

Local Authority Perspectives on Active Travel

OPR-AILG Planning Training Webinar 2021



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Dún Laoghaire-Rathdown County Council
26th November 2021

Outline

- 1. Introduction**
- 2. Climate Change**
- 3. Sustainable Mobility**
- 4. Urban Design and Mobility**
- 5. Active Travel Programme**
- 6. Mobility, Public Realm & the Economy**
- 7. Engagement & Collaboration**
- 8. Innovation, Research & Evaluation**
- 9. Final Thoughts**

Introduction

Policy Context

- Director of Service, heading up the Infrastructure and Climate Change Dept. in DLRCC, previously worked in Clare County Council
- Civil Engineer by profession, with experience in local government, semi-state and private sectors
- Essential function as a DoS is to implement national and local policy and advise the elected members in carrying out their duties
- Local authorities have a key role in implementing Active Travel programme
- NTA and TII are the primary funding authorities for Active Travel
- Policy on Sustainable Transport and Active Travel
 - National
 - Project Ireland 2040 – NPF & NDP
 - Climate Action and Low Carbon Act 2021
 - Climate Action Plan 2021
 - Regional/Local
 - Greater Dublin Area (GDA) or Regional Transport Strategies
 - County/City Development Plans, LAPs
 - Corporate Plans, Climate Change Action Plans, etc.

Introduction

Policy Context

- Government Policy
 - Active travel investment - €360/million/year or €1.8 billion/5 years - €34 million for DLRC
 - BusConnects, DART+, Metro, LUAS
 - Legislating for e-scooters
 - Electrification of vehicles – 945,000 EVs by 2030
- Climate Action and Low Carbon Act 2021
 - National Climate Action Plan
 - Climate Adaptation and Mitigation Plans for all LAs
 - Sharper focus on mitigation
 - 5-yearly Carbon Budgets
 - Sectoral budgets – transport, agriculture, energy, etc.
 - Decarbonising zones



Big rows are coming in the autumn on climate policy. The Government signed off on the Climate Action Bill, but agreeing how to make it happen will be a whole other ball game. And the political task of bringing the public along with this is immense.

We are arguing about a few bike lanes, when to have the slightest chance of meeting our climate goals we require a revolution in transport. And in agriculture. And energy. And industry. There are really big positives, of course – new jobs, new industries, and better lifestyles.

Climate Change

Climate, Environment & Health Nexus

Climate Action

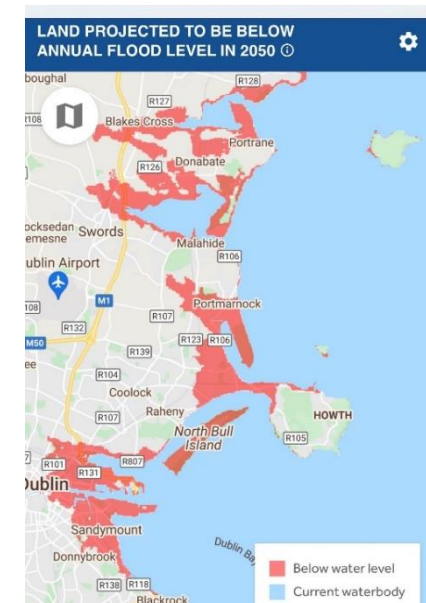
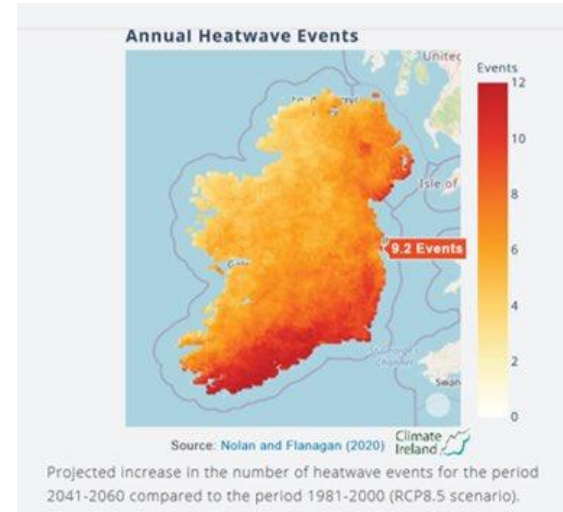
- Transportation – 40% CO2 energy-related emissions
- Emissions targets – down 51% by 2030 & Carbon Zero 2050
- Sea-level rise, flooding, heatwaves
- COP 26

Environment

- Air & Noise Pollution - exceedance of NO2
- Clean Air Strategies & Air Quality Action Plan in Dublin in 2021

Health & Wellbeing

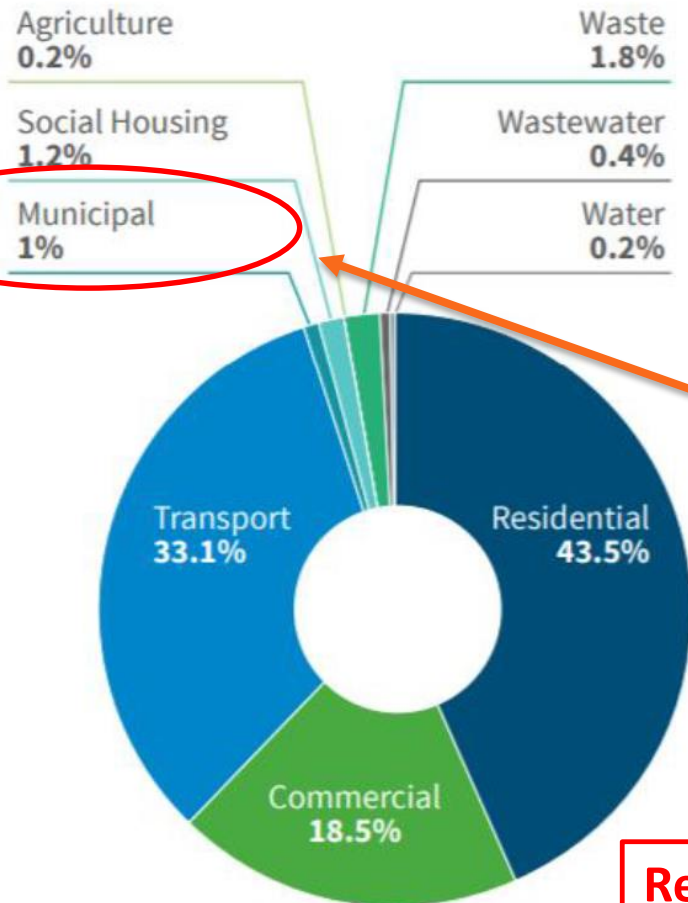
- Mental & physical health, incl. heat stress, severe weather
- Air pollution is the 'single biggest environmental health risk' (WHO)



Climate Change

GHG Emissions in the Dún Laoghaire-Rathdown Area

Figure 1: Total GHG Emissions for Dún Laoghaire-Rathdown Area per Sector



- Each Local Authority has/will have a Climate Change Action Plan
- Impact of National Climate Action Plan & Carbon Budgets remains uncertain
- Decarbonising Zones imminent

DLRCC's GHG Footprint:

- Street lighting
- Buildings
- Fleet
- Operations

Reduction in GHG emissions requires collaboration between public/private sectors & wider society

Sustainable Mobility

Design Manual for Urban Roads and Streets

Sustainable Transport Hierarchy in DMURS is explicit part of national policy established in 2013 and consideration by designers is **mandatory**

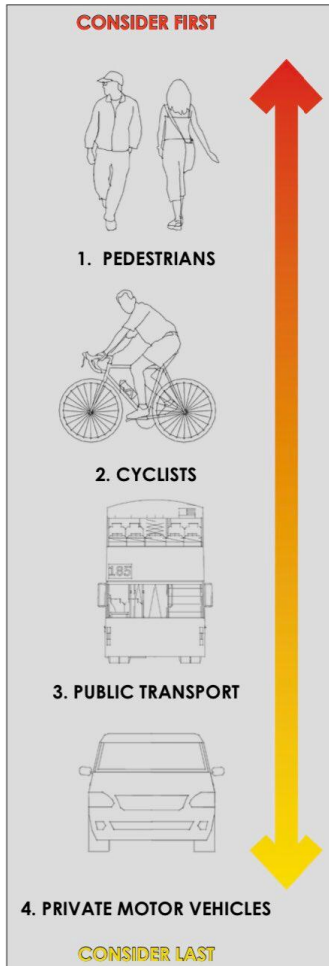


Figure 3.1: DMURS (Table 2.21) user hierarchy that promotes and prioritises sustainable forms of transport

Modal Shift
Relative advantages between modes

Sustainable Mobility

Network Principles

What is a Network?

- A complicated system of roads, lines, tubes, nerves, etc. that are connected to each other and operate together
(Oxford English Dictionary)
- In transport – canal, railway, road, walking & cycling networks

What is the Network Effect?

- When goods or services become more valuable as more people use them. For active mobility, for example, the more places are safely accessible on foot or by bike, the more likely people are to walk or cycle

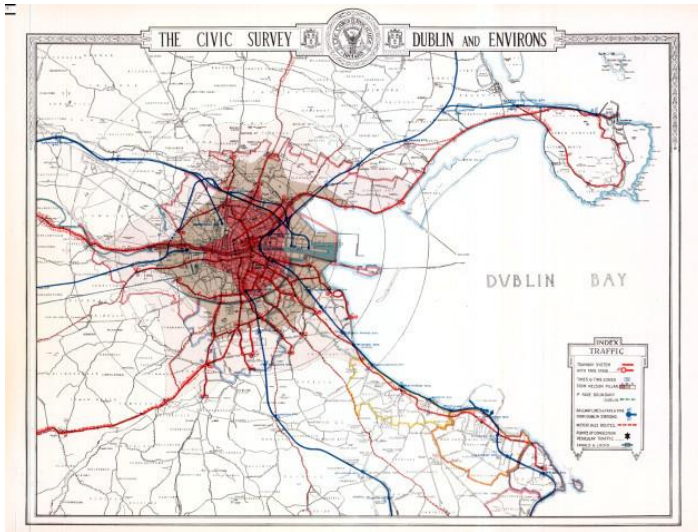
What is Active Travel?

- Active travel is travelling with a purpose using your own energy, usually means walking or cycling to work, to school, to the shop as part of a ‘purposeful’ journey

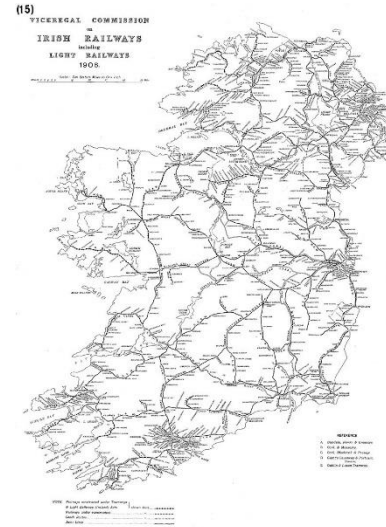
Is that different to Walking and Cycling?

- Yes & No. Walking or cycling for purely leisure or exercise purposes is not considered active travel but same safety & quality principles should apply

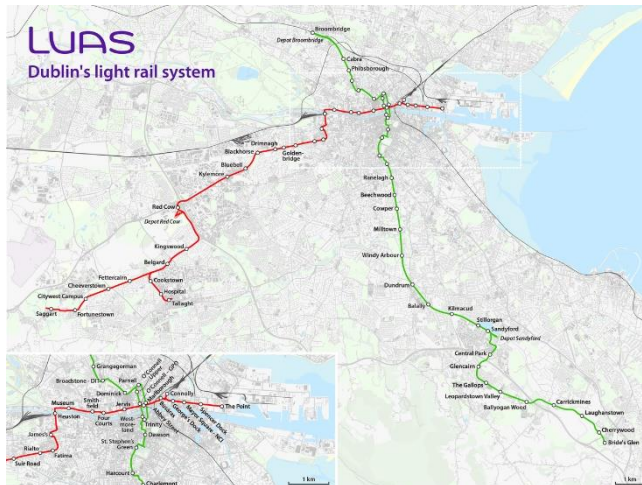
Sustainable Mobility Network Principles



1922
Dublin Tram Network
2021



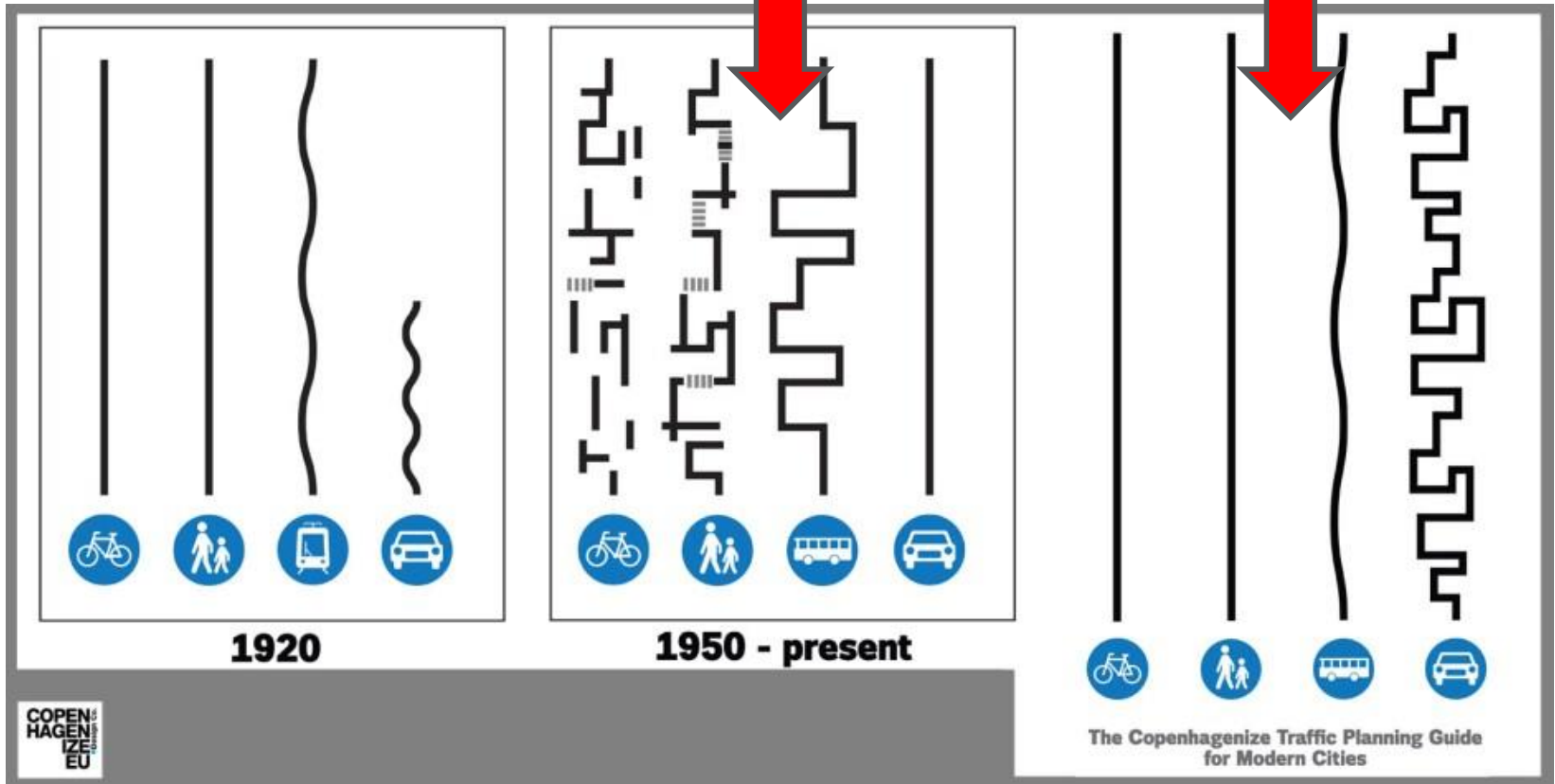
1908
Irish Railway Network
2021



Sustainable Mobility Network Principles

The Present?

The Future?



City Mobility Networks over the last 100 years
(c. Copenhagenize)

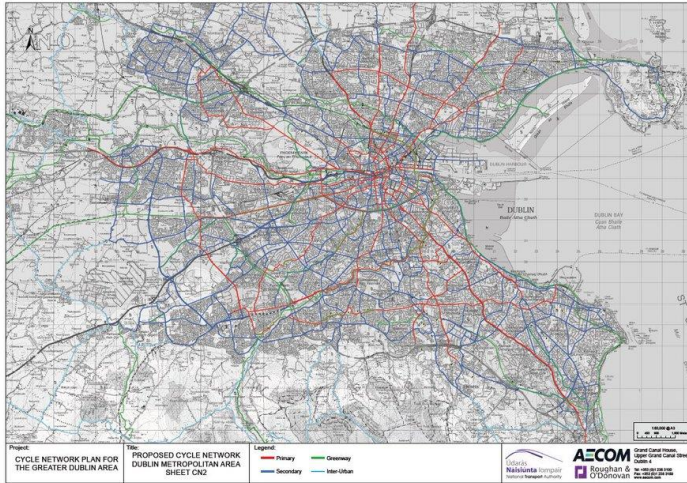
Sustainable Mobility

Network Principles

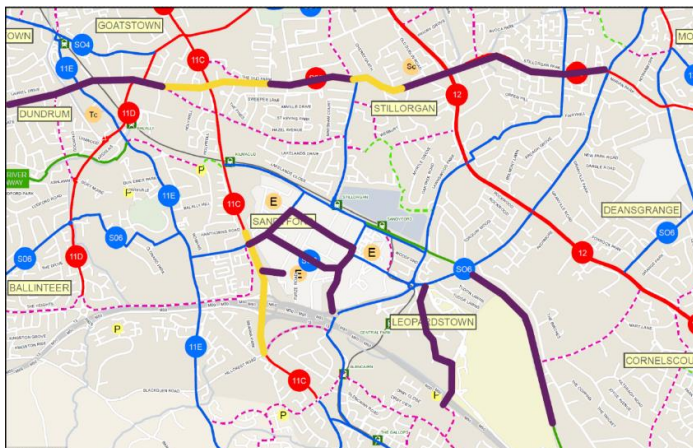
Active Travel Design Principles

Dutch CROW Cycling Design Manual

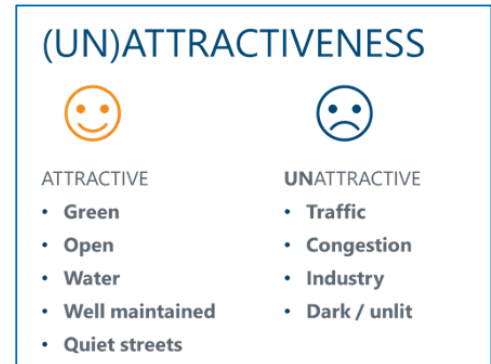
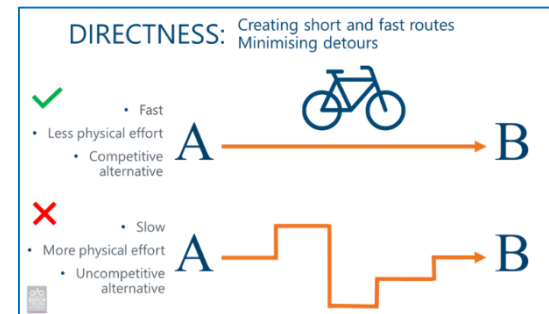
- Cohesion – anywhere to everywhere
- Directness – short, fast routes
- Safety – avoid differences in speed/mass
- Comfort – minimise stops, nuisance
- Attractiveness – subjective



Greater Dublin Area Network Plan 2013



DLRC Active Travel Routes in Sandyford Area

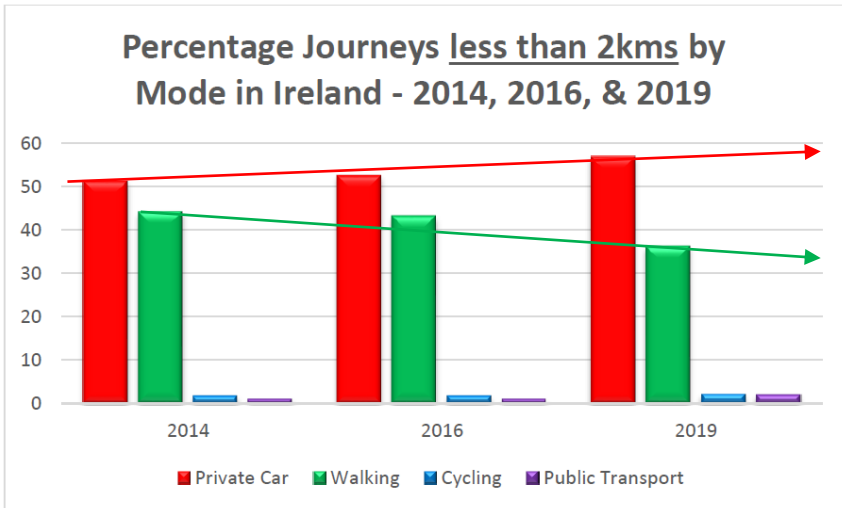
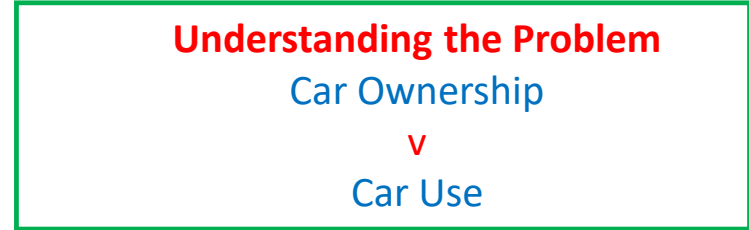


Sustainable Mobility Network Principles

Year	No. of Cars
1915	9,850
1985	709,546
1995	990,384
2005	1,662,157
2015	1,985,130
2019	2,174,799
2030	??

} x 2

Car Ownership in Ireland



Vehicles per 1,000 Inhabitants in Europe

Urban Design and Mobility Framing

Which of these two questions do we think are more likely to have a positive response?

1. Would you like cycle lanes going through your village or town?

Or

2. Would you like your village or town to have less traffic, more visitors, nicer public spaces and to be a place where it is easier and safer to walk and cycle around?

Active travel is part of a strategy to support compact development, social equity, economic prosperity and to help make our public spaces more liveable and climate-resilient

Urban Design and Mobility

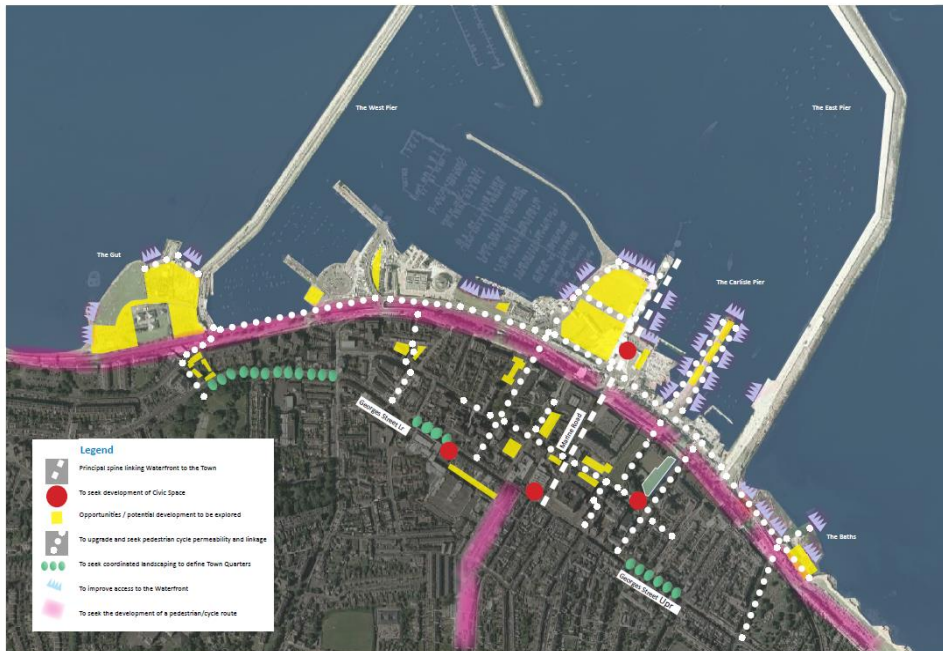
Liveability and Impact on Economic Investment

“The creation of attractive places to live and work is good planning and good enterprise policy. It can provide a competitive edge to Irish towns and cities when it comes to attracting and retaining the skills and talent on which FDI is reliant. As well as being a great place to do business, it is in Ireland’s interests to also be known as a great place to live.”

James Farrell, Head of Strategic Policy at IDA Ireland

Urban Design and Mobility Strategy and Implementation

Dún Laoghaire Urban Framework Plan

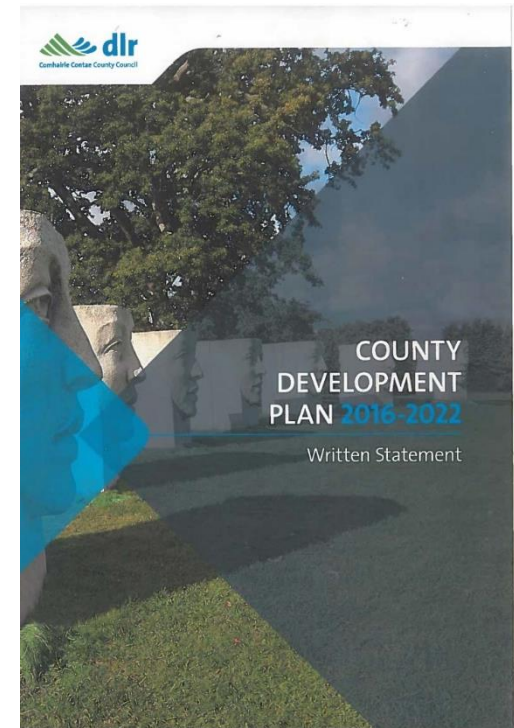


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Whole



Part



Dún Laoghaire Pedestrianisation

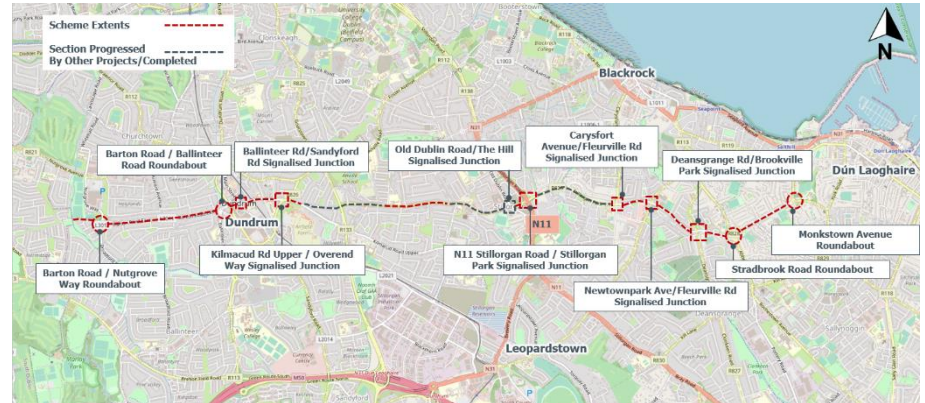


Active Travel Programme

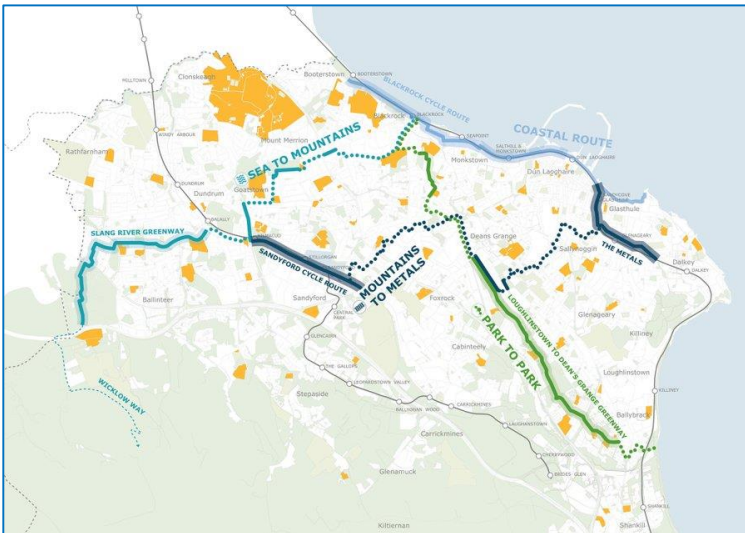
Overview

DLRCC Active Travel 2020

- Spend of €19.7million (NTA funding)
- Over 30 kms of walking and cycling improvements
- 20 kms of new cycle lanes
- STMG, Covid and July Stimulus funding



DLR Connector



DLRCC Active School Travel Routes

DLRCC Active Travel 2021

- Allocation of over €34 million from NTA
- 43 projects across the County
- New footpaths, and cycle lanes, new crossings, cycle lane protection, etc.
- Projects need to deliver on GDA Cycle Network Plan
- New Active Travel team – 18 No. staff 100% funded by NTA
- Focus in DLRCC on multi-disciplinary team
- 5-10 year programme horizon

Active Travel Programme

DLR's Coastal Mobility Route



Key Points

- c. 5 km route, - 2-way cycleway 3.6 km & Quiet Streets 0.9km
- Reallocated traffic lane - one-way system for vehicles
- June-August 2020 & Design & Construction in 3 months
- Est. cost €2.5million or c. €550k/km
- After 20,000 cyclists/week
- Before 4,000 cyclists/week
- 30,000 pedestrians/week
- **Est. 2 million active travel trips/year**
- Wide diversity of users – young, old, families, people with mobility challenges, etc.
- Mayo Greenway 3,300 cyclists/week
- Waterford Greenway 3,500 cyclists/week
- CMR for practical journeys (work, school, etc.) & leisure
- Links up coastal villages
- Increase in footfall in Dún Laoghaire

Active Travel Programme

DLR's Coastal Mobility Route



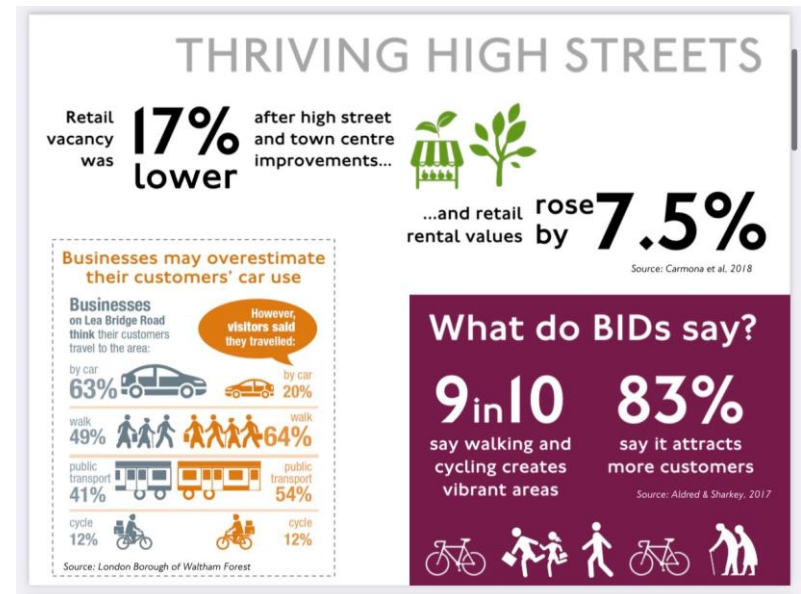
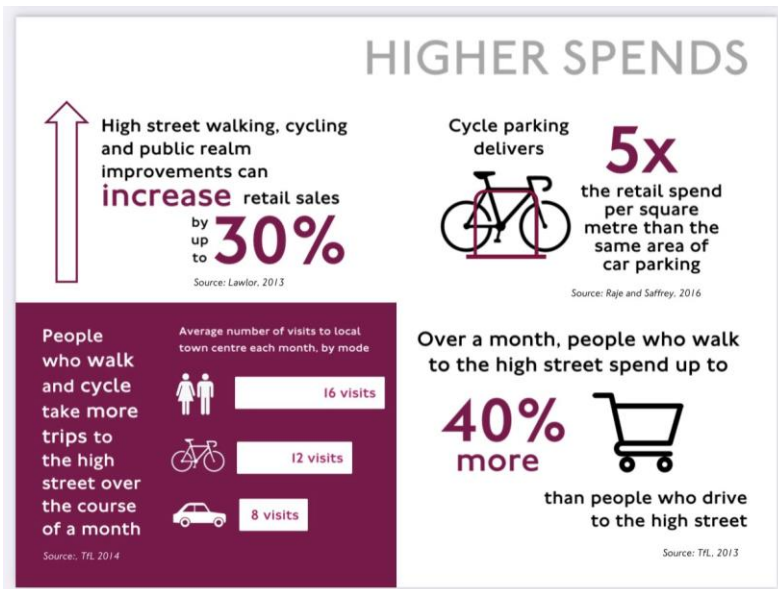
Multi-disciplinary approach to urban design and mobility is critical

Mobility, Public Realm & the Economy

- Major changes in towns and cities throughout the world and much of this prompted or accelerated by Covid
- 15-minute City in Paris, Superblocks in Barcelona, Town Centres First in Scotland – all initiatives that pre-date the pandemic
- Town Centres First – focuses on **A**ctivity, **A**ttractiveness and **A**ccessibility
- ‘Post-retail’ - High street retail challenged by increasing competition from online retailers, working from home & fall-off in tourists
- Research shows that investment in the public realm, including providing better facilities for walking & cycling can significantly increase retail sales
- Climate change means that we need to make adaptations in order to be climate-resilient – adaptation cost up to €800 million/year
- Vehicle congestion in our towns and cities comes at a significant economic cost:
 - Dublin 6th most congested city in Europe
 - Congestion est. €350m in 2017 & projected €2 billion in 2033

Mobility, Public Realm & the Economy

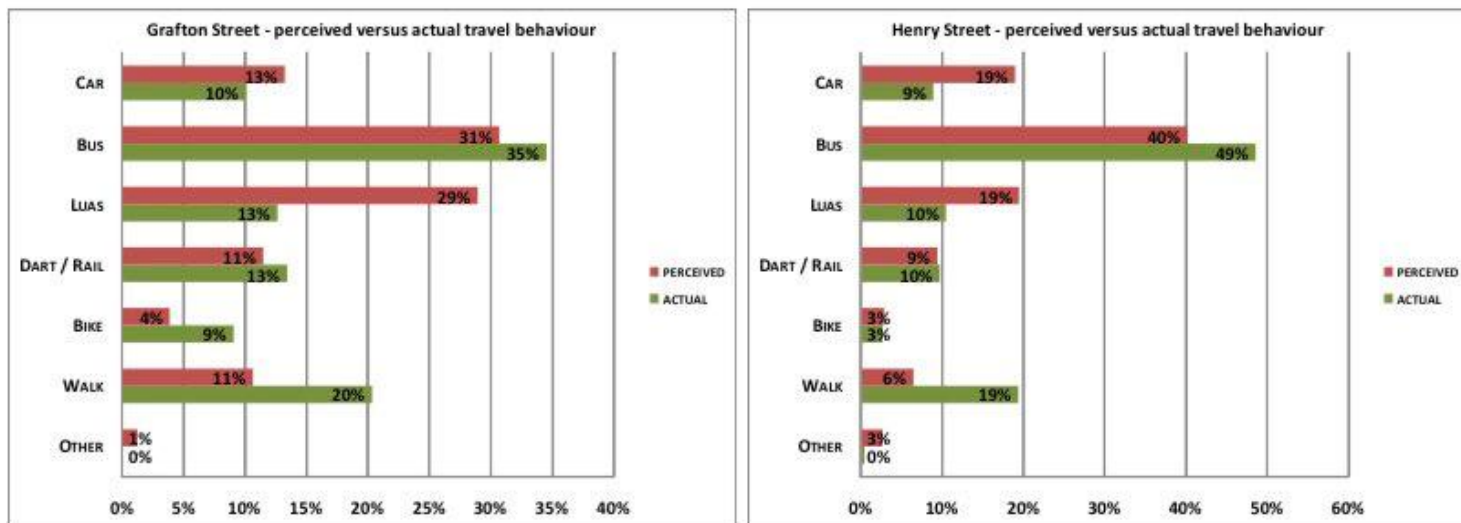
- Research for Transport for London by University College London shows public realm, walking & cycling improvements can boost high street retail sales by 30%
- Those who walk to the high street spend on average 40% more per month than those who drive
- <http://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>



Mobility, Public Realm & the Economy

- In 2011, researchers from TU Dublin surveyed actual shopper travel behaviour & retail managers' perceptions on Grafton St. & Henry St. in Dublin
- Surveys clearly showed retailers overestimate their customers' car use & underestimated proportion of customers who walk & use buses
- <https://arrow.tudublin.ie/cgi/viewcontent.cgi?article=1035&context=civpostbk>
- For example, on Henry St.
 - 19% of customers actually arrived by foot, 49% by bus & 9% by car
 - Retail managers perceived that only 6% of customers arrived by foot, 40% by bus & thought that 19% came by car
 - Over half to two-thirds of shoppers on both streets arrived by foot or bus

Figure 4a & 4b: Perceived versus Actual Travel Behaviour



Engagement & Collaboration

- Traditional consultation/engagement model
 - Preliminary Design
 - Public element - Request written submissions
 - Review, consider, consent and proceed with design & construction
 - What happens during or after the project, and how engaged are people with the process?
- Can it be more dynamic? Plan - Do/Trial - Review – Improve Model - with a multi-disciplinary approach
- Public & stakeholder engagement before, during and after planned changes
- Community engagement & collaboration – children, older people, disability groups, residents, businesses, social enterprises, etc.
- Equity in how engagement is carried out – not just about loudest voices or indefinite consultation without decision or progress
- Trying to bring people along, but facilitating everyone is not possible
- Specific legislation for trialling is in use in the UK and has been flagged as a possibility in Ireland by the Minister of Transport

Innovation, Research & Evaluation

TRAVEL & TRANSPORT

dlr Cycle Parking Survey: Call for Survey Participants

General News | Public Notices | Press Releases |
Tuesday, July 27, 2021 **DLR COUNTY**

Bike Parking Study
DLRCC/TCD/Smart Sandyford



E-Cargo Bike Pilot
DLRCC/Bleper/TCD/Smart Sandyford
Inclusive Cycles Pilot
DLRCC/Cycling Without Age/The Bike Hub



Dynamic Engagement Model
DLRCC/Ramboll



Dún Laoghaire Summer Streets
DLRCC/Ramboll



Community-led Placemaking
DLRCC/A Playful City/Other Partners



Covid Mobility Evaluation
DLRCC/TU Dublin

Research requires investment & collaboration

Innovation, Research & Evaluation

Covid Mobility & Public Realm - 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



Innovation, Research & Evaluation

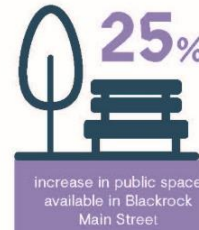


Covid Mobility Evaluation
DLRCC/TU Dublin

Key Points

- Evaluation by TU Dublin commissioned by DLRCC
- 72% support for changes by businesses
- 84% support for changes by residents
- 72% of business want changes made permanent
- 40% reduction in vehicular traffic on Main St. & reduction in traffic speeds
- 8 new businesses opened since July 2020
- Healthy Cities Check of Main St. up 21%

Blackrock and Coastal Mobility Route research



What do businesses say?



view the new layout as a positive addition to Blackrock Main Street



What does the community say?

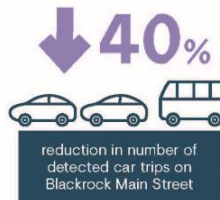


of residents surveyed think the Blackrock Main Street redesign is good for the village



would like the changes to Blackrock Main Street made permanent
(including those with suggestions for further design improvements)

How are people getting about?



Who is using the Coastal Mobility Route?



Innovation, Research & Evaluation



E-Cargo Bike Pilot

DLRCC/Bleeper/TCD/Smart Sandyford



Ecargobikes for Businesses in DLRCC

- Partnership DLRCC/Bleeper/Smart Sandyford/TCD
- Businesses in DLRCC can trial an ecargobike for 6 months at a discounted rate – 20 businesses in trial
- Cheaper, faster, greener deliveries & logistics, allowing businesses 'tip their toe' into sustainable mobility
- Trial is being independently evaluated by TCD
- Trialling to succeed – find out what works and doesn't work, & improve/refine
- Hope is that this may influence national policy & lead to a national financial support scheme for ecargobikes



Final Thoughts

- **Making towns more liveable - attractive, accessible and active**
 - Plan strategically for compact development
 - Benefit of taking a 'Town Centres First' policy
 - Community & business engagement – from start to end
 - Collect, analyse & communicate the information, focusing on economic & social benefits
- **Facilitating and accelerating modal shift in transportation**
 - Leadership is the key challenge
 - Communicate on national & local policies - focus on incentives, but demand management measures are on the horizon
 - Champion the projects & seek to get quick wins & support of key stakeholders (residents, business groups, community groups, etc.)
 - Greenways should be designed to meet local active travel needs, & not only focused on tourism – a missed opportunity, otherwise
- **Creating more climate-resilient places and communities**
 - Widen & deepen the engagement with communities on the need for climate action – emphasise how they can help & input
 - Communicate on the co-benefits – better air quality, less noise, less disruption from flooding, better for our health, safer mobility, etc.
 - Evolving & fluid – Climate Action Plan, Decarbonising Zones & Carbon Budgets

Local Authority Perspectives on Active Travel

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Thank You!
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