



Comhairle Cathrach  
Bhaile Átha Cliath  
**Dublin City Council**



# **Capel Street Traffic Free Proposal**

## **July Update**

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### INTRODUCTION

On the 20<sup>th</sup> May 2022 at 6am Capel Street was made a Traffic Free street.



Figure 1 20th May 2022 6am, through route from Parnell Street for vehicles closed

This followed seventeen trial weekend evenings from June to Oct 2021, three consultations between May 2021 and April 2022 with approximately 12,000 submissions, and agreement from the councillors of the Central Area committee on the 27<sup>th</sup> of April 2022 to permanently make Capel Street Traffic free.



## Capel Street Traffic Free July 2022 Update

At the timing of writing of this report the scheme has been place for six weeks. This report details initial figures, any initial changes, proposals for some further changes and proposals for measuring the implementation.

### PEDESTRIAN, CYCLISTS AND VEHICLE DATA

The monthly traffic counts data below compares April 2022 to the start of June (2 weeks post implementation). These results are still quite early following changes, it will take a few months of data to confirm these are the changes in the area.

#### Capel Street

Pedestrians and cyclist numbers on Capel Street have both shown a strong increase within the first two weeks. Vehicles have dropped by 94% with the only traffic occurring during delivery hours.

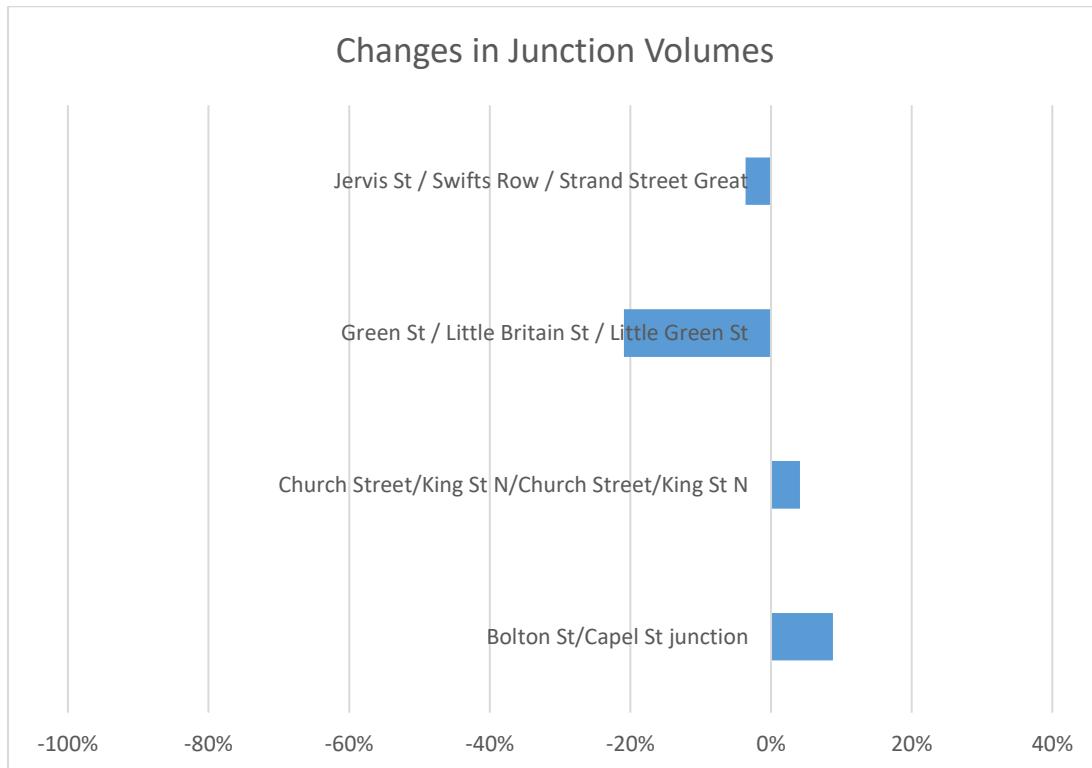
Mode	Change
Pedestrians	+9%
Cyclists	+18%
Vehicles	-94%

Data from our footfall counters show that between the start of May this year and the end of June footfall increased on Capel Street by 27%. Footfall on Henry Street for the same period increased by just 3%. The counter is in a different location to the monthly count and is at the Capel Street/Mary Street junction. The footfall counter is also measuring continuously whereas the monthly count is one

#### Surrounding Streets

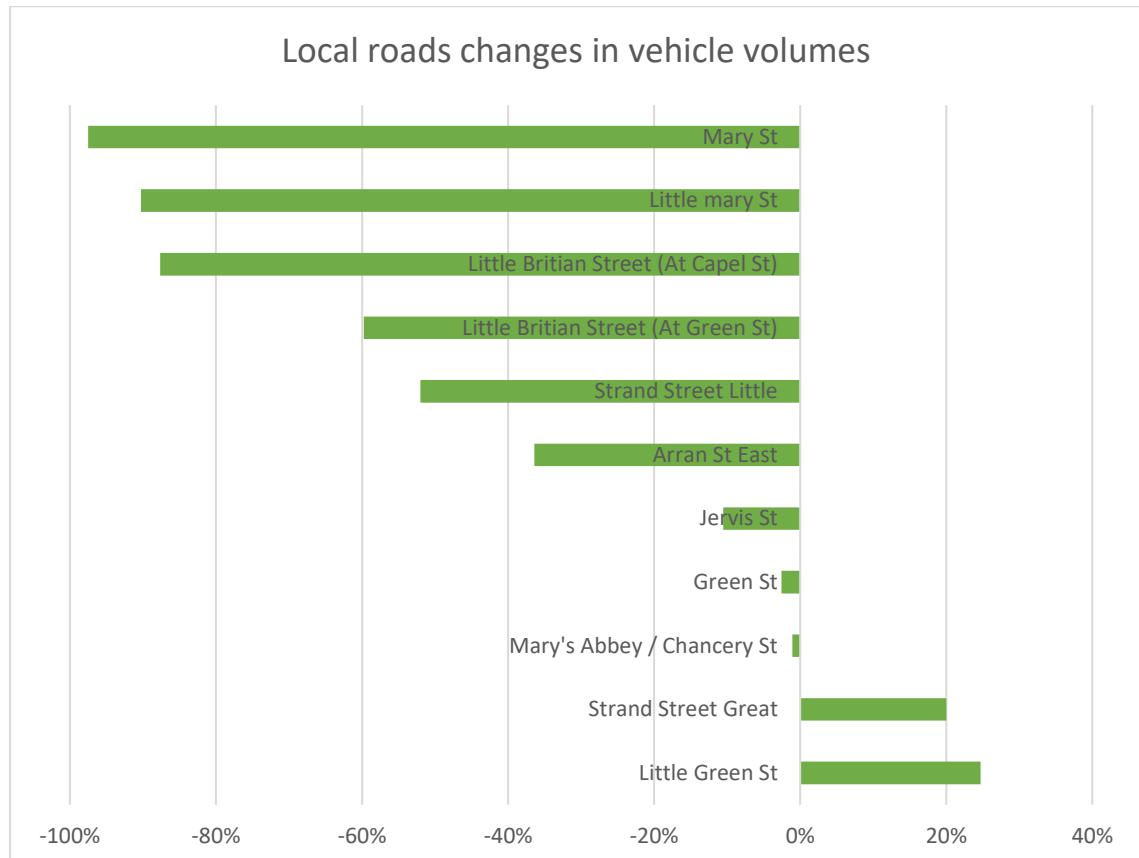
The junctions of Bolton Street and Capel Street and the Church Street junction with King Street north have seen small increases in vehicles. It should be noted that the volumes are still less than they were pre covid.

Junctions	Change in Vehicular traffic
Bolton St/Capel St junction	9%
Church Street/King St N/Church Street/King St N	4%
Green St / Little Britain St / Little Green St	-21%
Jervis St / Swifts Row / Strand Street Great	-4%



On local roads in the area, most have seen decrease, some very significant ones. On the streets where there have been increases these will be monitored closely in the coming counts to see if this is sustained.

Local roads	Change in Vehicular traffic
<b>Mary St</b>	-98%
<b>Little mary St</b>	-90%
<b>Little Britain Street (At Capel St)</b>	-88%
<b>Little Britain Street (At Green St)</b>	-60%
<b>Strand Street Little</b>	-52%
<b>Arran St East</b>	-36%
<b>Jervis St</b>	-11%
<b>Green St</b>	-3%
<b>Mary's Abbey / Chancery St</b>	-1%
<b>Strand Street Great</b>	20%
<b>Little Green St</b>	25%



### INITIAL CHANGES

Following implementation there were some minor tweaks made. We were aware that for the first couple of days there was some issues in the Markets area. This was largely due to some mapping apps not being updated which was sending vehicles into the area to still try and access Capel Street. When this had been updated a few days later there was a dramatic decrease. There was also a minor adjustment made at the Mary's lane/Church St street junction and changes made at some junctions in the area. This area has completely settled down and there's be no further impacts. As the traffic counts show volumes have actually decreased in a lot of streets in the area.

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Figure 2 Chancery Street 8.15am Monday the 23rd May



Figure 3 Markets area 5.15pm

Business owners on Mary's Abbey were met and some minor adjustments to loading bays were carried out.

Initial street improvements have also been carried out. Excess signage and parking metres were removed and some existing bollards were removed. A buff surfacing is currently being placed on the carriageway and flowers have been planted on lightposts. A Play street area and street art on the fencing has been installed. Minor changes have been made at the Capel Street/Ryder's row junction to align the new arrangement correctly.



Figure 4 Capel St/Ryder's row arrangement

Traffic management was on site for the first four weeks. For the first week there was a full scale operation and this decreased then week on week as people adjusted to the changes. Since the 20<sup>th</sup> of June Capel Street has been operating without any staff, apart from the removing of bollards at 6am to allow deliveries in and reinstating at 11am.

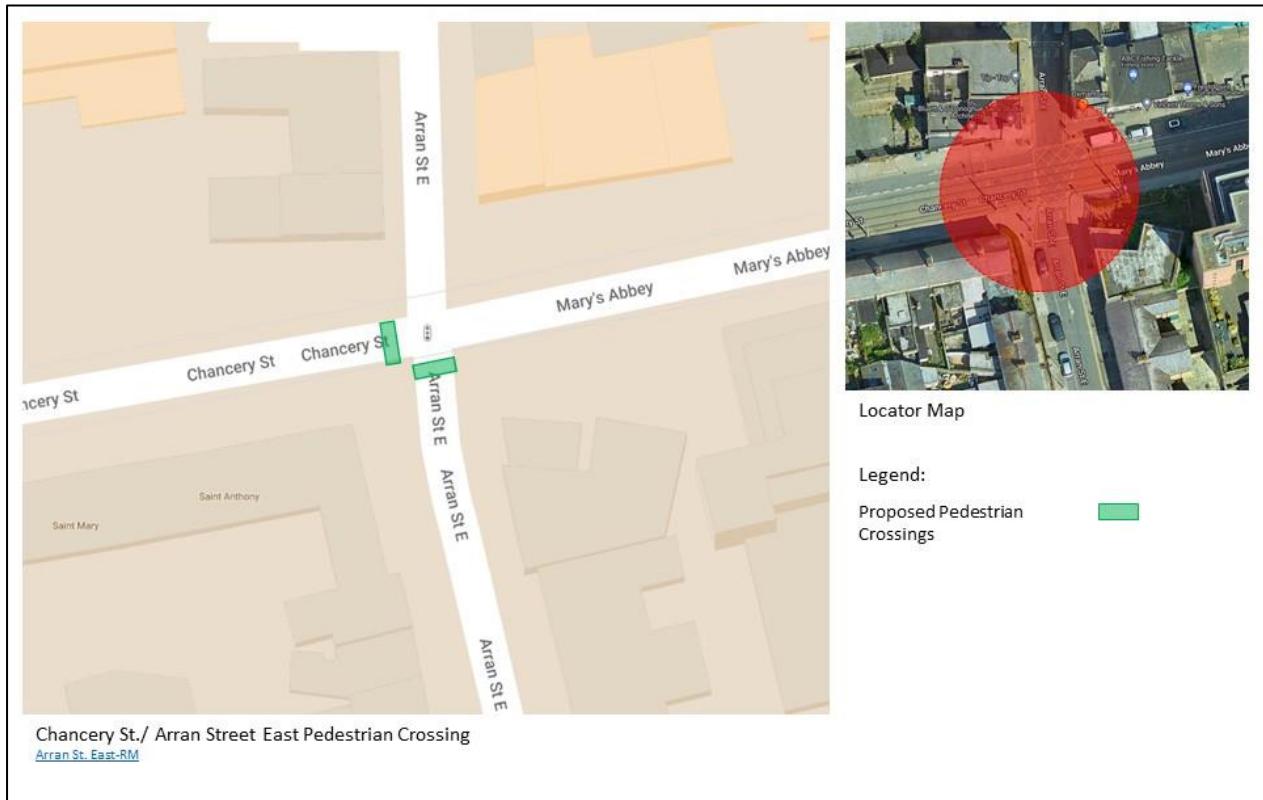
PROPOSALS FOR FURTHER CHANGES

IMMEDIATE CHANGES PROPOSAL

Following implementation some items arose, that had not come up or had been requested as part of the consultation. This included a request from Capel Buildings for more direct access to the quays and requests from residents on Arran Street for pedestrian crossings at the junction of Arrans Street East/Mary's Abbey.

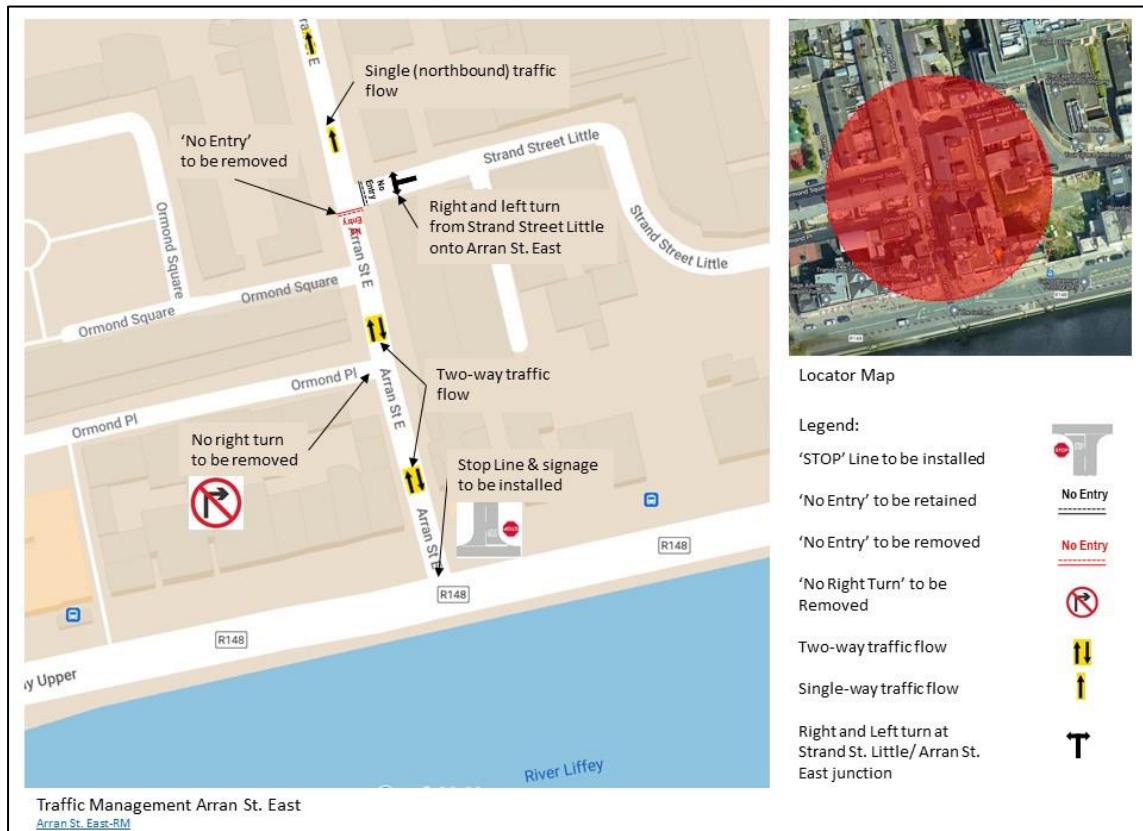
Having examined these two issues it is proposed:

- 1 - To install 2 new pedestrian crossings, one across Arran St East in an East/West direction at Chancery Lane and one across Chancery Lane in a North/South direction



## Capel Street Traffic Free July 2022 Update

2 - To allow traffic from Strand Street Little to turn left onto Arran St East and to allow traffic from Ormond Square to turn right onto Arran Street East. The section of Arran St East between Strand Street Little and Ormond Quay will be 2 way. No parking is being removed.



It is proposed, with agreement from Councillors, to undertake a short localised consultation in the affected areas on these proposals. Should there be a broad consensus and no issues raised it is proposed to undertake the minor works required for these measures over the summer. Councillors will be informed of the results of the consultation and which proposals are to proceed and when.

### ADDITIONAL CHANGES PROPOSAL

#### Traffic Flow changes

Following a meeting with Dublin Town it was agreed to explore the possibility of:

- Making a section of Jervis Street 2-way from the Jervis Street carpark to Strand Street Great to provide an additional route for carpark traffic heading southbound from the two carparks
- Making King's Inn St 2-way

These proposals will need to be looked at in detail to see if they are possible and what would be required. Consultation with TII will also be required for Jervis Street. It is proposed to examine these proposals and report to Councillors in September.

### **Street Improvements**

The Traffic Department, Area Office and City Recovery are working with the Parks Department to provide some immediate improvements to the street by providing seating and some planters. We welcome any suggestions for improvements and will keep the engagement via the Area Office and City Recovery with the businesses.

We are also looking to prepare an interim design that will provide more planting and other measures to make the street more welcoming. An update on this design which would be expected to last a number of years whilst the street awaits a more permanent scheme will be given in September. This scheme will involve consultation with councillors, residents and businesses.

### **MEASURING THE IMPACT OF CAPEL STREET**

As well as examining the data from the monthly traffic counts, it is proposed to undertake a consultation to gather feedback

This will include key questions such as:

- How has the Traffic Free implementation of the street affected your experience of the street?
- Have you any suggestions to improve the street?
- What is working, what isn't working from a resident, business owner and street user perspective?
- What would you like to see prioritised in the short term?
- What would you like to see prioritised as part of any longer term scheme?

Feedback will be sought from disability groups, Pedestrians, Cyclists, Residents, Businesses, Deliveries, Private car users.

It is proposed to open up this consultation mid-July and leave open for the remainder of the summer.