

# Towards a Vibrant Historic Centre

**The role of citizens in shaping a liveable neighbourhood, Newtown Pery, Limerick**

Ailish Drake, Partner, Drake Hourigan Architects



# **open streets**

for a happy healthy city

**sunday streets  
san francisco**



**ciclovia  
bogota**



**summer  
streets  
nyc**



**car free day  
Paris**



**open  
streets toronto**



# cyclovia

## Limerick 2019





D

**liveable for whom?**





D

**we are all stakeholders**



**we are diverse and different**



Limerick Pedestrian Network

Limerick Cycling Campaign

Step Forward for Disability

Limerick Chapter of the Irish Georgian Society

Liveable Limerick

Limerick City Centre Business Forum

Limerick Against Pollution

Cycle Bus Limerick

Fix Limerick Bus



**so where is Newtown Pery?**



Limerick 1837



**‘The new town of Limerick is, unquestionably, superior to anything out of Dublin. It’s principal street, although less picturesque than the chief streets of Cork, would generally be reckoned a finer street.’**

1834, Henry Inglis



GEORGE'S ST LIMERICK 1935 W.L.

H



GEORGE'S ST. LIMERICK. 2660. W.L.

**what has transport got to do with it?**

**“Cities that care about livability have got to start paying attention to the psychological effect that traffic has on the experience of public space.”**

– Charles Montgomery, Happy City: Transforming Our Lives Through Urban Design



Where did it all go wrong?

**Through-traffic & One-way systems were introduced in the  
1990's with the classification of the N20 - O'Connell Street**

Through traffic uses a street to get from A to B without stopping, it does not spend money in city centre businesses.

In 2004 O'Connell Street became a Regional Road R527

# Car-centric focus



courtesy of Cycle Bus Limerick

**“12. Traffic inside an historic town or urban area must be controlled and parking areas must be planned so that they do not damage the historic fabric or its environment.”**

CHARTER FOR THE CONSERVATION OF HISTORIC TOWNS AND URBAN AREAS (WASHINGTON CHARTER 1987)

Adopted by ICOMOS General Assembly in Washington, DC, October 1987.



# ZTL - Zona a Traffico Limitato

## historic centre, SIENA

banned cars from piazzas in 1962

first ZTL Bologna, 1984

Over 200  
Italian Cities



# Cities for People

How are other cities doing it? - **GHENT**

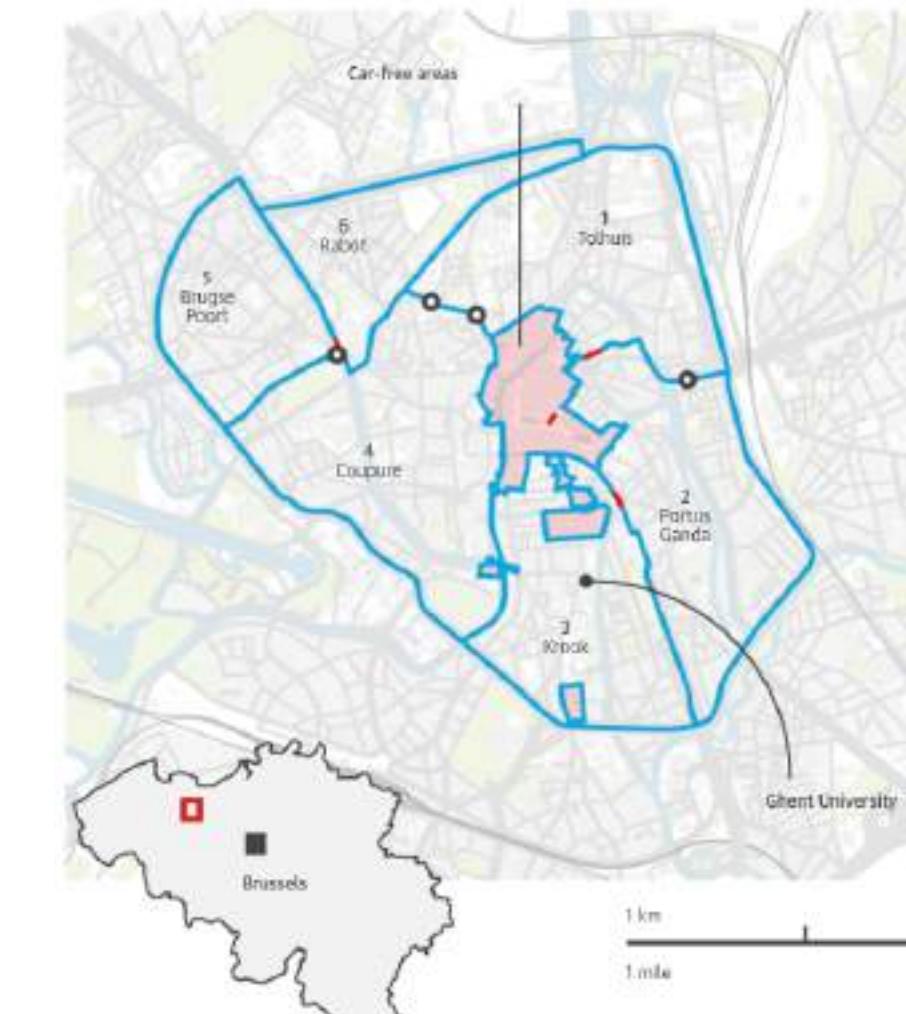


Pedestrian area from mobility plan 1997 proved to be a success story

**Ambition:** Ghent plan to make the city centre even more attractive and liveable to live, work, shop, go to school in, to visit.

**How?** New circulation plan with larger Traffic-Limited Zones and expansion of Pedestrian Area

Ghent's traffic circulation plan bars motor vehicles from travelling between zones - instead, drivers must go out to the ring road and then back in



# Cities for People

# How are other cities doing it? - **PONTEVEDRA**

- Main source of traffic was drivers circling for on street parking
  - Introduces car ban in 1999
  - No traffic deaths since 2009
  - 70% people travel by foot
  - 12,000 moved to the city centre
  - Outer city underground carpark



**so why is walkability important?**



**The National Physical Activity guidelines for Ireland recommend that adults are moderately active for at least 30 minutes a day on 5 days a week (or 150 minutes a week).**

**Adults are required to walk 10,000 steps a day to maintain a healthy lifestyle.**

- HSE Departments of Public Health



## SOCIAL BENEFITS

- More connected to community
- Safer- “Eyes on the Street”

## ECONOMIC BENEFITS

- Pedestrians spend 65% more in cities

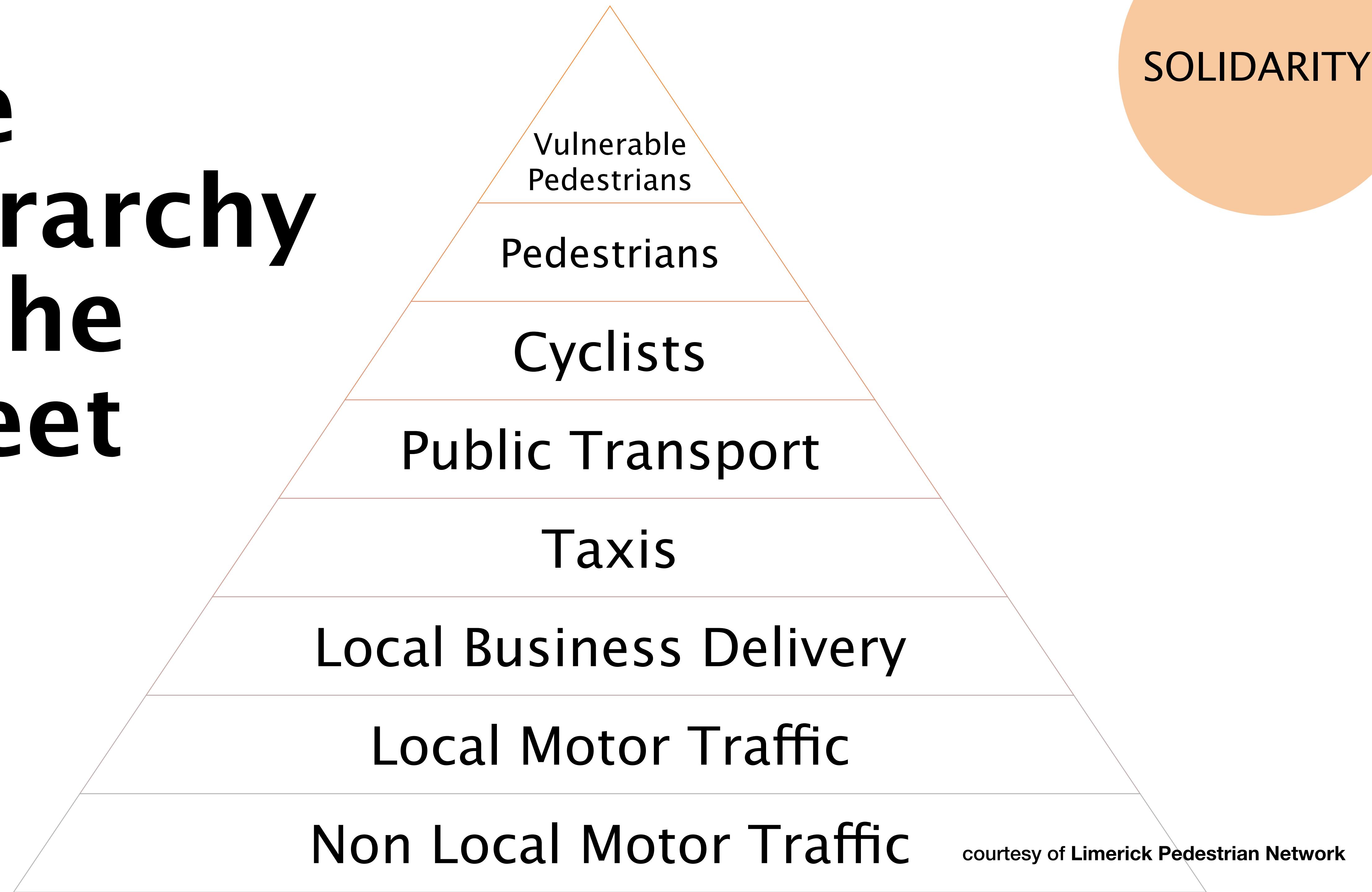
## ENVIRONMENTAL BENEFITS

- 52% of Irish car journeys less than 2km

## HEALTH BENEFITS

- 8.6 mins walk daily = better mental health  
33% more likely
- Asthma in Ireland 4<sup>th</sup> highest in the world

# The Hierarchy of the Street



courtesy of Limerick Pedestrian Network

**"The measure of a great city is how it treats its most vulnerable residents, the young, the old, the disabled and the poor.**

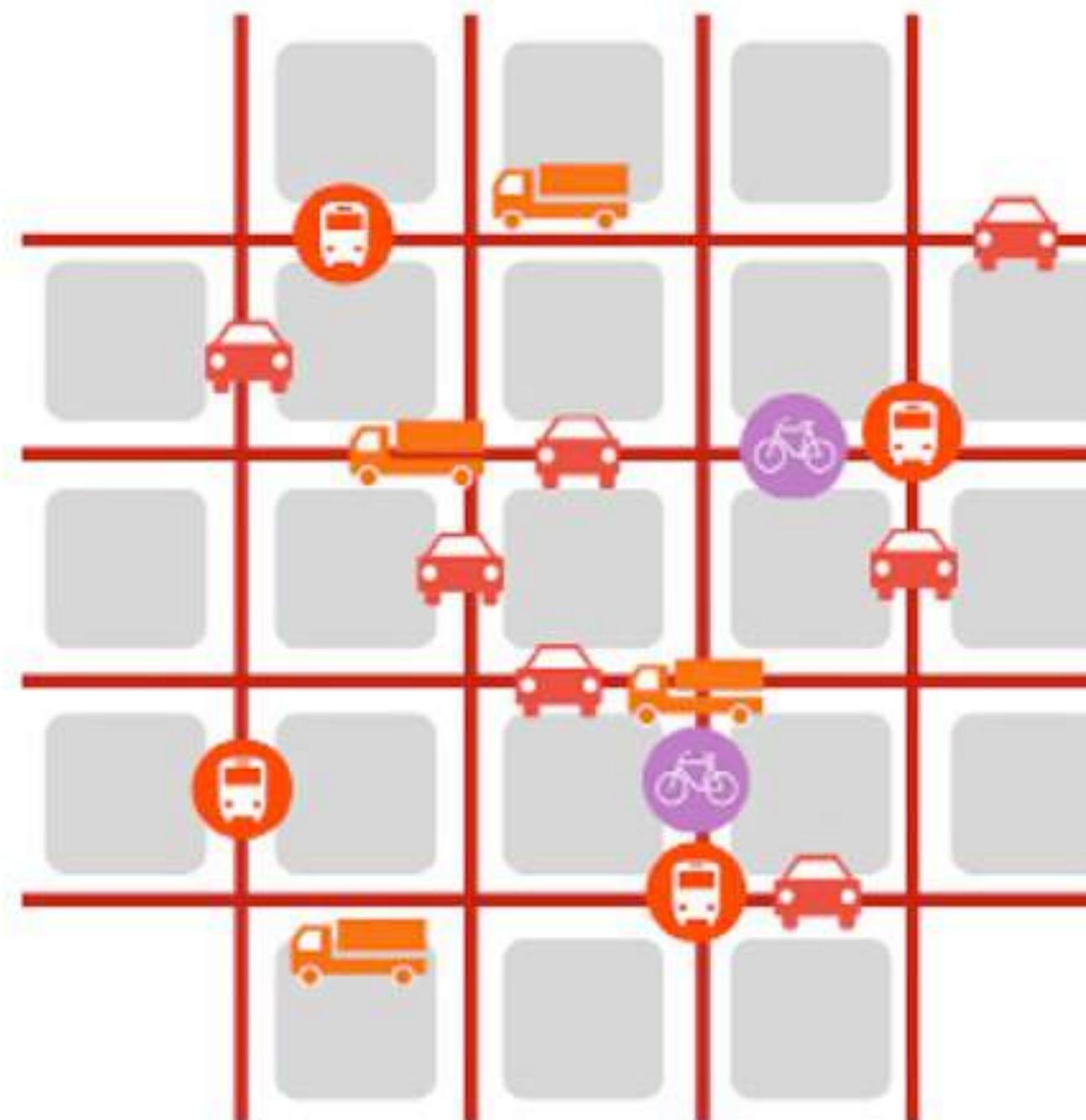
**One way to measure this is by looking at the amount of transportation options and the availability of parks and other public spaces for everyone to use."**

— Gil Penalosa, 880 Cities

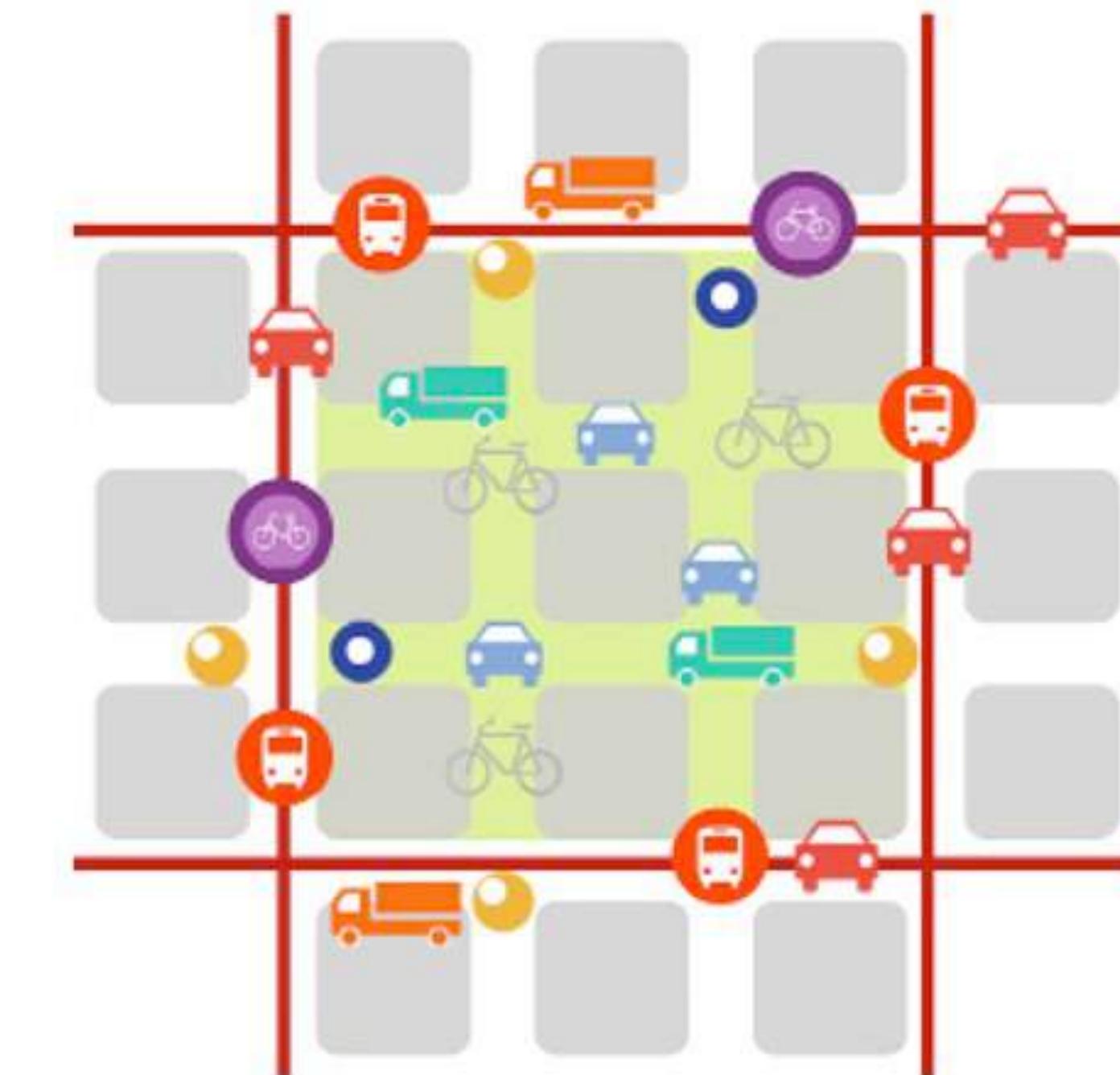
**lets talk about the superblock**



## Current Model



## Superblocks Model



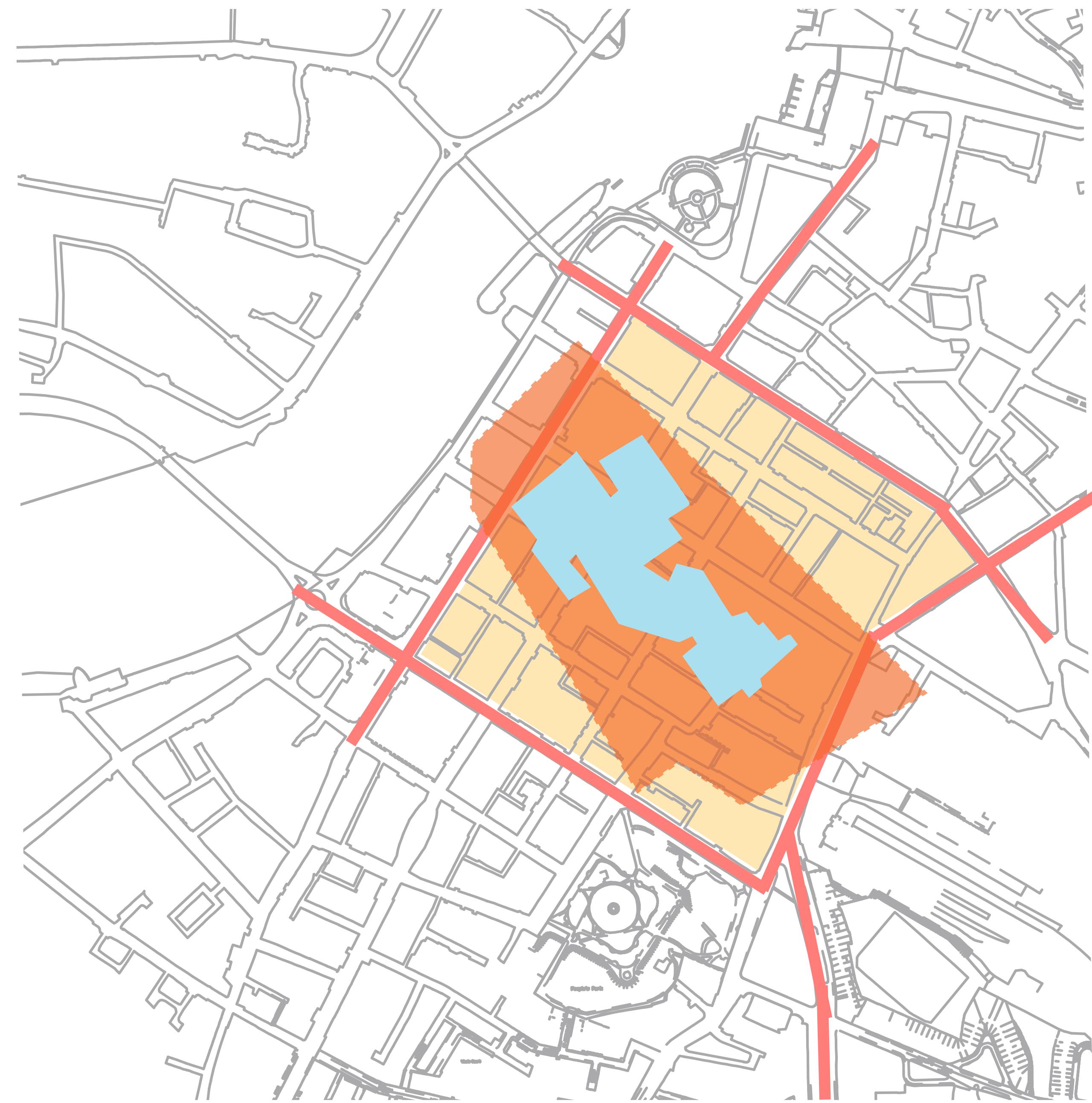
- PUBLIC TRANSPORT NETWORK
- BICYCLES MAIN NETWORK (BIKE LANE)
- BICYCLES SIGNPOSTS (REVERSE DIRECTION)
- FREE PASSAGE OF BICYCLES

- PRIVATE VEHICLE PASSING
- RESIDENTS VEHICLES
- URBAN SERVICES AND EMERGENCY
- DUM CARRIERS

- DUM PROXIMITY AREA
- ACCESS CONTROL
- BASIC TRAFFIC NETWORK
- SINGLE PLATFORM (PEDESTRIANS PRIORITY)

# Newtown Pery

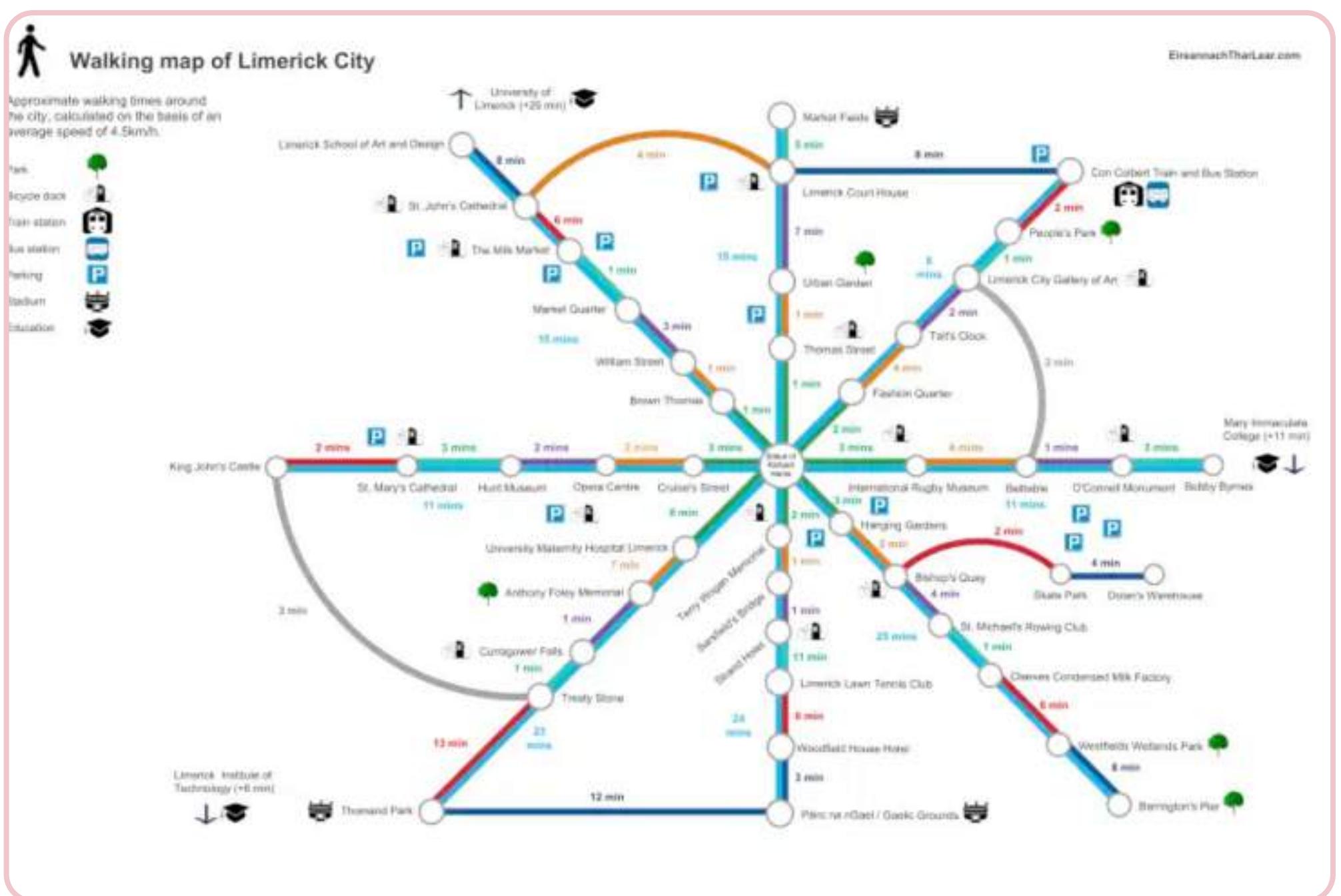
crescent shopping centre overlay



# Newtown Pery

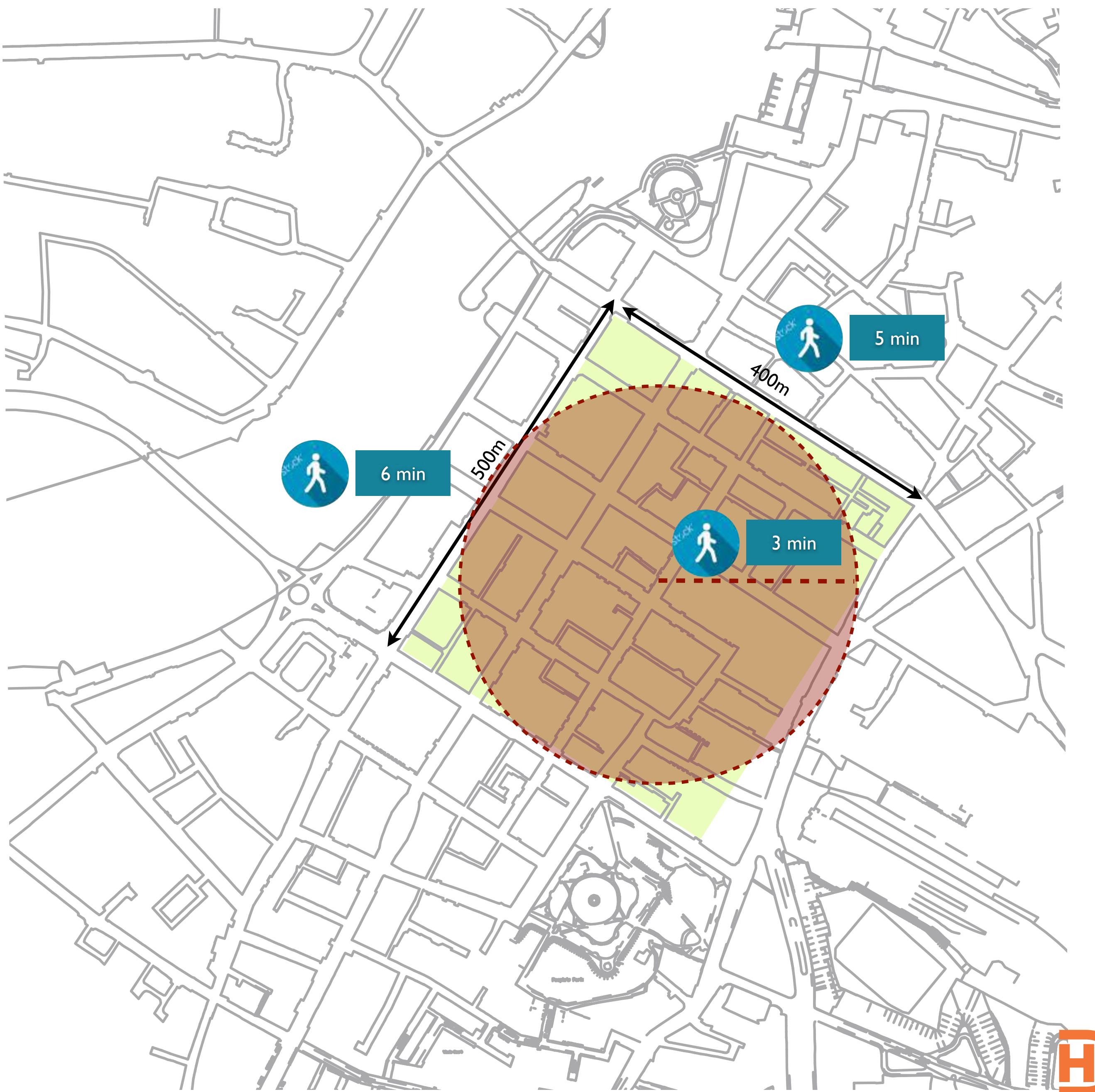
## walkability

Walking Map, Limerick  
by Rian Mac Giobúin



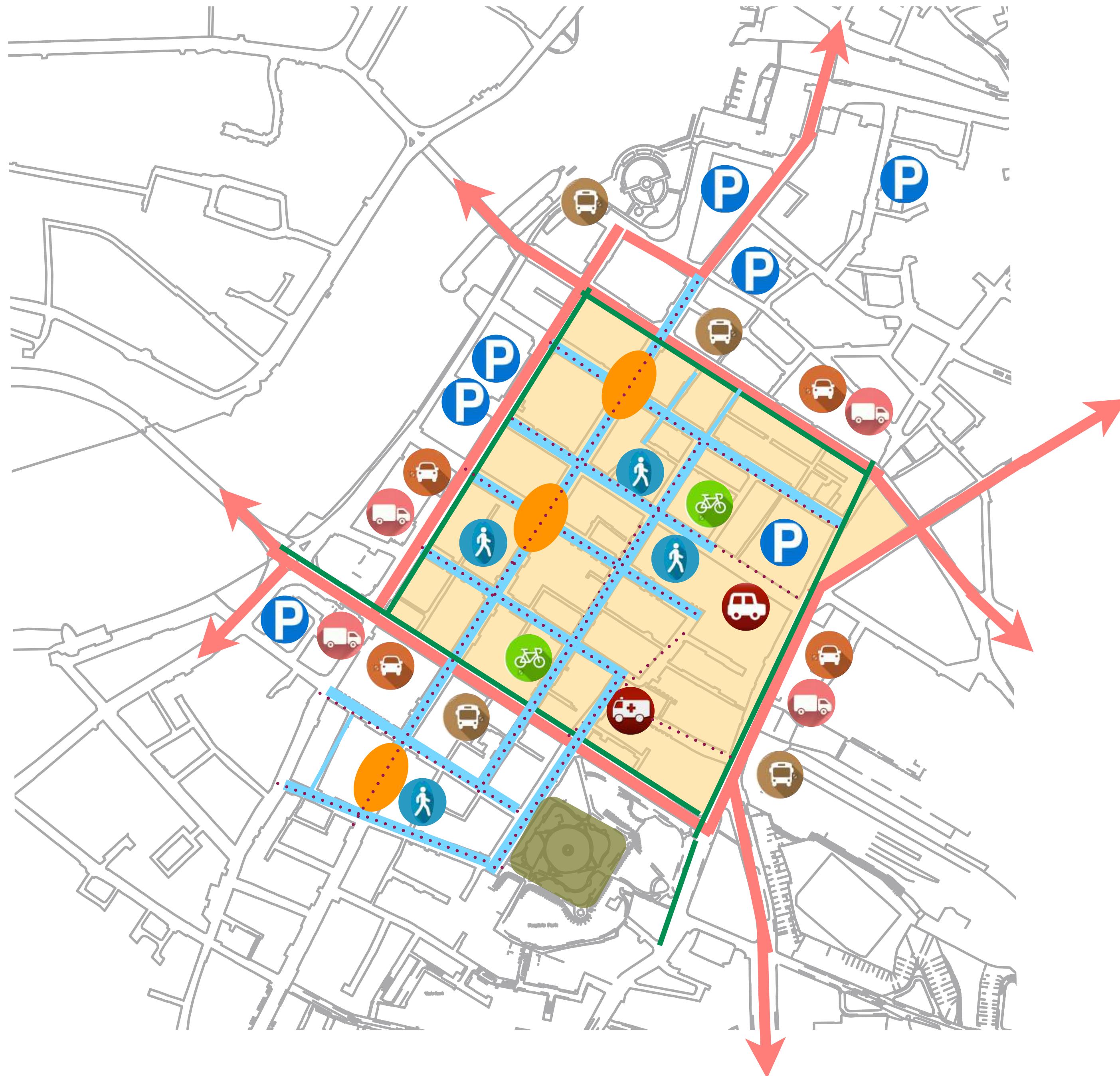
Superblock

Pedestrian Priority  
Cyclists  
Local and Emergency Access to traffic



# Newtown Pery

accessibility for cars



**“twin gods of Smooth Traffic and Ample Parking—have turned our downtowns into places that are easy to get to but not worth arriving at.”**

– Jeff Speck, Walkable City: How Downtown Can Save America, One Step at a Time





courtesy of Limerick Cycling Campaign

**and why is cycling important?**



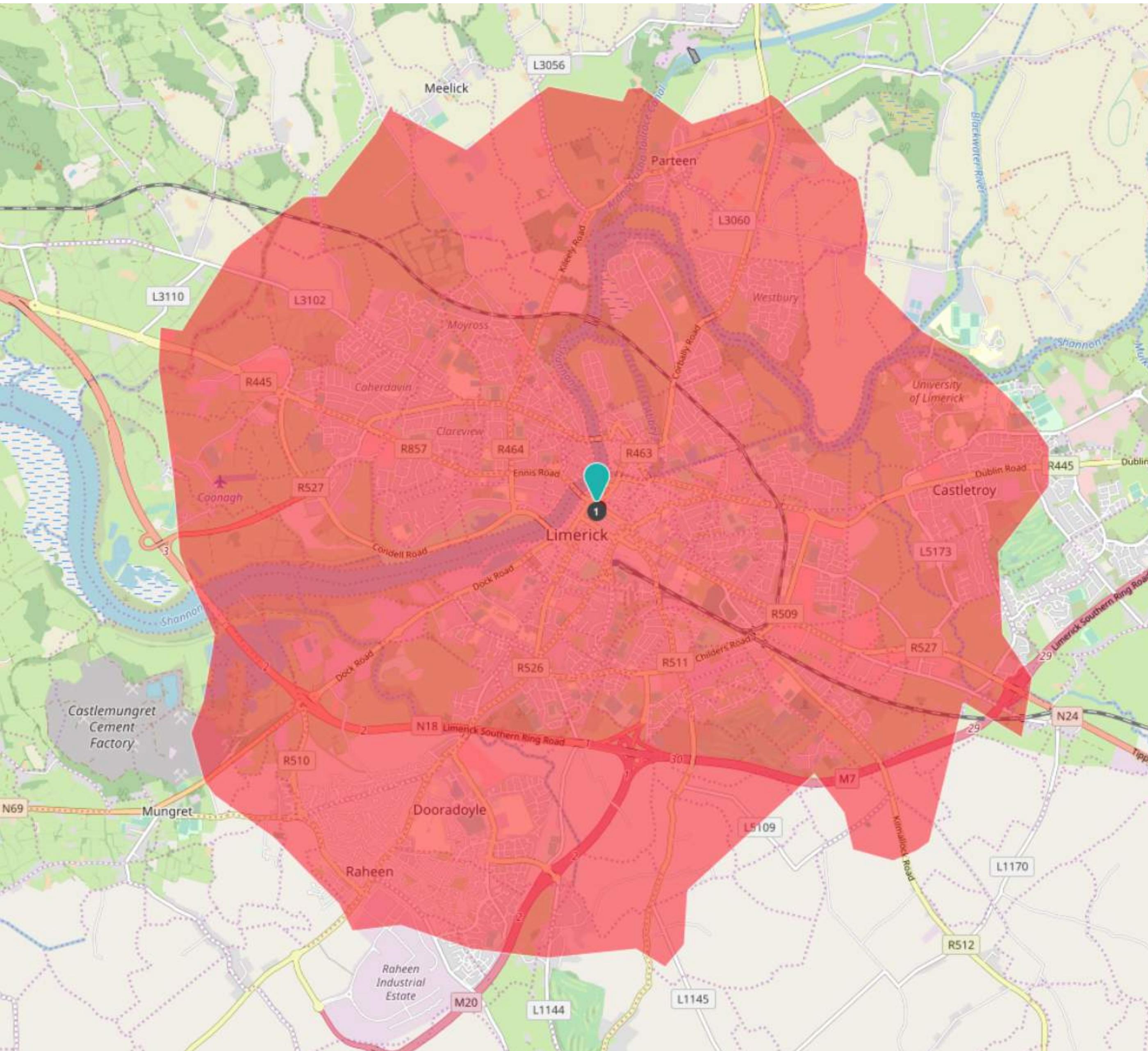
**“people who commuted by bike had a 40 per cent lower chance of dying during the fifteen-year course of the project than those who didn’t.**

**That’s not far short of a miracle.**

**If these benefits could be administered in an injection, it would be considered one of the greatest medical breakthroughs of all time.”**

— Peter Walker, Bike Nation: How Cycling Can Save the World





courtesy of Limerick Cycling Campaign

**what is the cycle bus?**





courtesy of Cycle Bus Limerick



courtesy of Cycle Bus Limerick



courtesy of Cycle Bus Limerick

# E-BIKES

“Aside from the benefits found to some mental abilities, we also saw a trend for mental health improving for the e-bike cyclists, but pedal cyclists did not change on this measure.

This could be because e-bikes may be more enjoyable and easier to ride than normal pedal bikes – helping to improve mental wellbeing.”

## E-biking can improve mental health and wellbeing in older people

A study found that e-biking allows older people to cycle longer through the aid of a motor, increasing their independence and improving their mental and physical health

Monday 15 April 2019 23:00 |



**so what's happening elsewhere right now?**



# Cities for People

# PARIS

Moreno says his concept is based on work done by author and activist Jane Jacobs.

“A neighbourhood,” she wrote, “is not only an association of buildings but also a network of social relationships, an environment where the feelings and the sympathy can flourish.”

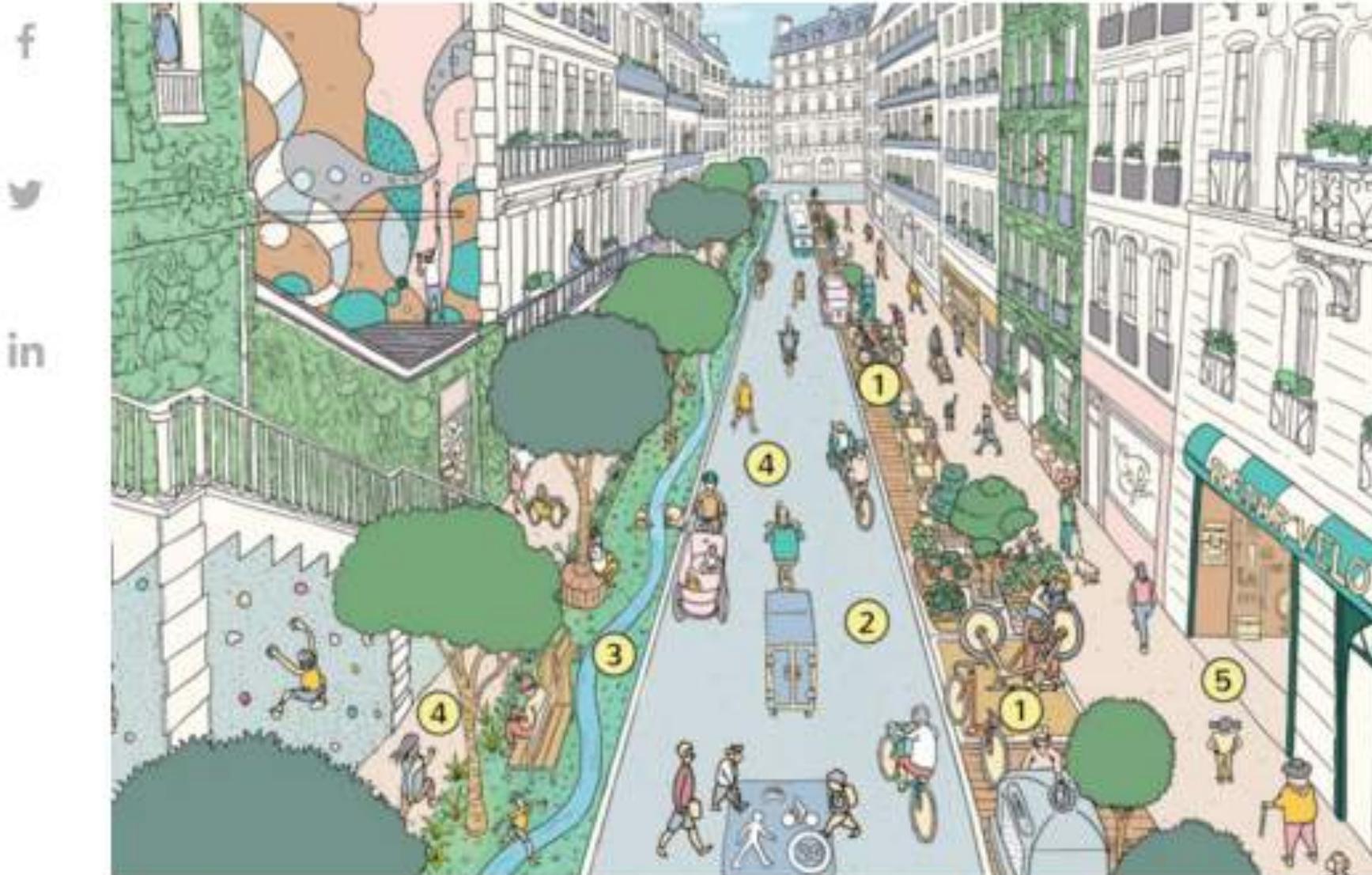
## Every Street In Paris To Be Cycle-Friendly By 2024, Promises Mayor



**Carlton Reid** Contributor

Business

*I have been writing about transport for 30 years.*



The 15-minute city will involve reshaping the streets of Paris. PARIS EN COMMUN

Should she get reelected as Mayor of Paris, Anne Hidalgo plans to turn the French capital into a myriad of neighborhoods where “you can find everything you need within 15 minutes from home.”

But, preferably, not by car. Instead, the Socialist Party



## BIRMINGHAM

Birmingham plans to remove one of the most significant incentives to motoring: car parking.

Businesses will be incentivised to remove parking spaces through the introduction of an annual £500 per space workplace parking levy, and the city will build 12,800 new homes on former car parks.

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**The upside**

### How a Belgian port city inspired Birmingham's car-free ambitions

Ghent's transformation produced shorter journeys, cleaner air and a cycling explosion

**Carlton Reid**

@carltonreid

Mon 20 Jan 2020 07.00 GMT

# Cities for People

# ODENSE

“We try to think about people living here all their life, and having a good life here,” says Anker Boye, the city’s veteran mayor, a house painter turned professional politician.

“The investors are coming because they know people want to live in Odense.”

## Europe's most liveable city? The secret of Odense's post-industrial revolution



▲ A new car-free bridge in Odense, where 50% of all central trips are made by bike. Photograph: Thomas D Mørkeberg

**Denmark's third-largest city has transformed its prospects by making itself a desirable place to live and invest. At the heart of this change is an extraordinary commitment to getting the whole city cycling**

The huge, wooden scale model of Odense, inside a temporary information centre opposite the town hall, looks initially like a replica of the Danish city. But give them a few minutes and a local would begin to spot some differences, especially to the main traffic route bisecting the urban centre.

**Thomas B Thriges Street** was built in the 1960s as a solution to growing car congestion: a fast-moving, four-lane road laid like a curved ribbon across the middle of the city.

# Cities for People

# Madrid

“Cities which want to boost takings in shops and restaurants should restrict access for motorists, a new study suggests.”

## Closing Central Madrid To Cars Resulted In 9.5% Boost To Retail Spending, Finds Bank Analysis



Carlton Reid Contributor @  
Business

*I have been writing about transport for 30 years.*



Car use was restricted in Central Madrid during the 2018/2019 Christmas period leading to a... [+] AYUNTAMIENTO DE MADRID

Cities which want to boost takings in shops and restaurants should restrict access for



# Cities for People

# YORK

“Yet almost 50 years on, Groningen is widely considered one of the most liveable cities in a country full of them.

The chamber of commerce now credits the pedestrianised streets – and the sociability they encourage – with allowing independent business to thrive.”

## A car-free future? How UK cities are moving towards a pedestrian age

With York announcing plans to ban private vehicles from its centre, **Colin Drury** asks: Is it a blueprint for a better urban life?



@colin\_drury | Sunday 26 January 2020 11:43 | 29 comments



Car free streets in Oslo, Norway



ush hour, York city centre, sometime around the end of the decade. Stress-free commuters glide by on bicycles, community gardens are tended by volunteers as they leave work, and early evening diners spill outside on to table-filled squares.

Over in Fossgate, a mid-week street festival is just beginning. At the station, a line of on-demand driverless pods quickly and quietly whisk arriving rail passengers to their end destinations.



**what does great citizen engagement look like?**



<b>What constitutes citizen engagement:</b>	<b>Examples of what doesn't constitute citizen engagement:</b>
<p>Citizens represent themselves directly as individuals – they are not representing (or being represented by) other groups.</p> <p>Two-way communication</p> <p>Aims to share decision-making power and responsibility for those decisions.</p> <p>Includes forums and processes through which citizens come to an opinion which is informed and responsible.</p> <p>Generates innovative ideas and active participation.</p> <p>Contributes to collective problem solving and prioritisation.</p> <p>Requires that information and processes be transparent.</p> <p>Depends on mutual respect between all participants</p>	<p>Engaging only leaders of stakeholder groups or representatives.</p> <p>Participation does not influence decision-making.</p> <p>Participants only consulted at late stages of policy development (when decisions have effectively already been made).</p> <p>Seeking approval for pre-determined decision.</p> <p>Fulfilling statutory public consultation requirements without a genuine interest in the opinions of the public.</p>

Source: adapted from Sheedy, 2008.

# **Moyross Community Park**



# **the process** - empowering people

**Limerick  
Regeneration**

**Moyross  
Community  
Enterprise  
Centre**

**Moyross  
Residents  
Forum**

**Drake  
Hourigan  
Architects**

**Resident and  
Community  
Groups**

**Parents and  
Toddlers**

**Active  
Retired**

**Youth Club**

**School**

**Creche**





families



teens



babies  
toddlers



a park for...



friends



kids



seniors



**“This wonderful facility is the result of extensive consultation by Moyross Residents Forum with a number of resident and community groups in Moyross to identify how best to upgrade the park to be a more inclusive facility for all ages from toddlers and teens to more mature residents.”**

Tracy Mc Elligott, Moyross Resident’s Forum







courtesy of Moyross Residents Forum



**“it’s amazing what can be achieved when we all work together,”**

Tracy Mc Elligott, Moyross Resident’s Forum

