



Summer Streets - Dún Laoghaire Pedestrianisation Trial Evaluation Summary



Dún Laoghaire-Rathdown County Council (DLRCC) commenced its “Summer Streets- Dún Laoghaire” scheme on the 5th July 2021.

The initiative involved the reallocation of existing public realm spaces through the pedestrianisation of George’s St. Lower and the use of additional outdoor space at Myrtle Square. This required the diversion of vehicle traffic and the reallocation of existing car parking spaces.

Before the trial DLRCC undertook non-statutory public consultation from Friday 21st May to Friday 11th June 2021. A total of 1,103 representations were received via the council’s Citizen Space questionnaire, alongside

email responses, on-site meetings and online presentation. Pre-trial consultation showed a significant level of public support, with 70% of the responses supportive.

The scheme was trialled for 3 months in the summer of 2021. The trial has been evaluated using the common appraisal framework. The evaluation used multiple sources including; representative surveys of businesses, customers and residents; vehicular traffic analysis; footfall sensors; and air and noise monitors.

Please refer to the full report for the detailed results and analysis, this document provides a summary of the key findings.

The trial evaluation identified positive improvements across all criteria (from minor ✓ to significant improvement ✓✓✓)

Safety	✓	✓	
Environment	✓	✓	✓
Accessibility and Social Inclusion	✓	✓	
Integration	✓	✓	
Physical Activity	✓	✓	✓

The lessons learnt and recommendations from this evaluation are shown at the end of this document.





UNISEX
HAIR
SALON

THE KENNEDY
SOLD

EXCLUSIVE
Quality & Service

COCA-COLA
ZERO SUGAR

Shakira
RESTAURANT
Indian Cuisine

WESTERN UNION
MONEY TRANSFER

payzone

National
Lottery

O'Connor
Jewellers

SHAKIRA
INDIAN
CUISINE
OPEN

What changes were made during the trial?

The aim of the design was to provide attractive, safe spaces for cafés, restaurants, shops and other businesses to operate outdoors throughout the summer and beyond.

Along with the removal of vehicle traffic, placemaking and landscape features were introduced, including:

- Benches, picnic tables, cycle stands and planters
- A public WC and play space in Myrtle Square
- A programme of events including live music and entertainment
- Change to the carriageway material to soften its impact



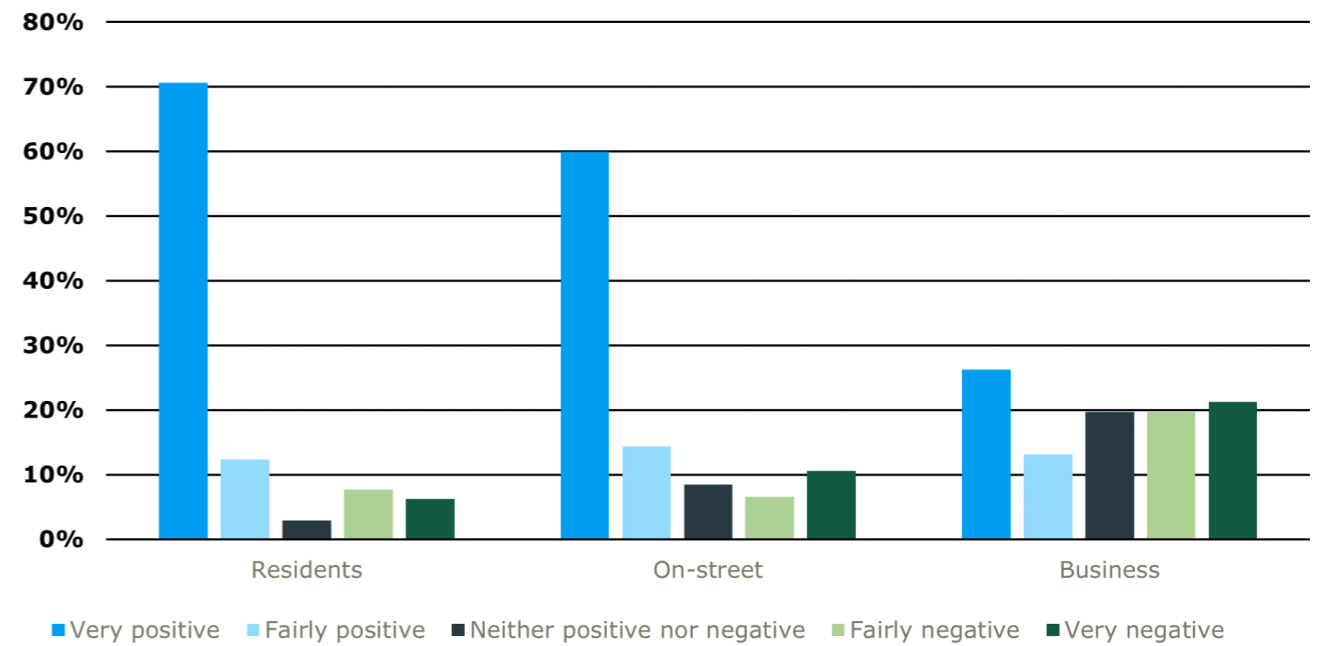
Trial public realm design



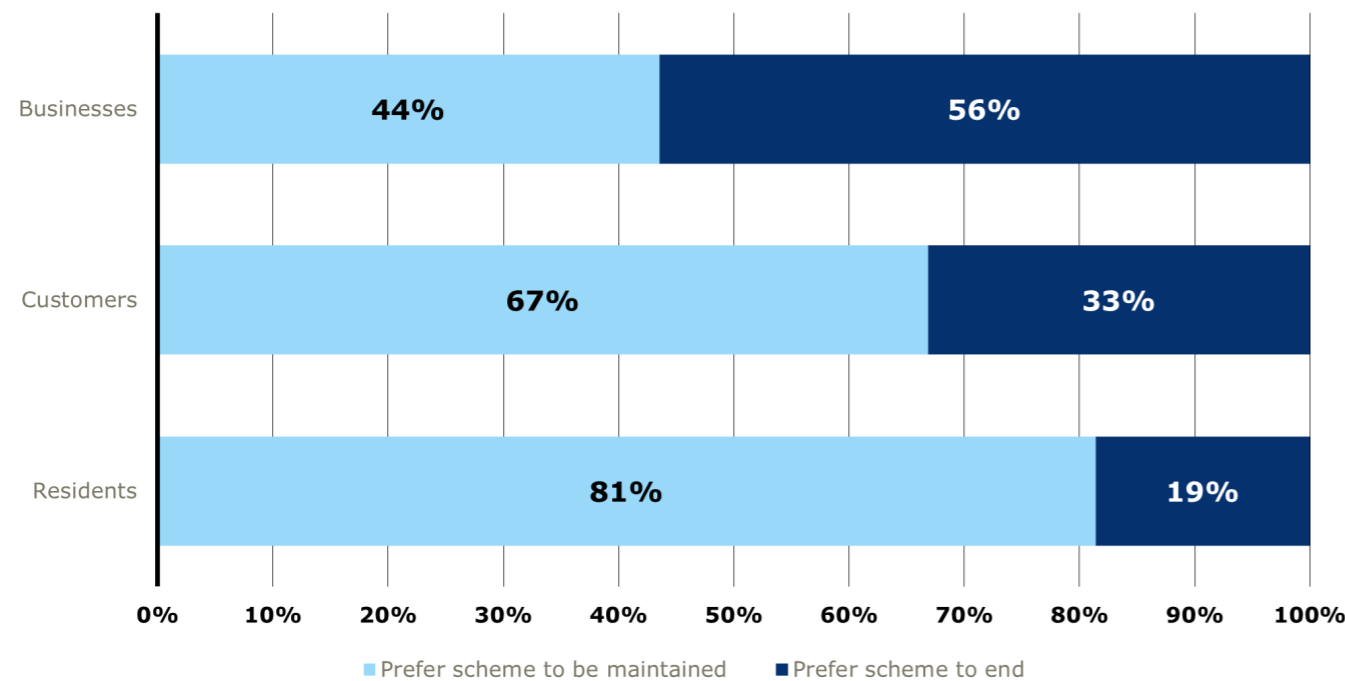
What did people think of the trial?

The residents survey conducted during the trial showed an overwhelming positive response to the Summer Streets scheme, with over 82% stating a positive response (very or fairly positive). A similar proportion of residents (80%) also stated that the scheme made Dún Laoghaire a “nicer place to live”, with 75% stating they will be disappointed when it ends. The results of the on-street survey (i.e. views of customers visiting the street) gave a 74% positive opinion of the new pedestrianised layout of Lower Georges Street. Men showed a slightly more positive response than women, with 77% of men responded “very positive” or “fairly positive” in comparison to 71% of women.

WHAT IS YOUR OPINION OF THE CHANGES MADE AS PART OF SUMMER STREETS?



HOW DO YOU FEEL ABOUT THIS PEDESTRIANISATION TRIAL/NEW STREET LAYOUT ENDING ON 30TH SEPTEMBER?



The majority of respondents to the residents and on-street surveys showed a preference for the scheme to be maintained, with business opinions more mixed. The majority of people surveyed also believed the trial made the area a nicer place to live/work

'Towns should be people centric, not just a throughway for traffic. There was no parking on the road already, so pedestrianisation lends to more browsing through the stores on that stretch of road.'

'Better sense of community, nicer dining and shopping experience, safety for our young child to enjoy the town and visually more attractive'



'It has completely transformed Dún Laoghaire- it's nice to be able to sit out without loads of traffic & browse the shops.'



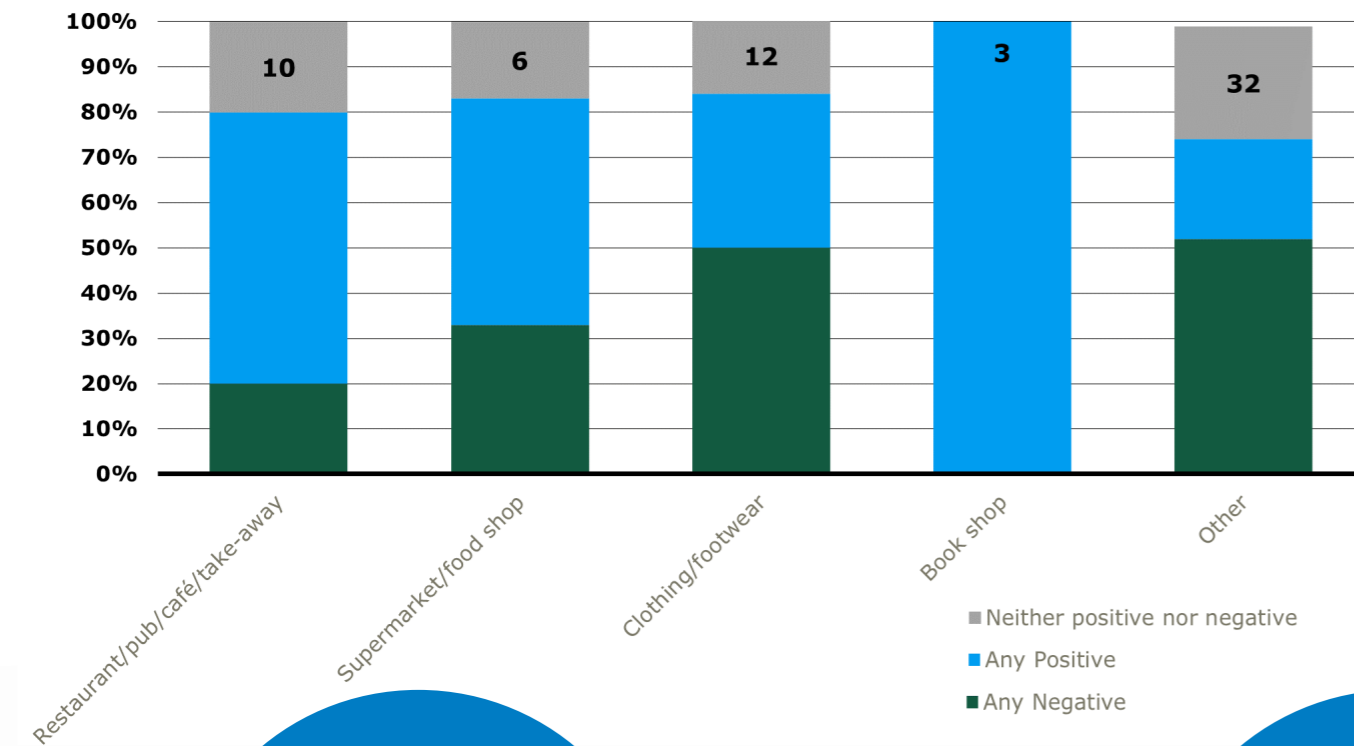
What happened to businesses during the trial?

The response and outcomes for businesses to the trial was mixed. Along with the survey conducted for this report, the Dún Laoghaire Business Association (DLBA) conducted an independent survey which was shared with DLRCC.

The findings from these two surveys differ:

- In the survey conducted for this report 56% of businesses (63 responses total) responded that they would not want the scheme to be maintained with 44% wanting to see it maintained and no neutral category;
- However in the survey conducted by the DLBA, 50% of businesses voted in favour of Summer Streets, 29% against and 21% neutral;
- 50% of businesses surveyed for this evaluation reported a reduction in turnover;
- However in the DLBA survey 54% of businesses surveyed saw either an increase or no change in the number of customers with 46% noting a reduction.

OPINION BY TYPE OF BUSINESS



'A lot of customers used to once a week go to Bloomfield for shopping and get a taxi home but bus is main route and would be browsing as bus goes by and would get off and go back and buy. now bus doesn't pass shop lost lots of customers'

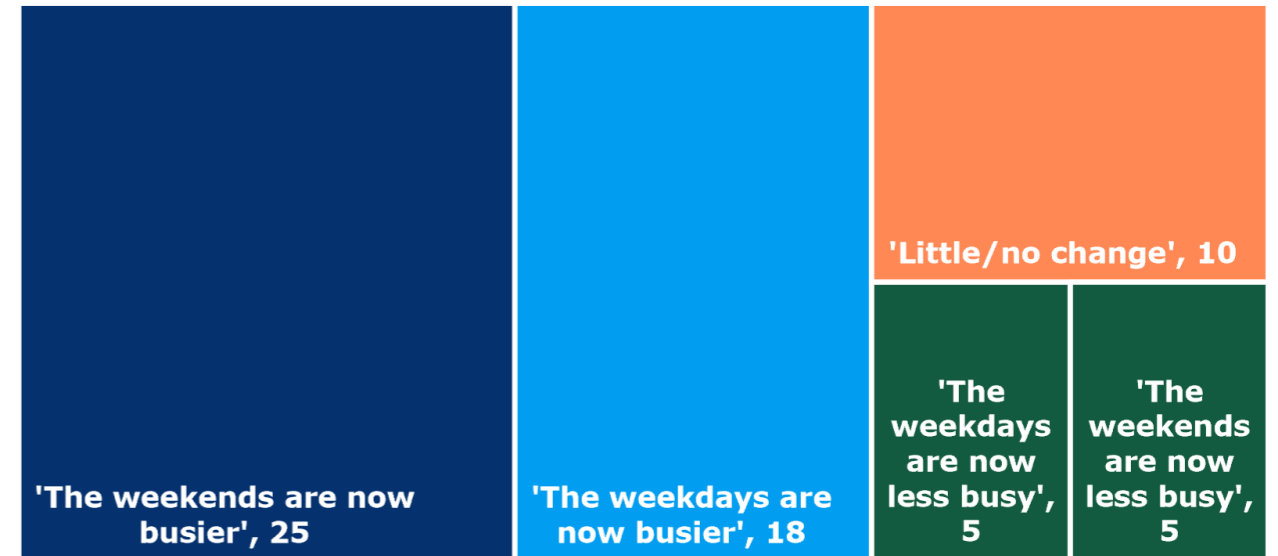
'Better footfall, better atmosphere, turnover up'



'Footfall, can't get to store as roads are blocked; no buses or bus stop nearby, people can't get to store, no proper parking'

HAVE YOU SEEN THE NUMBER OF CUSTOMERS CHANGE ACROSS DAYS OF THE WEEK, COMPARED TO BEFORE THE PROGRAMME?

- 'The weekdays are now busier'
- 'The weekdays are now less busy'
- 'Little/no change'
- 'The weekends are now busier'
- 'The weekends are now less busy'
- 'Don't know'



Half of businesses surveyed for this evaluation (63 responses) perceived a drop in footfall over the whole scheme and a decrease in turnover while half perceived no change or an increase

What happened to mobility during the trial?

The trial pedestrianisation of George's Street set out to integrate with the existing transport infrastructure network and support active travel modes.

Footfall sensors showed higher volumes of pedestrians accessing Lower George's Street in the pedestrianisation trial period. One sensor location saw a 16% increase in footfall over the weekend.

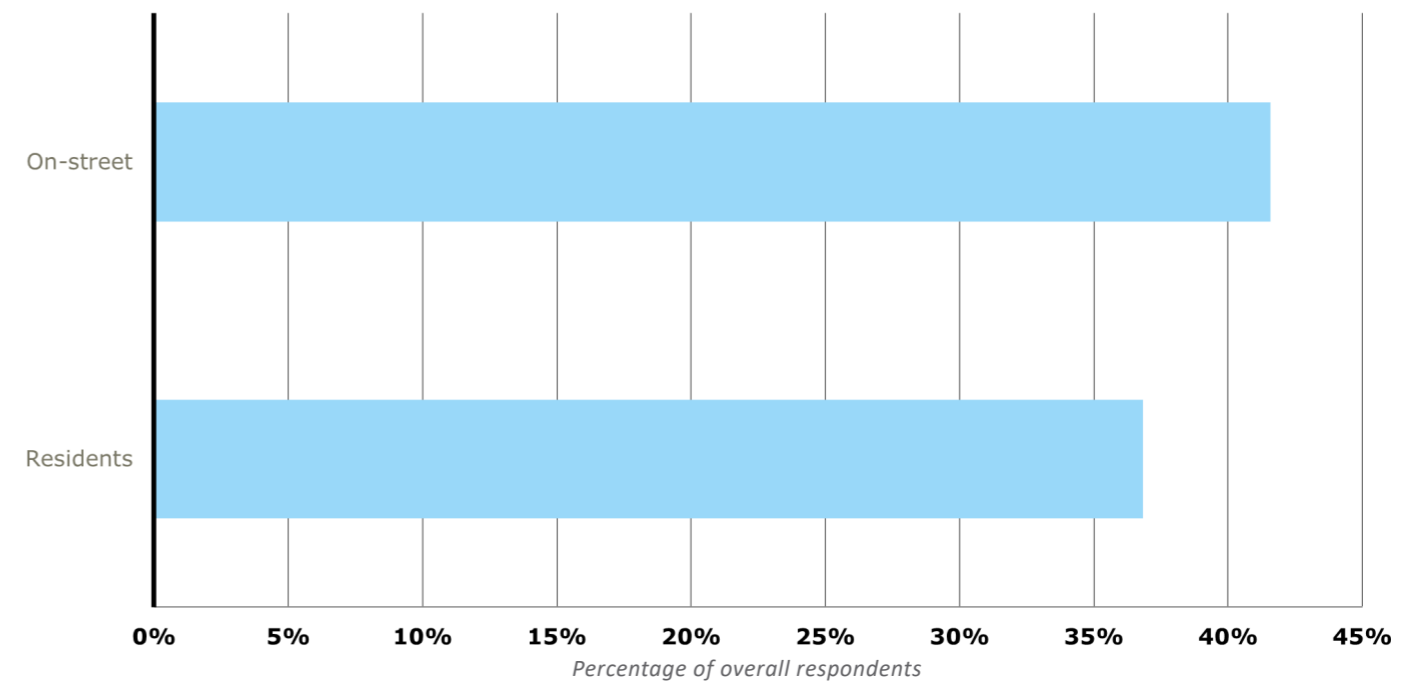
Vehicular traffic at both a strategic and local level performed similarly during the trial and post-trial periods in terms of average speeds, journey times and queuing lengths.

Public transport movements, specifically Dublin Bus Routes 46, 63, 75 and 7 were adjusted as part of the trial. Dublin Bus confirmed that they had not experienced significant delays or issues along the route during the closure of Georges Street Lower, but it is recognised that moving the bus stops on Lower Georges Street did negatively impact some users.

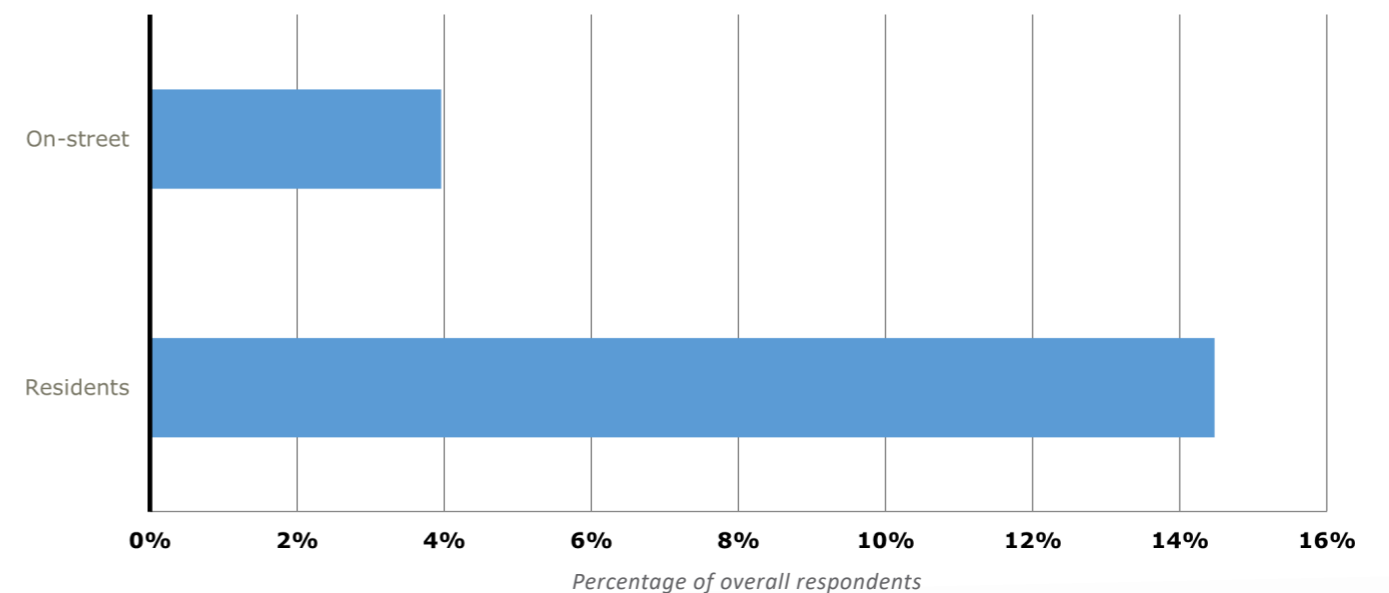
59% of Monkstown bound and 15% of Glasthule bound traffic is through traffic with no destination in Dún Laoghaire town

The volume of traffic trips to in Dún Laoghaire town centre did not significantly change during the trial

INCREASE IN WALKING AS A RESULT OF SUMMER STREETS



INCREASE IN CYCLING AS A RESULT OF SUMMER STREETS



47% of those surveyed thought there had been an improvement in vehicle traffic in the area as a result of the scheme



In terms of changes to travel, 14% of residents now cycle more



The surveys revealed an increase in walking reported by residents and pedestrians (61% of the combined responses)

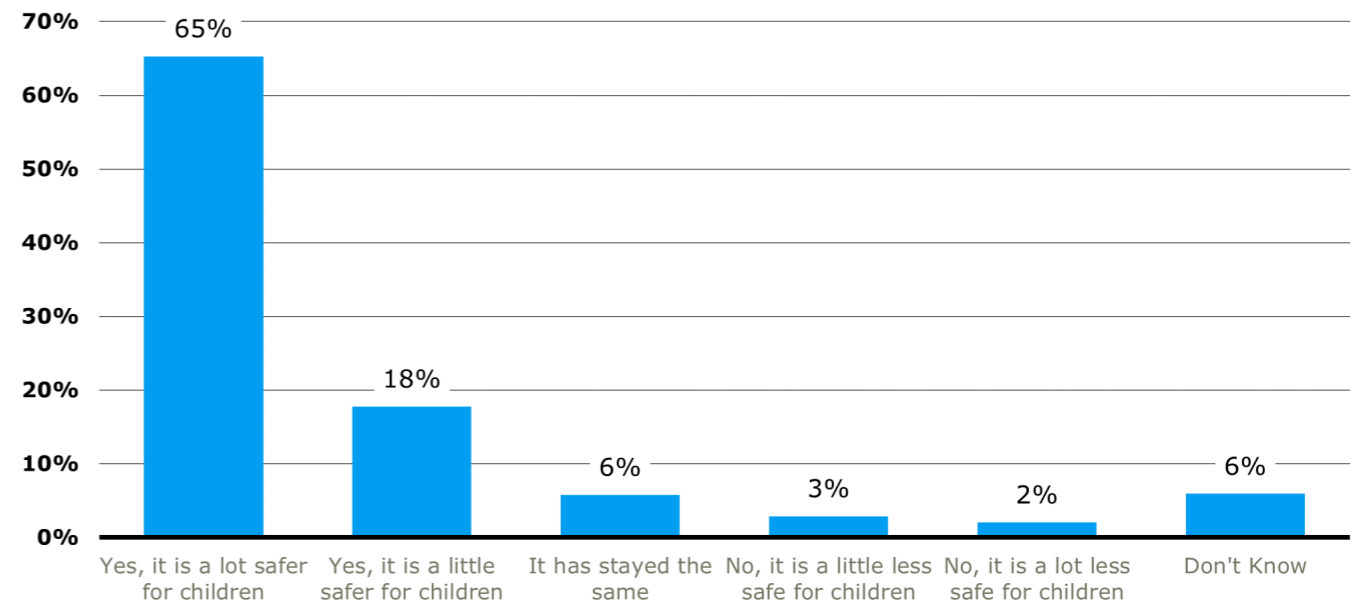


What happened to safety during the trial?

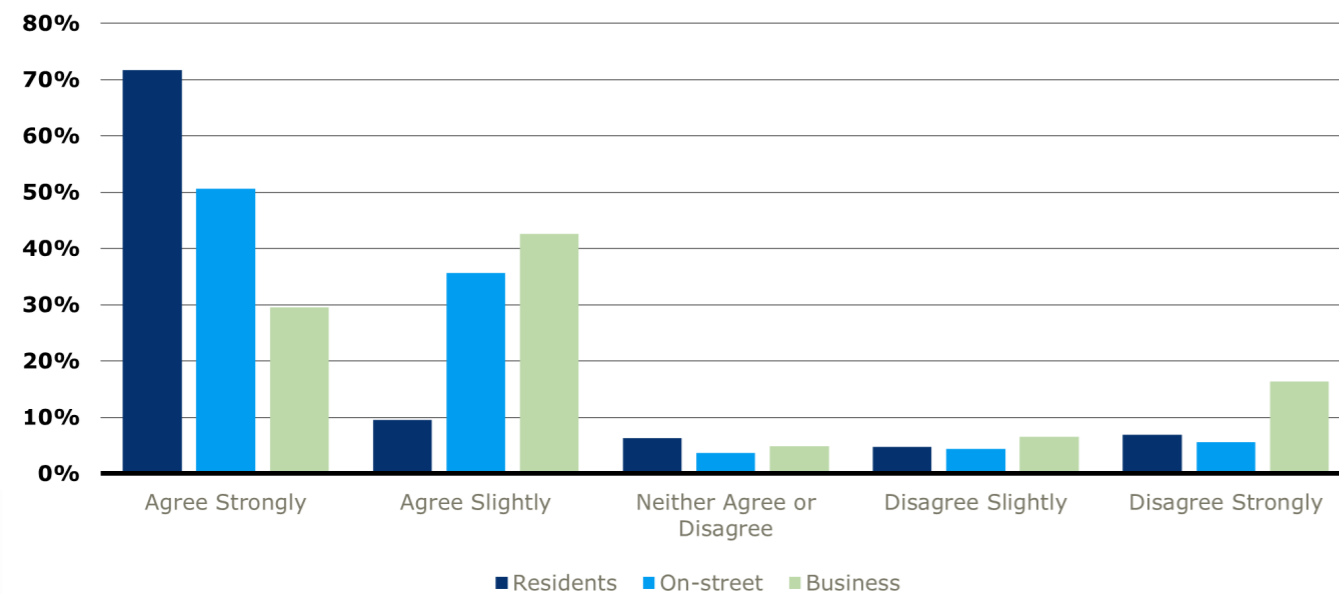
Respondents were asked about different perceptions of safety; traffic safety, COVID-19 measures and personal safety. Most respondents agreed that the layout of the street helped with Covid-19 measures such as social distancing and that the measures had made the area safer.

The Gardaí were consulted and stated that there were no major crimes reported within the area and no increase in Public Order issues. The main safety issue noted by the Gardaí was in relation to the Traffic Management System - changes to bus routes and hospital access. It was recognised that there were issues initially, but that these dissipated after the first three weeks of the project.

IN YOUR OPINION, HAVE THE CHANGES ON LOWER GEORGES STREET CHANGED HOW SAFE THE AREA IS FOR CHILDREN?



THE PEDESTRIANISATION HAS MADE THE AREA SAFER TO GET AROUND



An overwhelming majority (83%) of respondents to the resident's survey were of the opinion that the changes had made the area safer for children

Across all three surveys, most respondents agreed that the pedestrianisation scheme had made the area safer

'The street furniture in the roadway was potentially an obstruction to any emergency vehicle.'



Gardaí stated that there were no major crimes reported within the area, no increase in Public Order issues and that initial traffic issues were resolved.

'There is a real issue with cyclists not dismounting and nearly hitting older people, this happened to my nearly 80 year old mum..'

What were the environmental outcomes of the trial?

In the three surveys the noise level in the pedestrianisation was viewed as lower or unchanged than compared to pre-pedestrianisation. However noise sensors showed that there was a 2 dB rise in average noise level in the non-pedestrianised street. Indicators showed that the area became dominated by road traffic noise in the non pedestrianised scenario.

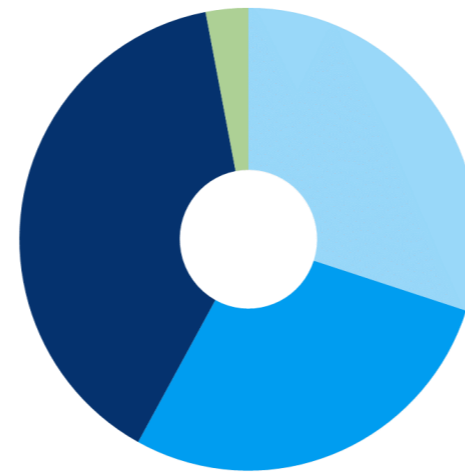
The public realm changes made as part of Summer Streets link to the Tidy Towns competition 2021, where Dún Laoghaire was very successful. Perceptions of litter levels in the surveys completed for this study suggested they were unchanged or improved.

There was a clear change in travel choices of residents and visitors during the trial to active modes

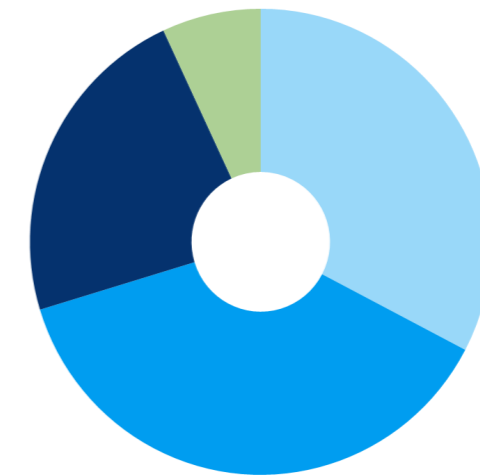
Dún Laoghaire came 5th, up from 20th, in the Irish Business Against Litter Survey (IBAL) in summer 2021 and in the most recent IBAL survey DL came 6th out of 40 towns.

Environmental Survey Perceptions

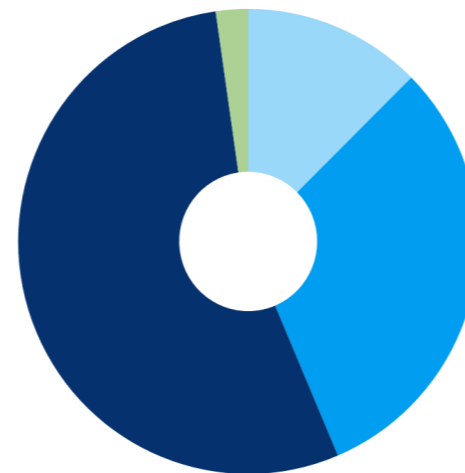
LEVEL OF NOISE: BUSINESS RESPONSE



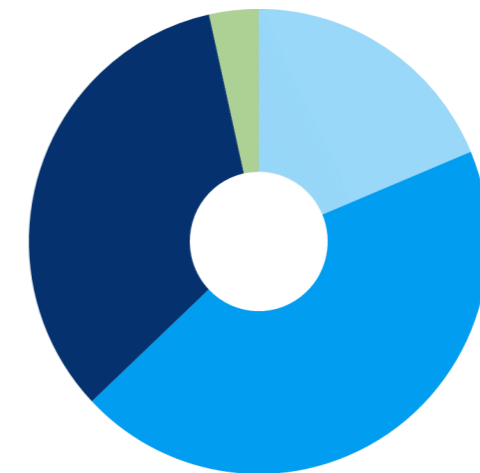
LEVEL OF LITTER: BUSINESS RESPONSE



LEVEL OF NOISE: RESIDENTS AND ON-STREET



LEVEL OF LITTER: RESIDENTS AND ON-STREET



- Don't know
- Decreased compared to pre-pedestrianisation
- Remained the same
- Increased, compared to pre-pedestrianisation

'Active travel interventions on a limited scale do not generally improve air quality significantly, but the added physical exercise benefit makes them very effective for improving public health outcomes...'

... in general, road transport interventions need to be combined to achieve a greater impact, as most existing measures on their own may only generate ...'

'...a small reduction in road vehicle emissions.'

Statement about comparable schemes by Public Health England



How did the trial affect different types of people?

The surveys asked respondents for different accessibility and social demographic criteria. These allowed the evaluation to access the impact on different types of people.

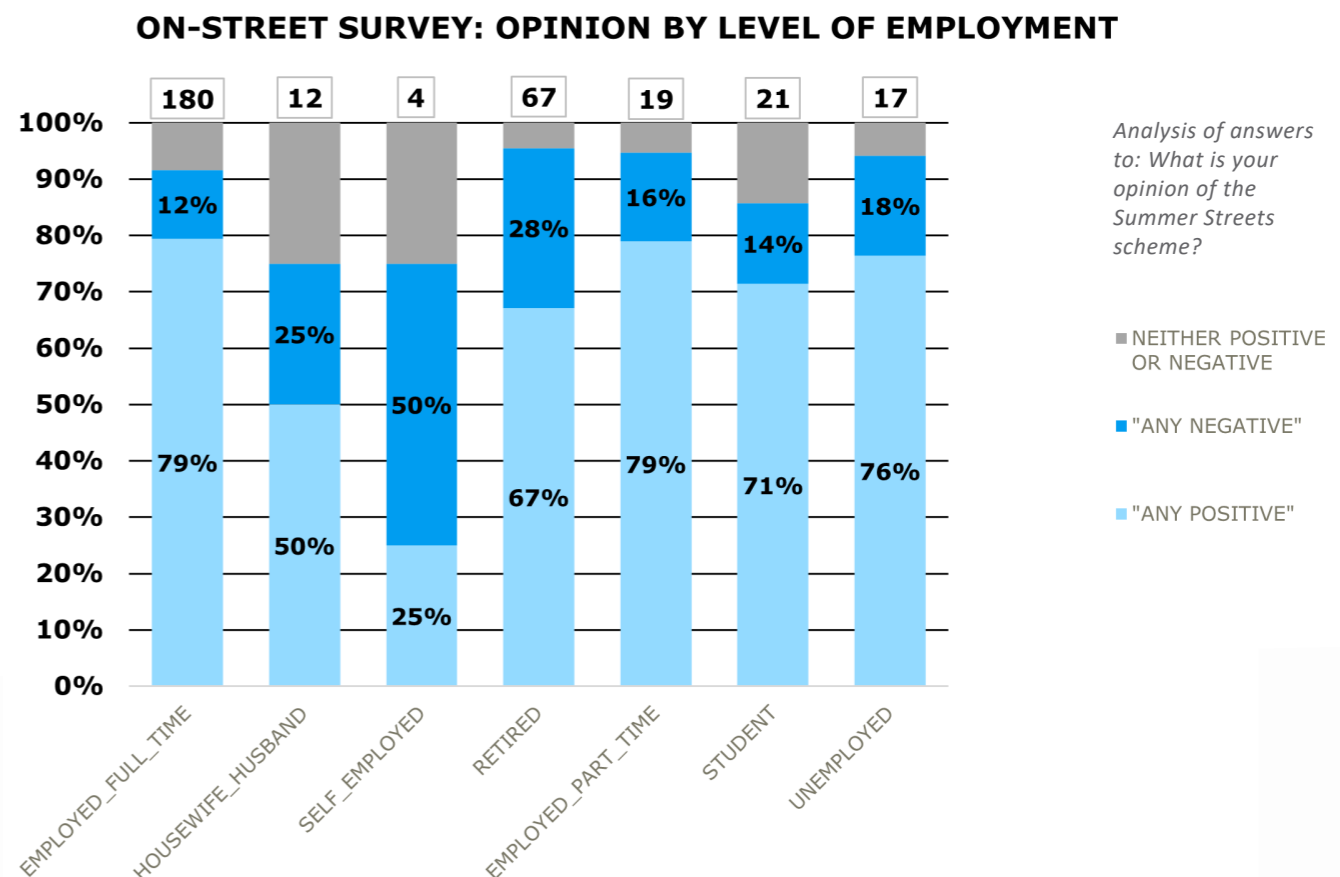
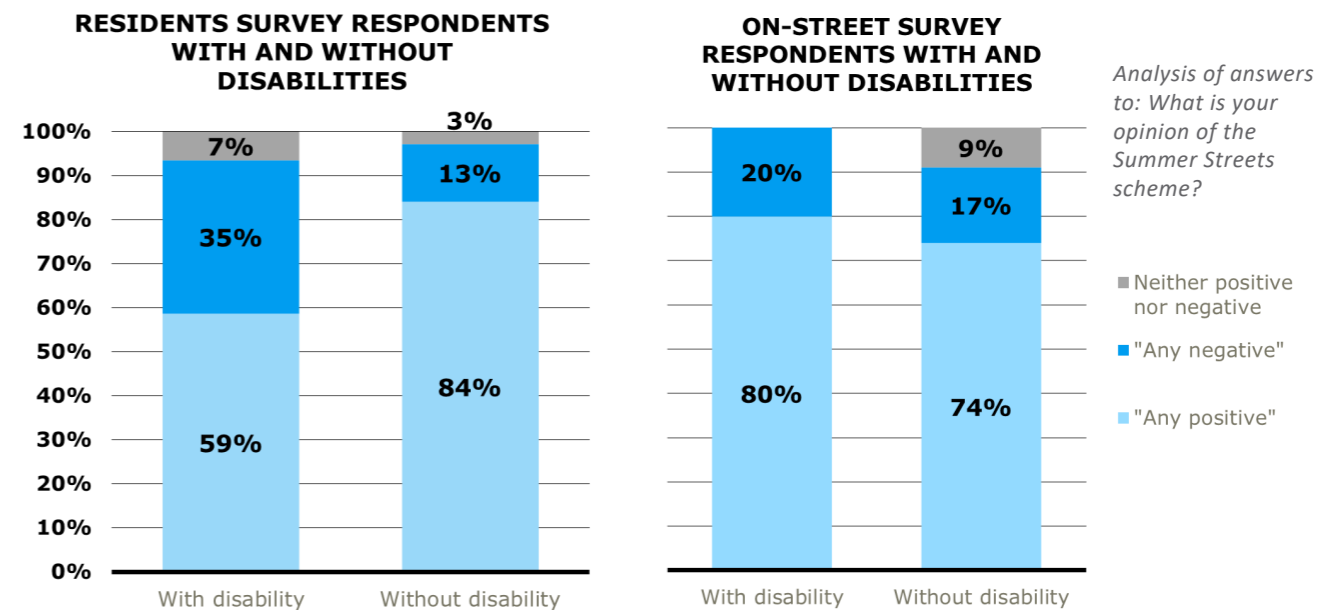
Across all three surveys run for this evaluation, men typically had a more positive opinion of the scheme compared to women.

In the retired category responses were notably less positive than the others. 36% of the retired residents surveyed were also bus users. Users showed a mixed response to access by bus: 50% said access had stayed the same, 34% said it had become harder and 16% said it was easier to access.

The residents survey results show that people without disabilities generally had a more positive opinion than those with disabilities, however this is based on a small sample of people noting they had a disability.

Of the residents citing hospital visits as a reason for visiting the town, 38% had a negative opinion of the Summer Streets scheme. While 59% of opinions were still positive, this is a notable difference to the overall opinion of the residents surveyed (83% positive, 14% negative).

Most groups agreed that the pedestrianisation layout took into account people with disabilities but there were mixed responses



'It does not take into account the elderly or infirm who need to access the hospital or shops in that area by bus/car'

'It's amazing! To walk a street without noise, fumes, dust. To meet and chat with people. To browse the outdoor books etc. I do 80% of my shopping within 200m of this area, so it's great to support local businesses.'

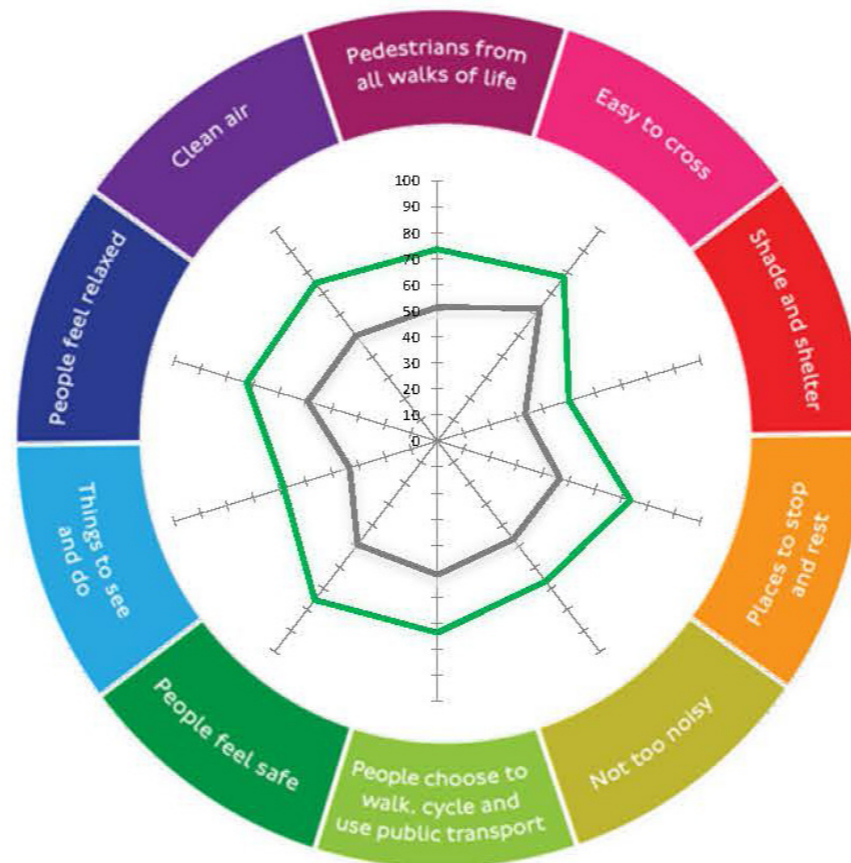
'Older and less mobile people who now have to negotiate a hilly route from Crofton Road [from the bus]'



Did the trial make the street a healthier place for people?

The changes were assessed using the healthy streets indicators which are recognised as a human-centred framework for embedding public health in street design. The trial layout scored 73, a result 23 percentage points higher than the previous street design. The results for Summer Streets showed improvements across all indicators particularly easy to cross, not too noisy and people feeling safe, as a result of the removal of vehicle traffic on Lower Georges Street. Other factors included the increased provision of cycle parking, new trees and planters added and the additional seating for people to stop and rest.

The pedestrianised street scored 73/100 compared to 50/100 for the non pedestrianised street



Healthy Streets Check Spider Diagram

10 evidence-based Healthy Streets Indicators, each describing an aspect of the human experience of being on streets. These ten must be prioritised and balanced to improve social, economic and environmental sustainability through how streets are designed and managed.

74
51
Pedestrians from all walks of life

78
63
Easy to cross

50
33
Shade & shelter

73
47
Places to stop & rest

67
47
Not too noisy

74
51
People choose to walk & cycle

75
49
People feel safe

58
33
Things to see & do

72
49
People feel relaxed

75
50
Clean air

'It has completely transformed Dún Laoghaire- it's nice to be able to sit out without loads of traffic & browse the shops.'



'We would never have gone there very often because it is dangerous with our young kids. Now it's safe and pleasant to go there for a coffee, drinks food, shopping etc. Will probably stop going once it ends.'

'Better sense of community, nicer dining and shopping experience, safety for our young child to enjoy the town and visually more attractive.'





Lessons Learnt and Recommendations

It is clear from the evaluation that the Dún Laoghaire Summer Streets programme met the objectives set out at the outset and delivered significant environmental and social benefits which in turn supported some economic improvements locally.

It is estimated that a permanent scheme would enable local businesses to further capitalise on the increased footfall and improved public realm to grow, and that the overall attractiveness and liveability of the area would also be positively impacted in the long term.

81% of residents, 67% of customers and 44% of businesses would like to see the scheme implemented permanently

59% of Monkstown bound vehicular traffic in Dún Laoghaire is through traffic, providing no economic value

Following the trial a stakeholder workshop was held. In general, the representatives from the residents' associations, DLBA and tidy towns that took part in this workshop were in favour of a more permanent solution. The participants also felt that this would best be considered in the context of an overall plan for the whole town, not just the section of George's St Lower.

It is recommended that this scheme is implemented permanently with the following considerations:

A long term solution would allow increased awareness around the cyclist routes and lack of cyclist access in the pedestrianised zone.

Bus stop access particularly outside of Argos, St Micheal's Hospital and the shopping centre must be addressed. Shuttle buses or similar were suggested as a solution

Bin lorry and delivery vehicle access, particularly on Convent Lane would need further consideration in a permanent scheme

A long term scheme will enable changes to embed and to enable local businesses to realise positive impacts

Signage should support more clearly defined pedestrian areas and cycle routes to avoid conflicts

Sussex street car park was underused and could provide an accessible place to park. Awareness raising of these parking spaces could increase their use

Greater communication with stakeholders and a longer lead time before any changes could help people and businesses prepare

Through business engagement, identify scheme adaptation to remove or reduce specific issues small businesses faced during the trial

No requirement was identified by stakeholders to change the scheme design or re-route if it is made permanent




Comhairle Contae County Council


Summer Streets

