

## 5.0 IMPLEMENTATION

### 5.1 The Challenge Ahead

This Manual offers designers the rationale and the tools to enact the change required by broader government policies. Implementing such change is highly challenging. As highlighted by the numerous exemplar designs contained within this Manual, such change is achievable (see Figure 5.1).

The implementation of integrated design solutions to urban road and street design requires a strategic approach where design professionals, elected members and the broader community work collaboratively.

Such integrated solutions should be supported by :

- A plan-led approach to design for development of all sizes, and inclusive of those undertaken by the public or private sectors.
- Greater collaboration from a variety of design professions and more in-depth consultation with/between road authorities and the broader community.

A plan-led and multi-disciplinary approach is discussed in the ensuing sections.



Figure 5.1: Images of Dorset Street, Dublin (part of the N1 national route), demonstrate how better outcomes can be achieved by shifting away from convention and embracing a more inclusive and strategic approach to design.

## 5.2 A Plan-Led Approach

### 5.2.1 Policy and Plans

Spatial plans are a key element in the implementation of more integrated street design. They should include information on how the principles, approaches and standards within this Manual can be applied to promote sustainable cities, towns and villages. In particular when preparing policies and objectives on transportation and the promotion of more sustainable modes of transport, regard must be had to the detailed technical advice and guidance in this Manual.

The hierarchy of spatial plans is as follows:

1. Development Plans
2. Local Area Plans
3. Masterplans\*
4. Movement Frameworks\*
5. Public Realm Strategies\*

(\* denotes non-statutory plans)

#### 1. County Development Plans

The promotion of sustainable settlement and transportation strategies in urban and rural areas as part of development plan shall be informed by the principles in this Manual.

#### 2. Local Area Plans

Local Area Plans shall be underpinned by an assessment of transportation and mobility in the relevant area. This will inform the formulation of policies aimed at:<sup>1</sup>

- Promoting a walking and cycling environment.
- Creating high levels of connectivity, particularly for more sustainable forms of transportation.
- Land use and transport integration to reduce car dependency.
- Parking for cycles and cars.

The implementation of these policies should

be reflected in a range of strategies that address broader movement and place considerations, such as:

- Major connections
- Vehicle circulation
- Public transport routes
- Cycle routes
- Pedestrian routes.

Such strategies should be illustrated via a number of diagrams that indicate the basis of any future street network (see Section 3.3.1 Street Layouts).

LAPs should also be used to address more detailed matters such as those contained within Chapter 4. Such issues may be addressed via Urban Design Codes<sup>2</sup> which set out a series of prescriptive measures to which development should adhere. With regard to street design these may take the form of cross sections and typologies (see Figure 5.2) and/or may include detailed illustrations relating to a particular place (see Figure 5.3)

#### 3. Masterplans

Masterplans, like LAPs, are used to provide a more detailed framework for areas where significant change or development is anticipated. Masterplans may also act as a companion guide or subset of an LAP. Such Masterplans are often referred to as an Urban Design Frameworks.

Masterplans may contain a greater level of detail than LAPs and may also include more comprehensive guidance on the design of individual streets. For example, whilst street typologies may be provided in an LAP document, they are a significant component of a Masterplan.

<sup>1</sup> Refer to Section 5.6 Achieving Smarter Travel of the *Local Plans Planning Guidelines* (2013).

<sup>2</sup> *The LAP Guidelines* (2013) recommend the incorporation of cross-section diagrams of streets and junctions within LAPs.