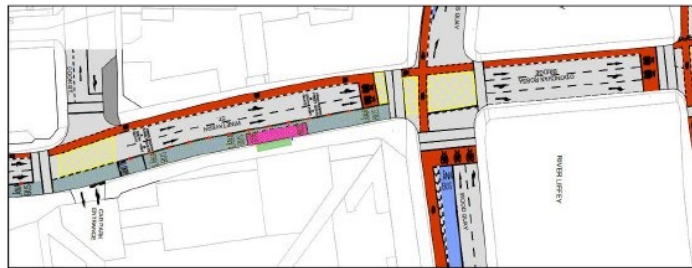


Challenges for urban mobility and transport

MICHAEL PIDGEON, DUBLIN CITY COUNCIL GREEN PARTY

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Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council



Interpretation

 Expand





Ireland's context

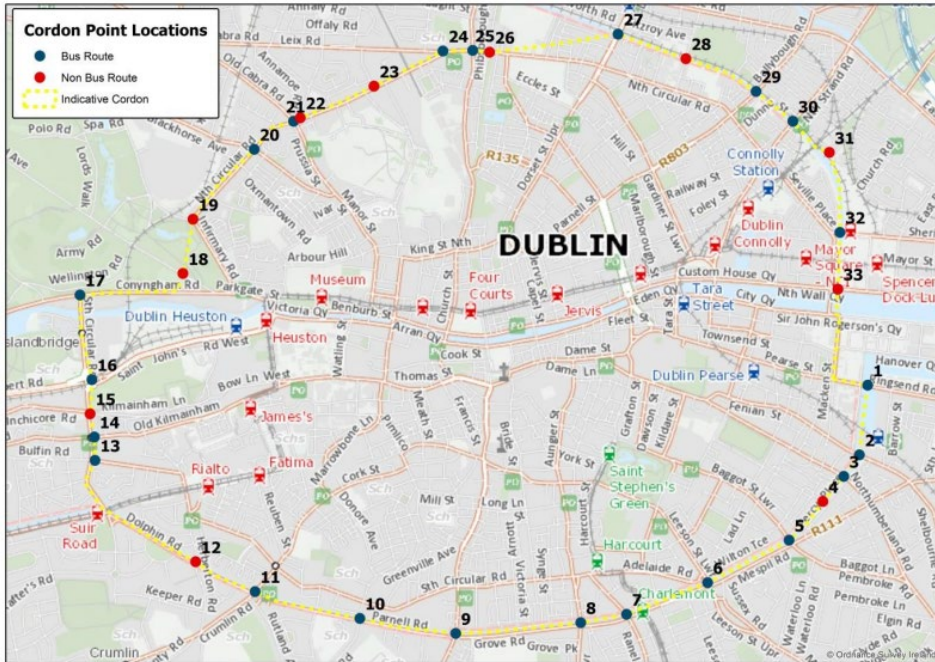
- A conservative country that's changed
- Richer than we used to be
- High-ambition climate law – 51% by 2030
- But not getting there: EPA estimates 28%
- Transport and agriculture sectors which need most work



Irish local government

- Mostly weak local government
- Limited, defined budgets
- Hiring is controlled nationally
- Lots of national rules and codes
- Little to no control over public transport

Dublin's context



- Public transport 53%
- Cars 27%
- Bikes 6%
- Pedestrians 11%



Challenges for urban mobility and transport

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Overcoming the challenges

MICHAEL PIDGEON, DUBLIN CITY COUNCIL GREEN PARTY

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~~Overcoming the challenges~~

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Moving to the next challenge

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Challenge 1

“There’s no money.”

Overcoming challenge 1

- Ireland used to spend €20-€40m a year on active travel
- Changed to minimum €360m a year

The Government will commit to an allocation of 10% of the total transport capital budget for cycling projects and an allocation of 10% of the total capital budget for pedestrian infrastructure. The Government's commitment to cycling and pedestrian projects will be set at 20% of the 2020 capital budget (€360 million) per year for the lifetime of the Government.



Get Ireland moving by doubling investment in public transport, committing 10% of transport funds to cycling and 10% to walking.

Challenge 2

“We don’t have capacity.”

Overcoming challenge 2

- Secured extra posts:
 - 248 new posts
 - 40-50 for Dublin City alone
 - New regional design offices for smaller areas



Challenge 3

“We can’t hire the engineers.”

Overcoming challenge 3

- Not solved!
- Active Travel Office founded in February 2022
- 21 staff as of May
- (But 15 taken from existing staff!)

Challenge 4

“There’s a big public backlash.”







Michael Pidgeon
@Pidge



No pressure, no progress! It's taken over a year of pushing - but after many false dawns, the markings for the new (somewhat!) protected bike lanes on the South Circular Road from the Phoenix Park up to Kilmainham are going in tonight.

Workers on site right now.



11:41 PM · Nov 9, 2021 · TweetDeck

EUROSPAR 

Dear customers

I would just like to inform you our insomnia cafe will close on Sunday 21 of November with the loss of 2 staff due to the severe impact the new traffic layout has outside the shop. Also, unfortunately we also must let go 3 staff in the Eurospar due to the impact caused.

Thank you
Luke Creighan

EUROSPAR 

Dear customers

The new traffic restrictions outside our shop are having a severe impact on our day-to-day business operations for our customers. These have been put in place by Dublin City council.

There was no contact with the local business in the area before these were installed.

While I have no issues with the safe cycle lane provided. There have been no discussions with local businesses on how everyone can be facilitated.

Please contact your local Dublin City area office and your local councillors if you feel this has impacted you.

Your local green councillor Michael Pidgeon
michael@pidgeon.ie

Thank you
Luke Creighan

STAFF WANTED

**FULL TIME / PART TIME
SALES ASSISTANT
REQUIRED**

Weekday 11:00-19:00/Evenings 15:00-23:00/
Weekends 15:00-23:00

**PLEASE APPLY WITHIN
WITH CV
OR EMAIL**

eurosparkilmainham@gmail.com

What to learn?

1. Stories matter
2. Consult early –use a sign and talk to people
3. Trial stuff – and take it out
4. Emphasise walking
5. Combine it with greening
6. Keep going!

77% support



7% oppose



the creation of more
low-traffic neighbourhoods

60% agree



21% disagree



closing streets outside local
schools to cars during school
drop-off and pick-up times
would improve their local area

71% support



14% oppose

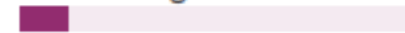


more cycle tracks along
roads, physically separated
from traffic and pedestrians

74% agree



12% disagree



increasing space for
people socialising, walking
and cycling on their
local main street would
improve their local area

71%

of residents support building more cycle
tracks physically separated from traffic
and pedestrians, even when this would
mean less room for other road traffic

