



Capel Street Traffic Free Proposal

September Update

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INTRODUCTION

Capel Street has now been Traffic Free for over three months. During that time we have been monitoring the impact on both the street itself and the surrounding area. This report summarises the latest traffic figures, initial changes that have been explored and proposals for some further changes.

PEDESTRIAN, CYCLISTS AND VEHICLE DATA

The monthly traffic counts data below compares before the traffic management measures were implemented in April 2022 to mid July which is the latest available data.

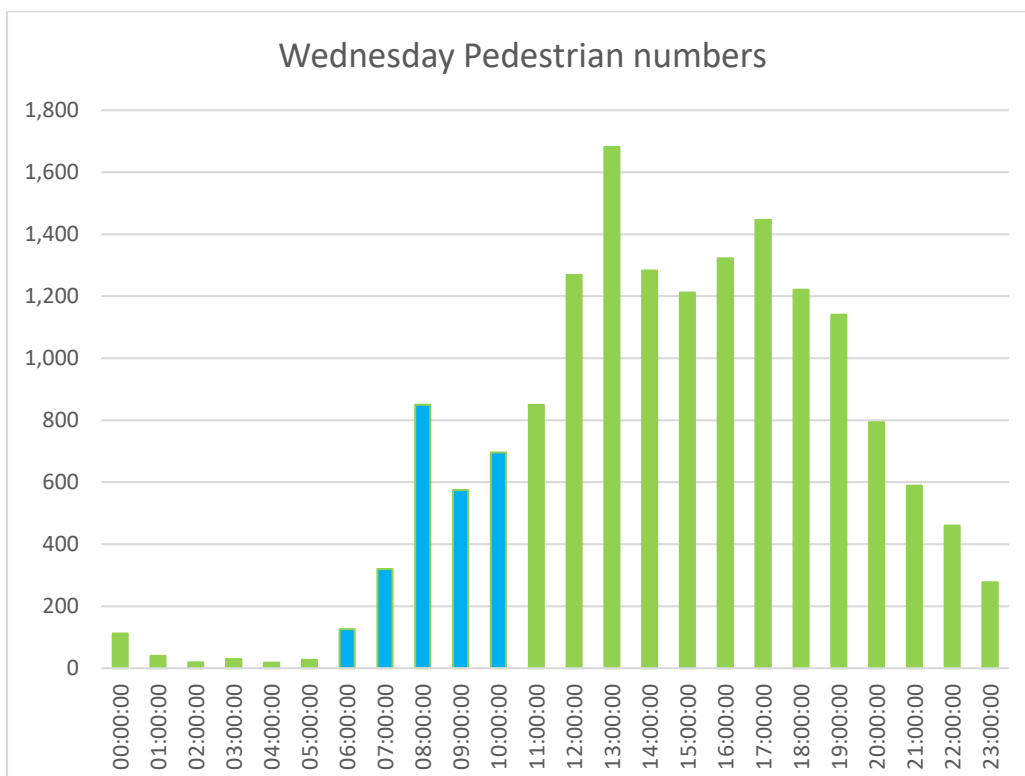
Capel Street

Pedestrians and cyclist numbers on Capel Street have both shown a strong increase. Vehicles have dropped on Capel Street itself by 93%.

Mode	Change
Pedestrians	+12%
Cyclists	+19%
Vehicles	-93%

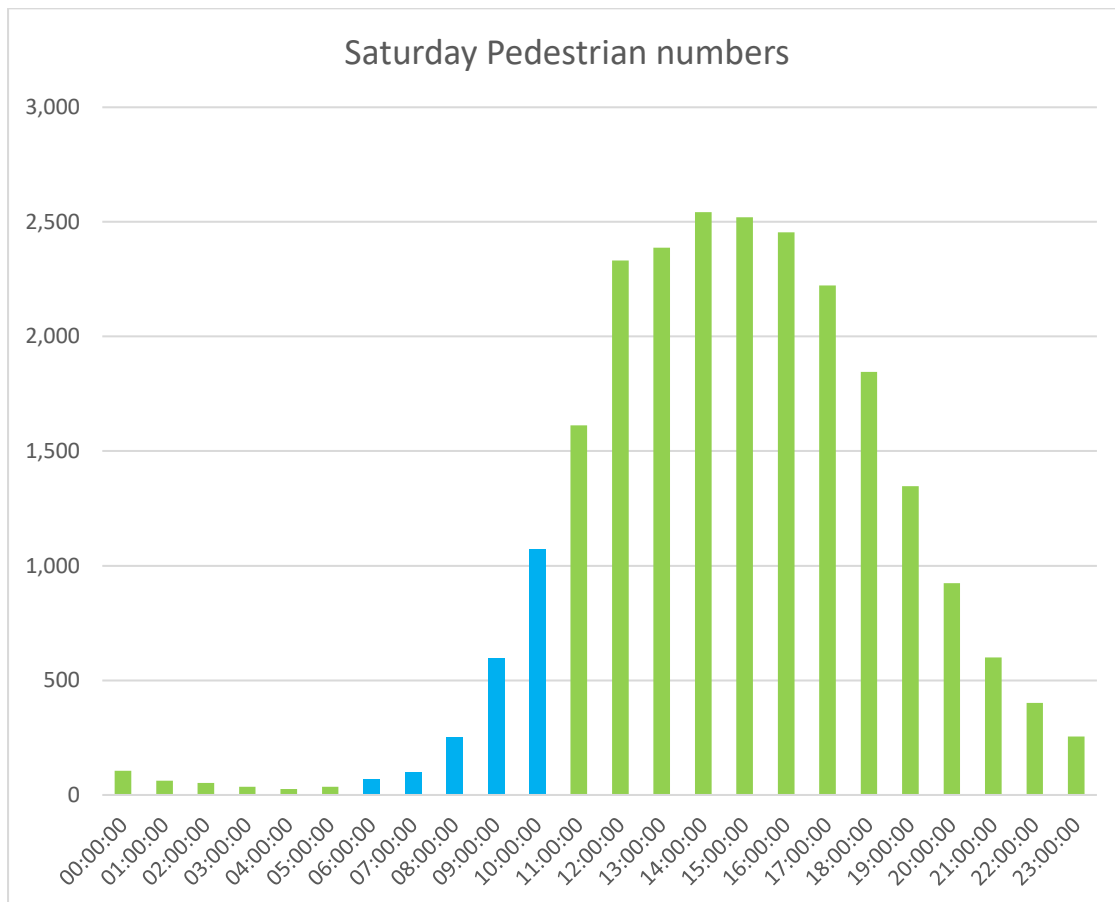
Pedestrian data

Mid week there is approximately 16,000 pedestrian a day using Capel Street with the busiest hour lunchtime (1-2pm). 85% of the pedestrians on the street are there within the Traffic Free hours.



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On a Saturday there is approximately 25,000 pedestrians using the street with the busiest hours in the afternoon. 91% of the pedestrians on the street are there within the Traffic Free hours.



Surrounding Streets

The latest traffic data shows:

- In the surrounding Markets and Mary Street area, vehicles have decreased by 53% with over 4,000 fewer vehicles circulating in that area a day
- The biggest decreases are on Mary Street, Little Britain Street and Arran Street East
- On the eastern side, Strand Street and Jervis Street vehicles have decreased by 16% with the biggest decrease on Strand Street Little
- Vehicles have increased by 6% on Church Street and 5% on North King Street

As schools and colleges return during September we will continue to monitor the traffic in the area. The monthly counts will be extended to the end of this year.

CHANGES IN THE LOCAL AREA

Arran Street East and Strand Street Little

Following the Traffic Free implementation of Capel Street some additional requests arose, that had not been requested as part of the consultations. 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. A local consultation was undertaken which showed proposals for pedestrian crossings on Arran St east and making a section of Arran St two-way.

Thirty-seventy emails were received. All were supportive of the pedestrian crossings. For the 2-way section on Arran Street, the responses from users of Capel Buildings were in favour of making a section of Arran Street 2-way as it reduced their journey time when heading south. However residents were not in favour of this mainly due to concerns over increased traffic. Whilst the traffic on Arran Street has actually reduced by 40% (450 less vehicles a day) since the implementation of Capel Street Traffic Free we recognise the concerns raised. The residents proposed an alternative making Strand Street Little 2-way from the carpark of the Capel buildings to Capel Street instead. We have examined this and this option, operating as a shuttle system at the junction is possible.

Work on Little Strand Street/Capel Street junction commenced the week of the 22nd of August and should be operational by mid September. The pedestrian crossings on Arran street should be in place by the end of this year.



Figure 1 Revised traffic management proposal for Strand Street little

PROPOSALS FOR FURTHER CHANGES

TRAFFIC FLOW PROPOSAL

In the July update, we undertook to consider:

- 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

Jervis Street 2-way

We have initially examined making part of Jervis Street 2-way as far as Strand Street Great. This will allow carpark users heading southbound to travel south on Jervis St, right onto Strand Street Great and left onto the bottom section of Capel Street which is still open to traffic.

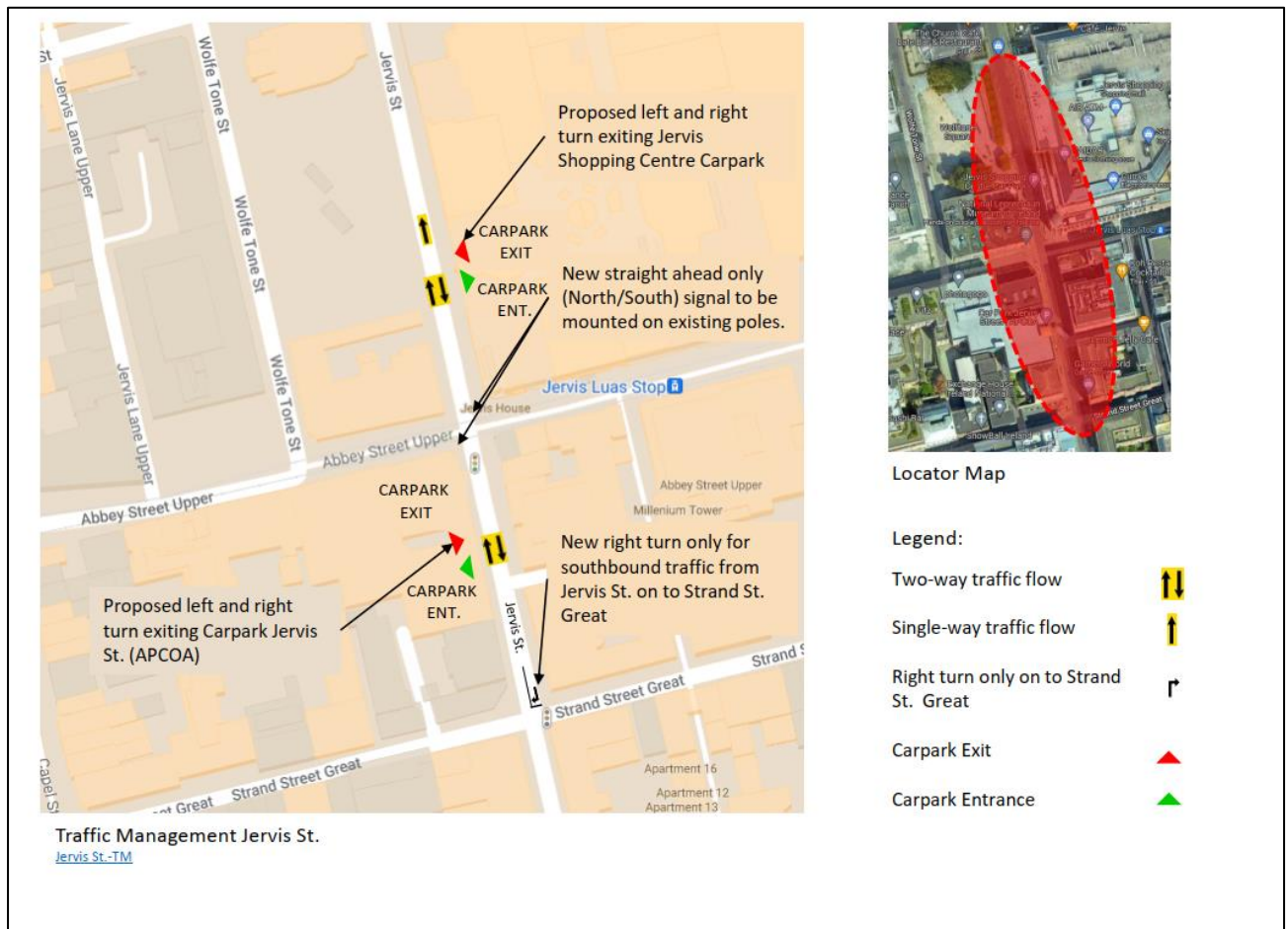


Figure 2 Potential traffic management changes on Jervis Street

The section from the Jervis carpark to Strand Street is relatively straightforward. The section between the luas line and the Jervis Shopping Centre carpark is more complicated. This is due both to the luas line and the arrangement of the carpark exit and entrance where a conflicting movement between cars entering and exiting will be created. Making this street 2-way will also reduce the amount of loading available in this section.

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Consultation with TII has begun and councillors will be updated as to whether it is feasible to change the luas junction. Consultation with the two car parks will also be undertaken.

Before this layout is decided to be permanently installed it is proposed to carry out a trial of the section between the Jervis carpark and Strand Street Great. This will allow us to determine the impact on the Strand Street/Jervis Street/Swifts Row junction and if there is any effect on the north quays, especially that there is no blocking off the bus lane on the quays. It will also allow us to determine the impact on Strand Street Great and if there are any loading issues. Due to the complexity in changing a luas junction it will not be possible to trial that section but if the other section works and there is agreement with TII there should be no issue in extending it. It proposed to undertake a trial early October and then get feedback from local residents and businesses. If this arrangement is to be implemented we aim to do so before December.

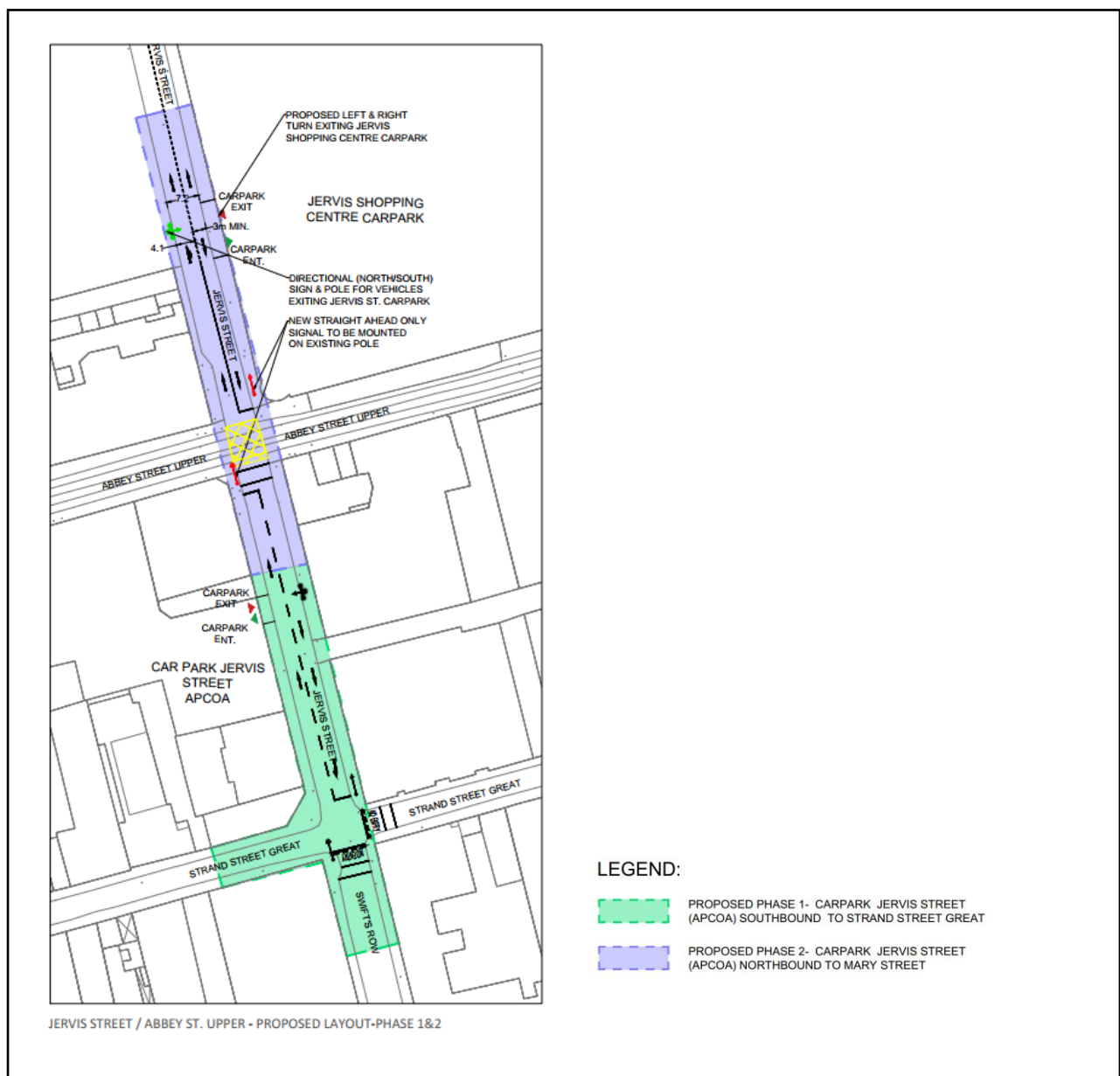


Figure 3 Potential Jervis Street changes

King's Inn Street

A consultant is to be appointed to look at King's Inn Street, Parnell Street junction area to better utilise the space for all modes.

STREET IMPROVEMENTS

Working with the Parks Department on a Street Improvement interim scheme, we are looking to appoint a landscape architect who will be tasked with making better use of the street for all users as well as providing spaces for sitting and planting. They are also to look at introducing some curves or other measures on the street to reduce speeds from vehicles during delivery hours and cyclists. It is expected they will be appointed next month and will commence the design process in consultation with local residents, businesses and councillors. As an interim scheme the changes will be mainly surface level which won't involve large civil works and so can be implemented quickly.

CONSULTATION

A consultation seeking feedback was opened on the 17th August and closed on the 14th September. Feedback is being sought from disability groups, Pedestrians, Cyclists, Residents, Businesses, Deliveries, Private car users who have been asked:

- What has your experience been of the Traffic Free street?
- What suggestions do you have for improvements?

Over 1,000 people have participated in the consultation so far. A report will be circulated to councillors once the consultation has closed in mid September.

Throughout the summer City Recovery have held various meetings with businesses who are both in favour of the measures and those who have had some reservations. The Traffic Department have also met with various stakeholders and have sought to address any concerns brought to them. Both department will continue to engage with businesses and the local community.

In order to best capture the experiences of businesses an independent consultant will be appointed to meet with every business on the street and gather their feedback and economic data about if and how the Traffic Free arrangement has affected their operations and business.

EVENT

A family-friendly event is due to be held on Sunday 25th September. Further details will issue as soon as they are confirmed.

CONCLUSION

The majority of the feedback received so far has been positive with people enjoying the atmosphere and more welcoming feel to the street. Any areas of concerns that have been brought to our attention we have attempted to address and will continue to do so.

We plan to continue this process of engagement to allow Capel Street to fully realise its potential and become the street most people want it to be. As further changes are proposed we will return to the councillors with these and engage with local residents and businesses.

We would like to thank the local councillors for their support in delivering this positive change in the heart of the city and for sharing their knowledge and expertise of the area which greatly assisted us in developing the best option for the street and surrounding areas.