

MORE: Towards more resilient street design

Francesco Ripa

Communications Coordinator, POLIS Network

fripa@polisnetwork.eu

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XVI WORLD WINTER SERVICE AND ROAD RESILIENCE CONGRESS
XVI^e CONGRÈS MONDIAL DE LA VIABILITÉ HIVERNALE ET DE LA RÉSILIENCE ROUTIÈRE
XVI CONGRESO MUNDIAL DE VIALIDAD INVERNAL Y RESILIENCIA DE LA CARRETERA



The challenge: our streets are under pressure

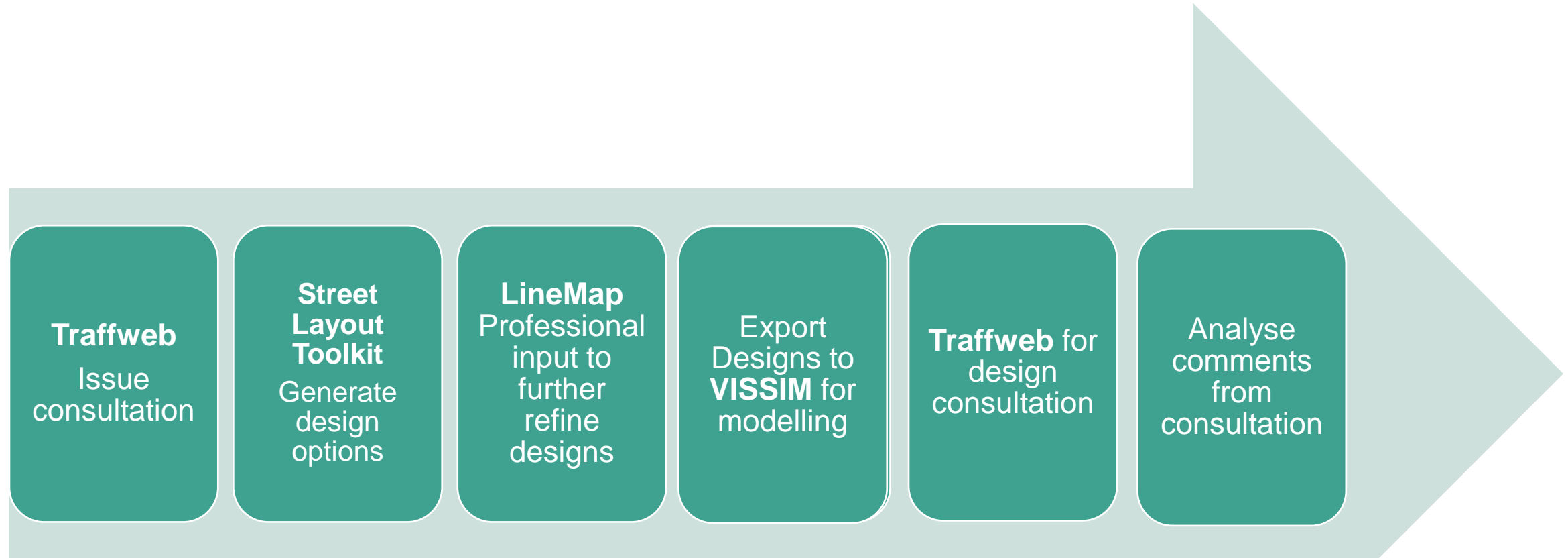
- Demands on busier urban streets are increasing:
 - the emergence of new modal options (e.g., e-scooters)
 - growing mobility-related sectors (e.g., home deliveries)
 - a greater interest in place-related activities
 - population/employment densification
- MORE developed tools to address these challenges by considering the needs of all users

The solution: a participatory and forward-looking street design process

- Street redesign processes should be future-proof and account for future pressures
- Extensive stakeholder engagement should be embedded into the street design process, from problem definition and option generation, right through to option appraisal and decision taking



Public engagement and design process

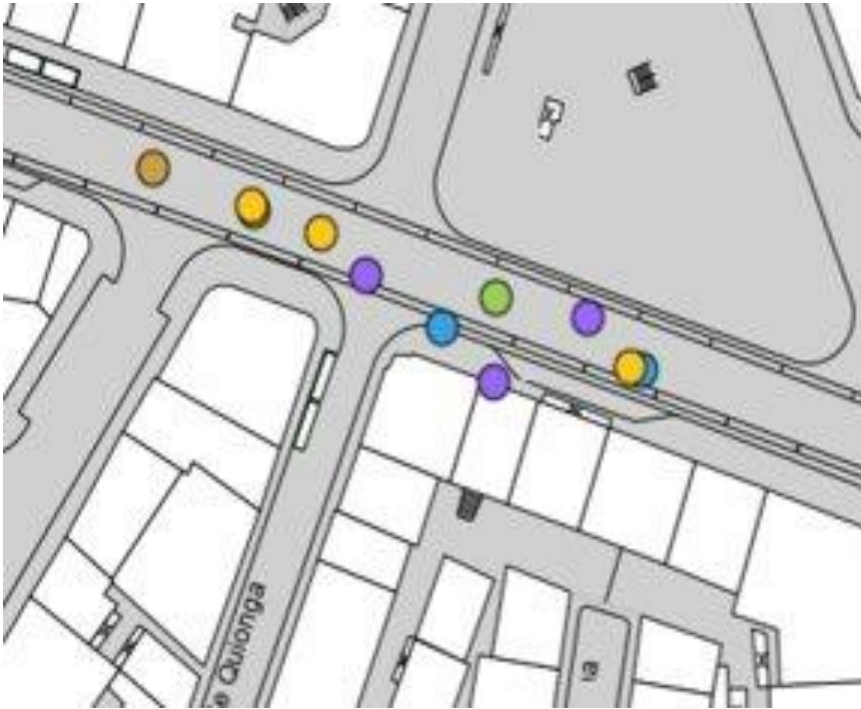


“It is difficult to make forecasts, especially about the future”

Samuel Goldwyn

Quoted in the MORE Report “Future scenarios for TEN feeder routes” (2018)

Issue consultation tool: Traffweb



Screenshot from Traffweb by Buchanan Computing.

- Citizens can submit comments on specific issues
- Areas include air pollution, road safety at crossings, quality of public realm, parking and loading, access to public transport, cycling infrastructure and pedestrian accessibility

Design consultation: shaping different streets



- Create alternative designs for the same area or location
- Two tools to be used in local workshops and focus groups:
 1. Physical street element and layout design tool
 2. LineMap digital tool to create new designs according to existing regulations and standards

Pictured: “Design Days” held by BKK in Budapest, September 2021.

Modelling user behaviour in streets and roads



Screenshot from PTV VISSIM. Watch full video [here](#).

- Not only traffic flows, but also “place-based” street activities such as walking and sitting
- New features to model curbside activities curb side activities such as parking, loading/unloading, drop-off, pick-up, etc.
- Effects on all road uses are calculated

Appraisal tool: assessing proposed options



- Design options and suggestions are assessed against technical and political requirements
- Cost-benefit and multi-criteria analysis

MORE and scenario-based planning



- Scenarios help cities make good decisions about what you are going to do.
- Setting your vision: identifying the most desirable future
- Embracing before embarking on a scenario-development process.

Examples from Malmö, Sweden



obility

Priorities Mobility

1. General traffic (movement)
2. Loading and parking
3. Public transport
4. Bicycle (movement and parking)
5. Pedestrian movements
6. Trees and greenery
7. Outdoor seating and meeting places
8. Place-oriented street furniture
9. Slow movements

Traffic maximum hour: 1300 veh/hour
(both directions)



ustainability

Priorities Sustainability

1. Bicycle (movement and parking)
2. Public transport
3. General traffic (movement)
4. Loading and parking
5. Pedestrian movements
6. Trees and greenery
7. Place-oriented street furniture
8. Outdoor seating and meeting places
9. Slow movements

Traffic maximum hour: 1200 veh/hour
(both directions)



iveability

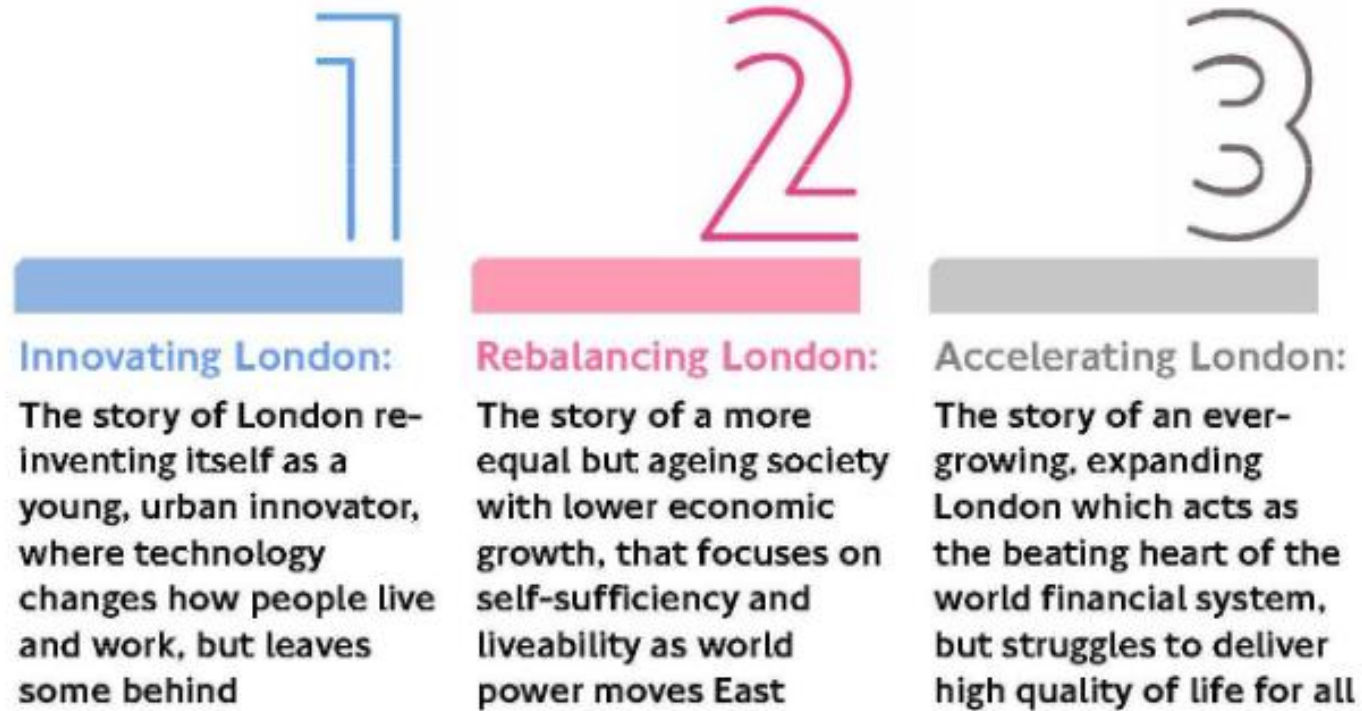
Priorities Liveability

1. Slow movements
2. Place-oriented street furniture
3. Trees and greenery
4. Parking and loading
5. Pedestrian movements
6. Outdoor seating and meeting places
7. Bicycle (movement and parking)
8. Public transport
9. General traffic (movement)

Traffic maximum hour: 600-1100 veh/hour
(both directions)



Example from London



Three stories about the future of London (Transport for London, 2018)

5 scenarios on the implications of the COVID-19 on travel in London



A return to business as usual

The story of a London which has bounced back quickly from the crisis and looks quite similar to the Draft London Plan



London fends for itself

The story of a lower growth London, having to cope with the fallout from the virus and a diminished status in the UK and the wider world



Low carbon localism

The story of a smaller but more sustainable London, which has been impacted significantly by the virus and become more local as a result



Remote revolution

The story of a successful but quite different city, where technology has changed how people live, work and travel



Agglomeration, agglomeration, agglomeration

The story of an expanding but still unequal London, where virus related changes to the economy enhance its global competitive advantage



Transport for London, 2021. [View presentation.](#)

Key messages

- Street redesign processes should account for future pressures of different kind (economic, demographic, technological...)
- Extensive stakeholder engagement can help address the needs of all street users
- Using scenarios can support cities take decisions about their future

Better streets for better cities

Final event of the EU-funded MORE project

17 February 2022, Brussels & online

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Thank you!

- Visit the MORE website: www.roadspace.eu
- Follow MORE on Twitter: www.twitter.com/MORE_H2020
- Register for the MORE Final Event on 17 February