

The image shows a modern building with a grid-like facade of white and dark panels. In the foreground, there is a green courtyard with a paved walkway and a green metal bench. Several people are sitting on the bench, some looking at their phones. The building has large windows and a glass entrance area. The text is overlaid on the left side of the image.

Resilient Urban Design *(Streets, Spaces and the Response to the Covid-19 Emergency)*

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Project Ireland 2040

Building Ireland's Future

- **Compact Cities and Urban Resilience**
- **Place Making**
- **Key Issues**
- **Impact of the Covid 19-Emergency**
- **Immediate Response**
- **What Happens Next?**
- **Conclusion**



• Compact Cities and Urban Resilience

- Compact cities have long been acknowledged for their resilience
 - Better accessibility to local services and jobs
 - Reduced travel distances
 - Comprehensive public transport systems
 - Efficiency of infrastructure investments,
 - Reduction of energy consumption and Co2 emissions
 - Centres of innovation, knowledge diffusion and key drivers of economic growth.
 - Vibrancy and vitality
- National Strategic Outcome 1 - Compact Growth and Associated NDP funds, in particular the Urban and Rural Regeneration Funds to support a more integrated and compact urban development, through the regeneration and rejuvenation.

Creating more compact development in Ireland has been traditionally more difficult to achieve than a continuous process of pushing development outwards, towards 'greenfield' locations and requires focus on four key areas;

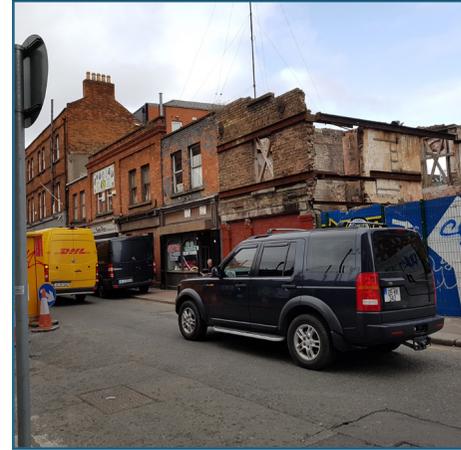
1 The 'liveability' or quality of life of urban places – how people experience living in cities, towns and villages. This includes the quality of the built environment, including the public realm, traffic and parking issues, access to amenities and public transport and a sense of personal safety and well-being;

2 Making the continuous regeneration and development of existing built up areas as attractive and as viable as greenfield development. This requires greater certainty and cost equalisation as a result of a steady supply of sites and land and investment in infrastructure and amenities through more active land management in urban areas;

3 Tackling legacies such as concentrations of disadvantage in central urban areas through holistic social as well as physical regeneration and by encouraging more mixed tenure and integrated communities;

4 Linking regeneration and redevelopment initiatives to climate action, to support a reduced carbon footprint through greater energy efficiency and use of renewables.

- NPF acknowledges the challenges ahead.
 - Unsustainable urban sprawl and rapid growth of the 'commuter belt'.
 - Pockets of decline - Lack of investment, high vacancy rates, reduced activity/vibrancy and anti-social behaviour.
 - Dominance of cars/traffic. Barriers to sustainable movement, noise/air pollution, lack of space for other uses, safety concerns.
- Covid-19 emergency has brought into focus the issues associated with areas that lack resilience and their ability to adapt to change.
- **'Place Making'** is a key issue in attracting 're-booting places', bringing people/businesses back to urban centres and building resilience.



- What is **Place Making**

‘Placemaking inspires people to collectively reimagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share, Placemaking refers to a collaborative process by which we can shape our public realm in order to maximize shared value.’ - Project for Public Spaces

- Place Making means different thing to different people.

- Experience
- Identity
- Physical form



PLACEMAKING FRED KENT



EARTH DAY 1970

LIGHTER QUICKER CHEAPER

COMMUNITY IS THE EXPERT

INTUITIVE INTELLIGENCE



- TEN PLACES TO DO!
 - TEN THINGS TO DO!
- (POWER OF TEN)

PARK

PUBLIC SPACE IN YOUR COMMUNITY

WE CALL IT MULTI-USE

MARKETS

HOW DO WE SAVE PLACE?

YOU HAVE TO BE A ZEALOUS NUT!



ICE CREAM



PUBLIC SPACES ON THE STREET



CREATE PLACES WHERE PEOPLE CAN WALK

TRANSPORTATION

WHAT CAN YOU DO HERE?

BEST BENCH

HALL OF SHAME

WHITE STONES

BLACK STONES

KEEP OFF

AFFECTION INFECTIOUS

YOU TAKE OFF YOUR SHOES!

WHEN IT WINS AN AWARD YOU KNOW SOMETHING'S WRONG WITH IT.

WE HAVE TO TURN EVERYTHING UPSIDE DOWN TO TURN IT RIGHT SIDE UP

THE USES PEOPLE WANT

MODE OF TRANSFORMATION

THINKING SMALL IN A BIG WAY

COMMUNITY ENGAGEMENT

HAPPINESS

PEOPLE LIKE TO LOOK AT OTHER PEOPLE



CLIMATE CLASSROOM

LLOYD DANGLE

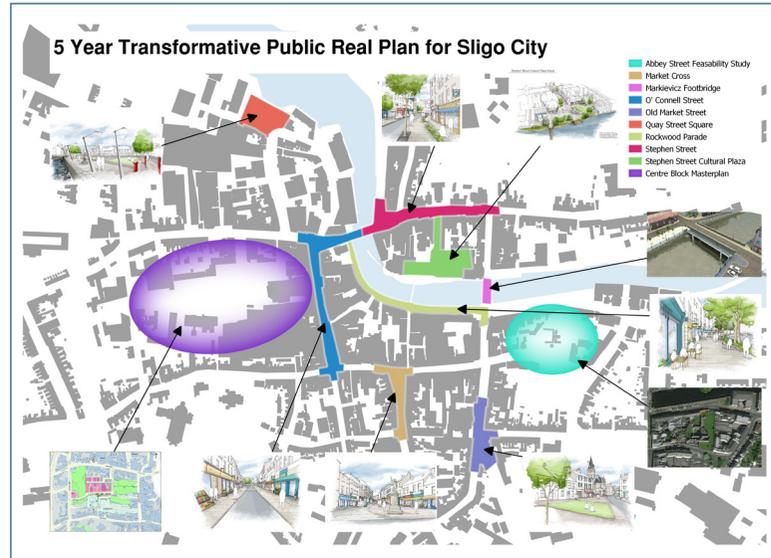
- **Key Issues for Place Making**

- **Plan-led**

There an overarching vision for an area, which is clearly articulated.

- **Transformational qualities**

Will change the users experience at a human scale (i.e. pedestrians) and how places can be used.



- **Multidisciplinary approach**

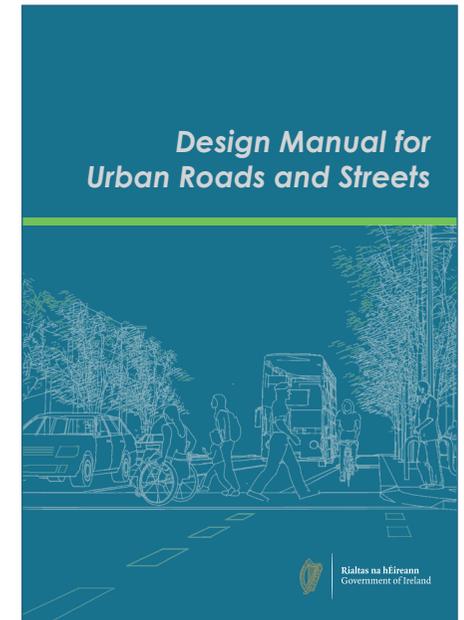
Considers all aspects of the built environment and how they will interact together.

- **Getting the details right**

Implements ,best practice guidelines such as DMURS (principles, approaches, and standards).

- **Implementation**

The integrity of the design will not be compromised throughout the process.



- **Impact of the Covid-19 Emergency**

- Covid-19 emergency has brought into focus the quality of urban living and urban design, in particular transport mobility, the public realm (streets, squares, public interaction) and green infrastructure.

- Local to regional parks have played an important role in enjoy escaping the confines of our homes for exercise and recreation.
- Social distancing is becoming increasingly difficult on streets as footfall returns.
- There will increased pressure on outdoor spaces to facilitate social interaction.
- Transport systems will come under increasing pressure people return to work and shops reopen.

- **Resilience requires the creation of an environment that is active, safe, accessible and attractive.**



- Biggest challenges will occur within City, Town and Village Centres where place values are highest
 - high demand for access from all modes in limited space
 - higher levels of pedestrian activity
 - additional space for queuing outside shops
 - need for outdoor seating (inc. service industry)
- If space is not provided to enable social distancing, people are likely to avoid these areas.
 - Shift to edge/out-of-town shopping centres and retail parks and on-line shopping.



• Immediate Response

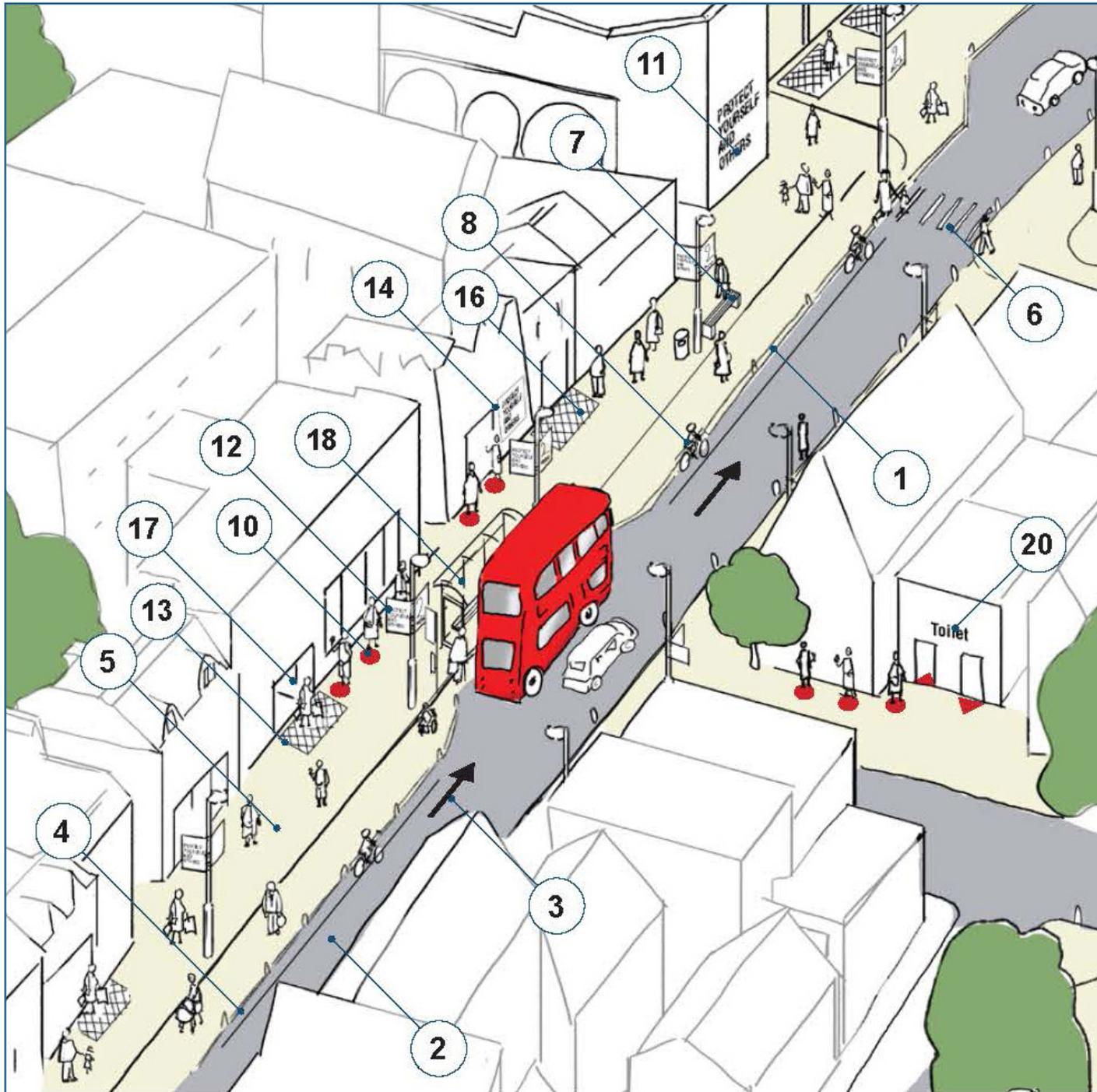
- Many cities and towns have been focussing on the availability of space for pedestrians and cyclists.

- Response is to enable social distancing, efficient mobility and additional space for recreation. Eg:

- New York 40-100 miles of 'Open Streets'
- Milan 35km of 'transformed streets'
- Paris to create 650 kms of cycle lanes
- Barcelona 30,000 sqm of pedestrianised space

- The UK Government has also announced a £2 billion package to 'create new era for cycling and walking' and has issued advice Safer Public Places - Urban Centres and Green Spaces.



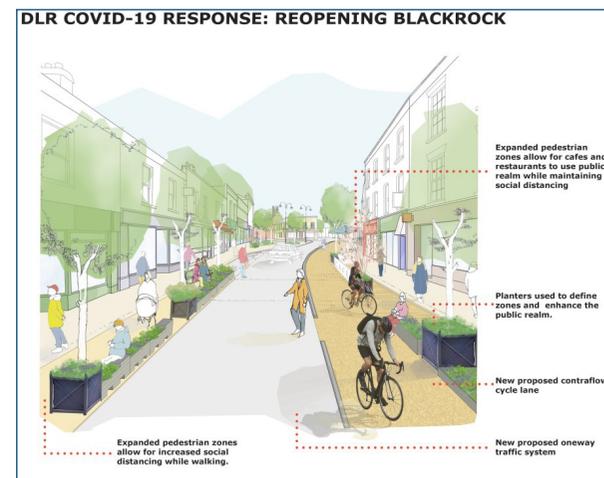
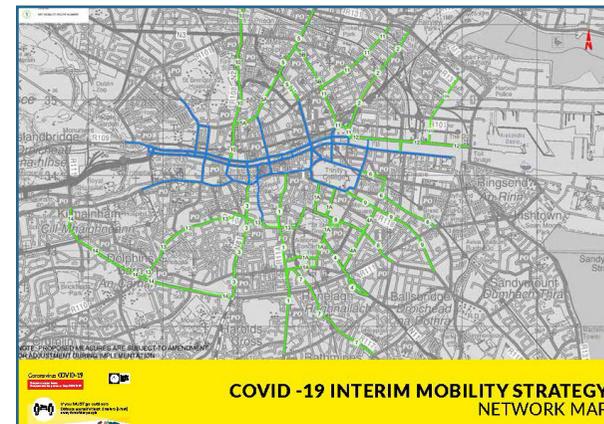


1. Widen footways by utilising the carriageway
2. Reduce traffic speeds using traffic calming measures
3. Pedestrianise and consider impact on traffic movement
4. Suspend on street parking to facilitate other measures
5. Minimise pinch points, whilst taking into consideration security and the needs of the disabled and elderly.
6. Safe, level crossing points
7. Seating areas for the disabled and elderly
8. Introduce cycleways
9. Phase delivery timings in loading bays
10. Queue marking indicators on pedestrian areas, focusing queues along the building frontage where appropriate
11. Signs on social distancing and circulation, particularly at conflict points such as junctions and crossings
12. Use existing street furniture (e.g. lamp posts) for signing to avoid impacting on pedestrian flows
13. Allow space where multiple queues meet
14. Signs to limit queue length, helping manage multiple queues and pedestrian flows
15. Stewards to help manage queues and pedestrian flows
16. Keep building entrances and footpaths clear, whilst taking account of the needs of the disabled, elderly and security considerations
17. Maximise access and introduce one-way entry and exit points
18. Signs reminding users to socially distance at bus stop waiting areas
19. Additional cleaning regimes and maintenance
20. Signs at public toilets for queuing, social distancing and automatic sanitising



1. Widen footways on approach streets to main entrance
2. Widen footways within park
3. Provide movement guidance around park including consideration for one way circulation
4. Reduce traffic speeds
5. Increase space for pedestrians and cycles beside park entrances
6. Minimise pinch points, whilst taking into consideration security and the needs of the disabled and elderly.
7. Reduce unnecessary obstacles, for example planters and add markings/tape on seating to maintain social distancing.
8. Queue marking indicators at main entrance, popular park destinations and toilets.
9. Signs on social distancing and circulation, particularly at conflict points such as junctions and crossings
10. Use existing street furniture for signing to avoid impacting on pedestrian flows
11. Allow space where multiple queues meet
12. Stewards to help manage queues and pedestrian flows
13. Maximise access and introduce one-way entry and exit points
14. Additional cleaning regime and maintenance
15. Safe level crossing points to access park

- DTTAS has announced funding for technical and financial support to deliver improved walking and cycling infrastructure across the country.
- The National Transport Authority (NTA) has written to all 31 local authorities to offer technical and financial support to review their current street arrangements, including:
 - Widening of footpaths.
 - Potential pedestrianisation of some streets.
 - Potential one-way systems.
 - Altering traffic signal times.
 - Providing additional temporary facilities for cyclists
 - Provision of some external space where appropriate to support business activities
- Such 'pop up' initiatives have commenced within a number of local authorities, inc. Dublin City Council (as developed with NTA) Covid 19 Interim Mobility Strategy.



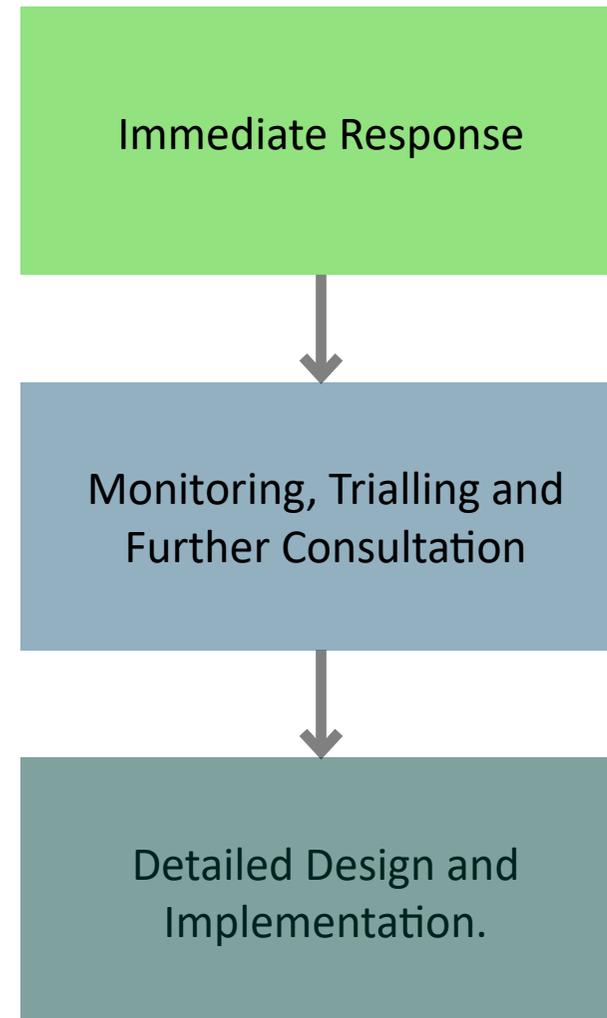
- **What Happens Next?**

- Works are being initiated across international cities are a part of a longer term vision to increase pedestrian and cyclist modal share.
- Many of these cities are members of the C40 group which has released a statement of principles that there should be a return to 'business as usual' in order to help address climate change.
- Initiatives being under taken in Ireland are supported by the objectives of the NPF, notably, National Policy Objective 27:

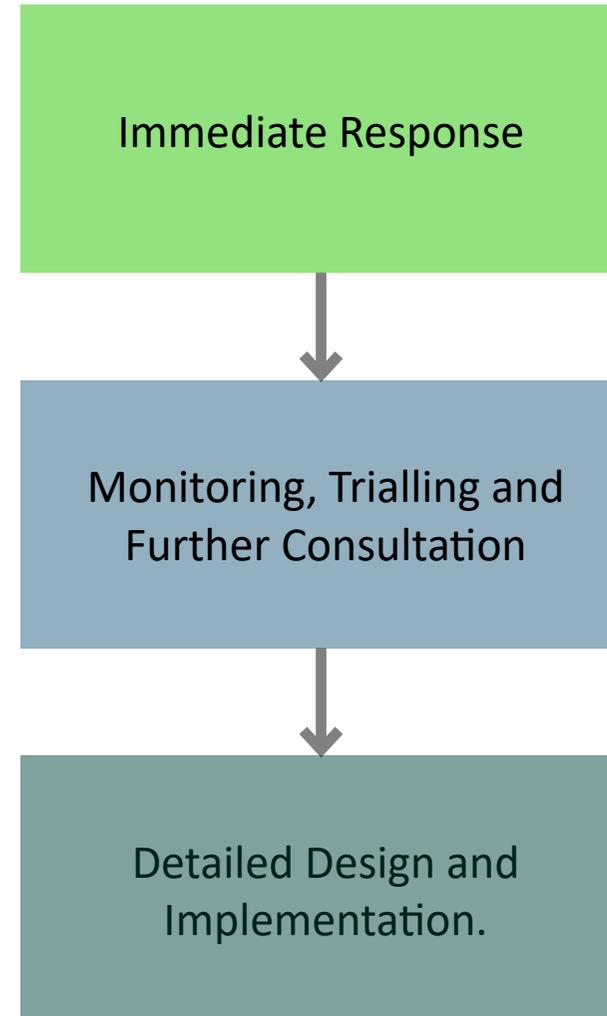
'Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages'

- Also supported by a range of s28 Guidelines and the Design Manual for Urban Roads and Streets (DHPLG, DTTAS), the later of which seek to prioritise pedestrian and cycle movement, calm traffic and enhance place.

- The reduced traffic levels that are being experienced during the Covid-19 emergency will enable the types of changes to be put in place within less disruption to traffic.
- This will enable Local Authorities to test measures and adapt them over time.
- A longer term view should be taken with regard to their permanent implementation.
- Short term - Immediate Response to the Covid – 19 Emergency.
 - Streets should be reimagined and movement functions reprioritised in accordance with the user hierarchy outlined within DMURS Section 2.2 - User Priorities.

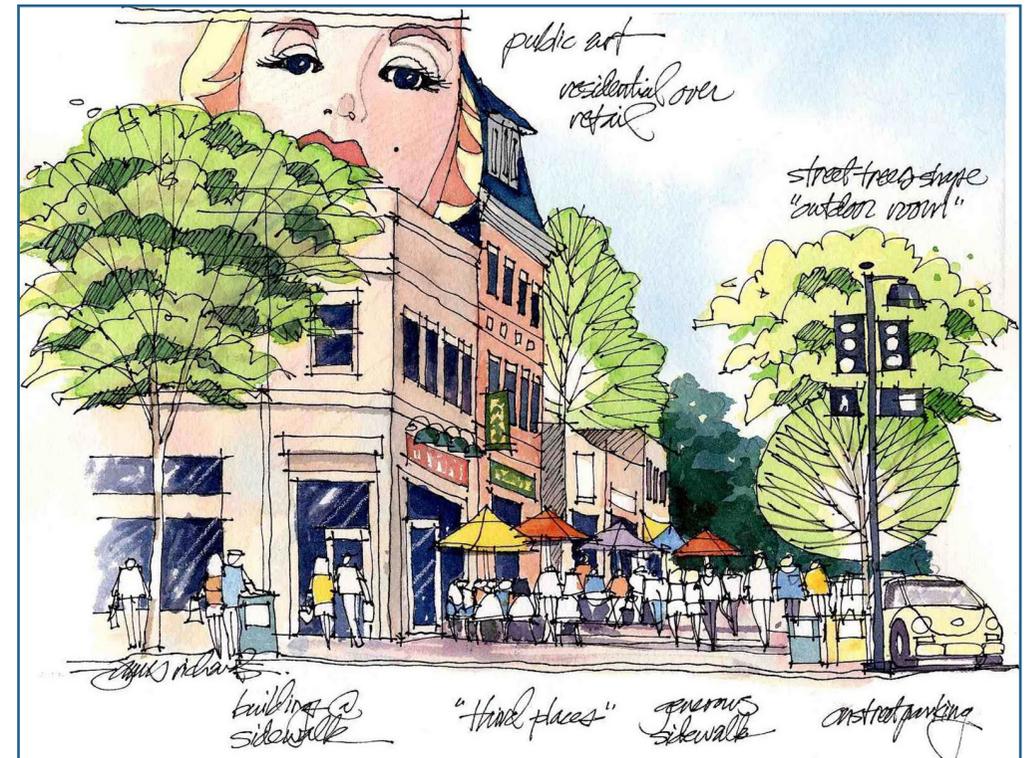


- Short to medium terms Monitoring, Trialling and Further Consultation.
 - Focus on observing adherence to social distancing, the behaviour of users more generally (in particular loading of goods and parking), vehicle operating speeds and levels of congestion (for all users).
 - Further consultation should be carried at this stage to further appraise the measures.
 - Consider the installation of semi-permanent measures such as streetscape improvements (such as seating and planters).
- Medium to Longer Term – Detailed Design and Implementation.
 - The data and information should then be used to inform a permanent design response.
 - Where such proposals will support regeneration and rejuvenation they may be eligible for further funding.



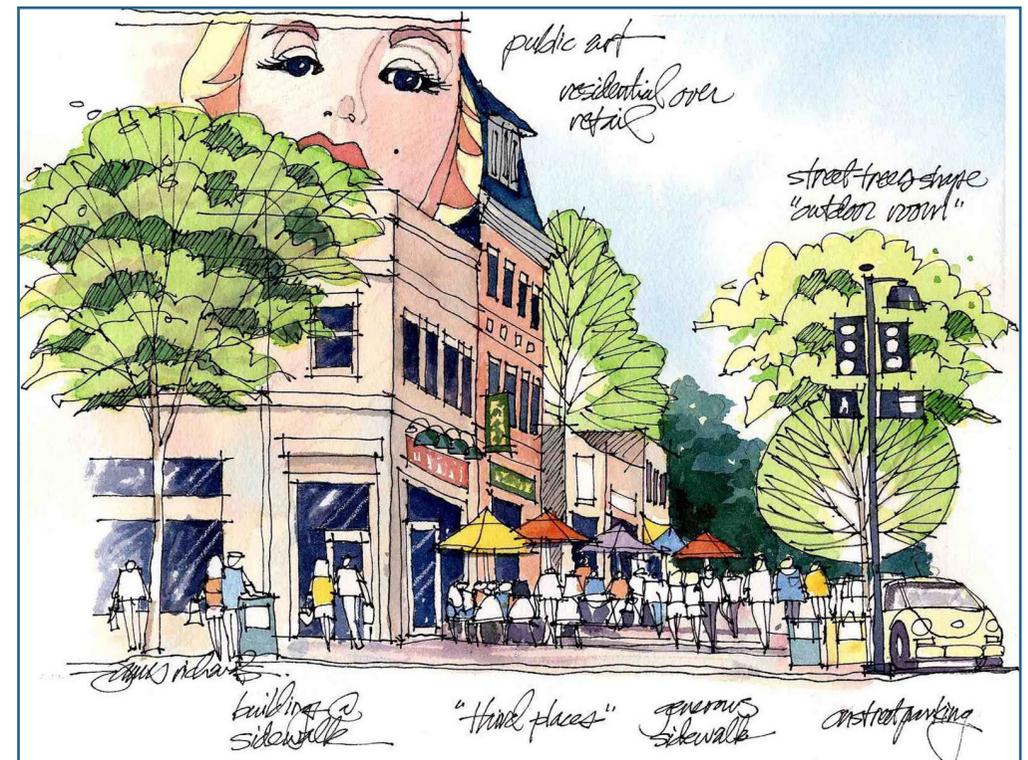
• Conclusion

- Promoting quality places is key to the successful implementation of compact and resilient cities/towns.
- The exact impact of the Covid-19 emergency on cities, towns and villages is difficult to predict.
 - Change in attitudes to higher density living?
 - Return on mass to public transport?
 - Higher % of workforce will continue to work from home or have flexible/staggered working hours?
 - % shift to on-line retail?



Images: James Richards

- What is unlikely to change
 - Need for compact urban environments and sustainable mobility (climate change).
 - Cities as drivers for innovations and growth.
 - Support for urban regeneration and renewal
 - Need for spaces for social interaction
 - Need for high quality public realm
- In response to the Covid 19 emergency we need to re-examine spaces and implement longer term planning/urban design objectives and create urban resilience through place making.



Images: James Richards