to be dropped off 40m away and the walk through the pedestrianised zone to get there.
- Homecare services are delivered by several different providers and via a number of different transport modes (and not exclusively by car). For carers travelling by public transport or bike, journeys will be improved following the introduction of this scheme. Those required to travel by vehicle to destinations within the Living Streets area will still be able to do so and will see improved journey times on many streets within the block due to the reduction in through traffic. For those travelling around the block the journey times are not predicted to significantly increase (refer to section 12.9.2 above in relation to traffic modelling).
- In addition, the proposed journey times are a conservative 'worst case' estimate and research has shown that traffic levels around the perimeter of schemes like Living Streets are not impacted to the extent that is predicted.

TfL LTN report: <https://content.tfl.gov.uk/impacts-of-ltns-in-london.pdf>.

LB Hackney LTN c. Kenninghall Road report: <https://hackney.gov.uk/hackney-downs-ltn>

Adjacent LB Hackney LTNs: <https://hackney.gov.uk/low-traffic-neighbourhoods#map>

General LB Hackney LTN guidance: <https://hackney.gov.uk/low-traffic-neighbourhoods>

12.9.8 Project rationale / justification

263 submissions, 4% total.

A total of 4% of submissions had queries about the justification and rationale for the project. Most of submissions raising these issues were opposed to the project. Key issues raised are presented below:

Over-emphasis on active mobility.

- A perception that there is an over-emphasis on active mobility in this and other recent county council projects and that cycling and/or walking is not a practical option for many.
- A query on whether household surveys have been conducted, or if a review has been done of all the families in the area - exploring the need for people to get not just to school and work, but sporting and other extracurricular activities?
- Existing cycle lanes are underutilised.
- Project does not improve the lives of residents of the area (including Glenageary, Sandycove, Glasthule and Dalkey). The only benefit is to residents of Dún Laoghaire.

Alternative priorities for the town.

- Could the €20 million not be better spent in other ways? For example, on regenerating the town, addressing property vacancies, (top floor of Dún Laoghaire Shopping Centre be made into a market), or on better maintenance of the town now (cleaning and weeding)?
- Query as to why no socio-economic expert analysis done prior to drawing up this proposal. Is this not a statutory requirement?
- Query on whether 'Pathfinder' projects should include pedestrianisation and are they not just about sustainable transport.
- Comment that there are many other areas where the Council could promote sustainability, e.g. Heat homes from West Pier sewage station, Ban SUVs, promote green roofs + beehives on civic buildings, Ban paper cups.
- There is a lack of community facilities (including a community centre for the town) parks and playing fields for clubs, this should be the priority.

Response

- Access by vehicle is an important part of how people move. The challenge is that when everyone chooses to drive it impacts journey times as well as having a negative impact on the environment. There is insufficient road space to support continued increase in car numbers. This is why current policy is to transition people from car to more sustainable modes. It is not suggested that everyone can / must walk or cycle but there is opportunity for a large percentage of people to change mode. In order to change mode, the facilities and built environment must be designed in a way that supports this change where people will feel safe to walk or cycle. Section 5 of this report discusses how this scheme is supported by various policies at local and national level.
- There is no statutory requirement to undertake a specific socio-economic study.

- Improving Dún Laoghaire as the County Town will create a more pleasant and vibrant place. This benefits all residents and visitors not just those who live and work in the Town. This scheme was chosen as a Pathfinder Project so that the method and process followed could be replicated and scaled up to other towns in DLR and around the Country.
- The TU Dublin Research has concluded that the Coastal Mobility Route is well used and is one of the strongest performing cycle facilities in Dublin.
- Household surveys i.e. Census, were not conducted as part of this study but the results of national census were available to the project team as part of the modelling exercise.

Alternative priorities for the town

- DLR does not own the top floor of the shopping centre and we cannot as part of this scheme convert it to a market.
- Dealing with derelict buildings is outside of the scope of this project.
- Matters relating to planning development over shops are outside of the scope of this project.
- Refer to section 12.9.2 above in relation to the benefits of reallocating road space on economic prosperity.
- Pedestrianisation of George's Street from Patrick Street to Myrtle Square is included in this project.
- There is no statutory requirement for a socio-economic analysis to be undertaken. Socio-economic impacts were considered as part of the multi-criteria analysis that was done during the options selection stage.
- Refer to section on Tivoli Road 12.9.1 in relation to design rational.
- Pathfinder projects include a variety of measures aimed at promoting active travel. Some of these schemes involve pedestrianisation and others don't.
- Routine maintenance is not part of this project but as part of the detailed design the drainage network is being reviewed.
- The DLR Climate Change Plan has a number of actions, and these are being progressed by DLR e.g. green roofs.
- The provision of a community centre is outside of the scope of this project. The scheme proposes to create an enhanced park area in Clarinda Park.

12.9.9 Project – consultation, design process, construction / implementation

219 Submissions, 3% total.

Some submissions had comments and queries in relation to the Living Streets project consultation, construction, design processes. These are summarised below:

Consultation.

- Points were raised that the consultation should include those who live outside the Living Streets neighbourhood area and are affected by the re-routing of traffic. It was commented that a variety of formats should be available for submissions (not just online) and that mail drops and poster campaigns should be employed.
- Some commented that the project excludes areas next to the Living Streets Neighbourhood from its scope.
- Some concerns that smaller groups were not represented by larger community groups / umbrella organisations that were consulted with.
- Some queried how the groups were selected for meetings.
- There is no option for under 18s to respond in the Citizen Space survey.
- Suggestion of bias in communications and consultation towards getting the project approved, or skewing results to the positive.
- Phrasing of consultation question ‘Yes’, ‘Yes, with certain changes’, and ‘No’ is not appropriate for a deliberative process and overlooks nuances.
- Clarify changes made to the LS proposal since the first public consultation.

Feedback and next steps.

- When this goes to the council for a vote, where are the results of this vote published and how can we see which each councillor voted?
- What guarantee do residents have that their reasoned views will be taken into account? Will the feedback be made public?

Communications.

- Modelling results should have been communicated clearly to build support for plan – e.g. carparking spaces, air quality benefits, CO2 emissions, numbers of people walking /cycling, reduction in traffic, etc.
- Communicate new safety measures to be implemented to address hazards created by displaced traffic.
- Not enough diversity in people depicted in fly-through video.

Response

- The public consultation process was an open one and those living outside of the Living Streets area were free to engage in the process.
- The scope and extent of the project was determined at the start of the process. It is not possible to continually add elements to the scheme and a geographic boundary has to be set. Areas outside this boundary can be considered for future schemes.
- The project team engaged with a variety of groups and local stakeholders before and during the Part 8 consultation process to try and raise awareness of the scheme. It is not possible to engage with every group, but by engaging with the larger groups there is more opportunity to spread awareness about the

scheme and the associated consultation. Groups engaged with were not all positive about the proposal. The project team were open to requests to meet with other groups during the process and responded to these requests accordingly.

- In relation to survey submissions by under 18-year-olds, there is a requirement for parental consent for such processes. In the future we will add a U18 category, with parental consent, utilising mechanisms to facilitate this in a user-friendly way. A number of school workshops were undertaken as outlined in the report above.
- The communication of data including modelling results and safety measures was put forward in the Part 8 park in a way that was easily accessible while avoiding overly focusing on any particular measures. The council dispute that this has been communicated in a biased manner. Please refer to the section 12.2 above in relation to the media methods used to advertise the schemes.
- The phrasing of consultation question 'Yes', 'Yes, with certain changes', and 'No' on the Citizen Space survey provides a broad overview of support or otherwise for the proposed scheme. Capturing more nuanced opinion is allowed for in the open ended 'any further comments' section of the survey. This qualitative data was then subjected to a thematic analysis and common themes emerged based on recurring feedback.
- The Pre-Design Engagement process resulted in a number of suggestions for improving the safety, inclusiveness and attractiveness of Dún Laoghaire's streets and the urban realm for all, while also articulating particular hopes and concerns held by individuals or certain interest groups. There was not a specific design presented during the pre-design engagement so there cannot be said to be changes to the design.
- Dún Laoghaire-Rathdown County councillors will vote on the recommendations of this report at a full council meeting which is recorded. The video recording and the councillor votes will be in the public record. All feedback from the public consultation process has been collated in this report which is available to the public.
- In relation to the fly-through video, the project team will communicate the feedback to its creators.

Summer Streets and its relation to this project.

- The Living Streets project is based on the evaluations of the *Summer Streets* project, which is potentially misleading, with analysis carried out in summer months of higher footfall and during Covid restrictions.
- Some felt that Georges St. Lower (trial pedestrianisation) had negative impact on business, demonstrating that it should not be made permanent.

Response

- The outcome of the Summer Streets Report was to progress a Part 8 for Living Streets. The traffic modelling and options study for this scheme were based on 'fresh' data and did not rely on the Summer Streets Research.

Traffic Modelling

Some queried the traffic modelling approach and outcomes. Key comments raised are presented below:

- Concern that the traffic modelling was flawed and needs to be peer reviewed.
- No allowance has been made for future increases in population.
- Query on where the raw data behind the trip lengths and modal split comes from
- Modelling report does not discuss the number of cyclists in the area.
- Lack of information on bus numbers in the report.
- Modelling should include for cumulative impacts of all planned schemes in the area.
- Modelling is based on traffic numbers when pandemic restrictions were in place.
- The traffic modelling results differ from what was presented in the DLR Central Traffic Report for Glenageary Road.
- Modelling the one-hour peak periods in the morning and evening is not sufficient.
- The modelling does not consider the impacts to queues of traffic.
- Junction modelling should be undertaken using Lin-Sig and not Saturn.
- Using data from international schemes to predict mode shift is not sufficient and site-specific data should be used.
- Concerns that the validation process of the model was not robust.
- Traffic surveys were carried out when temporary CMR was in place. Any surveys and analysis should await the outcome of An Bord Pleanála which is assessing appeal re CMR planning permission.
- Why could Living Streets design not wait until footfall data from the completed Myrtle Square, could be gathered and analysed?

Response

The traffic modelling work was carried out by SYSTRA who a leading international consultancy in this area are. They were appointed independent of the design team due to their specialist expertise in this area. The full network of streets in the wider Dún Laoghaire area was tested, this included all streets shown in blue in the figure below.



- The modelling was done for the opening year of the scheme only, future population increases have not been factored in, however nor have the increases in public transport capacity that will be brought about by BusConnects and DART+ or the completion of the active travel network. Traditionally, a predict and provide model has been used in relation to traffic capacity. Unfortunately, the introduction of new capacity on the road network is limited i.e. there is no space for new roads. In this scenario a vision led approach is adopted where the current day road network is configured to favour the modes that are best able to move the most amount of people. Walking, cycling, and public transport are far more efficient at moving people than private vehicles, so these modes are prioritised.
- The raw data for trip lengths, origins, destinations, and mode splits comes from the National Transport Authority's Eastern Regional Model. This data was calibrated by undertaking traffic counts at over 20 locations around the town to ensure the predicted results matched the real-life data.
- The purpose of the modelling was to assess the redistribution of motorised traffic and to test the capacity of the roads and junctions within the study area. Cyclists would have a negligible effect on this and so were not discussed in the modelling report.
- Bus numbers were not specifically discussed in the modelling report. The numbers of busses in were determined based on the BusConnects route timetables which can be found here <https://busconnects.ie/cities/dublin/new-dublin-area-bus-network/> .
- The modelling accounts for the cumulative impacts of all schemes within the zone of influence of the traffic changes. Some submissions mentioned traffic changes that are outside the zone of influence, if these had been coded into the model, they would have had no impact on the results. Some submissions mentioned approved schemes that are within the zone of influence such as the Coastal Mobility Route or Dún Laoghaire Central, these changes were coded into the modal to capture the cumulative impacts.
- Modelling is based on data extracted from the NTA Eastern Regional Model which was prepared pre-covid. The model was calibrated using data captured in Oct 2022 when traffic volumes had substantially returned to normal following the lifting of Covid restrictions.

- There are several reasons why the results differ from the modelling report prepared by AECOM for the DLR Central Scheme. All modelling depends on the data inputted and the assumptions made, it is normal for the results of traffic studies done at different times to differ.
 - o The Living Streets model is a full network model that allows traffic to reroute to find a better route if one is available. The DLR Central study was a standalone junction which gave traffic no option to detour.
 - o The 2021 traffic volumes used in that study were approximately 5% higher than the 2022 data used for Living Streets.
 - o A peak hour of 8:15-9:15 was used. This is different to the peak time observed in 2022.
 - o The Highthorn Park arm has very low levels of traffic. As part of the signal optimisation process on the Living Streets project this arm was assigned green time on demand only and not as a default on every cycle, this improved the efficiency of the junction. Its unclear what assumptions were made in the 2021 study.
 - o Other assumptions made in the 2021 study regarding green times allowed for pedestrian are unknown and may differ from Living Streets assumptions.
- Modelling during the AM and PM peak periods only is industry standard. These are the busiest times when the network is under the most stress.
- Queues are not explicitly mentioned in the report but the Relative Flow to Capacity (RFC) is discussed instead. This term measures how busy a junction is and how close to capacity it is. It directly correlates with queue length and times, and as it is a more succinct way of assessing a junction in a single digit (as opposed to measuring queues and all 4 arms) it is industry standard.
- Junction modelling was undertaken in Lin-Sig for all junctions on the perimeter of the Living Streets block that would see a significant rerouting of traffic.
- Assessing potential modal shift involves predicting human behaviour and how people will choose to travel in the future. It is not possible to predict an accurate change of behaviour based on site specific data and computer models are not capable of accurately predicting this. Data taken before and after similar schemes which have been completed is the best source of information to inform this study as it is a real-life test of how people will react. A range of values for modal shift were used to account for the uncertainty in the data.
- The model was calibrated and validated to a high level of certainty. It followed the methodology and exceeded the minimum validation criteria set out in the NTA Project Approval Guidelines.

The Coastal Mobility Route is an integral part of the GDA Cycle Network and of the Living Street projects and vision, so it is correct from a transport analysis and assessment point of view to consider synergies and combined effects of both Living Streets: Coastal Mobility Route and Living Streets: Dún Laoghaire schemes together.

The footfall data from Myrtle Square would have no relevance to the modelling exercise that was done as the model focused on vehicle movements.

We are satisfied that the modelling effort and results were robust and fit for purpose.

Process & EIA and AA Screening

- There was a submission stating that there is no screening for Environmental or Appropriate Assessment on the site, which is a requirement under Part 8, and that an Environmental Impact Assessment should be carried out for the proposed development and the proposal submitted to An Bord Pleanála.
- Request that the decision on Living Streets: Dún Laoghaire be delayed until after An Bord Pleanála decides on the Section 5 referral of the Coastal Mobility Route.

Response

- Environmental Impact Assessment and Appropriated Assessment Screening reports were prepared for this project and form part of the Part 8 Pack. These Screenings concluded that EIA and AA are not required. The local authority agreed with the conclusions of these reports as set out in the Screening Determinations in Appendix B and C. Hence this scheme does not need to be submitted to An Bord Pleanála.
- In addition, under the statutory consultation process, as set out in the public notices, any person may, within 4 weeks from the date of the public notice, apply to An Bord Pleanála for an EIA screening determination as to whether the development would be likely to have significant effects on the environment.
- The referral of the Coastal Mobility Route under Section 5 of the Planning and Development Act to An Bord Pleanála is a separate planning process. It is not possible to delay this current Part 8 as there is a statutory timeline which must be met.

Construction

Common issues/ queries raised with respect to construction are outlined below:

- What is the proposed timescale for works and can they be completed in as efficient a manner possible to help minimise impact on business income due to disruptive nature of works and disruption of goods deliveries?
- Request a phased construction approach to minimise impact of roadworks (on businesses and residents):
- What considerations can be made to lessen the noise impact on businesses adjacent to the Living Streets works?
- Concern that there are already many road works underway across the Dún Laoghaire area.

Response

- The programme for construction would depend on the phasing, hours of work and the content of the final scheme if approved. Construction activities by their nature are disruptive but the outcome of the project is an enhanced area. There will be challenges when trying to transition from an old to a new scheme.
- The phasing of the works will be considered during the detailed design stage to efficiently manage the construction and minimise impacts on the public and the operation of businesses.

- Construction hours are generally restricted to between 08:00 and 18:00. A noise management plan will form part of the construction management plan and will detail the noise controls and restrictions that are in place. This will be developed during the detailed design stage.
- Local Authorities have ambitious Climate Change targets that have to be reached by 2030. This will require significant redevelopment of the road network which will result in overlapping works sites.

Phased Implementation

Some suggested alternative approaches to implementing the project as outlined below:

- Implement pedestrianisation on weekends and evenings first, while allowing the scheme to take a foothold to minimise risk.
- Would prefer that the council adopt a phased approach to roll out, rather than a 'big bang' approach.
- Suggestion to implement the scheme on a pilot basis –and remove if it is not producing anticipated impacts.
- Apply iterative design approach using temporary infrastructure to validate impacts and make amendments as needed.
- Phased implementation of interventions e.g. start with pedestrianisation and add modal filters over time.

Response

- The proposed pedestrianised layout of the street is not designed to operate on a part time basis and could not operate successfully in this way. Allowing for traffic to travel down the street would mean there is no opportunity for landscaping, seating and other public realm improvements.
- The Part 8 process doesn't allow for trialling or an iterative approach. A pilot pedestrianisation has already been completed as part of the Summer Streets initiative and the outcome of this trial was recommendation to proceed with a permanent scheme.
- Any analysis of the impact of a scheme would have to be a longitudinal study over a number of years.
- Phasing of the construction of the scheme will be considered as part of the detailed design.

Post-implementation Evaluation

- There is no measurement process after implementation to assess success or not of scheme and no plan 'B' if the scheme fails to deliver objectives.
- Suggestions on possible metrics for success and ways to evaluate the scheme. Progress should be measured using the available data on footfall and parking activity.
- Query on if the project can be removed if it is found to be not working.

Response

- The Part 8 process does not require a post implementation measurement process, but Dún Laoghaire Rathdown County Council does have a framework in place for evaluating active travel schemes and capturing their impacts. The Council is constantly reviewing how the town is working. If areas need improvement or issues need to be addressed, this is dealt with as part of ongoing review processes by DLRCC.
- Footfall and parking activity would be important indicators but so too would modal split, air and noise quality, public transport numbers, biodiversity and public space benefits and healthy streets check.
- Removing this scheme if approved and constructed would likely require another Part 8 process.

12.9.10 Car parking – general in town

167 Submissions, 2% total.

A number of submissions raised issues connected to car parking in Dún Laoghaire generally with concerns that car parking spaces would reduce in the town or become harder to access (*note: Clarinda Park car parking concerns are dealt with as a separate theme*). The majority of these were from submissions opposing the scheme. The following issues were raised:

- Provide real time signage for car parking and include information on parking fees.
- Provide 30 mins. free parking to encourage people to shop locally.
- Provide a free public car park, like some country towns.
- Cumberland Place is too narrow for carparking and hazardous for cyclists and pedestrians.
- Further reduce on-street car parking.
- Provide more disabled parking spaces and fine those who abuse them.
- Remove free parking for DLR County Council staff.

Response

- On George's Street Upper and Lower, there will be minimal impact on the overall volume of car parking spaces and an increase in Loading Bays and Disabled Parking spaces.
- All car parks in the town will remain accessible by vehicle.
- Real time signage is proposed as part of this project.

- Parking regime change for the town is outside of the scope of this scheme but we are making recommendations from this project for issues to be incorporated into the county wide parking review.
- Free public car parking can negatively impact areas because it encourages commuters to drive to the town and park all day whereas pay and display encourages parking turn over.
- Cumberland Street is sufficiently wide to accommodate parking and two-way traffic.
- It is not possible to remove all on-street parking spaces from the area. This scheme seeks to strike a balance of providing an improved urban realm while still providing on-street parking.
- Five additional disabled bays are being provided in this scheme and our parking wardens enforce illegal parking.
- We will refer the comments about removing free parking for DLR County Council staff to Corporate Services.

12.9.11 Walking and pedestrian environment

136 Submissions, 2% total.

Out of the 136 submissions had issues to raise and suggestions to make in relation to walking and the pedestrian environment. Comments typically related to the need for more interventions to improve pedestrian safety through better crossings; improvements to footpaths and surfaces; and general feedback on the proposed pedestrianised area of the town.

Pedestrian crossings/ environment:

- Replace traffic light controlled pedestrian crossings with simple zebra crossings (generally throughout the area).
- Implement longer road crossing times and have quicker response times at pedestrian crossings and traffic lights. It was noted that this would be particularly useful for busy areas with Sandycove DART station mentioned.
- Make the Metals pedestrian-only as cyclists have enough viable alternatives.
- More streets in Dún Laoghaire should be pedestrianised.
- Improve lighting on streets to increase safety for pedestrians. Particular mention to the need for safe lighting on St. Joseph's Road leading from Tivoli Road into Cualanor.
- Sallynoggin is noted as an area warranting general improvements to pedestrian environment.
- Concern that increases in traffic on Crofton Road would act as a barrier to pedestrians trying to access the seafront.
- Request to consider the needs of runners in Living Streets plans.
- Better pedestrian links are required for those who use Bus and Dart.
- Instead of a modal filter, a pedestrian underpass should be provided on Tivoli Road to allow vehicles to move through the Tivoli Road area.
- Laneways need to be (re)opened – either through the planning system, or expropriation of back gardens.
- There should be a safe perimeter in front of each school where cars cannot pull up and leave their engines idling.

- The junction between Lynch Lane and Patrick Street is dangerous for pedestrians due to poor visibility and unclear junction layout - needs to be upgraded to include further traffic calming measures, clearer road/path delineation and potentially a zebra crossing.
- Concern that junction tightening at Upper Glenageary Road and Adelaide Road will lead to cars mounting kerb.

Response

- Signal controlled pedestrian crossings provide visual and audio feedback to those with visual or audio impairments (that is not provided with zebra crossings). In certain situations, these are more appropriate than zebra crossings and each location is assessed on its own merits. It is not recommended to replace all signal-controlled crossings with zebra crossings.
- Traffic signal timings at all junctions and crossing points will be reviewed as part of the detailed design stage. Crossing times for signal-controlled crossings are based on the crossing distance length and converted to a green man time. Each location will be reviewed on a case-by-case basis to minimise the waiting times for pedestrians at crossing points.
- The Metals is outside of the scope of this project, but it should be noted that this route forms part of the DLR and GDA Cycle Networks and should be retained as a route option for cyclists as part of the overall network.
- The further pedestrianisation of streets is outside of the scope of this project but can be considered for future scheme.
- This project provides significantly enlarged pedestrian areas including 300m of new fully pedestrianised streets on George's Street Lower, Convent Road and Sussex Street as well as wider and improved footpaths along George's Street Upper.
- Lighting levels throughout the scheme will be considered as part of the detailed design.
- A pedestrian underpass would not be commercially viable even if it was technically possible. Current policies indicate that we should reallocate road space away from vehicles in favour of the more sustainable modes.
- We note the comments in relation to Sallynoggin.
- Along Crofton Road there are signalised pedestrian crossings at access points to the seafront. As part of the detailed design of the Coastal Mobility Route additional mid-block crossings will be considered
- It is unclear what the 'needs of runners' are but within this scheme it is proposed to prioritise the movement of pedestrians and reduce the speed and volume of vehicles in the scheme.
- We agree with the sentiment that good quality pedestrian links are required for those that use bus and dart and that laneways could be reopened. These provided improved pedestrian opportunities in areas.
- DLR has a Safe Routes to Schools programme that investigates from of school measures to improve safety. Local schools interested in becoming part of the programme can apply when a call for submissions is made.

- The safety concerns on Lynch Lane are noted and improvements to this lane are included as part of this project.
- The junction of Glenageary Road Upper and Adelaide Street is not part of this scheme.

A number of specific suggestions were made to enhance pedestrian crossings at the following locations:

- George's St, opposite Harry's café and beside Brian S Nolan.
- Tivoli Road, between Eglington Park and Tivoli Terrace East.
- Tivoli Road near St Joseph's National School.
- Crofton Road to help pedestrian hospital access from the rear of St Michael's Hospital.
- Courtesy crossings on Marine Road and George's Street should be replaced with zebra crossings.
- Suggestion to join in the two raised tables near Corrig Ave.
- Zebra crossing should be installed outside Carnegie Library across to the coastal side of George's Street.
- Glenageary Road Lower.
- York Road.

Response

- George's Street Upper near Brian S Nolan Ltd - a new signalised pedestrian crossing is included here in the Part 8 proposal.
- Tivoli Road – St Joseph's National school is located near the modal filter location: the modal filter will provide a safe crossing point and will also reduce the levels of traffic on the street so that informal crossing is easier at other locations.
- Tivoli Road, between Eglington Park and Tivoli Terrace East, the modal filter will reduce the levels of traffic on the street so that a formal crossing is not required here.
- Crofton Road – This location is outside the scope of this scheme but as part of the detailed design of the Living Streets: Coastal Mobility Route an additional pedestrian crossing will be considered here.
- One of the crossings along Marine Road is a zebra crossing and is part of a trial for zebra crossings without bellisa beacons. If successful, this can be rolled out to other crossings.
- Connecting the two raised tables on George's Street Upper near Corrig Avenue would reduce their effectiveness as traffic calming measures and is not recommended as part of this scheme.
- Carnegie Library – Two signalised pedestrian crossings of George's Street Lower are proposed close by to connect to the coastal side of the street, one 40m to the west and one 30m to the east near Wellington Street.
- See Section 12.9.14 for responses related to issues on Glenageary Road Lower and York Road.

Footpaths/ surfaces / access.

- Need to ensure sufficient width of footpaths to accommodate pedestrians safely across the project area and neighbouring streets.
- Ensure the minimum of trees and street furniture where pavements are narrow.
- Repair cracked pavements and hazardous uneven surfaces. Remove cobble stones on streets and footpaths.
- Separate footpaths and roads with different height levels as respondent felt same-level footpaths/roads were dangerous.
- Narrowing junctions will not help pedestrians and will cause more traffic jams making them more dangerous.
- All footpaths and crossing points should be built to be accessible for all and adhere to best practice for safe access for wheelchair users and vision impaired/blind persons.
- Footpaths on Lower Glenageary Road are extremely narrow and are difficult to navigate.

Response

- The proposed scheme widens footpaths in a number of areas along the Main Street by reallocating space from overly wide traffic lanes, continuous side road crossings are also proposed. A minimum clear width of 1.8m on footpaths is provided wherever possible, this is the width required for two wheelchair users to comfortably pass each other.
- The locations of trees and street furniture have been chosen to not compromise these clear widths and will be further studied during the detailed design stage to ensure compliance.
- The scheme proposes to upgrade pavements to repair any damage and remove trip hazards, it is also proposed to remove the cobble stones that are in place.
- A kerb separating pedestrians and motorists at the Marine Road/George's Street Junction will be provided and it is not proposed to provide same level paths and roads as part of this scheme.
- The narrowing of junctions shortens pedestrian crossing distances and reduces the entry speed of vehicles, it is an established road safety measure that is required by the Design Manual for Urban Roads and Streets. These layouts are currently best practice when providing facilities for those with visual or mobility impairments.
- All footpaths and crossing points have been designed to be accessible by all in accordance with universal design principles.
- Please refer to section 14 relating to Glenageary Road Lower for recommendations.

12.9.12 Cycling – infrastructure, connectivity, bike parking

118 Submissions, 2% total.

The 'cycling' theme includes suggestions and queries on interventions for promoting safe cycling within the Living Streets Neighbourhood and beyond. Many suggestions were made on the need for complementary measures to promote uptake of cycling such as bike rental schemes, cargo bike schemes, and better bike parking. It was also mentioned that the scheme should be as integrated as possible with its surrounds through safe cycling facilities and

actions to ensure there is not a hard line between the Living Streets Neighbourhood and its hinterland. The majority of submissions on this theme were supportive of the scheme.

Cycling within the Living Streets Neighbourhood, Tivoli Road bike lane design

- Query on why there are no new designated bike lanes within the Living Streets Neighbourhood, or within the town itself and how a safe cycling environment could be created as a result?
- Within the Living Streets Neighbourhood itself - request for two-way bike lanes or contraflow lanes on side streets, potentially removing or moving some parking if necessary.
- Why is the section of the contra-flow bike lane on Tivoli Road so small and can it be made to cover a more extensive length of the street?
- Request that cyclists be able to turn right on a bicycle from Tivoli Road onto Patrick Street.
- Ensure modal filters can be passed through by those on bikes.
- Concern that planned bike lane on Tivoli Road will be unsafe as goods vehicles making the left turn from Patrick Street onto Tivoli Road might mount the kerb or bike lane.
- Better signage and road markings is needed for cyclists within the Living Streets Neighbourhood.
- Request to avoid high edges on any new bike lanes, and black rubber edges which are hard to see.
- Any new speed bumps on roads should have a gap near the curb for cyclists to pass unimpeded.
- Consider cycling streets *for streets that cannot be made one way, or where bike lanes are not optimal, or streets that are wider or narrower than standard. These are streets that are visually the same as big bike lane (e.g. red tarmac) and where bikes have priority but there are no other physical barriers.*
- Please ensure to create cycle lanes and junctions wide enough to accommodate the Cycling Without Age trishaws, which measure 1.2m wide and 2m long, with a wide turning circle

Response

- The principle of the scheme is to reduce the volume of traffic to a level that cycling on-road would be safe for all levels and abilities. This is in line with the design guidance in the Cycle Design Manual. A section of dedicated contra-flow cycle lane is provided on Tivoli Road to allow cyclists to travel between Mulgrave and Patrick Street. This contra flow facility is provided here because this section of the street is proposed to be made one-way in the opposite direction for general traffic, in other areas of Tivoli Road the carriageway is two-way.
- The provision of contra-flow cycle lanes on one-way residential streets would require the removal of long lengths of on-street parking spaces and is not considered to be feasible at this time.
- The cycle lane is only provided on the section of Tivoli Road that is proposed to be made one-way for general traffic, this is to allow bicycles to travel in the opposite direction. Cycle lanes are not proposed on any of the two-way sections of Tivoli Road. See Section 12.9.1 for detailed commentary on this.
- Cyclists will be able to cycle through the modal filters and will be able to turn right at the top of Patrick Street.
- The turning movements of large vehicles leaving Patrick Street were studied during the design process and the proposed layout will be significantly safer than the current situation. Particularly large vehicles may overhang part of the cycle lane while making their turn. The cycle lane will be narrowed locally at this section with a larger buffer provided to separate it from the traffic lane. Particularly large vehicles will need to make this movement slowly and carefully. This arrangement is in accordance with the Design Manual for Urban Roads and Streets.

- A full road markings and signage strategy for the wider area will be developed as part of the detailed design process.
- All new cycle lanes will be designed in accordance with the Cycle Design Manual (2023) which does not allow high edges or black rubber edges which are difficult to see.
- Any new speed bumps will be designed as far as is practicable to reduce their impacts on cyclists.
- Providing cycling streets is outside the scope of this scheme.
- All cycle lanes are designed in accordance with the Cycle Design Manual to allow for non-standard bikes. The proposed contra flow cycle lane on Tivoli Road is 2m wide

Cyclist behaviour, traffic light signals.

- Allow cyclists to use the pedestrian area with priority for pedestrians – a suggestion to have a maximum speed limit of 6kpmh to minimise conflict with pedestrians.
- Appropriate cycling etiquette should be encouraged to promote safety of all road users, with a suggestion to introduce cyclist regulations, as for motorists, e.g., speed limits, mounting footpaths, breaking lights, licence for cyclists to be traceable if breaking rules, ban scooters.
- Include measures to prevent cyclists from using one-way streets incorrectly.
- Ban electric bikes and scooters on cycle lanes, too fast and hazardous.
- Request for cyclist-specific traffic lights that are level with the bike and ensure cyclists have priority at traffic lights with advanced traffic lighting.

Response

- There is currently no legislative mechanism to allow cyclists into the pedestrianised area and enforce a speed limit of 6kph.
- The introduction of regulations (or banning of vehicles) is done at a national level and is outside of the scope of this scheme.
- The creation of one-way streets is done via lining and signing e.g. no entry. We will review all of the signage to ensure it is correct.
- Electric bikes and scooters below a certain power and with speed limiters are permitted to use cycle lanes in national legislation. It is outside the scope of this scheme to alter this.
- The provision of early start traffic signals is appropriate in certain locations to provide cyclists an opportunity to start and clear the conflict zone before vehicles are allowed to move. These signals will be considered as part of the detailed design.

Promoting and enabling modal shift, including bike rental.

- More widespread roll-out of bike rental schemes (e-bikes or otherwise, e.g. Dublin Bikes) for Dún Laoghaire, and extend to surrounding areas, e.g. Dalkey, Glenageary, Monkstown to better integrate them with Living Streets Neighbourhood.
- Include e-cargo bike rental schemes.
- General promotion actions to encourage /facilitate a move from cars to bikes.
- Measures needed to protect the cycle lane on Crofton Road to counter-act potential traffic increases.

Response

- The provision of bike rental schemes is outside of the scope of this scheme.
- The Active Travel Section has a promotional programme that it rolls out each year. This includes events like Bike Week.
- The Living Streets: Coastal Mobility Route is proposing segregated cycle facilities along Crofton Road which will remove any interaction with vehicles.

Bike parking.

- Additional bike parking is needed throughout the town.
- Install anchored 'A-frame' bike stands, Sheffield stands and provide for cargo bike parking.
- Provide protected bike bunkers for residents, incl. cargo bikes (could be pay for parking scheme, similar to car permits).
- Consider large bike storage facilities for DART commuters. Lease or purchase space for a Bicycle storage hub to provide secure bicycle parking for visitors/commuters and residents.

Response

- The provision of additional bike parking of various types will be considered as part of the detailed design.
- The provision of a 'bike bunker' or large bike storage facilities is outside of the scope of this project.
- The provision of a large storage facilities for Dart Commuters is outside of the scope of this scheme.

Requests for additional bike lanes, or measures to promote safe active mobility within immediate surrounds:

A number of suggestions were made for protected bike lane infrastructure within or very near to the Living Streets Neighbourhood including:

- Marine Road – add cycle lane or improve for cyclists to create a safe cycle route from the coast (Queen's Road/Crofton Road) to George's St Upper.
- George's Street Upper – add cycle lane.

- Facilitate contra flow cycling on Patrick Street/through the town, e.g. city bound traffic through Convent Lane to Lynch Lane to Cantwell Lane.
- Contra flow lane on Northumberland Ave for cyclist to go two-ways.
- Safe cycle route at DL Educate Together National School at Callaghan's Lane.
- Request for a bike lane to go to the Dominican School on Convent Road.
- Consider cycling streets *for streets that cannot be made one way, or where bike lanes are not optimal, or streets that are wider or narrower than standard*. These are streets that are visually the same as big bike lane (e.g. red tarmac) and where bikes have priority but there are no other physical barriers.

Response

- There is insufficient road space on Marine Road to provide dedicated cycle facilities without removing existing paths, on-street parking, loading, taxi facilities, disabled bays and/or landscaping. It is required to keep Marine Road two-way for vehicles to facilitate the bus services.
- There is insufficient space on George's Street Upper to provide cycle facilities without removing the existing parking or making the road one-way. Noting the fact this is a busy bus route and there are nearby facilities e.g. The Metals and Coastal Mobility Route, it is not proposed to install a cycle facility on George's Street Upper.
- Mulgrave Street and Tivoli Terrace East provide route options southbound (opposite direction to Patrick Street and Northumberland Street). Providing contra-flow facilities on these roads would require the removal of long lengths of on-streets parking and is not necessary to facilitate access options to the town and so is not proposed at this stage.
- Providing a safe route direct to DL Educate Together School is outside the scope of this scheme. The NTA runs a national Safe Routes to School programme, upgrades to the active travel route could potentially be provided if the school apply through this channel.
- The provision of a cycle lane on Convent Road is not proposed within this scheme. It is proposed to reduce the volume of vehicles on Convent Road to a level that integrated cycling on road is an appropriate solution.
- The creation of cycle streets is outside the scope of this scheme.

Bike lane requests outside Living Streets Area:

- Including: Castlepark, Albert and Adelaide roads, Hyde Road, Elton Park, Upper Glenageary Road; add a contra-flow bike lane on Northumberland Ave.
- Existing cycle path at Newtown Avenue in Blackrock could be made two-way.
- Add bike lane in Scotsman's Bay Green.
- Provide a segregated bike lane along the coast between West Pier and East Pier.
- Comments that there is a paucity of cycling infrastructure east of the site the Dalkey direction.

Response

- These are outside of the scope of this scheme but will be considered as part of the future works programme. It should be noted that Glenageary Road Upper has approved schemes that are under construction (between the roundabouts) with the remaining section preparing for construction.

Segregated cycle lanes along the coast are proposed as part of the Coastal Mobility Route scheme, which is being progressed separately by DLRCC, they are outside the scope of this one.

12.9.13 Modal Filters – positioning, design, operations

119 submissions, 2% total.

A number of submissions had queries around the particulars of how the modal filters would operate or whether and had smaller design suggestions regarding their positioning for example. These are outlined below.

Alternative operating hours / access arrangements.

- Some suggestions for timed closures Tivoli Road instead of full closure – some suggested it could be closed for a few hours each day but not 24 hours, or that the modal filters could be in operation during the week and removed to allow full access at weekends.
- Can local access be permitted through the Tivoli Road modal filter particularly to address needs of residents and staff working in the area (e.g. staff at St. Josephs School).
- Request to allow access through the Cross Avenue modal filter for local residents of the Living Streets Neighbourhood.
- Allow two wheelers and motorbikes access through modal filters.

Response

- Within the proposed scheme the modal filters would operate 24/7. If they were to operate on a part time basis this would mean that the traffic management of the area would change at different times of the day. This is not a practical solution because a section of Tivoli Road is proposed to be one way. The proposed scheme requires physical measures to be installed which cannot be removed at different times of the day.
- Two wheelers and motorbikes are classified as vehicles and are not permitted access through modal filters. The modal filters apply to all motorised road users equally (with the exception of emergency services). It is not possible to provide preferential treatment to school staff or other non-emergency services.

Miscellaneous

- Concerns were raised in a number of submissions that access to St Joseph's School and HSE Tivoli Road would be negatively impacted for staff and visitors / students.
- Concern that deliveries and collections to/from the builders' suppliers on Partick St will be impacted by Tivoli Road Modal Filter and cause increased congestion.
- Query if double yellow lines will be removed on Tivoli Rd near the modal filter?

- Concern that cul-de-sacs created by modal filters will become dumping grounds for parking, blocking cyclists access through them – mitigation measures should be taken.

Response

- All properties on Tivoli Road will still be accessible by car, depending on where you are approaching from some drivers may have to take a longer route to access their destination. Access for those walking or cycling will be dramatically improved.
- Deliveries and access to Patrick Street are unchanged as part of this plan. Patrick Street is accessed via the George's Street end of the street or via Mulgrave Street. The vehicle volumes on Tivoli Road and other nearby streets would be reduced as part of this plan and congestion would be improved.
- It is not proposed to remove double yellow lines on Tivoli Road near the modal filter. In some sections it is proposed to provide a section of contra flow cycle facility and the double yellow lines in this location would be replaced with this facility.
- In our experience modal filters do not become dumping grounds for parking blocking access through them. If nuisance parking is an issue, it can be dealt with via double yellow lines.

Modal filter positioning and expansion.

- Request that modal filters are not positioned in such a way that they block access to properties. In particular access to a proposed housing development at 3 Durham Road was queried.
- Move the Cross Avenue modal filter to west of Cross Ave /Convent Rd. junction to stop rat running down Tivoli Terrace East.
- Add a modal filter at Crosthwaite Park / Corrig Rd junction or extend the one-way element on Corrig Road to Corrig Avenue to avoid increase in traffic going through Crosthwaite and down Corrig Ave.
- At proposed modal filter at Cross Avenue - expand the pocket park by expanding into the space between the modal filter and No 28 Patrick St and introduce a mobility hub, which could incorporate car sharing spaces to make up for loss of on-street spaces at the modal filter location / allow residents get through modal filter using a retractable barrier.

Response

- The modal filters will not be position where they would block access to properties. Access to the site in question will still be possible.
- There is no opportunity to rat run down Tivoli Terrace East as part of this plan. Vehicles accessing Convent Road via Tivoli Terrace East would be forced to return to Tivoli Road via Patrick Street. Moving the modal filter to the west of Cross Ave / Convent Road junction would mean that vehicle access to the school on Convent Road would have to be made via Patrick Street.
- Please refer to Section 14 relating to recommendations for Crosthwaite Park.
- The provision of mobility hubs is outside the scope of this scheme.

Urban Design – landscaping, seating, planting, e-charging bays, maintenance, security

102 Submissions, 1.4% total.

Just over 100 submissions contained specific recommendations for urban design. These were largely from submissions that were fully supportive (46%) or supportive with certain changes (22%). 30% of these comments were from those opposing the scheme. Their key points included suggestions for landscape design, maintenance, and planting themes. These are outlined below:

Miscellaneous landscape design suggestions:

- Upgrade area at corner of Patrick Street and Cross-Avenue.
- Renovate Library Road playground.
- Add seats and resting places on Marine Road.
- Dog parks/ spaces need to be included in scheme as currently none in Dún Laoghaire.
- More recreational facilities, outdoor gym- pull up bars, etc.
- Address over-sized shop frontage/ out of character signage.
- Keep bollards and ugly signs to a minimum.
- Include greening of Dominick Street.
- Try to minimise concrete and asphalt and maximise grass and trees.
- Parking signage is over scaled and not sensitive to the historical character of Dún Laoghaire.
- Include wind breaking and rain proofing elements in design for Irish weather – (e.g. lightweight fabric sail roofs or similar).
- Remove 60 or so parking spaces on the lower Queen’s Road from the Royal St George Yacht club to the National Yacht Club and use space for outdoor seating/cafes/ etc.
- Street furniture must not become an obstacle impeding safe access through the pedestrianized zone. All street furniture should be designed and placed in a way that is inclusive for disabled persons.
- Be imaginative with paving materials and design (ref Liffey Street).
- Install permanent and effective Seagull & Pest Deterrents.
- Dismantle and replace the existing Christmas lighting with solutions in line with the new streetscaping.
- Install Flagpoles on all commercial premises to brand major seasonal promotions.
- Install electronic informational kiosks advertising town news and events.

Response

- The corner of Patrick Street and Cross-Avenue was upgraded as part of the Cross Avenue and Environs scheme a number of years ago.
- The renovation of the playground on Library Road is outside of the scope of this scheme.
- Adding seats and resting places on Marine Road is proposed as part of this scheme.
- More recreational facilities (outdoor gym) were provided in the recently upgraded Myrtle Square development and are also proposed as part of the upgrade of Clarinda Park.

- We will forward the comments relating to dog parks to our colleagues in the Parks Department.
- Bollards and signs are kept to a minimum and as part of this scheme we are proposing high quality materials.
- Greening of Dominick Street is not proposed as part of this scheme and would require the removal of parking spaces to facilitate planting.
- We are proposing to minimise the use of concrete and asphalt and maximising grass and tree planting.
- We are proposing to replace the existing parking signage with similar or smaller size signage that incorporates the smart displays.
- Wind breaking or fabric sail roofs would require anchoring to private properties and is outside of the scope of this scheme.
- Removing parking spaces outside of the Yacht Clubs is not required to implement this scheme and is not currently proposed.
- Proposed street furniture will not be placed in areas where it will block access for those with disabilities.
- The paving pattern will be in keeping with the heritage and historical context of Dún Laoghaire.
- The installation of seagull and pest deterrents is outside of the scope of this scheme.
- Facilities for erecting Christmas lighting will be considered as part of the detailed design of the scheme.
- The installation of flagpoles on private properties is outside of the scope of this scheme.
- Information boards are already in place around the town. It is not proposed to install further signage as part of this scheme, but these can be incorporated into the layout if they are progressed by others.

Planting schemes

- Plant native trees only.
- Ban weed killers / harmful pesticides.
- Increase maintenance and watering of planting schemes.

Response

- The proposed planting plan will be in line with current best practice in terms of biodiversity and planting while also being hardy enough to survive in their given environments.
- Banning weed killers and pesticides is outside the scope of this scheme.
- Increased maintenance and watering of planting schemes will be considered as part of the detailed design.

Maintenance and security

- Concern about increased anti-social behaviour since more public seating has been introduced in Dún Laoghaire with people congregating and people drinking alcohol, particularly near pubs and takeaways.
- More cleaning and maintenance needed.
- Strengthen and enforce littering by-laws.
- More rubbish bins around the Living Streets area are needed.
- Ban disposable cups.
- Provide public underground bin containers. Increase street cleaning and washing of paving surfaces, removing of dog poo.
- Provide charging points for electric cars.
- Improve garda numbers/ policing on streets and install more street cameras.
- Allow for hosing of all streets in town with heavy footfall weekly.

Response

- The provision of public seating is important to encourage people to linger in the town. They provide rest areas for older people and space outside commercial premises where customers can sit. The concern about potential anti-social behaviour should not result in the removing of seating which would remove opportunity for social behaviour.
- A maintenance plan (including hosing of streets) will be developed as part of the detailed design of the scheme if approved.
- The strengthening or making of bye-laws is outside of the scope of this scheme.
- Banning disposable cups, providing public underground bin containers, and increasing garda presence and street cameras are outside the scope of this scheme.
- Providing charging points for electric cars is being progressed by DLR separate to this scheme.

Urban Design

Specific comments were raised noting the following:

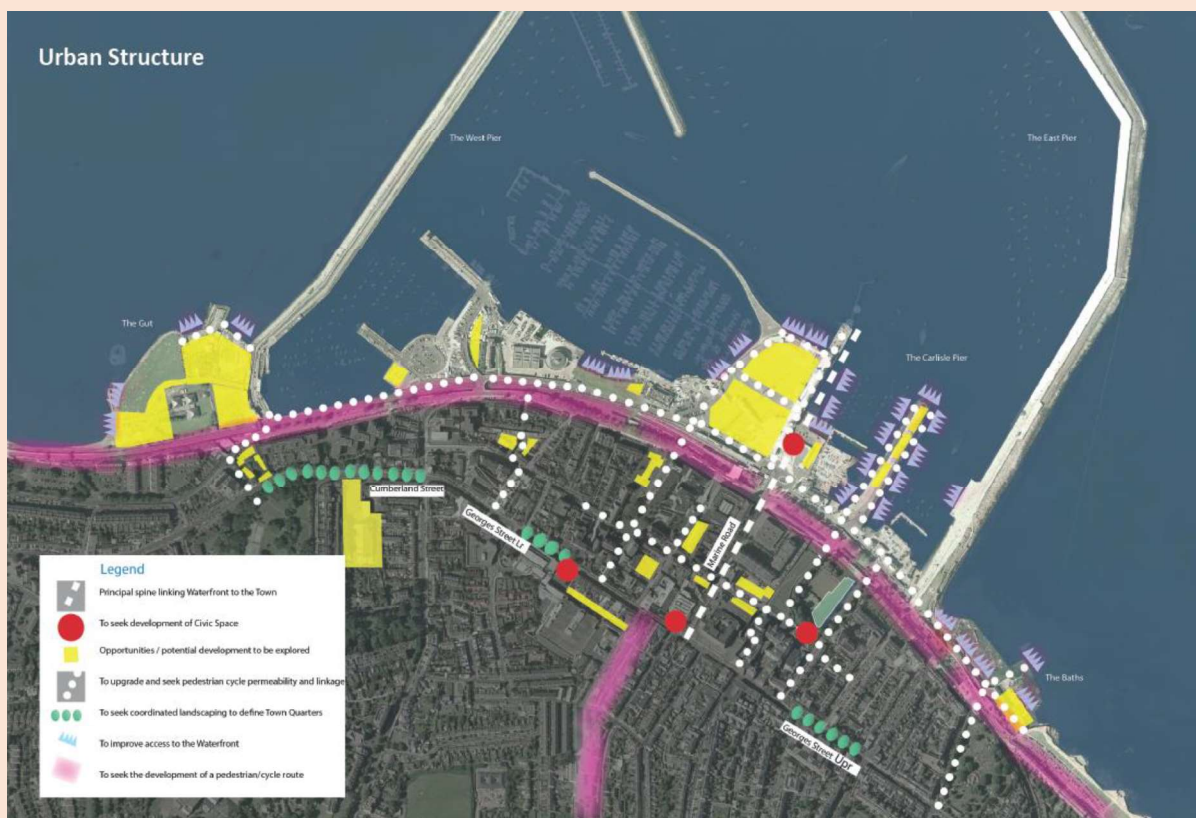
- Urban design input is absent in the scheme, it is purely a traffic engineering scheme with landscaping as a foil. There is an absence of connection between the Seafront and the Town Centre.

- An urban design vision for the coast from Dún Laoghaire to Sandycove is required.
- An urban design practise such as Gehl Architects should be used to create an urban design framework for public life, sense of place in Dún Laoghaire and connected accessibility.
- The Living Streets project is prioritizing modernization over the preservation and enhancement of Dún Laoghaire's distinct architectural heritage.

Response

There has been extensive urban design input into the proposed development. The project team includes a multidisciplinary team with urban design experience including DLR Architects Section and consultants Niall Montgomery and Partners Architects and Landscape Architecture.

The project is supported by an Urban Design vision for Dún Laoghaire that is set out in Appendix 17 Interim Dún Laoghaire Urban Framework Plan (DLUFP) of the Dún Laoghaire-Rathdown County Development Plan, 2022-2028. The 3 themes set out in this document are 1. Creating Synergies between the town centre and the waterfront; 2. Placemaking and Vitality and, 3. Strengthening Links with Adjoining Areas.



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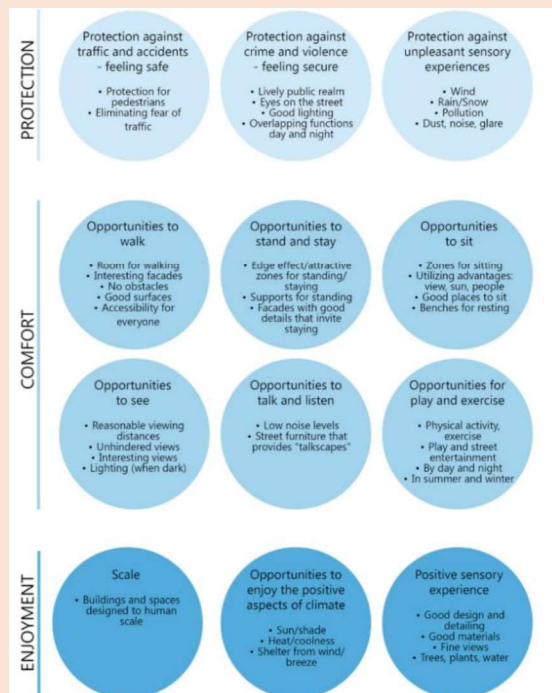
Various elements of the DLUFP which have already completed/planned in response to the Vision and illustrating awareness of the bigger picture outside the extends of the DLUFP: the Baths; parklet in Sandycove; Coastal Mobility Route; Links between the seafront and the Town Centre: Haigh Terrace, Sussex St – Crofton Rd connection, Kelly's Ave – George's St Lower connection, Georges Place.



Kelly's Ave – George's St Lower connection, Georges Place.

Remodelling and upgrading the public realm of Georges Street and prioritising pedestrians from St Michaels Church to Myrtle Square will increase the sense of protection and safety from traffic, improve comfort and the enjoyment of Central Dún Laoghaire.

The prioritising of people over vehicles is reflected in the ethos of architects like Jan Gehl and the Living Streets scheme is aligns with this vision. It is not “prioritizing modernization over the preservation of the town.” In fact, it is proposing to provide streets that are more people friendly, that have an improved environment and safety.



12 Quality Criteria for Public Spaces as defined by Jan Gehl

12.9.14 Traffic Calming – general suggestions within the scheme area

87 Submissions, 1% total.

A range of traffic calming suggestions were submitted. Some of these suggestions were for locations within the Living Streets neighbourhood, others for location on the periphery (such as Glenageary Road Lower, York Road) or outside the Living Streets neighbourhood. Many were related to concerns about traffic displacement or increases that people felt might result from the implementation of the modal filters and pedestrianisation.

Traffic calming suggestions inside Living Streets neighbourhood:

- Can traffic calming be applied instead of the proposed Living Streets interventions (modal filters, pedestrianisation)?
- A one-way traffic should be introduced at the Harold School, Glasthule, to make safer for school going children.
- Install a speed ramp on Summerhill Road, at pedestrian lights.
- Calming measures are needed at the junction of Albert Road and Elton Park.
- Introduce lower speed limits across the area.
- Reduce speed limits to 15km for an hour in morning and evening.
- Remove the left-turn slip lane at the top of Marine Road.
- Introduce a congestion charge for weekend and commercial vehicles.
- Install speed limit reminder signs / beacons such as vehicle speed monitoring lamps and signals on Mulgrave Terrace, Mulgrave Street and Northumberland Avenue.
- Introduce temporary timed road closures around schools in the area for drop-offs / pick up to improve safety for children.

Response

- Refer to the response above in relation to Tivoli Road Modal Filter and why the proposed modal filters are the appropriate solution.
- Eden Road Lower (Harold School) and the junction of Albert Road and Elton Park are outside of the scope of this scheme.
- The lowering of speed limits is outside of the scope of this scheme, but a review of the speed limit byelaws is currently being undertaken.
- The inclusion of a speed ramp at Summerhill Road where it crosses the Metals is outside of the scope of this scheme.
- No slip lane exists at the top of Marine Road.
- The introduction of congestion charges is outside of the scope of this scheme.
- Requests for speed limit reminders and monitoring signs will be referred to the Traffic Section
- DLR is part of the Safe Routes to Schools Programme. As part of this programme schools can apply for school streets or other front of school measures. We are open to considering these requests.

Requests for yellow boxes were submitted for the following locations:

- Glenageary park
- Top of Adelaide Street,
- Mellifont Avenue,
- Haigh Terrace.
- Stoneview Place.

Response

- The requests for yellow boxes will be referred to the Traffic Section.

Outside Living Streets neighbourhood - Crosthwaite Park

- Provide road safety improvements such as speed bumps to stop speeding and rat running.
- Provide for a modal filter at the entrance to Crosthwaite Park South or Crosthwaite Park North.
- Suggestion for “no right turn” / “no left turn” at certain times of the day to be erected in Croswaithe park.

Response

It is acknowledged that a review of Crosthwaite Park is required. It is recommended that this is progressed as a separate project and if the Living Streets project is approved a commitment is given to:

- Progress the scheme in parallel to the Living Streets Scheme.
- Deliver the measures via Section 38 of the Roads Act.
- Install the measures in advance of the commencement of the construction of Living Streets project subject to funding being available.

Outside Living Streets neighbourhood - other

- Albert Road – suggest installing speed bumps to reduce risk associated with increase traffic flows.
- Silchester Park through road should be closed to residential access only or introduce speed ramps (and other traffic calming measures) to protect residents from speeding vehicles using the road as a through road for getting around the Tivoli Road modal filter.

Response

- These requests for traffic calming will be referred to the Traffic Section.

Glenageary Road Lower - traffic calming suggestions.

A number of submissions highlighted that that footpaths on Glenageary Road Lower are very narrow, especially between Eden Road/Corrig Road and the Summer Hill/Georges Street/Park Road intersection making for a hostile and dangerous pedestrian environment. Concern was expressed that this environment would worsen with increased traffic on the road as a result of Living Streets. There were requests to include the following traffic calming measure in this area:

- Two speed ramps to encourage traffic to slow down.
- One Zebra crossing – located close to the centre of this stretch of road to allow pedestrians safely cross to the wider footpath.
- Introduce appropriate road markings, signage, and road colourings to indicate entry to “Living Streets” to run in conjunction with above safety measures.

Response

It is acknowledged that a review of Glenageary Road Lower is required. It is recommended that this is progressed as a separate project and if the Living Streets project is approved a commitment is given to:

- Progress the scheme in parallel to the Living Streets Scheme.
- Deliver the measures via Section 38 of the Roads Act.
- Engage with the NTA in areas where there are bus routes.
- Install the measures in advance of the commencement of the construction of Living Streets project subject to funding being available.

York Road- traffic calming suggestions

- Introduce additional traffic calming measures such as speed bumps to slow down speeding vehicles including buses.
- 3 bus stops on York Road is too many. Remove the bus stop at Smyth villas/ York Terrace as it is hazardous due to stopping buses blocking view of road.
- Introduce a reduced speed limit of 30km or flashing info signs to display speed limits, as in Monkstown.
- Provide additional crossings for pedestrians.
- Provide crossing / traffic calming measure adjacent to Smyths Gardens for residents and pedestrians and to facilitate vehicular access to the residential streets.

Response

It is acknowledged that a review of York Road is required. It is recommended that this is progressed as a separate project and if the Living Streets project is approved a commitment is given to:

- Progress the scheme in parallel to the Living Streets Scheme.
- Investigate the inclusion of traffic calming measures and additional pedestrian crossing measures.
- Deliver the measures via Section 38 of the Roads Act.
- Engage with the NTA in relation to the provision of bus stops and to seek a rationalisation of bus stops on York Road.
- Install the measures in advance of the commencement of the construction of Living Streets project subject to funding being available.

12.9.15 Alternative Traffic management/ traffic flow suggestions

48. Submissions, 1% total

While a large number of submissions expressed concerns about traffic displacement that might result from restrictions to through traffic on Tivoli Road with the installation of a modal filter, and the pedestrianisation of Georges Street Lower, a smaller number of submissions also included alternative traffic management or traffic flow suggestions. These included the introduction one-way systems instead of full closure to vehicular traffic, traffic signalling management, and changes to the Coastal Mobility Route. These are outlined as follows:

One-way systems

- Make Tivoli / Crofton Road one way in direction towards Dalkey with traffic calming and segregated bike lane. This point was often accompanied by a suggestion to make the coastal road one way in the opposite direction, or to reinstate two-way traffic on the coast.
- Extend Tivoli one-way section to the junction with Glenageary Road.
- Put a “No Right Turn” sign at top of roads that connect George’s Street to Tivoli Road instead of modal filter on Tivoli to reduce “rat running” towards Monkstown so that these two roads provide a complementary one-way system around the town.
- Put a one-way system in place around the town: York Road, Mounttown, Upper and Lower Glenageary Road, Queens Road.

Response

- Please refer to section 12.9.1 above in relation to Tivoli Road Modal Filter and the alternative options.
- The Living Streets: Coastal Mobility Route underwent public engagement in 2023 and it is planned to retain it. Comments seeking its removal are outside of the scope of this scheme.

- The introduction of a one-way system around the town would negatively impact the provision of bus services and require a revision to the Bus Connects proposals which is outside of the scope of this scheme.

Traffic management

- Introduce intelligent traffic light management to allow for a greater number of cars to pass through each sequence.
- Should put traffic lights on the Dun Leary Hill / Old Dun Leary Road junction, with a “Concealed Junction” warning sign on the approach to the junction from the Crofton Road side.
- More roundabouts and less traffic lights to help traffic flow.
- Install traffic lights at the end of Corrig Avenue to address challenge of trying to cross two lanes to reach the left turn to Adelaide Street will be too difficult.
- Add a right turn filter on Tivoli Road at junction with Hudson Road for traffic going up Glenageary Road Lower - CPO to bring this about.

Response

- DLR provides intelligent traffic light management via the SCATS system. The efficient movement of people through junctions is aligned with the user hierarchy.
- The provision of traffic lights Dun Leary Hill / Old Dun Leary Road junction (at the Purty Kitchen) is proposed as part of the Coastal Mobility Route.
- The provision of roundabouts that prioritise traffic flow is not in keeping with the user hierarchy where the needs of pedestrians, cyclists and public transport should be considered before the needs of vehicles.
- The installation of traffic signals at the Corrig Avenue junction is outside of the scope of this scheme.
- The introduction of an additional traffic lane on Corrig Avenue at its junction with Glenageary Road Lower will not be necessary as the introduction of modal filters will reduce the volume of vehicles on Corrig Road significantly.

Pedestrian area – traffic access

- Request to remove proposal to pedestrianise George’s Street from the scheme.
- Allow buses and taxis through pedestrian area (either all time or on weekday mornings).
- Allow cars access to George’s Street until 10am to facilitate those going to work and school.
- Pedestrianise on weekends or certain days of the week only.

Response

- The proposal to pedestrianise Georges Street is fundamental to the proposed scheme. Maintaining bus and taxi access along the proposed pedestrian area (or allowing vehicles on it before 10am or on weekdays) would require the scheme to be redesigned to facilitate these vehicles. In essence the street would need to be retained in its current form to allow this and the pedestrianisation section removed. This would not align with the objectives of the project and is not recommended.

12.9.16 Clarinda Park Landscape & design

49 Submissions, 1% total.

The majority of the submissions relating to Clarinda Park were concerned with the proposed removal of car parking from the park which is addressed in section 12.9.5 of this report. However, 49 submissions referenced landscaping and design elements proposed in the Part 8 scheme. These are outlined as follows:

- Reinstall railings in accordance with its status as an Architectural Conservation Area and in line with other historical parks in Dublin.
- Opposition to the possible reintroduction of railings as they would be a safety hazard.
- Requirement for bins in Clarinda in the new plans.
- Install water fountains and a sports equipment library.
- Consider converting one tennis court to padel, pickleball, basketball or similar.
- Avoid cluttering the park with furniture and play features - soft landscaping should take precedence over hard in a Residential Garden Square, also providing better value for money. It should be treated as a park, not a civic plaza.
- View that there is no need for any paved areas around tennis courts and that modern paving like that installed in Myrtle square is not in keeping with the park.
- Concern that park benches should not be installed because of the potential for drug use and anti-social behaviour.
- View that there is no need for improvements to Clarinda Park as there are two other parks nearby and it would be a waste of money.

Response

- Discussions with internal DLR departments during the development stage noted a preference to not install railings around the park.
- The provisions of bins will be considered as part of the maintenance plan for the scheme if approved.
- The provision of a sports equipment library will be referred to the Sports Partnership section.
- The design team have tried to balance the provision of mobility improvements, paving layouts, play features, recreational areas, as well as biodiversity improvements in the park. We believe the proposed plan successfully balances all these needs and are recommending that it proceeds as proposed.
- The installation of a water fountain will be considered during the detailed design.
- The improvement of the park is supported is supported by local and national policy as set out in Section 5 of this report.

12.9.17 Loading /deliveries- challenges and concerns

43 Submissions, 1% total.

A number of submissions were made in relation to deliveries, primarily in relation to the impact for businesses in the Living Streets neighbourhood, in particular along the proposed pedestrianised section of George's Street. Submissions included the following:

- Local businesses that receive deliveries via truck need an active loading bay after 11 a.m.
- Concern as to how trucks can deliver large items to businesses on Lower Georges St when the street is closed to vehicles?
- Concern that the proposed loading bay at the existing bus stop area beside the former Argos building will not work - trucks entering from Cumberland St. end of town will be able to enter but unable to turn around and exit.
- Safety concerns in relation to delivery vehicles such as deliveries to Bloomfields Shopping Centre before 10am via Convent Road, which will pass the Dominican School at a busy time in the morning.
- Large loading vehicles will use Lynch Lane, can this be prevented?
- The proposed two new loading bays on Convent Road and Sussex Street will be hazardous – delivery drivers will have to drive into them and reverse out as no option to turn – very dangerous to pedestrians.
- Restrict access for deliveries after 7:30am and gone by 8am with access by system of retractable bollards.
- Businesses should invest in new sustainable vehicles to make deliveries.

Response

- Loading along Georges Street is available by vehicle up to 11am. Loading bays are provided at the perimeter of the pedestrianised area. For those receiving deliveries after 11am they would have to complete the final part of their journey on foot or using trollies. This is similar to how the loading operated during the trial pedestrianisation.
- A turning area is provided for within the scheme adjacent to the building formally occupied by Argos. Drivers of large vehicles that are unable to access an area safely have a responsibility to plan their journey in a way that allows them to safely park and deliver their goods.
- "Nose to Kerb" style parking is an established method used widely. We do not agree that it is dangerous to pedestrians as the vehicles are reversing into the carriageway and not across paths.
- The volume of vehicles and deliveries on Convent Road will be significantly lower if the scheme is approved. At present Convent Road provides access to the town which encourages larger vehicles through the residential areas. The scheme proposes to remove these trips. Large HGV deliveries will access and leave Bloomfields via George's Street Lower and not via Convent Road, this delivery arrangement has been put in place by the Myrtle Square project and agreed with the shopping centre.
- Vehicles are entitled to use public roads unless there is a statutory ban e.g. 3T limit installed.
- It is not practical to restrict loading vehicles to 30 minutes in the morning. Access is required during the day.
- The council encourage the use of zero emissions vehicles to make deliveries.

12.9.18 Miscellaneous:

Concern that traffic will be further hampered by regular flooding at the Link Road/ Newtownsmith/ Marine Parade junction and the parts of those roads leading into the junction, affecting both motor traffic lanes and the cycleway, which are due to inadequate drainage.

Response

- Flood alleviation measure requests will be referred to the drainage section.

13. Summary

Following analysis of the feedback received during the statutory public consultation process it is evident that the majority of submissions support the scheme as proposed.

Several minor improvements have been suggested that will be considered as part of the detailed design stage. These are summarised as follows:

- Complete the independent accessibility audit of the design at detailed design stage to include the location of street furniture.
- Develop a detailed sustainable urban drainage plan.
- Develop a comprehensive maintenance plan for both the Road Maintenance and Parks Elements
- Confirm swept path analysis on areas where concerns were raised about turning movements.
- Consider solar panels options for Public Lighting Department.
- Progress bus priority measures at junctions around the perimeter of the scheme.
- Consider phasing of the scheme to allow efficient implementation but also to minimise impact on users.
- Review traffic signal timings at all junctions and crossing point timings as well as early start options for cyclists.
- Complete a road markings and signage strategy for the wider area will be developed as part of the detailed design process.
- Additional bike parking of various types will be considered as part of the detailed design.
- Investigate facilities for erecting Christmas lighting.

In addition, to comply with the mitigation measures set out in the EIA Screening Report the following will be carried out:

- The preparation of a site-specific Construction and Environmental Management Plan to limit impacts of the proposed works.
- Bat mitigation measures (as set out in the Ecological Survey and Bat Survey Report).
- A detailed mitigation strategy will be undertaken by a suitably qualified archaeologist and architectural heritage expert in advance of the construction phase of the development to eliminate the potential for significant impacts.

14. Recommendation

The proposed development is considered to be in accordance with the provisions of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 and with the proper planning and sustainable development of the area. In accordance with the legislation, the proposed development may be carried out as recommended in the Chief Executive's Report, unless the Council, by resolution, decides to vary or modify the development otherwise than as recommended, or decides not to proceed with the development.

Subject to the above, members are hereby notified in accordance with Section 138 of the Local Government Act 2001, as amended, of the intention to proceed with the proposed development outlined in the drawings provided in this pack that accompany this report subject to the following conditions:

- That the above items outlined in Section 13 will be considered as part of the detailed design.
- That the parking regime in Clarinda Park is referred to the Parking Control Review and that the addition of parking spaces is considered as part of this review as recommended in this report.
- That separate schemes for Glenageary Road Lower, Crosthwaite Park and York Road are progressed as outlined in the report.
- and to any such minor or immaterial alterations to the plans and particulars of the development.



Paul Kennedy, Director of Infrastructure & Climate Change

APPENDICES

See:

Appendices 'Part 8 Chief Executive's Report: Living Streets Dún Laoghaire'

Living Streets

Dún Looghaire

