



LIVING STREETS DÚN LAOGHAIRE

Area Committee Meeting
October 2023



Living Streets Dún Laoghaire is a new project that involves sustainable mobility and public realm improvements.

It aims to make our town and local streets safer and greener, communities more connected, and to keep our economy vibrant.



**Living
Streets**

Dún Laoghaire

Project Aims

1.
Safe walking
and cycling

- Make **walking, cycling, and public transport** more convenient, enjoyable, and safer for all.

2.
Connected
communities

- **Improve connections** between bus, rail, and active travel facilities to make it easier for people to get around.

3.
Greener
places

- **Improve the environment** by reducing traffic and related noise and air pollution and increasing planting in public spaces.

4.
Inclusive
travel

- 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.

5.
Vibrant
economy

- 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.

6.
Community
wellbeing

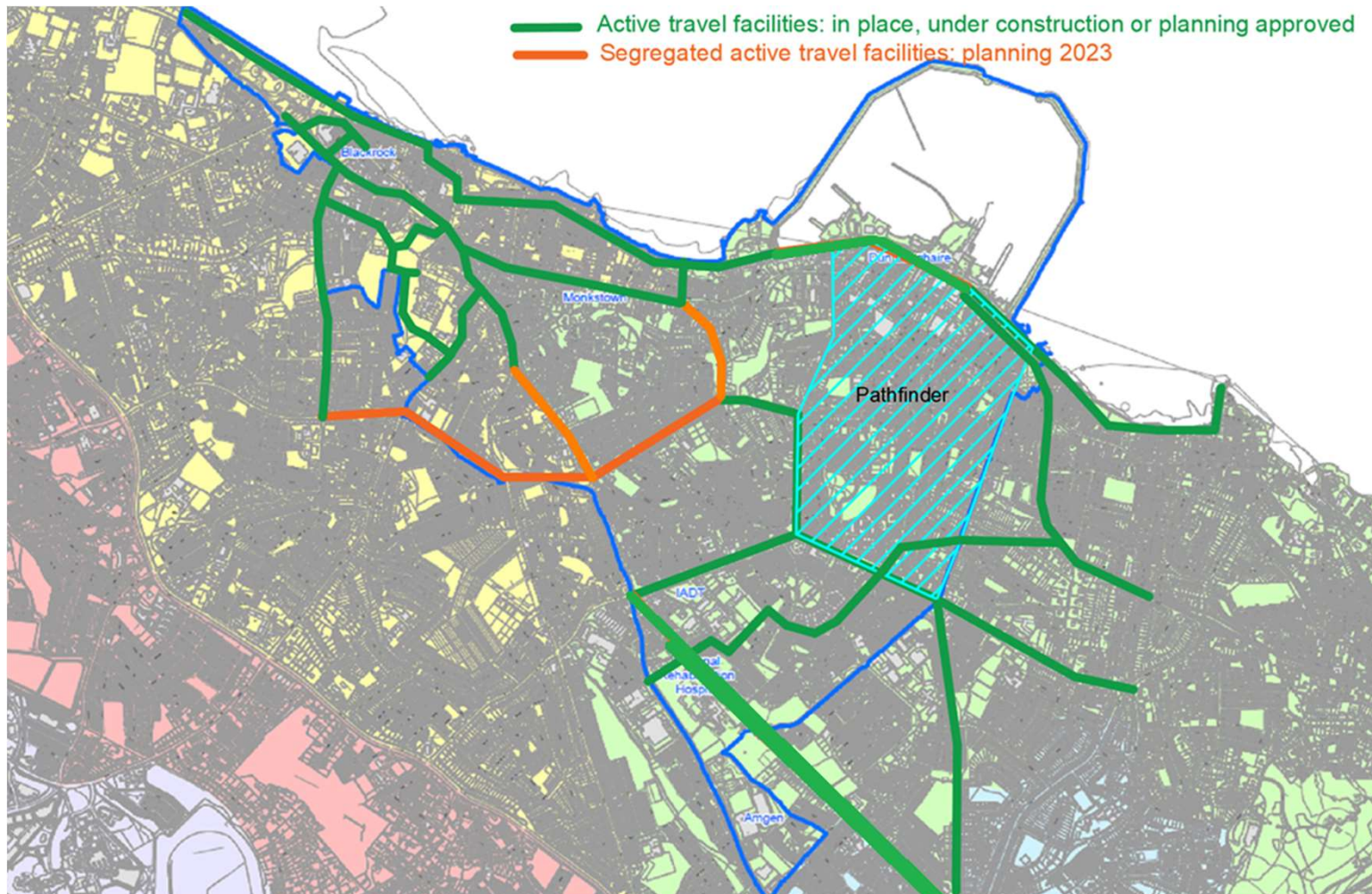
- **Promote health and well-being in the community** by enabling safer active travel and enhancing the public realm for outdoor play, recreation, and social interaction.



Living
Streets
Dún Laoghaire

Living Streets Neighbourhood

Missing link in an integrated cycling network



Living Streets will connect up with:

- Existing quiet neighbourhood of Cualanor
- The Metals
- Coastal Mobility Route
- DL Central

Welcome to Living Streets Dún Laoghaire

This video will give you an overview of the Living Streets Dún Laoghaire Project.

It has been created based on the proposals published in October 2023.

The video is for illustration purposes only and should not be used as a technical reference tool.

To view the detailed proposals including including full scheme description, drawings and reports please visit dlrcoco.citizenspace.com



For more information Visit: dlrcoco.citizenspace.com



Living Streets

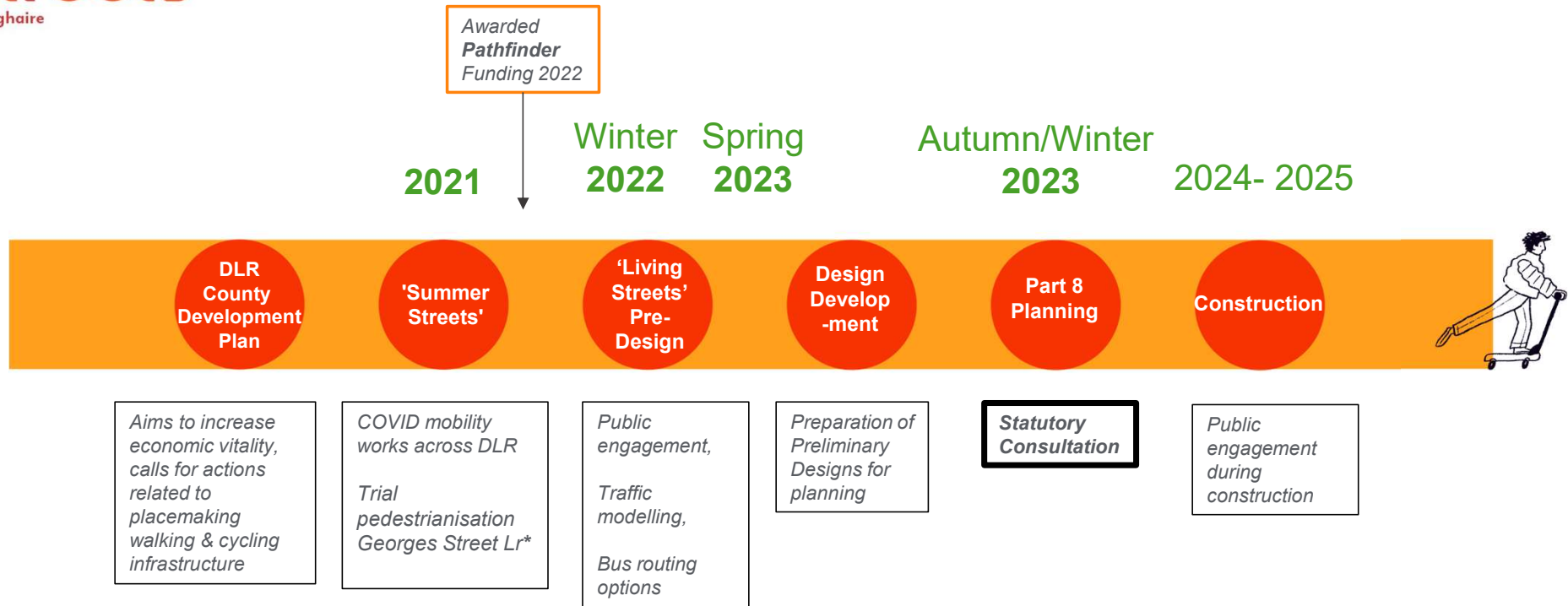
Dún Laoghaire

Click [here](#) for short overview.

Work completed to date (to Sept 2023)

- **Studies:** review of existing research, topography, tree surveys, GPR
- **Traffic modelling** – showing preferred modal filter locations and traffic flows
- **Options Assessment**
- **Preliminary Business Case**
- **AA and EAI** (Screening and Determinations)
- **Engineering and architectural layouts** - including key visualisations of interventions and modal filters
- **Bus routing options** –agreement with National Transport Authority.
- **Pre-Design public engagement activities** including dedicated meetings with local representative groups.
- **Communications materials**
- **St Michael's Hospital transport survey**
- **Clarinda Park designs**

Project Timeline



**Independent evaluation of trial pedestrianisation showed a desire to make pedestrianisation permanent by 81% of residents and 67% of customers. In a survey conducted by the DLBA, 50% of businesses voted in favour of making pedestrianisation permanent, 29% against and 21% neutral.*

Town Centre Upgrades and pedestrianisation



**Living
Streets**
Dún Laoghaire



Landscape Masterplan – George’s Street

Masterplan

Better landscaping, planting, and seating throughout the length of George’s Street to create a safe, welcoming, and vibrant environment. This will bring a coherent look and feel to the town and enhance its attractiveness as a destination.

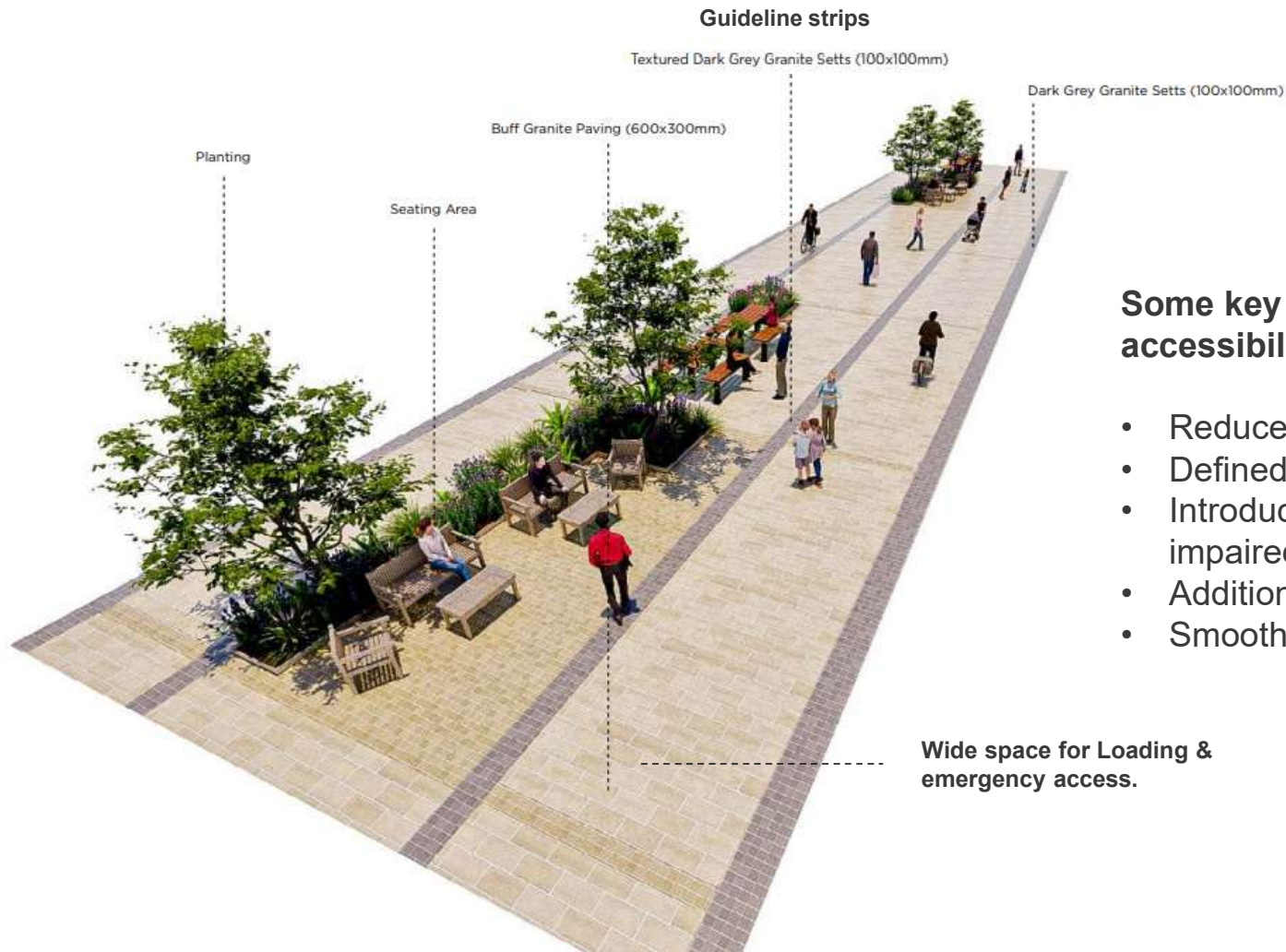


Pedestrianised area – George’s Street Lower



- The scheme will pedestrianise 220m of George's St. Lower from the junction with Patrick's St. to St Michael's Hospital.
- The pedestrianised section of George's Street Lower will be open for deliveries until 11am each day. Outside these hours, additional loading bays will be provided at the edge of the pedestrianised zone
- More bike parking in the area.
- Final finishes and positioning of elements (seating, planting) to be developed in detailed design

Fully Pedestrianised Section of George's St Lwr: Typical Street Layout

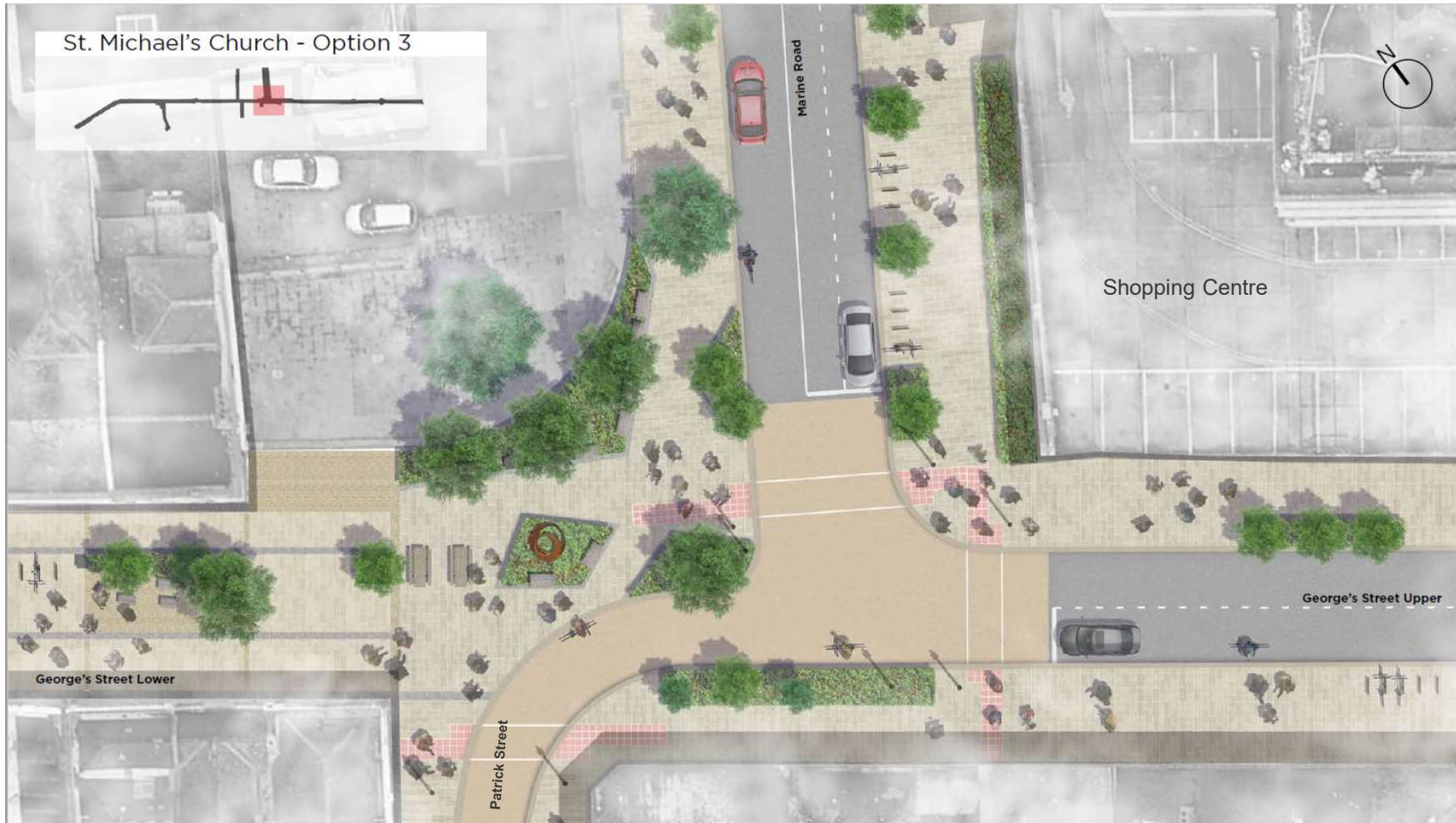


Some key design features to improve accessibility of the scheme include:

- Reduced street clutter and obstacles,
- Defined areas for retailer's furniture.
- Introduction of tapping lines for visually impaired Contrasting materials at thresholds.
- Additional drop kerbs for mobility impaired.
- Smooth clean surfaces with non-slip finishes.

Marine Road Junction

Towards seafront



- Two-way traffic flow through Georges St Upper and down Marine road.
- New landscaped area outside Church better integrated with the main street.
- Cobble stones removed, safer, accessible crossing.

Marine Road Junction: outside Church looking towards Patrick St. Lwr



- Integrated planting and seating.
- Potential for sculpture / heritage statue
- Single level
- Cobble stones removed, safer, accessible crossing.

George's Street Lower – Convent Road Junction



End of pedestrianised area: hospital car access maintained



Carnegie Library: new landscaped public space



Carnegie Library: new landscaped public space



- Landscaping outside Carnegie Library.

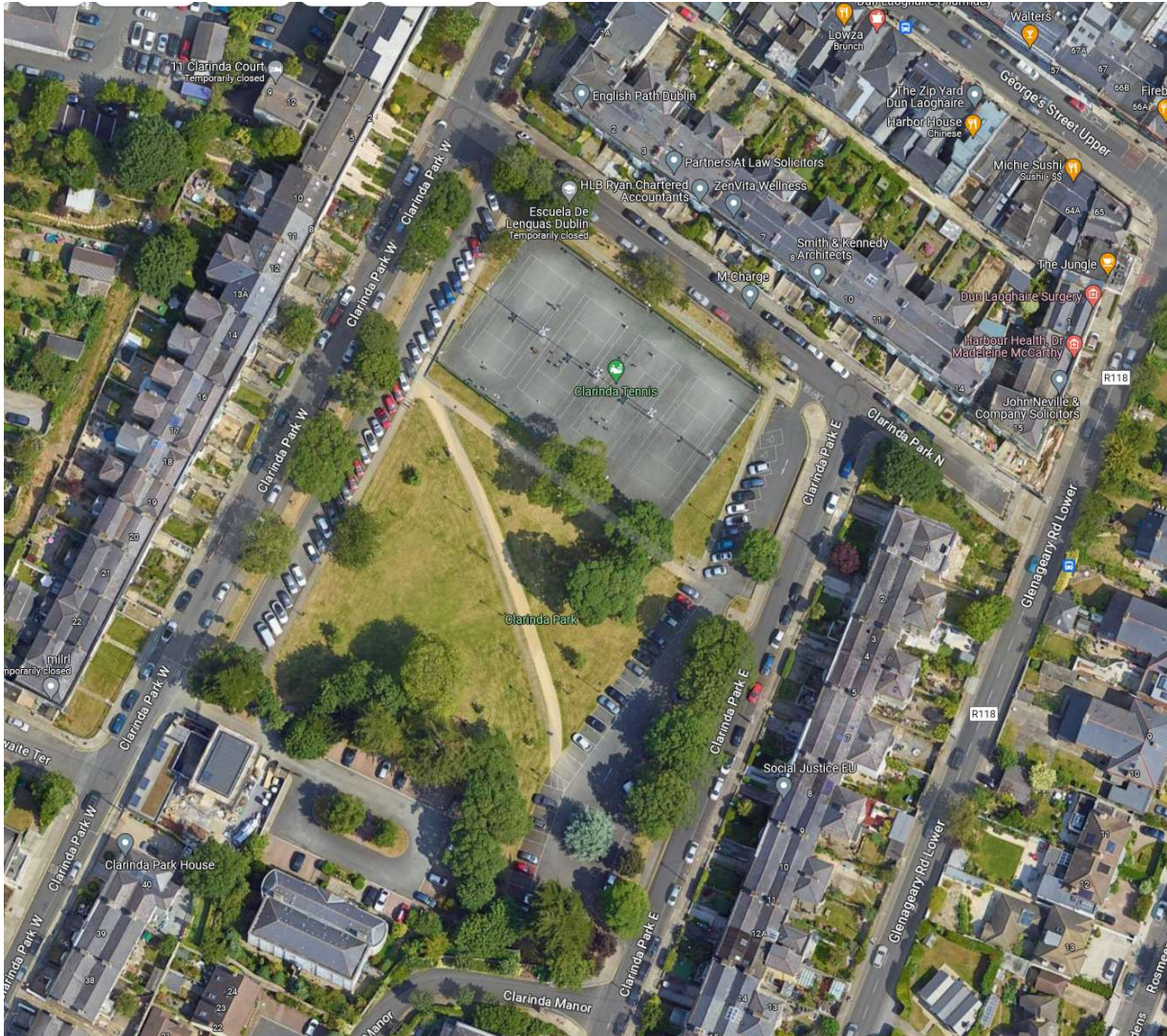
Clarinda Park



**Living
Streets**
Dún Laoghaire



Clarinda Park – existing (aerial image)



Clarinda Park: Existing viewpoint



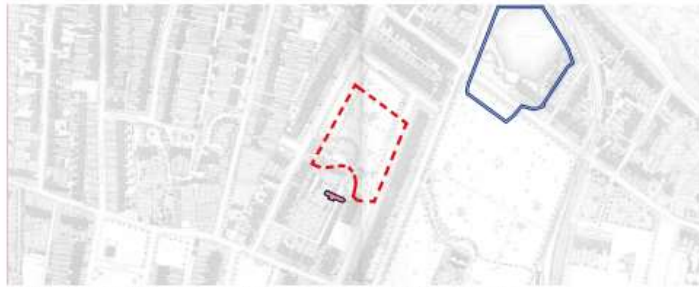
Consideration of historical context



1829 OSI Map. Shows Stoneview house (Pink) and it's boundary with its relationship to the Glasthule quarry (Dark Blue outline)/towards the quarry.

KEY

- Old Stoneview house land property line
- The Quarry at Glasthule
- Stoneview house



1866 OSI Map. Stoneview house has been renamed to Clarinda Park house, it's views of the old quarry now blocked by new houses along the north road.

The land Clarinda Park now occupies formerly belonged to Stoneview House, now Clarinda Park House (1866 name change). The house was built by quarry owner George Smith for his son, Samuel. The former was chosen as the main supplier of granite during the construction of Dun Laoghaire Harbour, a project which spanned 25 years from 1817 to 1842. During this time George Smith passed away and his role was taken up by his son. Stoneview house overlooked the main quarry at Glasthule, the site of today's Peoples Park.

Most of the land had been made public by the mid 19th century. New housing soon enclosed the land and cut off its interface with Georges at Upper.



1937 Cassini 6 inch OSI Map. The old quarry has been redeveloped into 'Peoples Park'.

The parkland itself was developed in various stages through the mid-1800s. Most of the work was completed in the 1870s with tennis courts being added soon after. Sometime in the early 20th century the iron railings which once enclosed the park were removed. Some remains of the old boundary still exist albeit mostly swallowed by the now mature Sycamore trees which surround the site. The surrounding context of the park is an architectural conservation area.



When completed, Dun Laoghaire Harbour became the largest manmade harbour in the world.



Not long after construction had finished on the harbour the land had been owned by Stoneview house was given to the public and soon established as Clarinda Park.



The old quarry was converted to Peoples park some 40 years after the completion of the harbour.



Early twentieth century photos show the tennis courts in use



What is left of the old railing that once enclosed the park

Consideration of site conditions

Topography

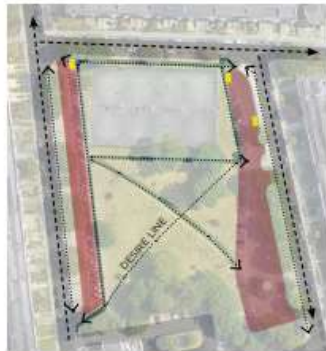
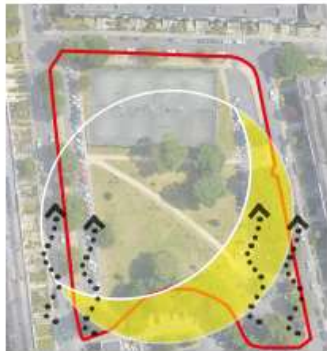
Microclimate

Access and Circulation

Permeable and Impermeable Surfaces

Existing Vegetation

Current Use and Boundaries



Clarinda Park - proposed

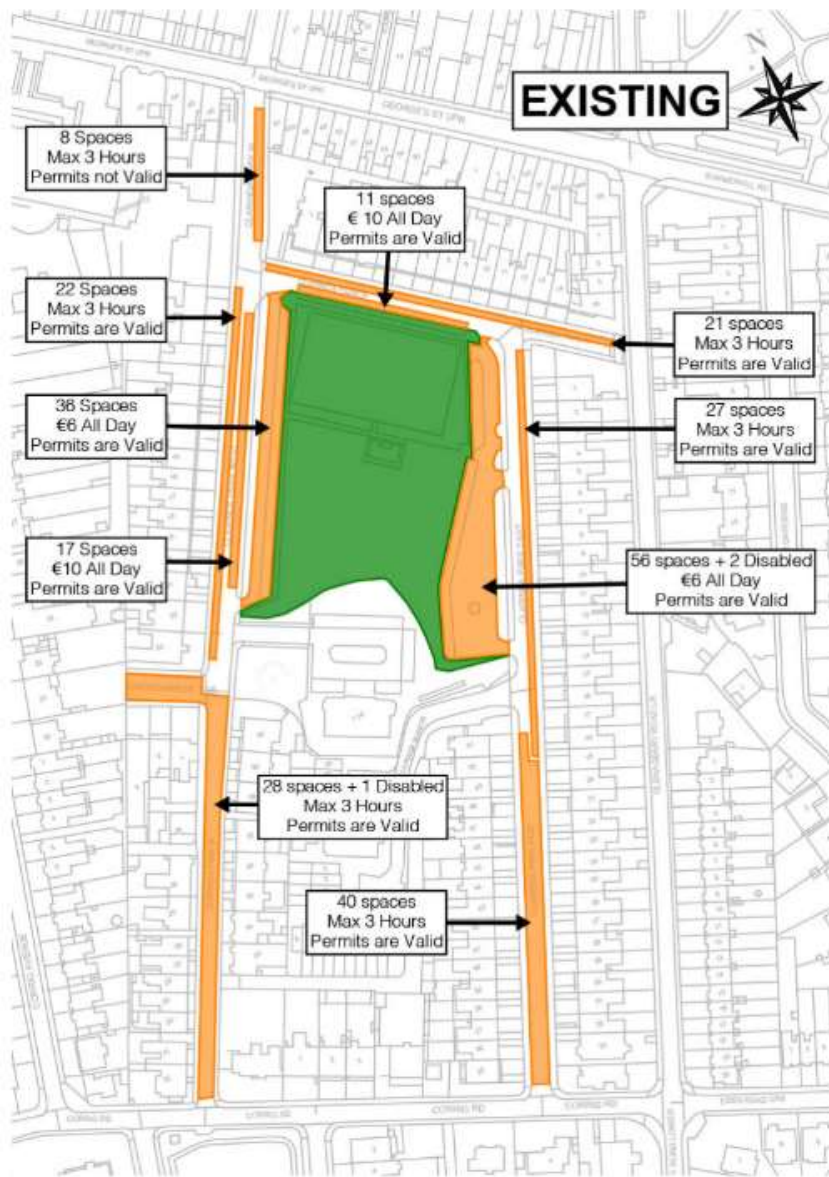


- The two car parking areas within Clarinda Park are proposed to be removed to re-instate the park to its historical boundaries and facilitate the improvement works to the park.
- This will create more green space, with new tree planting and biodiversity areas, seating, play areas and other amenities.
- 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. (see slide 27)

Clarinda Park: Landscape upgrades

4.4 Illustrative View - Gathering Gardens





EXISTING

Parking @ Clarinda Park – existing and proposed

Existing Totals

Max 3 Hours, permits not valid: 8
 €10 all-day, Permits valid: 28
 Max 3 Hours, Permits valid: 138
 €6 all-day, Permits valid: 92
 Disabled spaces: 3
Total: 269

Proposed Totals

Max 3 Hours, permits not valid: 8
 €10 all-day, Permits not valid: 12
 €6 all-day, Permits not valid: 22
 Max 3 Hours, Permits valid: 137
 €10 all-day, Permits valid: 20
 Disabled spaces: 3
Total: 202



PROPOSED

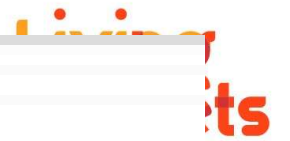


Modal Filters

Living
Streets

Dún Laoghaire

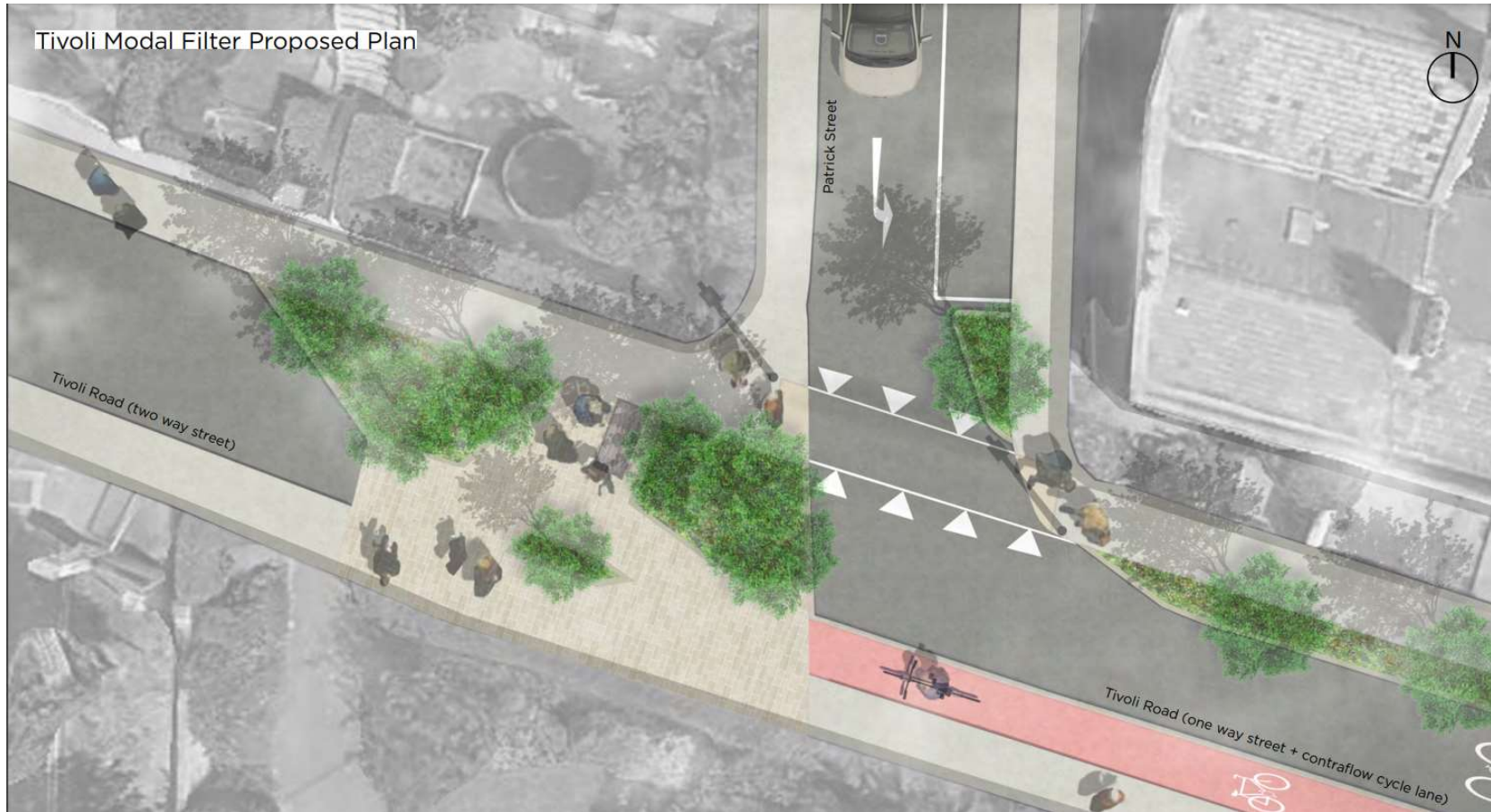
What benefits can a modal filter bring?



Modal Filters & Living Streets Neighbourhood



Tivoli Road Modal Filter



Tivoli Road Modal Filter

View 1: Looking North West Towards Tivoli Modal Filter (Patrick Street on the Right)



One-way traffic between Patrick Street and Mulgrave Terrace.

Contra-flow bike lane on this stretch.

Cross Avenue modal filter



Cross Avenue modal filter

View 1: Cross Avenue Modal Filter Looking North East from the Junction with Patrick St. at the Right



Clarinda Park West Modal Filter



Traffic Modelling



**Living
Streets**
Dún Laoghaire



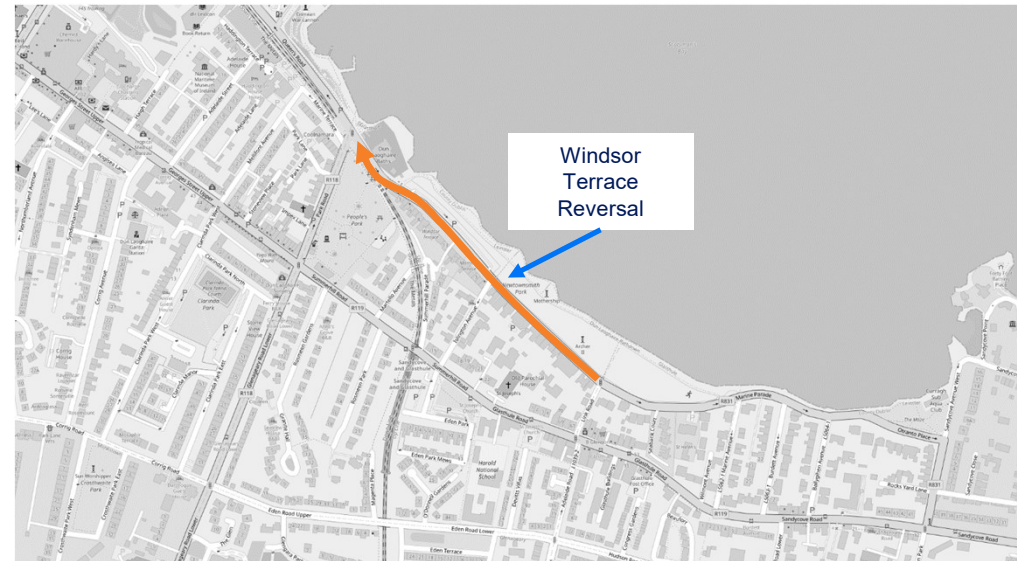
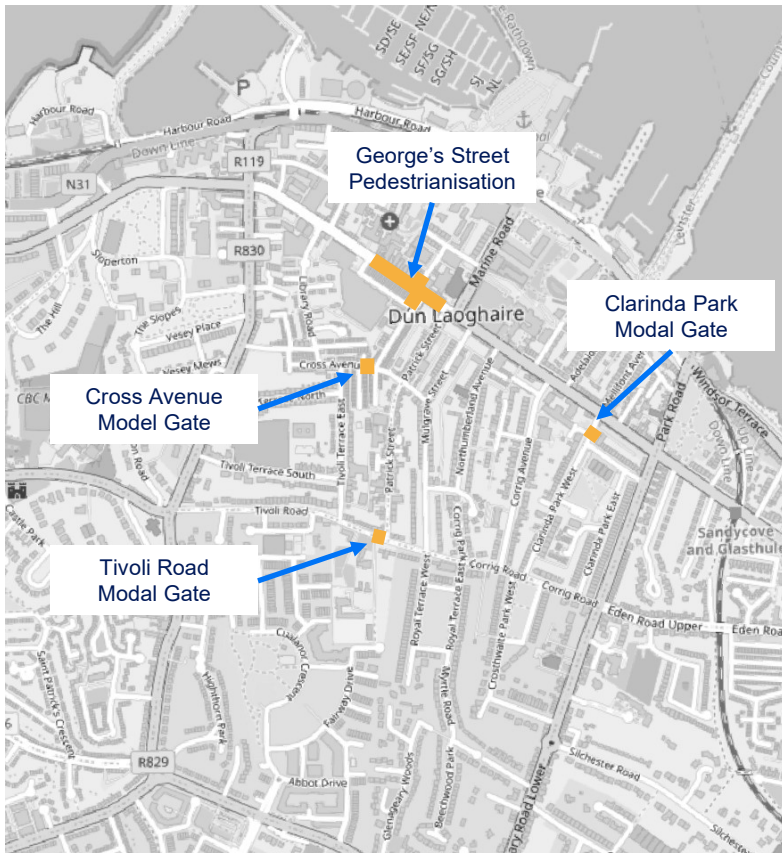
LIVING STREETS - DÚN LAOGHAIRE
TRAFFIC MODELLING REPORT



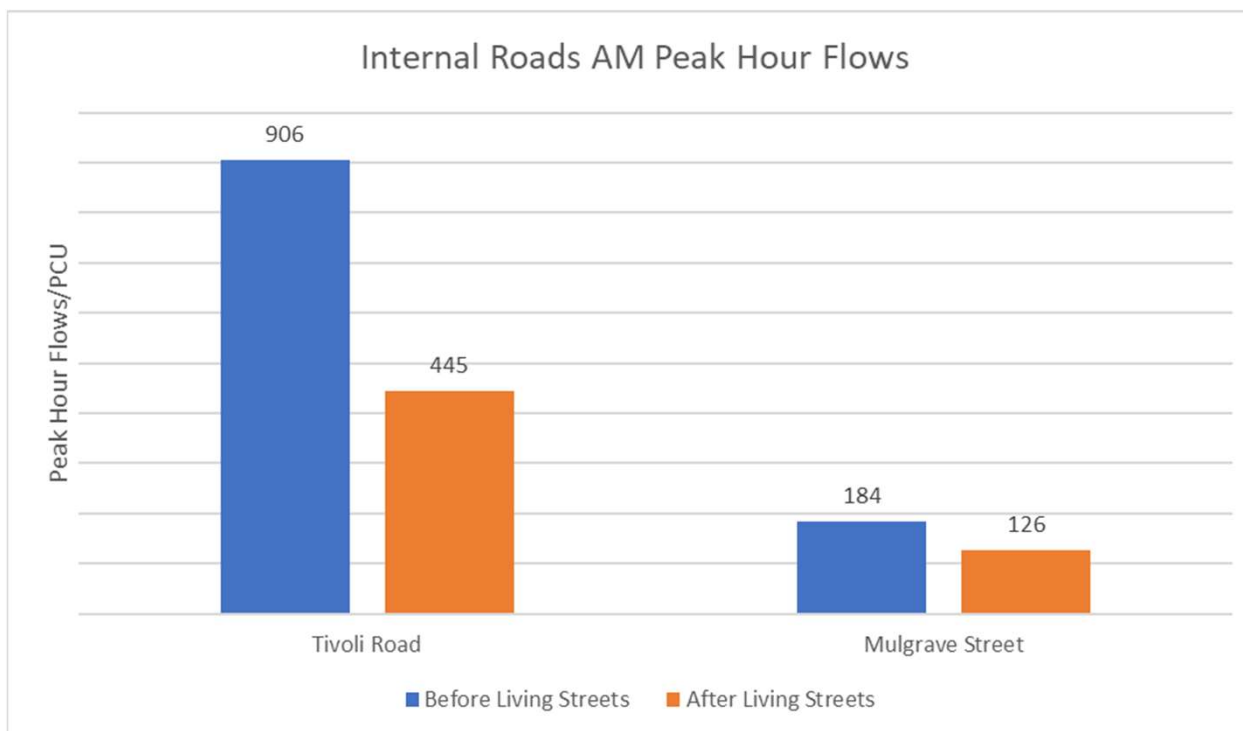
Multiple scenarios tested to identify best performing option

| | Georges Street Pedestrianisation | Dun Laoghaire Central | Tivoli Road Modal Gate (between Patrick Street and Mulgrave Street) | Tivoli Road Modal Gate (West of Patrick Street) | Library Road Modal Gate | Clarinda Park Modal Gate | Cross Ave Modal Gate | Reverse Windsor Terrace from Link Road to Park Road | Reverse Windsor Terrace from Forty Foot to Park Road | Closure of Windsor Terrace at the Baths | Reverse Queen's Road | Closure of Queen's Road | Bus Gate on Summerhill Road Westbound |
|--------------|----------------------------------|-----------------------|---|---|-------------------------|--------------------------|----------------------|---|--|---|----------------------|-------------------------|---------------------------------------|
| Scenario 1 | ✓ | | | | | | | | | | | | |
| Scenario 2 | ✓ | | ✓ | | | | | | | | | | |
| Scenario 3 | ✓ | | ✓ | | ✓ | ✓ | | | | | | | |
| Scenario 4 | ✓ | | ✓ | | ✓ | ✓ | | | | | ✓ | | |
| Scenario 5 | ✓ | | ✓ | | ✓ | ✓ | | | | | | ✓ | |
| Scenario 6 | ✓ | ✓ | ✓ | | ✓ | ✓ | | | | | | | |
| Scenario 7a | ✓ | | ✓ | | ✓ | ✓ | | ✓ | | | | | |
| Scenario 7b | ✓ | | ✓ | | ✓ | ✓ | | | ✓ | | | | |
| Scenario 8 | ✓ | | ✓ | | ✓ | ✓ | | | | ✓ | | | |
| Scenario 9 | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ | | | | | | |
| Scenario 10a | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | | | | | | |
| Scenario 10b | ✓ | ✓ | | ✓ | | ✓ | ✓ | | | | | | |
| Scenario 11a | ✓ | ✓ | ✓ | | ✓ | ✓ | | | | | | | ✓ |
| Scenario 11b | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | | | | | | ✓ |

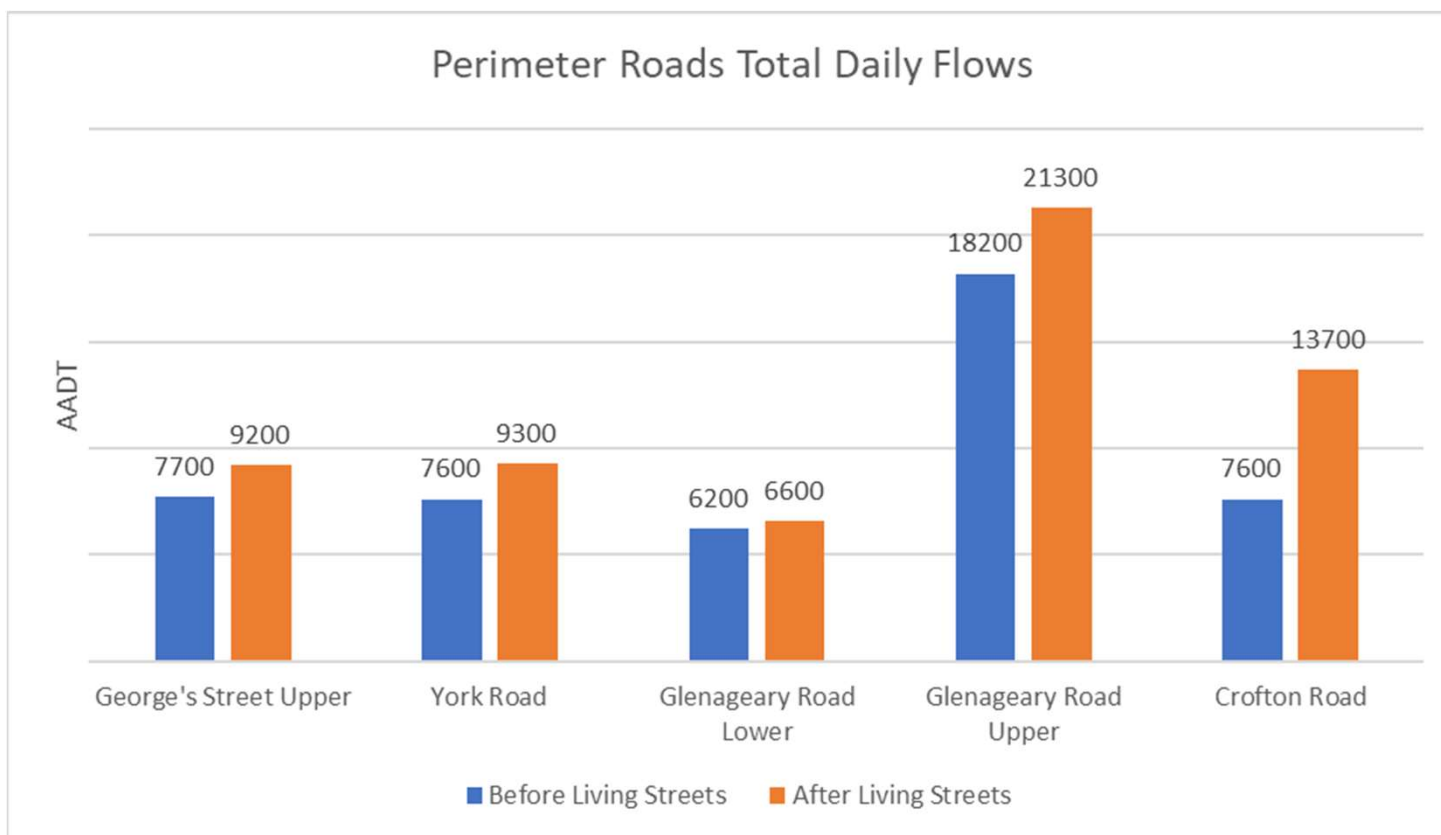
Preferred Scenario



Living Streets Neighbourhood

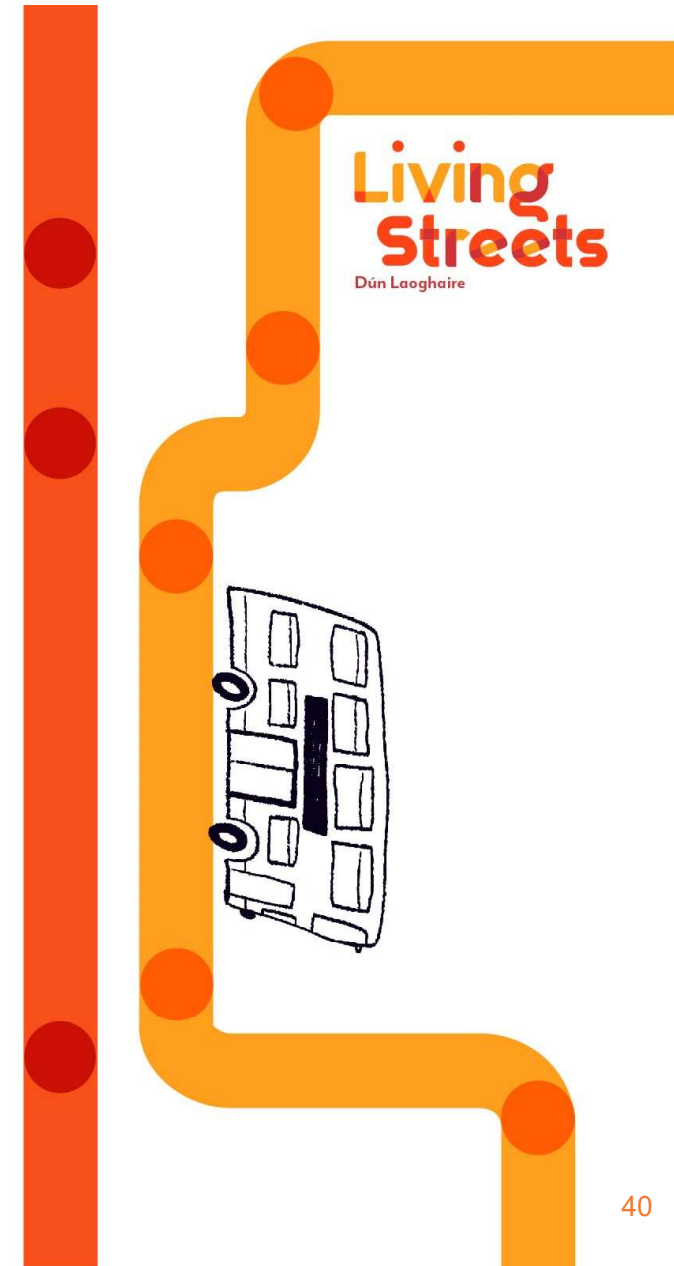


Perimeter Roads



Summary of findings

- **Car movements within the area will significantly reduce**
- **Facilitates active travel by creating a network of streets with low levels of car traffic**
- **Reductions in harmful emissions and noise pollution**
- **Redistribution of motorised vehicle traffic, but all junctions found to operate within capacity.**



**Living
Streets**
Dún Laoghaire

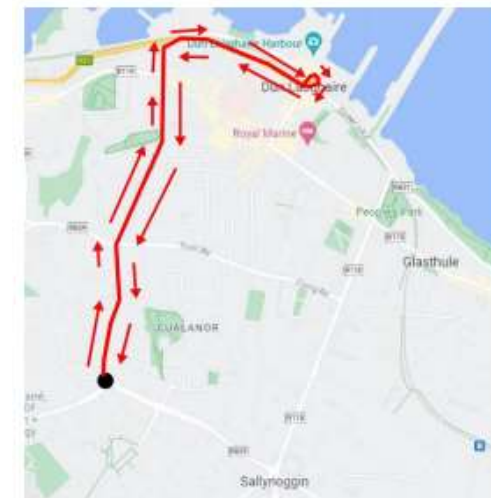


Bus Routes

Bus routes

As George's Street Lower will be pedestrianised, buses will no longer be able stop here.

- **Routes 46A, 63 and 75** will start and finish at the Dun Laoghaire DART station, they will use Crofton Road and York Road in both directions, no longer looping back via Marine Road and George's Street Lower. There will be three new bus stops provided on Crofton Road and York Road
- **Routes 7, 7a, 59, 111** will also use Crofton Road in both directions, and continue on Marine Road and George's Street Upper
- The **45a** to/from Bray will remain unchanged – starting and finishing at the DART station, stopping on Marine Rd and Georges St Upper.

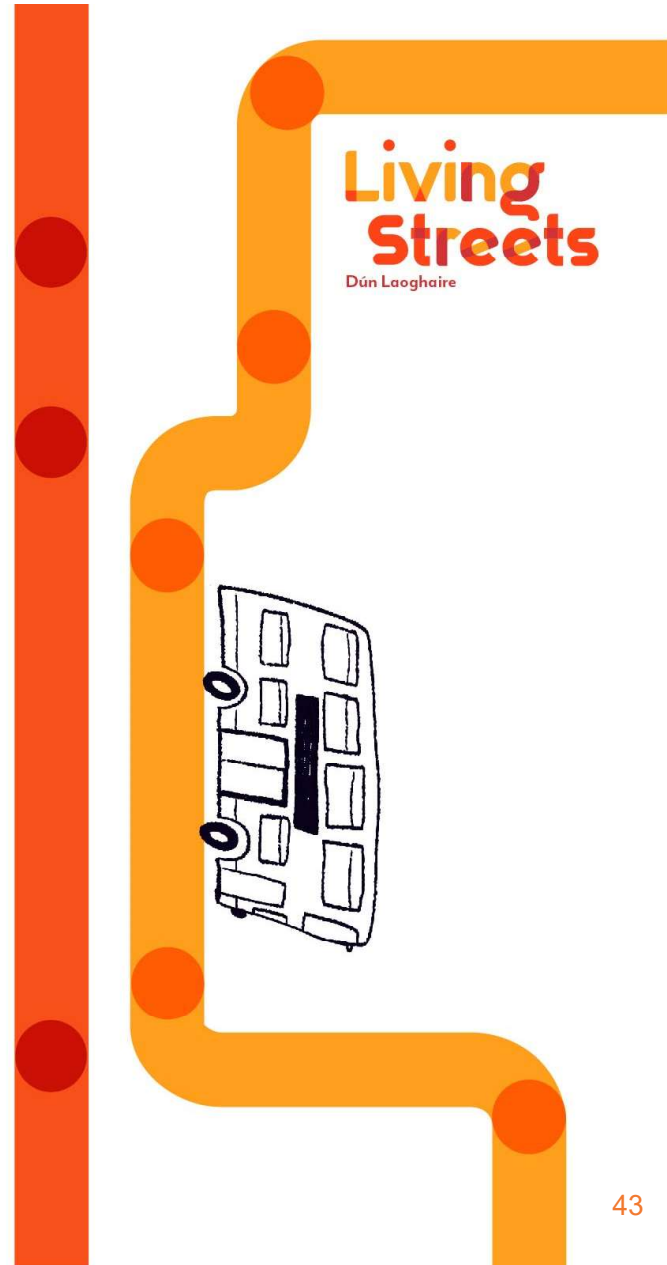


Routes 46A, 63 and 75 using Crofton Road and the Marine Road roundabout to allow buses to return the same way as they arrive instead of looping back via George's Street Lower

St. Michael's Hospital Travel Survey

A user travel survey was conducted in May 2023 to examine possible impacts on patients and visitors to the hospital arising from the removal of the bus stop (outside Argos)

- Mode of travel was captured for 745 visitors over two days –ave. 372 per day.
- 10% of people were found to arrive by bus daily (ave. 38 people per day).
- Most common buses taken were the 7, 7a, 45a and the 46a.
- On average, **8 people each day (2% total daily visitors) get off at the Argos bus stop.**
- **Of those who get off at Argos, 78% said they were willing to change bus stop if the Argos stop was removed.** Three people from our full sample of 748 said they were not willing/able to get off at an alternative stop within the town.
- Based on this it was deemed that there is not sufficient demand to justify an alternative service e.g shuttle bus, rickshaw, etc to take people from nearest alternative stop to the hospital.
- The bus stops on Crofton Road, Marine Road, George's Street Upper and York Road are all within 5 minutes walk of the hospital.



Parking and Wayfinding



**Living
Streets**

Dún Laoghaire



Wayfinding

- **The project facilitates destination traffic and the main routes into and out of town remain in operation with no change to traffic direction** - including Clarence Street, York Road, George's Street Lower (Monkstown end until the start of the pedestrian area at St. Michaels Hospital), Georges Street Upper, Crofton Road, Marine Road, and Queens Road.
- **All the car parks in the town will remain open** and their access is unaffected by this project.
- To maintain accessibility for those who need to drive, the project will include clearer signposting, and will communicate wayfinding options for visitors

Wayfinding

- A series of short wayfinding videos have been created to explain how people would visit and move through the area. (available [here](#))



Meet Jane and her kids

If Living Streets is in place...Jane and her family will enjoy a safer and more pleasant walk from their home to George's Street Lower to visit their grandparents.



Meet Barry and his daughter Clare



If Living Streets is in place, Barry will cycle his kids to school instead of driving. Their journey will be safe, energising and hassle free.

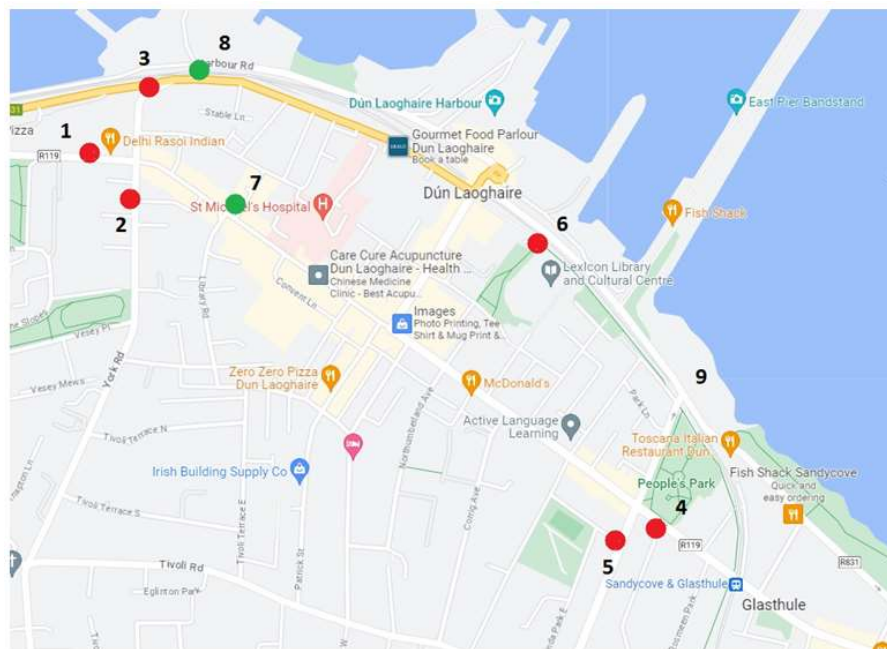


Parking signage

The project aims to make Dún Laoghaire Town a destination, not a thoroughfare.

Seven new real-time parking signs are proposed at the following locations.

|  Dún Laoghaire  | | |
|--|-----|---|
| IMC/Gort ra mbláth IMC/BLOOMFIELDS | 157 | ↑ |
| an Cuan HARBOUR | 157 | ↶ |
| LEXICON/PAVILLION | 157 | ↶ |
| Lár an Bhaile TOWN CENTRE | 157 | ↶ |



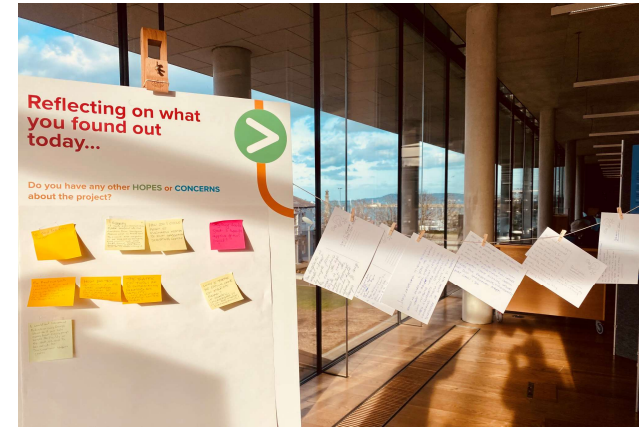
Engagement to date



Living
Streets

Dún Laoghaire

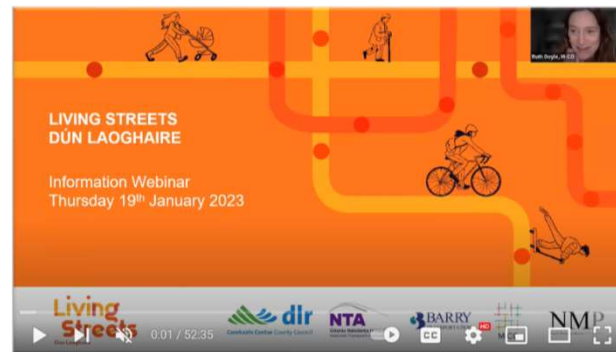
Pre-Design Engagement: Mixed Methods



Drop-in information session, Dominican Primary School, 25th January, 5-8pm



Pop-up, Lexicon Library, 9th February



Webinar, 19th January

Living Streets
Dún Laoghaire

dlr
Comhairle Contae County Council

Introduction

What is your interest in the scheme?
-Please select-

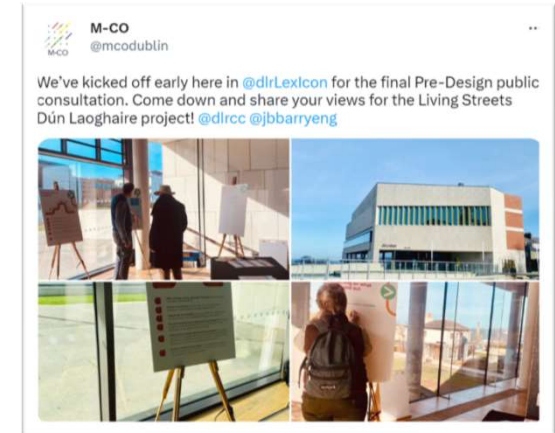
If you are completing this survey on behalf of a group please write the name of this group here:

Where are you based?
-Please select-

Online survey, 21 Dec – 6 Feb

Awareness raising

- **1,800 leaflets mail dropped** - with key information & engagement activities to enhance awareness to addresses within the Living Street Neighbourhood area
- **300 leaflets hand delivered** - to local businesses and placed in busy areas in the town.
- **Email/ Direct Message** - to almost 200 local representative residential, business, advocacy and disability groups, including direct messages over social media.
- **Digital Media** - a suite of digital communications for social media with several reminder posts in advance of activities.
- **DLR Times Feature**



Initial meetings with key groups

We engaged with a number of key, local representative residential, business, advocacy and disability groups.



Dublin Cycling Campaign



**Clarinda Park
Resident's Association**



**DLR Disability &
Consultation Group**



**Dún Laoghaire Central
Residents Association**



**Dún Laoghaire
Business Association**



**Tivoli Road safe
mobility group**



Making active mobility safer for all



Meet Jane and her kids

If Living Streets is in place...Jane and her family will enjoy a safer and more pleasant walk from their home to George's Street Lower to visit their grandparents.



Meet Barry and his daughter Clare

If Living Streets is in place, Barry will cycle his kids to school instead of driving. Their journey will be safe, energising and hassle free.



120

Drop-in session
participants



25

Participants at
Stakeholder
meetings

40

Library Pop-up
participants



40

Public webinar
participants



575

participated total



350

Online survey
participants

Pre-Design Engagement: Snapshot of Findings

- **Overall high levels of support** - Living Streets as a positive development for Dún Laoghaire – would make it a more attractive place to live and work and address issues around safety for walking and cycling.
- **A sentiment analysis of qualitative survey responses showed that 60% were supportive, 11% opposed, 29% neutral.**
- **The largest number of comments (54%) related to the need for safe, sustainable mobility:**
 - Cycling – 9%
 - Walking – 8%
 - Public transport – 5%
- **Widespread agreement that action is needed to address traffic congestion** - 18% of comments were on this theme.
- **Safety** is a big issue - for pedestrians, cyclists, by schools. Tivoli Road mentioned as key problem area.
- **14% of responses were on the need for more planting and in support of environmental benefits** (lower emissions, cleaner air etc) the scheme could bring.

Key Concerns:

- Traffic management and way finding.
- Potential increased congestion as a result of the scheme (8% of responses on this topic).
- Need for accessibility (disabled / elderly) to be considered in design (8%).
- Access to hospital.
- Impact on bus routes.

Next Steps – Part 8 Consultation

Consultation 2nd November – 14th December

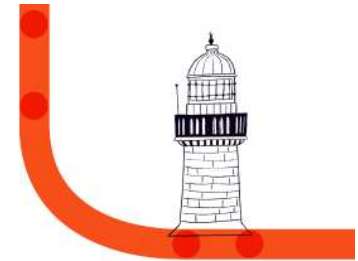
- Leaflet drop, social media posts, posters
- DLR Times article

Key activities:

- **Online Survey** on Citizenspace
- **Webinar:** 23 November, 7-8pm
- **Drop-in Information session:** 28 November 5-8pm, Dominican Primary School
- **Pop-Ups**
- **Library:** Hard copy survey post box

Living Streets

Dún Laoghaire



Living Streets Dún Laoghaire is a new scheme for Dún Laoghaire town involving sustainable mobility and public realm improvements. It aims to make our local streets safer and greener, our communities more connected, and to keep our economy vibrant. Dún Laoghaire-Rathdown County Council are holding a public consultation on Living Streets Dún Laoghaire as part of a 'Part 8' planning process.

Provide your feedback!

- **Online Survey**
- **Webinar:** 23 November, 7-8pm
- **Drop-in Information session:** 28 November 5-8pm, Dominican Primary School
- **Pop-Ups**



Scan me

To find out more visit:
dlrcoco.citizenspace.com



Part 8 Engagement Materials

DLR Active Travel Website: <https://www.dlrcoco.ie/environment-climate-change/active-travel/living-streets-dun-laoghaire> which hosts all the following materials.

- FAQs
- Short graphic video overview of [scheme](#)
- Full scheme animation – in production
- Modal Filter Case Study [Video](#)
- Living Streets Dún Laoghaire journey animations, available on DLR Active Travel website.
 - Walking with kids in Living Streets Neighbourhood
 - Cycling with kid to school from Culanor
 - Driving from Glasthule to Monkstown
 - Driving from Glasthule to shop in DL town, and also on to Blackrock
 - Driving from Monkstown to shop around George's St. Lower

**Living
Streets**
Dún Laoghaire



End



Living Streets
Dún Laoghaire

TIONSCADAIL NA FIONNACHTAÍ
PATHFINDER PROGRAMME
Transforming how we travel

dlr
Comhairle Contae County Council

NTA
Údarás Náisiúnta Iompair
National Transport Authority

BARRY
TRANSPORTATION egis

M-CO

NMP
Niall Montgomery + Partners