

Post-Pandemic Planning for Healthy Streets and Inclusive Active Travel



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Dún Laoghaire-Rathdown County Council, Ireland
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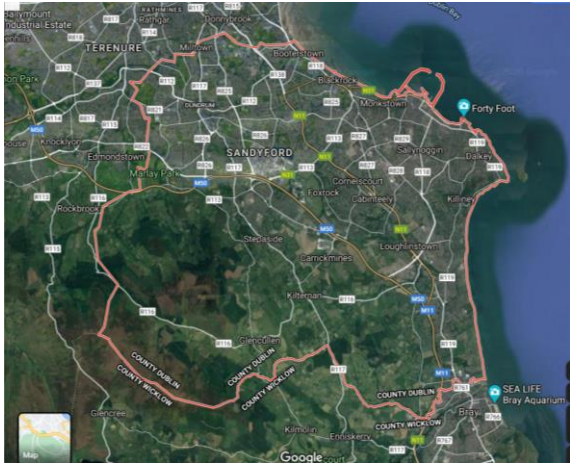
Outline

- 1. Introduction**
- 2. DLR's Covid-19 Mobility & Public Realm Interventions**
- 3. Lessons Learned**
 - **Mobility & Liveability**
 - **Safety**
 - **Climate, Environment & Health**
 - **Cohesion, Connectivity & Modal Integration**
 - **Engagement & Collaboration**
- 4. Final Thoughts**

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Introduction



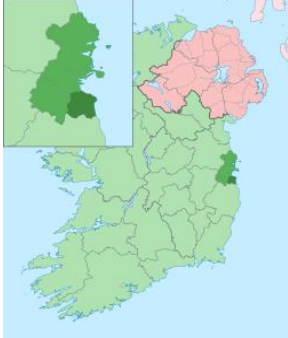
Population - 218,018

Approx. One-third area is rural

36 Towns & Villages

Dún Laoghaire – pop. C. 27,000

Dún Laoghaire-Rathdown County Council Area



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DLR's Mobility / Public Realm Interventions

Coastal Mobility Route



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- Executive – engineers, urban designers, PMs, communications & contractors
- Councillors – regular briefings and updates

Public, Residents and Businesses

- General public – updates
- Residents, businesses and those affected by the routes - complaints/queries
- On-site meetings to resolve issues - solutions in real time, 'solve as you go'

Media/Social media

- Communicating & explaining

Disability Groups

- Engagement via DLR's Disability Consultation Forum

Key Points

- 4.5 km route, one-way system for vehicles - 2-way cycleway 3.6 km & Quiet Streets 0.9km
- Started in June 2020 & completed in 8 weeks
- Designed in-house, using a dynamic and adaptive design model
- Est. cost €2.5million or c. €550k/km
- Post v Pre, 20k v 4 k cyclists/week
- Wide diversity of users



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DLR's Mobility / Public Realm Interventions Coastal Mobility Route



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DLR's Mobility / Public Realm Interventions Blackrock Village

- One-way system for vehicles, widened footpaths, expanded public space and cycling facilities
- Heritage village - placemaking and public realm improvements
- Village bypassed & 2 large shopping centres
- Very engaged business & residential community
- Excellent transport links, strong retail sector and large residential population



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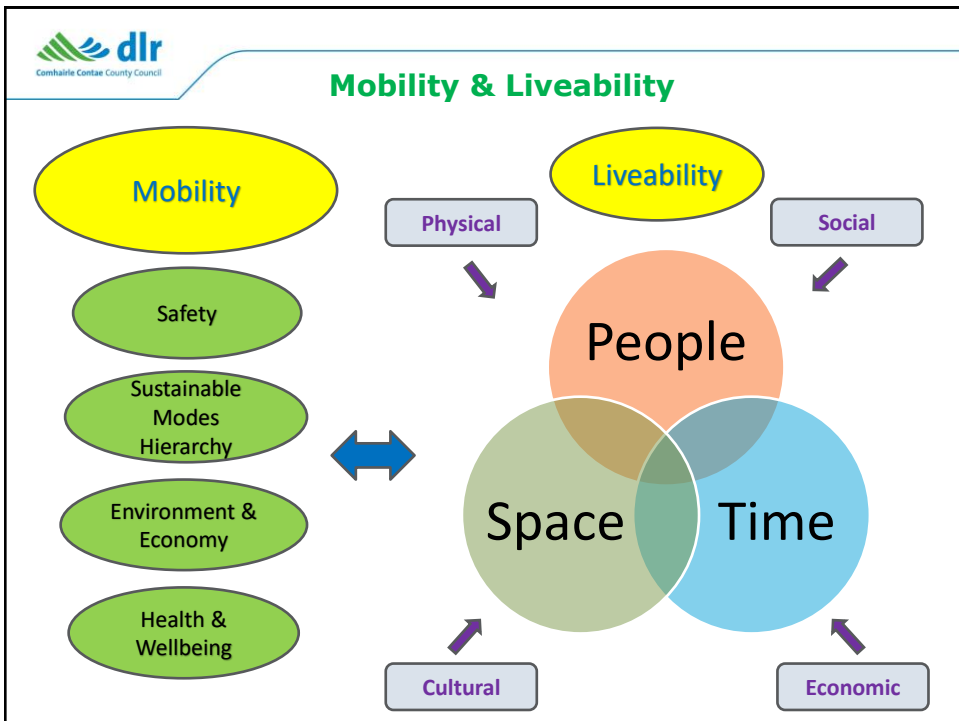


DLR's Mobility / Public Realm Interventions Dundrum Village

- One-way system for vehicles, widened paths & contra-flow cycle lane, reorganised bus routes
- Heritage village - placemaking and public realm improvements
- Bypassed, 2 large Shopping Centres on edges & less active Main St.
- Bring life back into northern end of the village
- Large residential population surrounding village




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Safety & Maintenance

Road Safety ROI

- 148 deaths in 2020
- Deaths of 32 pedestrians & 10 cyclists

Road Safety NI

- 56 deaths in 2020
- Deaths of 6 pedestrians and 4 cyclists

Avoidable – Vision Zero, Oslo



Accessibility & Personal Safety

- Inclusive design
- Gender & mobility
- Children, older people, mobility-impaired

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Travelling in a Woman's Shoes


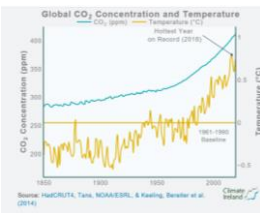
RESEARCHING WOMEN'S PAIN POINTS TO INFLUENCE THE FUTURE OF SUSTAINABLE TRANSPORT POLICY AND DESIGN

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Climate, Environment & Health

Climate Action



- Climate Change Action Plans
- Emissions – Carbon Zero 2050
- Transportation – 40% CO₂ energy-related emissions

Environment


- Air, noise & assoc. health effects
- 1,300 premature deaths/year in Ireland from air pollution (40,000 in UK)
- 144 deaths/year in Dublin arising from diesel emissions alone

Physical & Mental Health

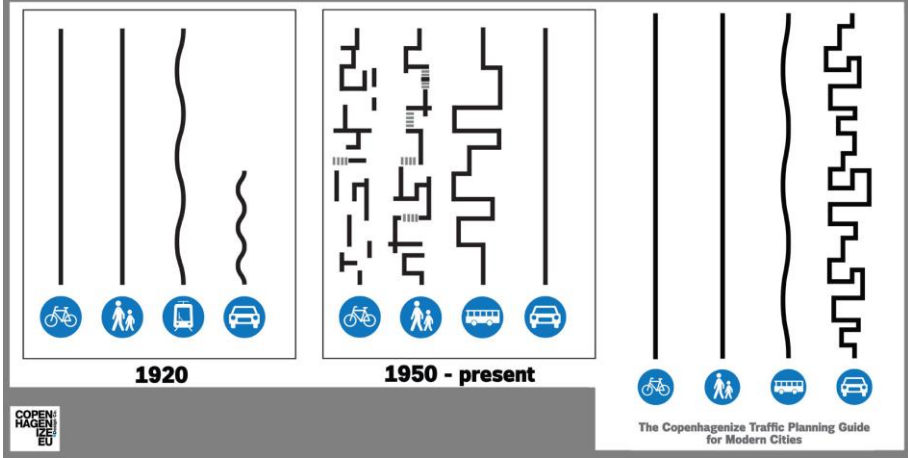
- Min. daily activity levels
- Adults 30 mins/day, children 60 mins/day

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Cohesion, Connectivity & Modal Integration




The diagram illustrates urban planning models for 1920 and 1950-present, comparing road layouts and modal integration for bicycles, pedestrians, buses, and cars.

1920: Shows a simple, linear road layout with four vertical lines. Below the lines are icons for a bicycle, a pedestrian, a bus, and a car. A small logo for 'COPENHAGENIZE EU' is visible in the bottom left corner.

1950 - present: Shows a more complex, interconnected road layout with four vertical lines and a network of horizontal and diagonal lines. Below the lines are icons for a bicycle, a pedestrian, a bus, and a car.

The Copenhagenize Traffic Planning Guide for Modern Cities

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Engagement & Collaboration

- Plan - Do/Trial - Review - Improve Model - with cross-departmental, multi-disciplinary approach - 'Trialling to Succeed'
- Public & stakeholder engagement before, during and after planned changes
- Community engagement and collaboration - children, women, older people, disability groups, residents, businesses, NGOs, etc.
- Public health stakeholders - air quality, noise, physical activity, etc.
- Academic engagement on research & evidence-based approach on appropriate interventions for towns & villages / mobility - common framework for planning & evaluation
- University programmes & students engaging with Councils & others on planning & implementing mobility & public realm projects
- DLRCC currently engaging TU Dublin (Covid mobility interventions) & TCD (sustainable mobility) & seeking to engage with other third level institutions, research bodies & Government/state agencies

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Engagement & Collaboration

 **DLR ADAPTIVE BUILD MODEL**

Implementation model for engagement, design and build of public realm and mobility works that seeks to allow fast paced delivery in challenging times whilst ensuring community involvement throughout the design and build process.



EVALUATE AND ENGAGE

The first stage of the process involves existing data analysis, site analysis, network mapping, community engagement to establish wishes and issues.


DESIGNS INSTALLED

The next stage of the process sees designs being realised on the ground. These can be installed in a temporary way or as a trial. Data gathering on usage will occur.


REVIEW AND IMPROVE

The final stage of the process will analyse the usage and effects of the design intervention and make improvements and changes on the ground.

ONGOING ENGAGEMENT



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Final Thoughts

- Context – Safety, Climate, Environment, Public Health, Economy + Mobility/Liveability
- Active mobility networks – safe, cohesive, direct, comfortable & attractive – but also understand impact of public perceptions & behavioural change
- Meaningful & ongoing engagement between public bodies, local community, businesses, elected representatives & other stakeholders is critical
- Multi-disciplinary approach – engineers, planners, architects, community engagement / communications / economics professionals, etc.
- Dynamic & adaptive engagement/delivery models are an option – plan, do/trial, review, improve - before, during & after planned changes
- Communicate & Explain – need to proactively communicate to explain & promote changes, get feedback, counter misleading information & embrace modern communication tools
- Ongoing review & evaluation, taking an evidence-based approach – common framework, learn lessons, inform future projects, scalable, etc.
- **and might**
- **'That worked in x place, but won't work here'**

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Thank You!

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