



# LIVING STREETS DÚN LAOGHAIRE

Feedback from public engagement  
in the Pre-Design phase

*Spring 2023*



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# 1) What is this report about?

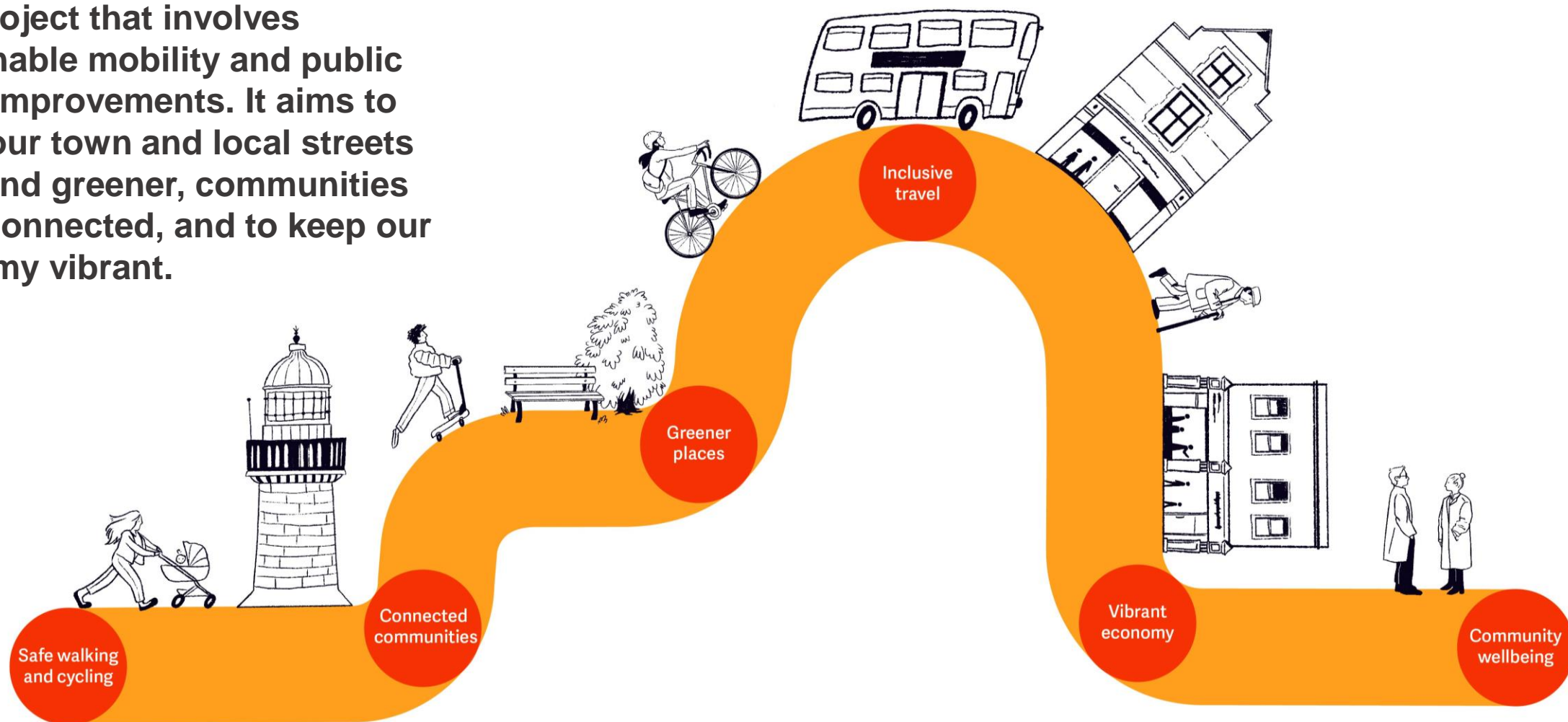
This report outlines feedback received from public engagement during the **Pre-Design phase of Living Streets Dún Laoghaire** (Winter 2022 to March 2023).

It has been compiled by **M-CO**, who are managing the public consultation for Dún Laoghaire-Rathdown County Council for this project. M-CO are part of a broader consortium working on Living Streets Dún Laoghaire led by Barry Transportation Ltd.





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.



See: Appendix and [www.dlrcoco.citizenspace.com](http://www.dlrcoco.citizenspace.com) for more details on project background and aims.



## 2) Pre-Design Engagement Approach



**Living  
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# What was the aim of Pre-Design engagement?

The Pre-Design engagement phase aimed to raise **awareness** of the project, **build understanding** on what it involves, and to devise an **inclusive engagement approach** to promote widespread participation. **In all engagement activities, participants (groups and individuals) were asked for their feedback on the following key questions:**

- Feedback on the current situation and **what they wanted to see prioritised** in Living Streets design
- What **upgrades to the urban realm** they thought would provide most benefit for business owners, residents and visitors?
- What their hopes and concerns were for the **Living Streets Neighbourhood proposal**
- What changes they would like to see prioritised to make it **easier for them to walk, cycle and use public transport** in the town

We **carried out four main types of engagement**, including **drop-in** sessions for local people to call in and chat with the project team at a time that suited them, **online webinars** for briefings, **pop-up events** for in-person engagement, and a **survey** to gather feedback from a wider audience. This **allowed people to choose the engagement approach that best suited them.**



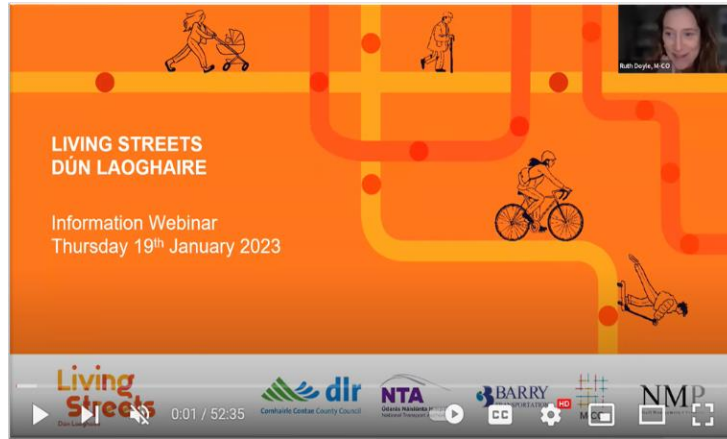
# What engagement activities took place?



**Drop-In information session, Dominican Primary School, 25<sup>th</sup> January, 5-8pm**



**Pop-up, Lexicon Library, 9<sup>th</sup> February, 2-5pm**  
See Appendix for copy of survey



**Webinar, 19<sup>th</sup> January**



**Living Streets**  
Dún Laoghaire

**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:

\_\_\_\_\_

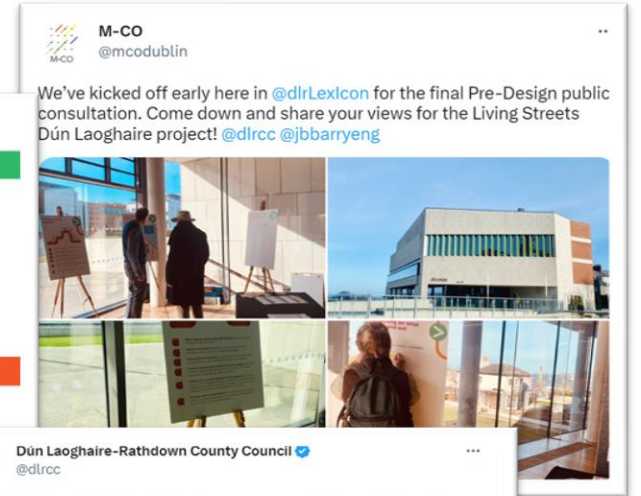
Where are you based?\*

-Please select- ▼

**Online survey, 21 Dec – 6 Feb**

# How did we spread awareness on the project and engagement activities?

- **1800 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.





**11 x**

Community /  
Business Group  
Meetings

**40**

Library Pop-up  
participants



9th Feb 23',

Lexicon Library

**120**

Drop-in session  
participants

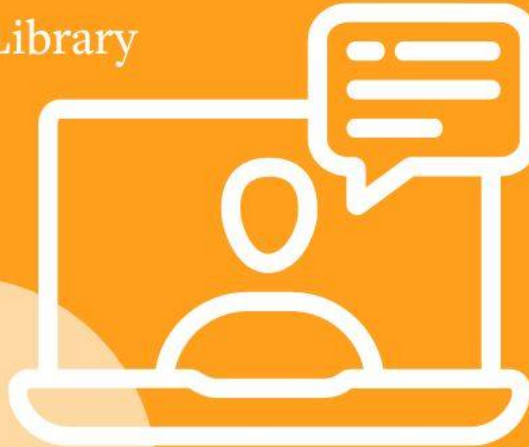


25th Jan 23',

Dominican Primary School

**40**

Public webinar  
participants



19th Jan 23'

**575**

participated total

**350**

Online survey  
participants



Live from  
Dec 22' - Feb 23'

## Initial meetings with key groups

As part of the pre-design engagement process, **dedicated meetings** were also held with a number of **local representative groups**, including **residential, business, advocacy, and disability groups**. We will continue to collaborate with these stakeholders to understand their priorities for project design going forward.



Dublin Cycling Campaign



Clarinda Park  
Resident's Association



DLR Disability &  
Consultation Group



Dún Laoghaire Central  
Residents Association



Dún Laoghaire  
Business Association



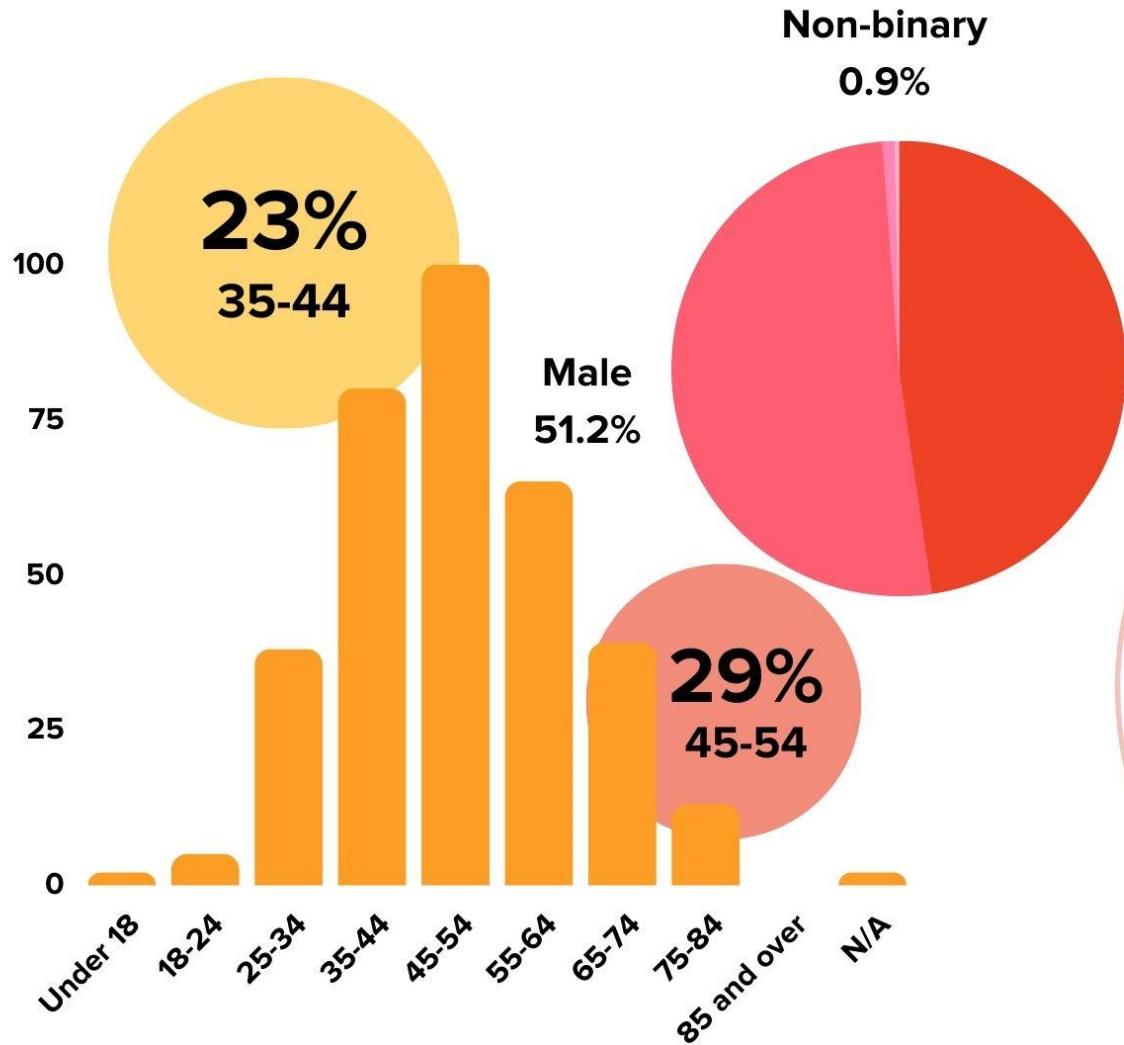
Tivoli Road Safe  
mobility group



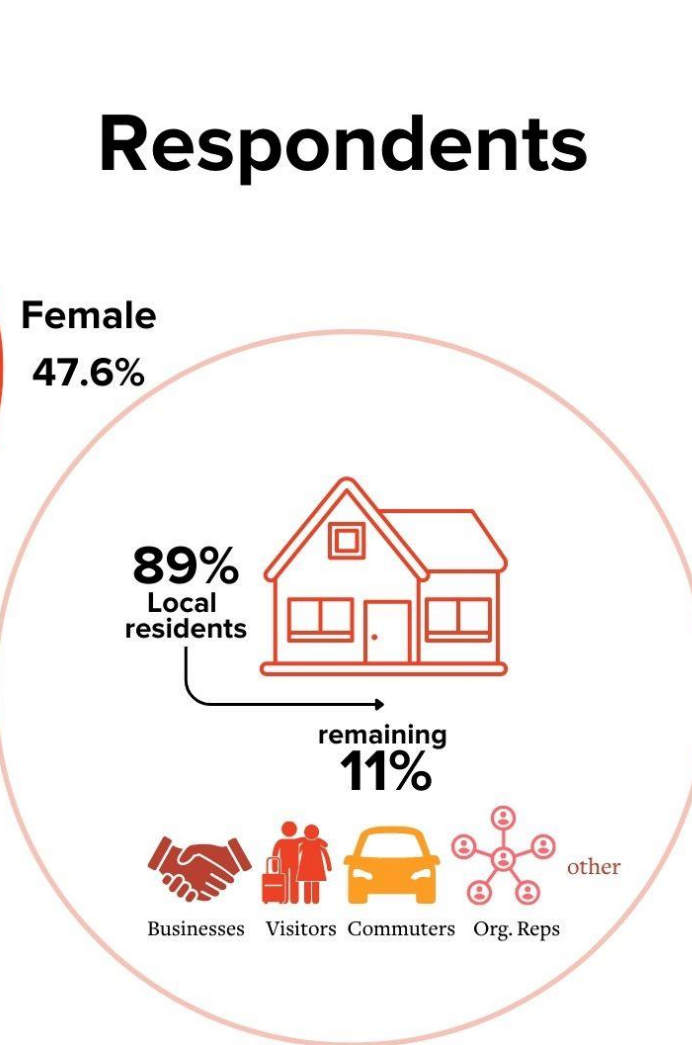
Tidy Towns  
Dun Laoghaire



# Who completed our survey?



## Respondents



- Good spread of demographics
- Largest representation from 35-54 age group
- 60% of respondents were from Dún Laoghaire town



# Collating and evaluating our feedback

- **Feedback** included a mix of meeting notes, post-it comments from participants, and survey feedback.
- All qualitative feedback and written notes were transcribed to a database.
- Each comment was categorised and **common themes** were seen to emerge. This gives us a **sense of the relative importance of key issues**.
- A '**sentiment analysis**' of feedback allowed us to evaluate if comments were positive or negative towards aspects of the scheme.
- This process allowed us to **identify common hopes and concerns along with specific ideas and priorities** for consideration in design development. These are summarised within this document.
- **Findings presented here integrate feedback from across all forms of engagement (meetings, survey, pop-up, drop in) unless otherwise stated.**





### 3) Summary of Feedback



**Living  
Streets**

Dún Laoghaire

# Snapshot of Findings

- 575 people participated in total and overall there was high levels of support.
- People hoped that the scheme would make Dún Laoghaire a more attractive place to live and work and address issues around safety for walking and cycling.
- A sentiment analysis of responses showed that 60% appeared to be supportive, 11% opposed, 29% neutral.





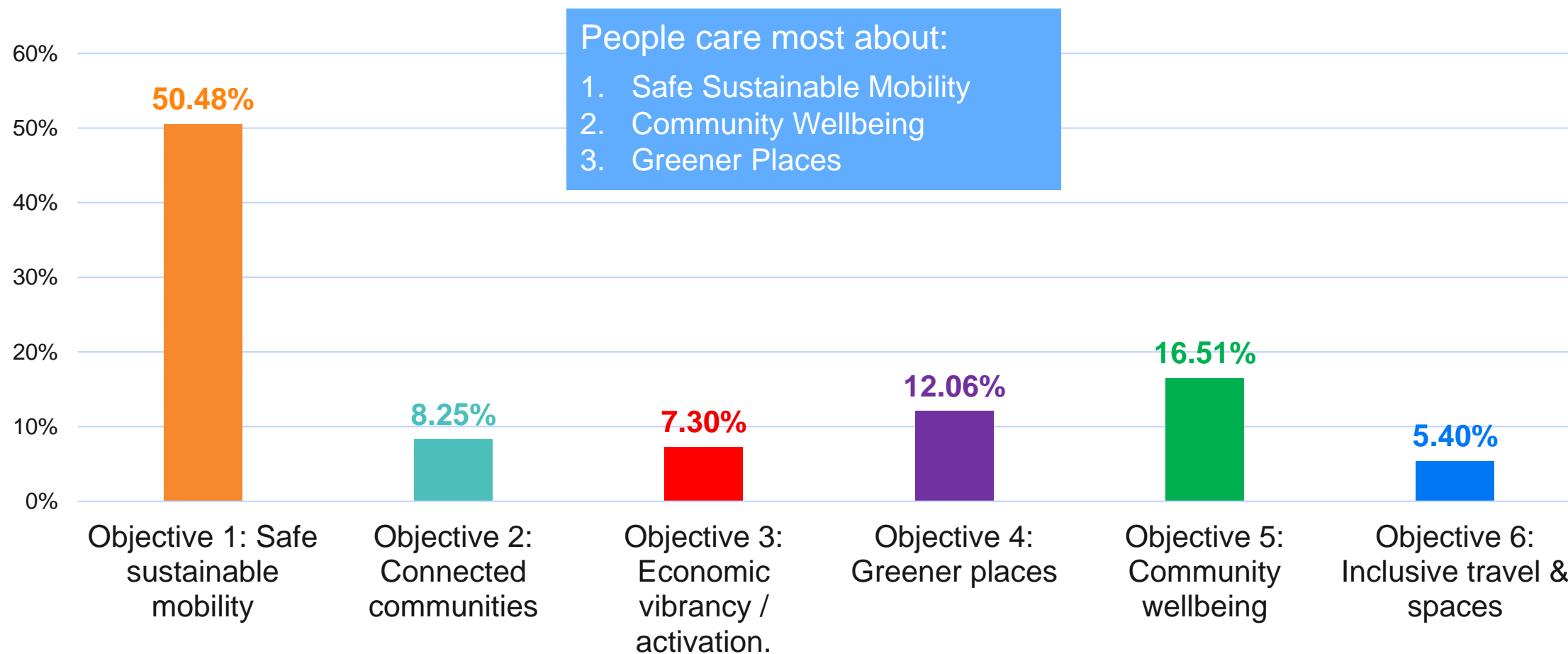
# HOPES: What do participants hope the project can achieve?

- People hoped that **pedestrianisation and landscape upgrades** would create an **attractive destination** and help revitalize and distinguish the town.
- There was widespread agreement on the need **for action to address traffic congestion** (9.5% of all comments were on this topic).
- A key hope was for the creation of a safer and more pleasant **walking environment**, including improved pedestrian crossings, traffic light sequencing, and better pavement surfaces and widths.
- 13% of all comments were on the need for the a **safer cycling environment** through reduced traffic, **improved connections** into the town and with existing active mobility routes, and better bike parking options.
- There were calls for the **removal of cobble stones**, safer **crossings**, and **universal design principles** to create a level and accessible urban environment and many called for adequate provision of appropriately positioned **disabled parking bays**.
- People hoped that the project could create a **safe and welcoming space** for people of all ages and abilities to move about within on foot, bike, or wheels.
- Participants emphasised the importance of **greener spaces**, including **native and biodiverse planting, heritage protection and restoration, improved air quality**, and a focus on **community health and wellbeing**.

# CONCERNS: What were the most common concerns?

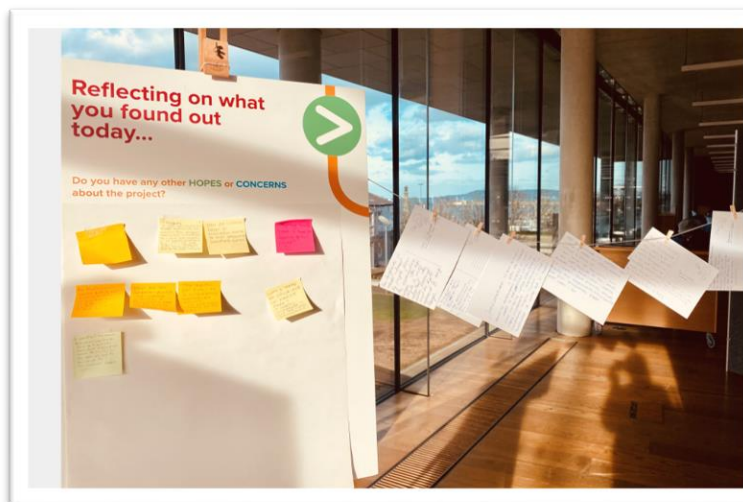
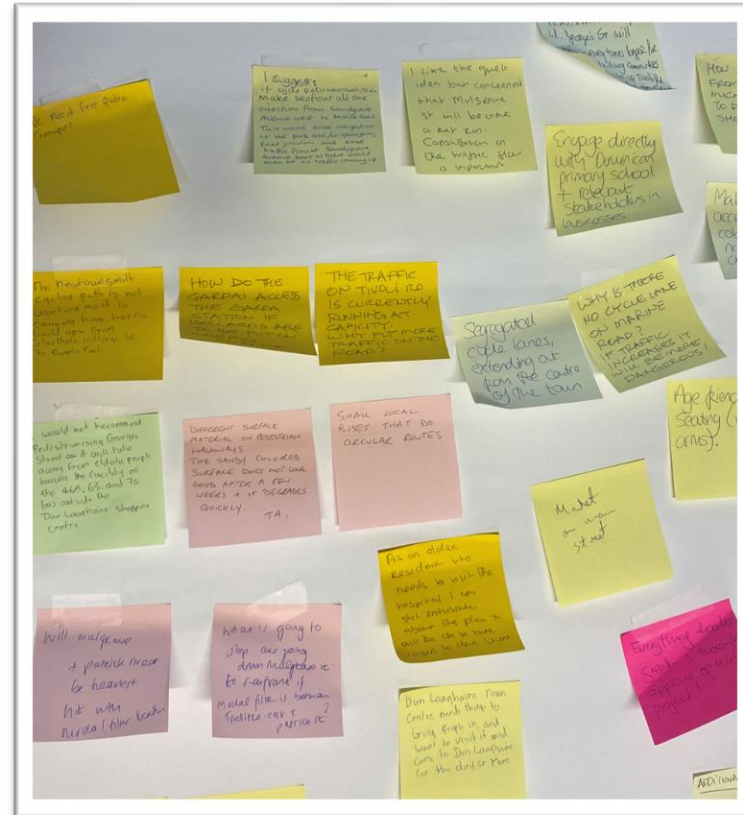
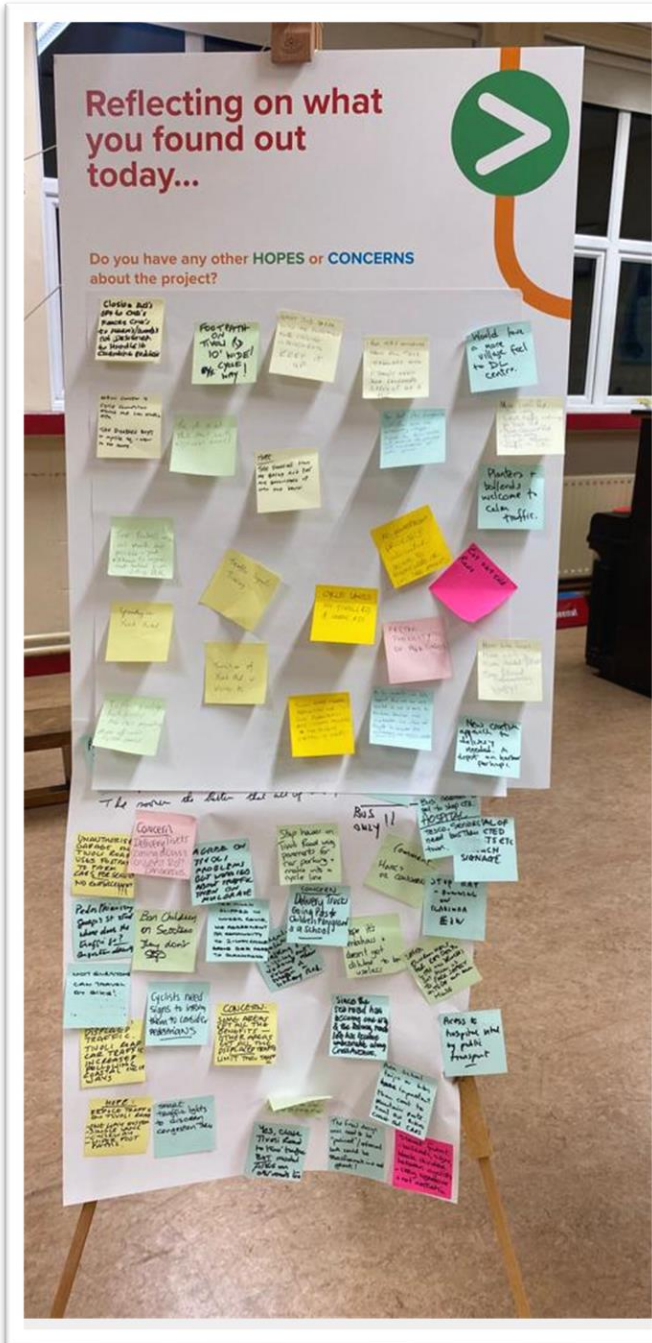
- **Accessibility concerns** for those who **need to travel by car** around or within the area, particularly for residents, the **elderly, or disabled.** (including deliveries, emergency vehicle access, and care at home etc).
- **Rerouting of bus services** due to pedestrianisation and worries that this might pose accessibility challenges or cause congestion elsewhere.
- **Concerns about hospital access**, especially for those who currently rely on buses and are confused about how they can be dropped off by taxi or car.
- **Concern about revised traffic flows impacting service access**
- **Parking concerns** – assurance that residential spaces will be available, and access to on-street parking or car parks.
- That the scheme might **push traffic onto nearby streets** and that **rat running** would continue. (7% of all comments received were on this topic).
- **Wayfinding concerns** and calls for action to ensure it's easy to get into and around town.
- **Safety concerns** connected to **dangerous cycling and scooting** in pedestrianised areas and on shared spaces
- **Concerns about commercial impact** if the town becomes too difficult to visit - 9% of comments on pedestrianisation were concerned about possible negative economic impact from the area becoming harder to access by car users.
- **Maintenance concerns** for new streetscape and planting features
- **Anti-social behaviour** concerns in public spaces, including benches in pedestrianised areas.

## Which project Objectives prompted most discussion?



*Figures based on evaluation of all qualitative feedback received across public engagement activities.  
See Appendix for further explanation of project Objectives.*





# Hopes

...In participant's own words

Personally, my belief is that **cars should be a guest in the living streets area.** Obviously vehicular access needs to be given to residents and vehicular access needs to be given to various parking locations around the town. I have no concerns despite being a car user. The town, especially **the living streets neighbourhood should be a vibrant, living and breathing central DL residential, shopping and business quarter.**

Make it **easier to walk to the town** avoiding main roads

I would hope that this makes **cycling a safer and more viable commuter option** per this change. I would also hope this **would encourage more outdoor living** - outside cafe seating etc.

It needs to be pushed as something to **ENABLE kids and families to get to school/friends/sport/about** safely and independently

Thank you for all your efforts to make Dun Laoghaire **a safer and nicer place to spend time in.**

**Reducing the heavy traffic** volumes on Tivoli/Corrig Road would be a top priority for me. Making the **road a safer space for cyclists & pedestrians** should be a measurable goal along with **lower emission levels** on the road.

Dun Laoghaire town (Main Street) has the potential to be transformed to a **welcoming and rich design** like Dalkey.”

# Concerns

*...In participant's own words*

**Accessible parking** provided so that **blue badge holders** who can't walk very far can still access the area.

I do worry about **traffic increasing** on Mulgrave street where I live if Tivoli is blocked off between Mulgrave and Patrick St as it already has a large volume of traffic.

Concerned for the **after care** of such interventions

“Centrally, **a link between St. Michaels and the bus stops** for those with mobility issues will be important.

I am concerned **my business will be affected** in a negative way by pedestrianisation

I fear the town will **lose valuable local shops** and leave nothing but food and drink establishments.

I would also be worried about **parking spaces being sacrificed** for traffic measures as well since we rely on off street parking, and it is becoming increasingly difficult to find parking.



Next, we go into a detailed evaluation of common feedback according to two key themes:



**Theme 1:**

Connected Sustainable Mobility & Living Streets Neighbourhood



**Theme 2:**

Town Centre Upgrades



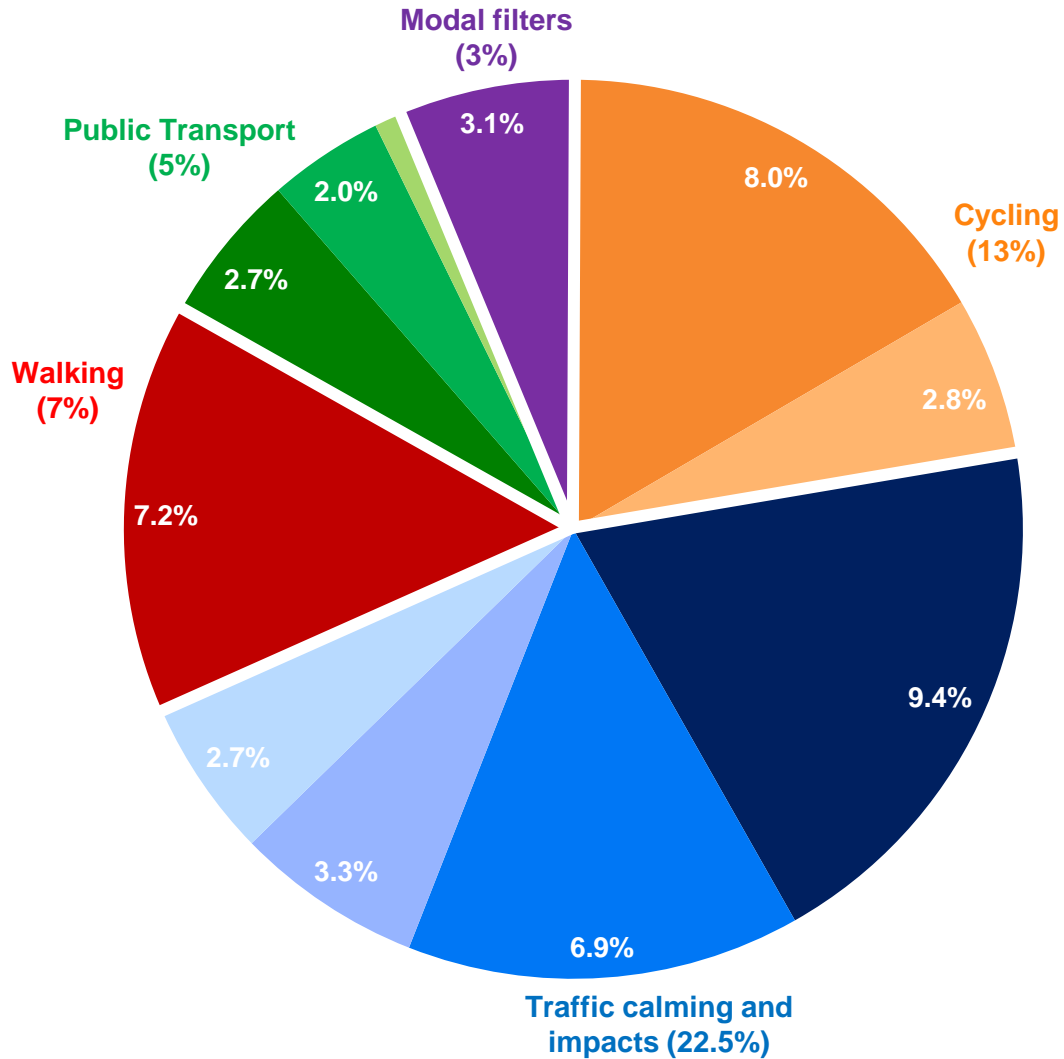
**Living  
Streets**  
Dún Laoghaire



## 4) Detailed Evaluation:

*Connected sustainable mobility &  
Living Streets Neighbourhood*

# Connected sustainable mobility and Living Streets Neighbourhood



Key themes that emerged in feedback from Drop-In, Survey and Pop-Up

- Cycling (infrastructure & facilities)
- Connected bike lanes
- Traffic calming
- Traffic impacts of the scheme
- Parking
- Wayfinding
- Walking (infrastructure & safety)
- Connected public transport
- Bus / Dart
- Bus stop location
- Modal filters

Note: Percentages shown represent % of total overall feedback

# Walking

7% of all comments received were on the need for action to make Dun Laoghaire more walkable as part of Living Streets project\*. Safety was a prevalent concern.

## Common Recommendations:

- **Traffic calming** - to reduce speed and volume of cars - many calls for speed bumps in Living Streets area and surrounds (e.g. particular mention for Crosswaithe Park).
- **Increase footpath widths** - with particular attention to areas around schools (such as St. Josephs, The Harold, CBC Monkstown, and The Magic Roundabout).
- **De-clutter pavements** - remove obstacles (e.g. signage) to make movement easier
- Address **uneven surfaces** - **remove cobble stones** for accessibility
- More **pedestrian crossings** - Especially by schools, improved crossings in the town and on nearby roads.
- **Sequencing of traffic lights** - allow adequate crossing time.

## Common Concerns:

- **Danger from scooters and e-bikes** on footpaths or shared spaces.
- **Illegal parking** on footpaths
- Need to reduce **pollution** from traffic

(\*Excluding feedback on pedestrianisation, see slide 40).



# Walking

*...In participant's own words*

**“Improvements to footpath widths.** Better enforcement of illegal footpath parking. **Removal of redundant/unnecessary road signs** that reduce footpath widths. You often have to step out onto the road with the volume of people passing by.”

“As a pedestrian, I think that it is essential to make our **footpaths safer**. They are constantly being used by bikes and e-bikes as well as e-scooters.”

**“More zebra crossings** and better pedestrian/cyclist priority at traffic lights. Traffic lights are designed to accommodate the smooth flow of vehicles.”

“Tivoli Rd is extremely dangerous for pedestrians and children/ parents cycling to school. The **volume of traffic on Tivoli needs to be reduced**. There have been some serious accidents and I have been involved in one myself. It has to change or there will be a fatality.”

“I walk to school with my kids from Mulgrave St to Glastule via Tivoli every morning and **the air quality is very poor** with the **volumes of traffic on Tivoli**. It isn't the safest to cross roads and the traffic noise is significant. Anything to **reduce the traffic on Tivoli** would be welcome”.

# Cycling

13% of all comments received were on cycling. Strong calls to action to support cycling to school, work and in and around the area.

## Common Recommendations:

- **Safety** – many commented that traffic congestion in the area makes it unsafe and is a major deterrent to uptake in cycling. They hoped Living Streets could address this.
- **Bike parking** - secure and sheltered bike parking facilities - Some noted that these could be placed at edges of pedestrian area to encourage dismounting.
- **Infrastructure** – Many called for more connected bike lanes (integrating with CMR, Metals) and quieter streets to make cycling a viable and safe alternative to travel by car. Some requests to remove kissing gates, standardise cycle lane treatment and ensure that it's clearly visible, consider cargo bikes in design (e.g. turning circles, parking).
- **Traffic light sequencing** – priority to cyclists first.
- **Support** – school cycle buses, renting e-bikes or cargo bikes, grants.

## Common Concerns:

- **Dangerous cycling and scooting** on shared spaces (i.e. pedestrianised area, The Metals).
- **Fast cycling** on CMR and dedicated cycle tracks
- **Dangerous uneven surfaces** for cyclists – cobble stones on Marine Road
- **5% of cycling-related comments expressed frustration** with the county council's perceived prioritisation of cyclists over motor vehicles.

# Cycling

...In participant's own words

"The gap in the **CMR** between the piers should be addressed."

"**Cycling on marine road is super dangerous** with buses moving in and out, plus **cobble stones** and a hill start."

"We need **segregated cycling lanes**. Not shared with buses. Think of it this way: If you wouldn't let your 8-year-old use those lanes because it's too dangerous, then it's not good infrastructure."

Get rid of commuter traffic. **A few months ago I came off my bike on Tivoli Road on the school run.** A van was driving so close behind me and tried to overtake so closely that I wobbled and fell off. My 2 year old son was in a seat right behind me and he fell to the ground. The pedestrian crossing at the top of Patrick Street is good, but once you go through that towards Glenageary/Dalkey it is a death trap.

We would hope that this can **create a safer environment for all ages**, particularly children. This would be beneficial for people looking to use active travel to visit the town center, as well as catering to the huge amount of schools in this area. **A barrier to children and parents cycling is the volume of private motor traffic.**

"The coastal cycle route has significantly improved my daily commute to and from work. However **Tivoli Road, Georges Street** and more **are quite unsafe.**"

# Traffic – hopes and concerns

**9.5% of all comments received were on the need for interventions to reduce traffic in the area.**

**Frequent suggestions included:**

- **Reduce car volume to increase safety for all** – safety fears common for pedestrians and cyclists. Some mentions of accidents increasing in the area and many advocating for urgent action (especially on Tivoli and Corrig Rd).
- **Traffic calming** – narrowing roads, modal filters, speed bumps (particular calls for speed bumps on Crosthwaite Park to improve safety).
- **Speed limits-** to reduce risk on various routes in and around Living Streets area.
- **Deter rat-running and through traffic**– key reason for support of modal filters
- **Recalibrate traffic lights** – to ensure traffic flow at busy times (*similar comments were also made but with a view to increasing pedestrian crossing times*).

**7% of total comments were concerns that the scheme might increase traffic. Frequent comments were:**

- **Ability of alternative roads to handle through-traffic** which might lead to more **dangerous roads** (e.g. Glenageary Road Upper, York Road mentioned in particular).
- **Possible increased rat running up smaller streets** (e.g. Patrick, Mulgrave, Cumberland, Clarence st). This was a concern voiced by many residents and Residents' Associations in the area.
- **Ability for delivery vehicles to access** and use smaller alternative roads without causing more distribution. e.g. Tesco
- **Queries on if traffic flow can be adjusted on seafront** – by CMR to alleviate traffic



# Traffic

*...In participant's own words*

York Road and its surrounding residents would benefit from a 30km **speed limit being enforced**

Within the streets I'd also like to see street designs that **will encourage slow driving**, e.g. paving and road narrowing. Something that shows kids playing / pedestrians have priority.

Any interventions to **reduce speed, car driving, car parking and noise** generally will benefit everyone who lives and works here.

I am **concerned** that the pedestrianisation of lower George's Street will put even **more pressure on traffic and buses** on Cumberland street and Clarence street.

If you pedestrian the Georges Street you need to **open the seafront to cars again two ways.**

The building suppliers on Patrick St are the main problem. Daily, **huge trucks** go through this area and ultimately, they are a **fatal accident waiting to happen**, especially with two primary schools in this exact area.

**Planters/bollards** on roads that are used **for rat runs** e.g., Crosthwaite Park and Patrick Street.

I am in favour of **increased pedestrianisation** but want to ensure that **Mulgrave Street and Mulgrave terrace do not become more of a rat run.**

# Parking and wayfinding

About 3% of all comments received were related to parking, with another 3% on the need for wayfinding improvements.

## Common feedback included:

- **Many calls for an overall reduction in car parking spaces** to create more space for active mobility while ensuring residents and visitors who need to drive can still park.
- **Parking payment options** – suggestions for time restricted parking, or free parking for first hour. A suggestion that residents permits be usable without charge in shopping centres/public car parks,
- **Real-time parking information.**
- **Clarify car routes** – to communicate how to get to and from town and routes for through-traffic. This was a key concern for Residents' Associations.
- **Signage** that attracts people into the town
- **Wayfinding** for walking & cycle routes
- **Caution not to add to signage clutter** – strategic and streamlined signage & wayfinding is important.

## Common concerns:

- **Some were worried about parking spaces being reduced** as a result of the scheme. They made requests to maintain parking spaces to alleviate impact on residents, shoppers, visitors and those with mobility challenges.
- These concerns were more **common amongst businesses** and for those who are **mobility impaired.**

# Parking & Wayfinding

...In participant's own words

**Signage** to parks and off-road walk/cycleways

There are 100s of parking spaces within metres of George's St already. Removing on-street parking on Upper George's St will **improve traffic flow and air quality, reduce traffic noise**. Please **remove as much as possible redundant signs!**"

**Removing on-street parking** on George's St Upper with widened footpaths, continuous footpaths across side streets such as Adelaide St, Clarinda Park will **help prioritise pedestrians**.

**Time restrictions (max one hour) on parking** in streets such as Mulgrave, Patrick, Convent except for residents, one house - one LPT - one residents permit. Alternatively residents permits to be usable without extra charge in nearest shopping centre / public carpark. **Clear large dynamic parking indicators**

**Good and accurate signage for parking** for visitors and residents.

## Modal Filter

**3% of responses referenced modal filters specifically with the majority of comments being supportive of their implementation to address high levels of traffic and safety issues**

### Common Recommendations:

- Many calls for filters on **Tivoli Road**
- Some specific **suggestions about where filter should go** (e.g. on Tivoli St. between Patrick St and Mulgrave St, and in Clarinda Park).
- Call to **restrict access of motor bikes through** modal filters
- **Create visualisations** of what a modal filter might look like and clarify any associated planting or landscaping nearby.

### Common Concerns:

- Many queries about they **how filters would work in practice**
- What modal filters would mean for journeys – what is the **re-route and the impact** of that
- Worry about **increase in traffic on some smaller roads** due to re-routing
- Concern that Upper Glenageary Road may not be able to handle the traffic.



# Modal Filters

...In participant's own words

**Tivoli Rd is awful**, especially from Tivoli East to Royal Terrace, around Patrick St. **Filter needs to be put in this area.**

Could **filter be placed between Mulgrave and Patrick Street?** The section beside Park Vets (near Crosthwaite) is also hazardous due to narrow footpaths and speed.

**Will Mulgrave and Patrick Street be heaviest hit?**

From the beginning, a group of residents on Tivoli Road/Corrig/Royal Terrace/Crosthwaite/Cualanor, have been asking for a **modal filter to stop through traffic**. Could it please be designed to **prevent motorbikes from using it**, as they frequently drive at high speed.

For 20 years I have lived on Tivoli Road between Carlisle Terrace and St Josephs Lane. I walk the road daily and it is so dangerous. There is **too much traffic coming up Patrick Street**. Blocking the road between our house and Mulgrave Terrace would make a safer place for us all to live. I don't want to see anyone harmed.

What about Cumberland street? **More vehicles will be diverted** from lower George's street into our street and Clarence street.

**Complete change to Tivoli Road which is a death trap for kids/parents** going to schools (St. Josephs, The Harold, CBC Monkstown, The Magic Roundabout). It's a 50km/h speed limit and there is no need for motorists to use this road, there are lots of roads they could use instead.



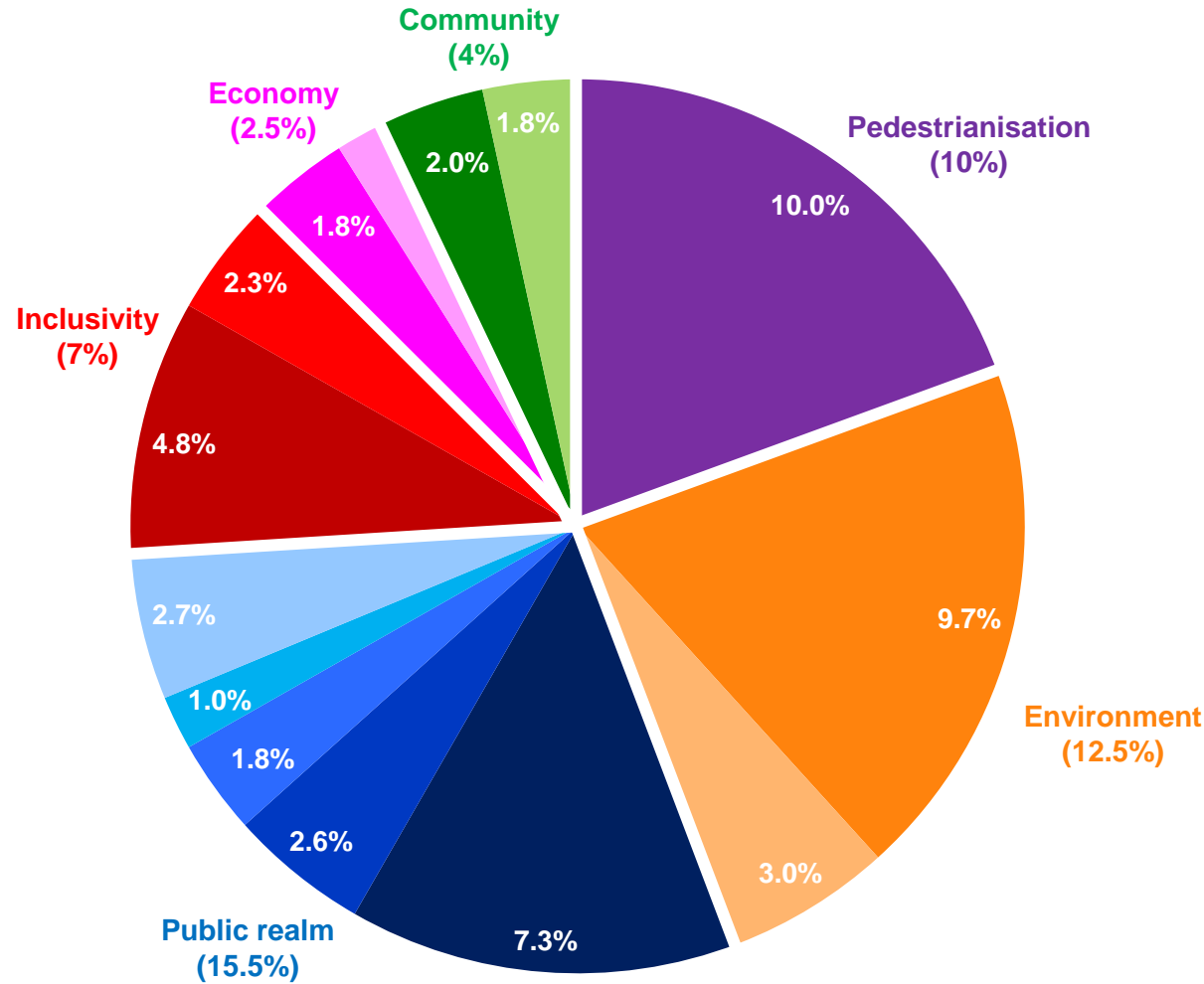
## 5) Detailed Evaluation:

*Town centre and  
landscape upgrades*

# Town centre and landscape upgrades

Key themes that emerged in feedback from Drop-In, Survey and Pop-Up

- Pedestrianisation (82% positive, 5% neutral, 13% negative)
- Planting, trees
- Climate, pollution (air/noise)
- Public spaces (seating)
- Play & recreation
- Animation (art, events, pop-ups, murals, concerts etc).
- Lighting
- Maintenance
- Wheelchair/disabled accessibility
- Elderly concerns
- Services & deliveries (access, loading)
- Living above shop
- Security / anti-social behaviour.
- Community pride and identity



Note: Percentages shown represent % of total overall feedback

# Pedestrianisation

Most feedback (82%) on pedestrianisation proposals was positive, with 5% being neutral and 13% negative.

## Common feedback:

- **Pedestrianised area would be an attraction** creating a unique offering and identity.
- **It would contribute to a revitalised town** encouraging more people to live in there and providing opportunities for business.
- **Benefits of 'Summer Streets'** – were mentioned often and many wanted a return to a similar situation.

## Common Concerns:

- **Timing of road closure** - what it would mean for **delivery vehicles**?
- **Uncertainty around who can use pedestrianised area** - buses, cyclists or scooters? Opinion was split with some calling for active mobility uses to be permitted in the area (while respecting other users). Others had a strong desire for dismounting to be required or encouraged.
- **Traffic displacement** – concerns over **funneling traffic** up Patrick Street or other side streets
- **Antisocial behavior** - at night
- **How businesses would be affected** – some businesses had footfall /accessibility concerns. A common concern was that it would lead to more cafes and restaurants over other business types.



# Pedestrianisation

*...In participant's own words*

The **pedestrianising of George's Street** was a **great success** and should be introduced on a permanent basis.

**Buses and cyclists should be allowed to use George's Street.** Walking with a cargo bike is awkward and the diversions are long if pedestrianisation is implemented.

I am **concerned my business will be affected** in a negative way by pedestrianisation.

From **Peoples Park all the way George's Street should be pedestrian/pedestrian** focused (one way vehicle lane only. Let's make Dun Laoghaire a destination!!

I am a resident in 2 lower George's street. We absolutely love Dun Laoghaire **and you have our full support to create a traffic free pedestrian zone with less traffic on lower George's street.** We experience very loud noise and air pollution in our house from the local traffic, we noticed a big difference with less noise when the temporary pedestrianisation was put in place. I would also **love to see more trees and plants in the town** and are on board for having planters on lower George's street to avoid rat running.

Stop disrupting residents. **No planters or pedestrianisation required/wanted.**

**Pedestrianisation during the day but not at night** as it can feel safer when walking to be among traffic.

Partial pedestrianisation of George's Street is **likely to funnel far greater volumes of traffic** up Patrick Street, resulting in potentially a negative impact on this street.

A town is about more than coffee shops and pizzas. It is a centre for commerce. For people to be able to shop in a town they **need to be able to access the town easily by car.**

## Environment – greener spaces, cleaner air

**10% of all responses spoke about the need for planting in the consultation, with 3% concerned with cleaner air and climate action as a core objective of the project.**

### Common Recommendations:

- **Planting throughout Living Streets** – to create healthier air and pleasant environment. This was a common request amongst Resident's Associations in the area.
- **Native planting** – seasonal, and possibility for including fruit and berry planting
- **Low maintenance planting** – with permanent beds preferred over planters.
- **Collaboration with community groups** (e.g. Tidy Towns) - to maintain planted spaces and provision of adequate watering points to enable easy care of planted spaces.

### Common Concerns:

- Adequate **maintenance of planting**
- Ensure **planting doesn't block movement** in public spaces.
- Whether **pollution would be redirected into other areas rather than mitigated** – through pedestrianisation/modal filters

# Public Realm – design of spaces for people

**15.34% of the respondents provided feedback on the public realm aspect of the project, including recommendations for seating, play, lighting and recreational opportunities.**

## **Common Recommendations:**

- Introduce **new parklets** and increase **outdoor dining options** while also creating uniformity in outdoor seating with dedicated outdoor dining spaces.
- **More outdoor seating** – for resting and socialising. Suggestions for covered, weather-proofed seating for year-round use.
- **Bins** – more bins, appropriately located, considering segregation, and uniform design.
- **Create a refreshed look and feel for the town** – some ideas posed to emphasise Victorian and maritime heritage, to improve spaces throughout the town (not just in the pedestrian area), and to use landscape upgrades to better tie together various sites in the town including the Royal Marine green, Dun Laoghaire Shopping Centre, and Dun Laoghaire Harbour. It was noted that Tivoli road was once an old path connecting castles of Monkstown and Bullock with some queries on landscaping around the modal filter on that street and elsewhere in the Living Streets Neighbourhood.
- **Facilities** - including of **awnings, public toilets, bins, lighting**. Lighting important for safety.
- **Child friendly spaces** - better integration of playground on Library rd into the town, consideration of space outside schools, create spaces that are suitable for children to linger in.
- **Clarinda Park Heritage** – calls from local residents for landscaping to restore Georgian Square features.
- **Spaces for all** – ensure spaces are designed with universal access in mind and consider all genders, abilities and ages in their design (\*See *Inclusivity slide*).

# Public Realm & Environment

...In participant's own words

**"Trees, trees and more trees."**

"Dun Laoghaire is a Victorian harbour town that has more-or-less lost its historic identity over the years. **Tying the pier, harbour, peoples park and residences together through intelligent design could make a really cohesive and identifiable townscape.**"

"A really nice job was done in Monkstown to bring out the village feel. Maybe **more could be done to highlight the historic buildings** in DL and help address the derelict ones."

**"Expanding the seating areas for the restaurants and coffee shops** creating a relaxed atmosphere. **Shops could be given grants/support** to install canopies for their premises creating colour and unity while protecting from weather. This could be a **project students from IADT/Art Net.**"

"Include **more public art** that would make the area more attractive for visitors and give them a **unique experience.**"

**"More plants and trees and colourful art,** and ensuring it is 100% a traffic free zone between Patrick Street and Myrtle Square so that local businesses can avail of all the space to put tables and seating areas on the street. While it was great during Summer 2022, table numbers were still limited as tables had to be placed on the footpath only."

"People would visit more and spend more time in DL if there were **improved spaces for socialising.** The town should also aim to **attract more vendors** and street **artists/entertainers** at the weekends too, in places such as the Peoples Park, the Pier and the Baths."

**"Clarinda Park could really do with some care.** I know the residents do a lot but ultimately it is public space and the poor relation to Crosthwaite and Royal Terrace as regards care by the council."



# Inclusivity – public realm/landscaping

7% of responses expressed recommendations and concerns about inclusivity, with a large focus on wheelchair/disability access and concerns for the elderly.

## Common Recommendations:

- **Smoother, non-slip surfaces, wider footpaths**
- **Removal of street clutter** and obstacles to create clear pathways, possible use of tapping lines for visually impaired.
- **Tactile and contrasting paving at crossing points**
- **Contrasting finishes** - for steps and railings for example.
- **Accessible seating** – seating throughout main street and neighbourhood to provide opportunities for rest for the elderly and others who may need it. Include wheelchair / buggy usable seating and picnic tables.
- **Cobblestone removal** - especially on Marine Road, to improve accessibility.
- **Consider gender in design** – special mention of need for toilets and seating to cater for women – resource referenced [www.makespaceforgirls.co.uk](http://www.makespaceforgirls.co.uk)
- **Disabled spaces - retained and appropriately positioned** (concern over removal of disabled spaces outside Tesco as part of Myrtle Square scheme).

## Common Concern:

- There were concerns that the **elderly and mobility impaired would suffer** if they cannot access Lower George's Street by car or bus due to the proposed pedestrianisation.

## Inclusivity- Hospital Access

People expressed recommendations and concerns about the proposed pedestrianisation of Lower George Street, specifically in relation to hospital access.

### Common Recommendations:

- A desire to **enable people to park inside the hospital car park**, to ease accessibility for those with mobility issues.
- The importance of **allowing for easy drop-off and pick-up outside the hospital**, to prevent cars from piling up and causing congestion.
- A call to **explore alternative options for transporting people** the last mile, to make hospital access more feasible without vehicular access.
- A suggestion to **allow public access to the hospital from the rear at Crofton Avenue**

### Common Concerns:

- Worries about the **accessibility for elderly people**, who may have difficulty accessing the hospital without vehicular access.
- Concerns that **pedestrianisation could hinder emergency access** to the hospital.
- The potential impact of the **removal of a bus stop** on hospital patients and visitors who rely on public transport.

## Inclusivity

*...In participant's own words*

**“St. Michael's hospital should be given unhindered access** by any means of transport. Those who are sick should not have to deal with any obstacles in addition to their health needs.”

**“Footpaths need widening and levelling ... Benches do NOT mean antisocial behaviours. Improved footpaths and pedestrian areas will support wheelchair mobility,** especially if the road surface raised to that of footpaths.”

**“Removal of the cobblestones** on the street - they are very inaccessible.”

“I am a cyclist myself, its wrong to leave out older people or even someone who has to drive for whatever reason. One can never get to the harbour in Dun Laoghaire, Sandycove or Seapoint as parking is impossible. No doubt the locals are delighted but a little **more consideration for our older population.**”

**“Wheelchair/buggy spaces beside benches** in parks. Recent benches in Cabinteely park are only the size of the bench with buggies and wheelchairs needing to stay on the path. The wheelchair usable picnic tables in Marley park are great.”

**“Visually and physically the town is quite hard to navigate.** There are too many obstacles. The **granite bollards and cobbling should be removed** and maybe a low level planted green strip down the middle of Georges Street with gaps so people could cross, but making it difficult for people cycling using scooters.

## Bus & DART services

One of the most mentioned concerns for the project in stakeholder meetings was on the potential impact on bus services given re-routing due to the pedestrianisation of part of Georges St Lower and modal filters. There was a general sentiment that actions to reduce car use should also occur in tandem with more and better public transport services.

### Common Recommendations:

- **Bus stops** – to be placed as close as possible to the main street, noted that some people can't walk distances or may be burdened with heavy loads so bus stops need to be conveniently located.
- **Explore alternative options for transporting people** the last mile, to make hospital access more feasible without vehicular access (e.g. buggy's, mini-bus, or taxis).
- **DART** – walking and bike connections with DART station should be enhanced

### Common Concerns:

- This was a particular concern about **bus stop locations** for **hospital visitors**.
- **Bus journey times** – how would these be affected? Concern journeys might be longer.
- **Bus Connects** - Queries about how this project relates to Bus Connects initiative.



## Bus access

...In participant's own words

“If you do away with bus route through the town the **elderly will not have easy access to hospital** or to Tesco for their shopping it's very unfair on them.”

“**More wheelchair accessibility** . Bus service to remain across from St Michaels Hospital.”

“Centrally, a **link between St. Michaels and the bus stops** for those with mobility issues will be important.

I would suggest **utilising the existing adapted bikes in the bike-hub as a shuttle service around the town**. Those in need could have a call-service for pickups rather than employing a minibus.”

# Economy & Community

Discussion on the economy comprised 2.5% of responses, while community themes comprised 4% of feedback received.

## Common Feedback:

- Hopes that the project would **make Dun Laoghaire an attractive and welcoming destination**, some calls for Dun Laoghaire to be established as the **"County" town**
- Excitement that it would **enhance community pride** and attract people to **live "above shop"** in the town.
- Increased support for **public art and programming of events, festivals and markets**
- **Smart city** additions like digital kiosks and free Wi-Fi
- **Outdoor seating bursaries** - collaboration with businesses to identify suitable dining spaces.
- **Involve community groups** - in maintenance of green spaces.
- **Construction period** – make as short and efficient as possible to minimise disruption.
- **Power outlets and water faucets on street** – for business use (e.g. Christmas lights) and maintenance.

## Concerns:

- That it would be **harder for delivery trucks and services** to access shops and premises in the pedestrian area and surrounds
- Concerns from some about **possible negative impact of scheme on business** - a suggestion to identify metrics to measure the economic impacts of the scheme; and actions to ensure ease of navigation to town.
- Some concerns about **anti-social behavior, lighting and safety** particularly at night

## Economy & Community

*...In participant's own words*

“Dun Laoghaire **needs less cars, less parking, more space for people and businesses.**”

“We need **more people to live in the town** and need better improvement for businesses to work. We need **better parking** for businesses.”

“**I would not be in favour of this option at all.** If you pursued this, it would be **anti-business** and effectively cut off vehicular access to the business area.”

“I would also like to see **Dun Laoghaire village livelier.** It's heartbreaking to see so many shops boarded up on George's street. **Is there anything we can do to bring this village back to life and support small businesses?**”

“I look forward to these changes as this is a **wonderful place to live** and as a resident of Dun Laoghaire since 2016, I feel privileged to be able to reside here.”

“I would like to see some actions by the council to encourage **shop owners to use the rooms above their premises as living spaces** as they were years ago. In most European cities people live over the shops and this **creates great vibrancy** and actually **makes the streets safer** too.”

“The **pedestrianised area** may be appealing during the day, but it is likely to **encourage anti-social behaviour/gatherings at night**”



## 6) Next Steps

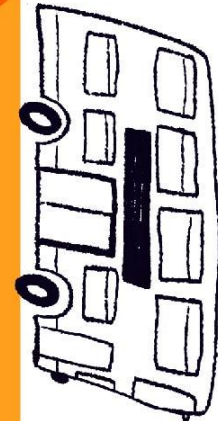
# Next Steps

## Design Development

- **Bus** – Review options and agree revised bus network with the NTA
- **Hospital access** – evaluating options like micro-buses / taxis to address concerns about change in location of bus stop.
- **Further develop and finalise engineering drawings** (traffic, drainage, lighting, etc) and **architectural drawings** (Placemaking, planting, paving, street furniture, etc) taking into account suggestions from public consultation.
- Complete **construction cost estimates and environmental screening reports**
- **Meetings with representative groups** to discuss outcomes of modelling work and pre-design engagement.
- **Prepare visualisations** and materials for public display

## Part 8 Planning – Early summer 2023

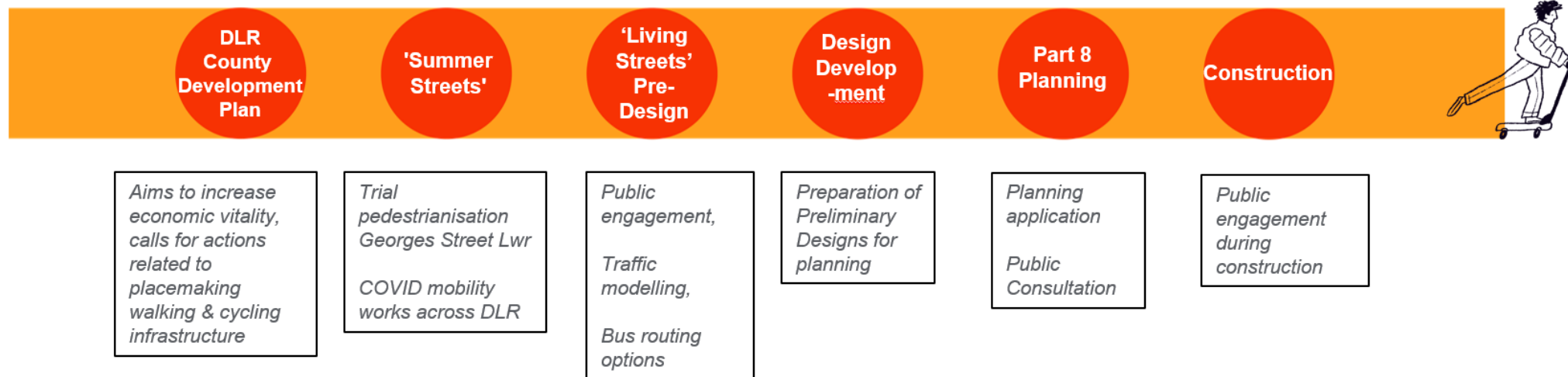
- There will be a statutory consultation period at this point and an opportunity to make formal submissions.





# Project Timeline

2021      Winter 2022      Spring 2023      Summer 2023      2024- 2025







**Thank you to everyone who provided  
feedback so far.**

**We look forward to engaging with you again  
in the coming months.**





# 8) APPENDIX



**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** is exploring options for sustainable mobility and public realm improvements to make Dún Laoghaire greener, our streets safer, our economy more vibrant, and communities more connected. To inform the initial design process, we would like to hear your views on the existing public realm of Dún Laoghaire and what you would like to see addressed in 'Living Streets' design.

## Introduction

# Online Survey



**Q1. What is your interest in the scheme?**

- Local resident                       Passing commuter  
 Business owner                       Representative from organisation  
 Visitor to the town                       Other (please specify) \_\_\_\_\_

**Q2. If you are completing this survey on behalf of a group, please write the name of this group here:**

\_\_\_\_\_

**Q3. Where are you based?**

- Dún Laoghaire Town                       Ballybrack  
 Blackrock                       Cabinteely  
 Dalkey                       Deansgrange  
 Glasthule/Sandycove                       Glenageary  
 Killiney                       Monkstown  
 Sallynoggin                       Other (please specify) \_\_\_\_\_

**Q4. What is your age range?**

- 18-24                       25-34                       35-44  
 45-54                       55-64                       65-74  
 75-84                       85 and over                       N/a

**Q5. What is your gender?**

- Woman                       Man                       non-binary  
 Prefer to self-describe: \_\_\_\_\_

**Q6. Would you like to see any of the following improved in Dún Laoghaire?**

*(Please complete the matrix below by placing an "X" against your choice for each row)*

	<i>No, it's fine as it is</i>	<i>Slight improvements</i>	<i>Yes, needs significant improvement</i>	<i>Not sure</i>
Footpaths and walkways				
Planting and landscaping				
Public spaces and seating				
Cycle lanes and bike parking				
Accessibility for wheelchair & assisted mobility				
Public transport accessibility				
Road safety				
Air quality				
Noise from traffic				
Traffic / Congestion				
Directional / information signage				

**Q7. If you felt any of the options need significant improvement, what would you like to see done?**

\_\_\_\_\_

Q8. What streetscape upgrades do you think would provide most benefit for business owners, residents and visitors?

### Overview of Proposals

The Living Streets initiative involves three main elements: 1) Streetscape upgrades for Dún Laoghaire town centre, 2) the creation of a 'Living Streets' Neighbourhood, and 3) improvements for sustainable mobility (walking, cycling and public transport). These are outlined below – please let us know your thoughts.

#### 1) Town Centre - Streetscape upgrades

- **Better landscaping, planting and seating** throughout the length of the town and side-streets to create a safe, welcoming and vibrant environment.
- **Pedestrianising part of Georges Street Lower** (between Patrick Street and Myrtle Square) to enhance the attractiveness of this area as a destination and its economic vibrancy. This area was pedestrianised in Summer 2022 – according to an independent evaluation, a majority of respondents wanted this to be made permanent.



Improved planting, seating, surfaces and public spaces throughout town... building on recent upgrades featured here.



Q9. What would you hope this can achieve for Dún Laoghaire? Do you have any concerns that you'd like addressed in the design?

## 2) Living Streets Neighbourhood

- We are considering placing **a small number of bollards or planters on 2-4 streets** within the neighbourhood marked on the map below. This will deter rat running (traffic cutting through the area).
- **Vehicle access will be maintained for local residents, businesses, visitors and services** (e.g., waste collection, emergency services) for every address within the area.
- **This will create quieter, safer roads with less traffic and pollution.** Coupled with **enhanced planting and seating**, it will create a more inviting place to be in, and to move around within on foot, bike or on wheels. Similar projects have proven beneficial for local business and community wellbeing elsewhere.



Example bollards and planters for streets (2-4 could be placed within Living Streets Neighbourhood).



Q10. What changes would you like to see prioritised to make it easier to walk, cycle and use public transport in the town?

### 3) Sustainable Mobility Improvements

- **A safer walking environment** will be created through reduced traffic overall, pedestrian crossings, traffic calming, increased footpath widths and quality, and accessibility improvements.
- **Access to the town for bus and rail users** (e.g., through appropriate positioning of bus stops, good walkways between travel options, bike parking near bus stops and train station).
- **Better linkages between walking and cycling infrastructure** (i.e., the Coastal Mobility Route; the Metals; and 'DLR Central' which will be built 2023/24).
- **Signposting, wayfinding and car parking options** will be made clearer, to assist with accessibility for those who need to drive.



Better connections, access and infrastructure for walking, cycling and public transport.

Building on recent upgrades featured here.



### Next phase

**Q11. Would you like to receive updates about the next phase of consultation?**

- Yes
- No

**Q12. If yes, please provide your email address here:**

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# ENDS

