

Eastern & Midland Regional Assembly

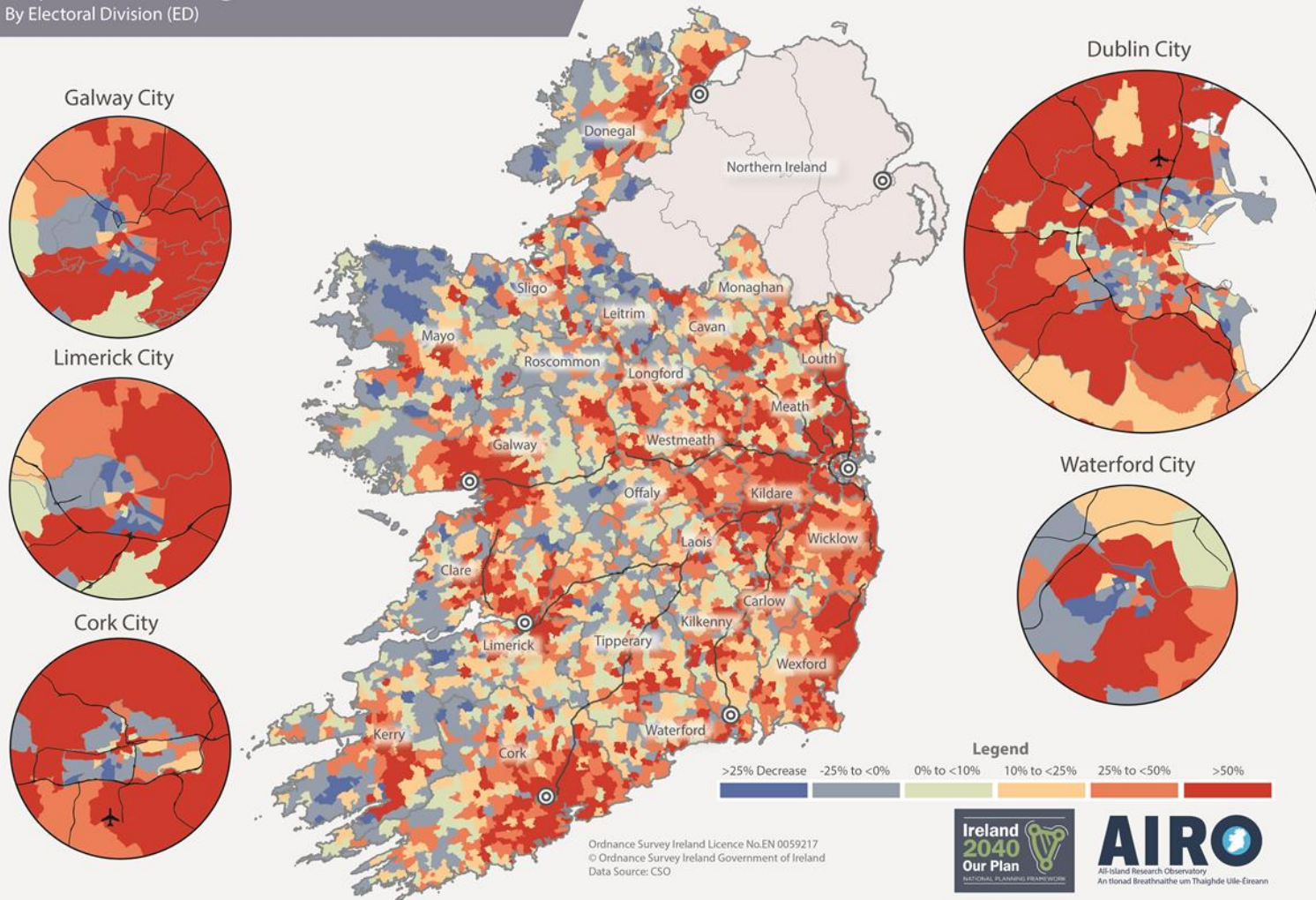
Integration of Land Use and Transport Planning

Malachy Bradley

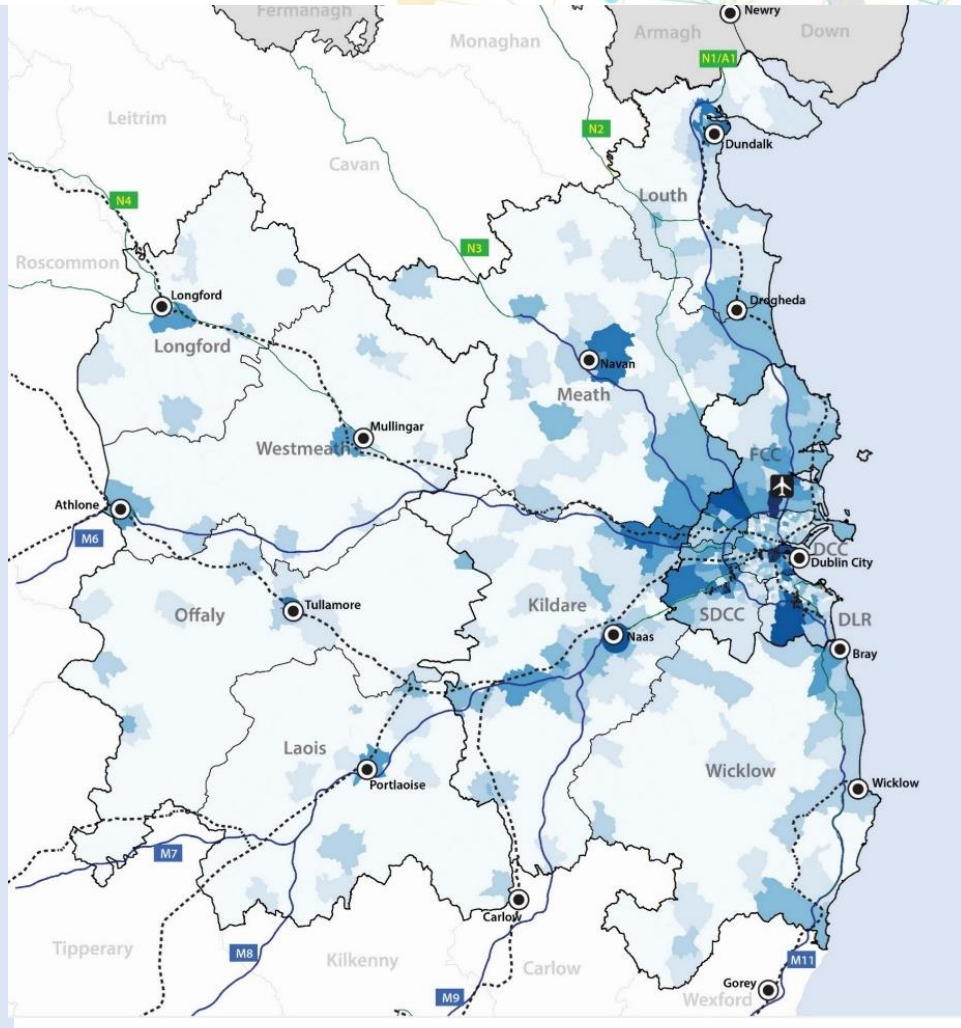
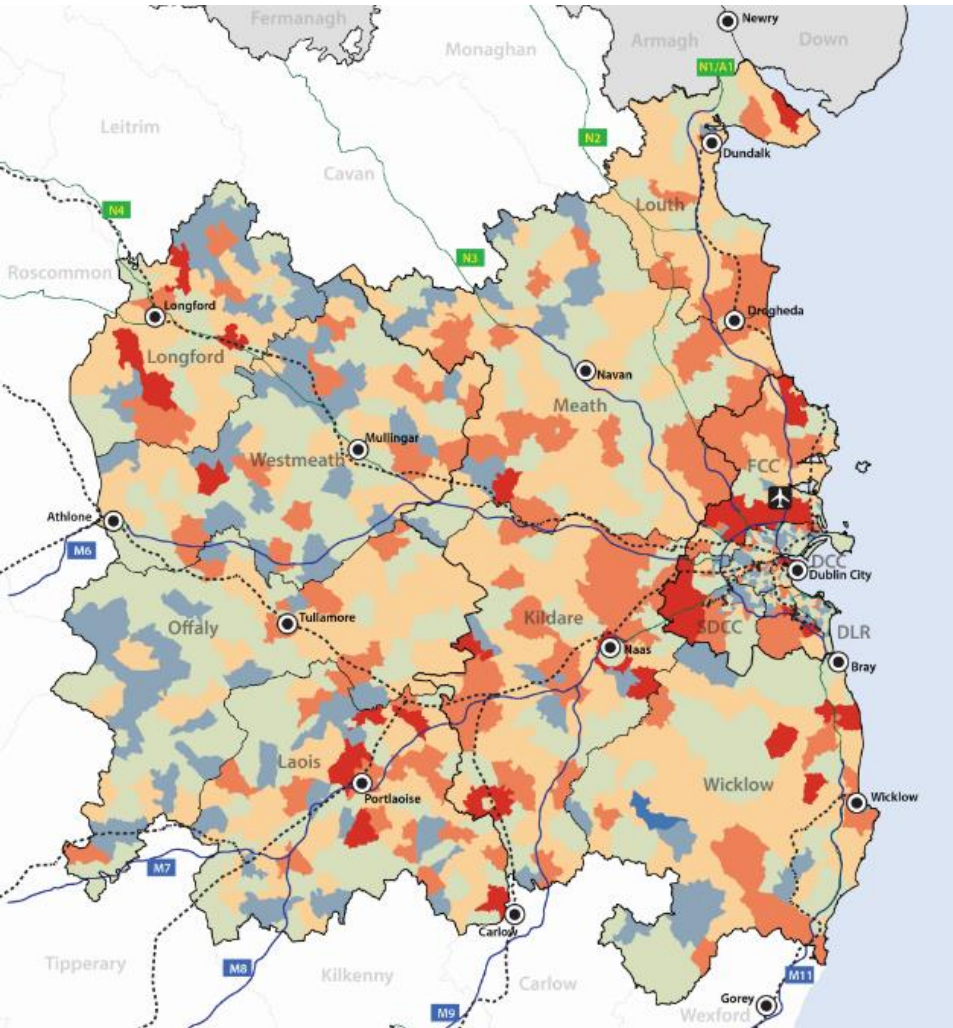
National Context Growth

Population Change (%), 1991 to 2016

By Electoral Division (ED)

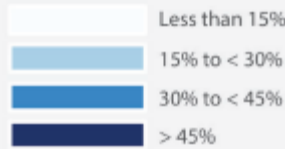


Regional Context Population and Jobs



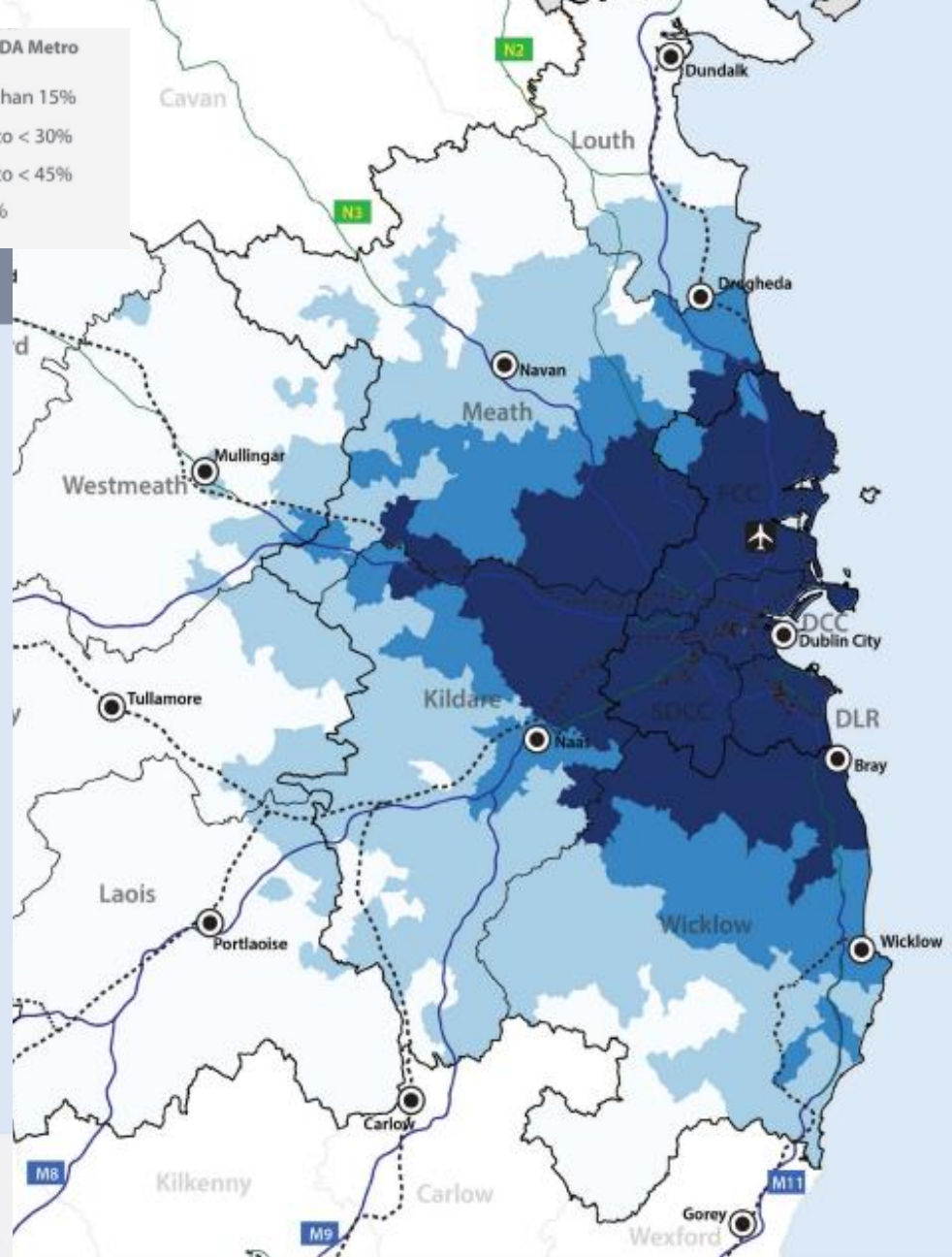
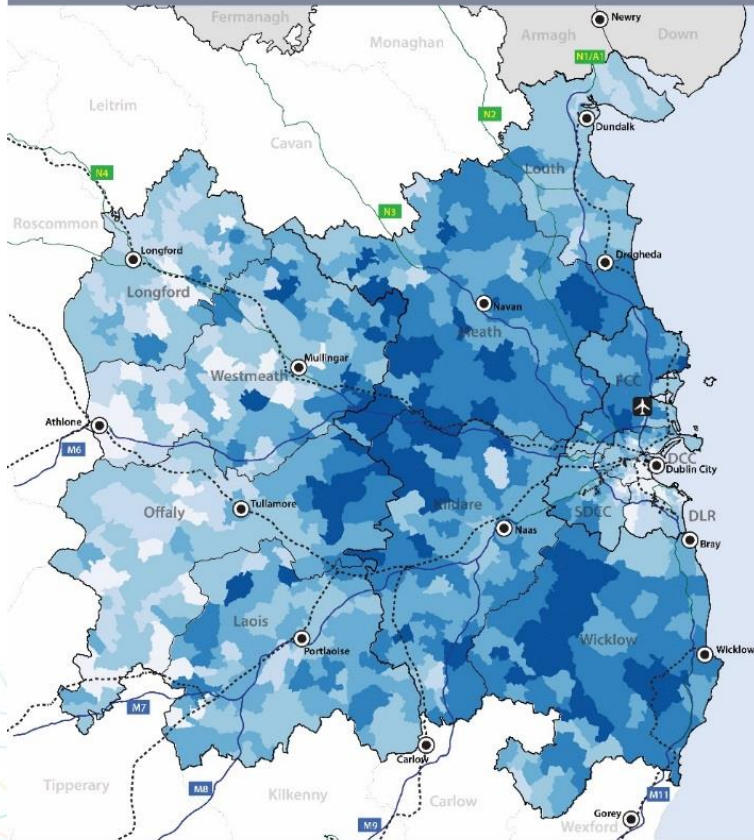
Commuting

Commuter Flows to GDA Metro



EMRA: At Work Departure Time - Pre 7am (%), 2016

By Electoral Division (ED)



Map Legend

Departure Time: Pre 7am



- Strategic Planning Area (SPA)
- Local Authority
- Motorway
- Other Key Roads
- Light & Heavy Rail Network
- Key Settlements

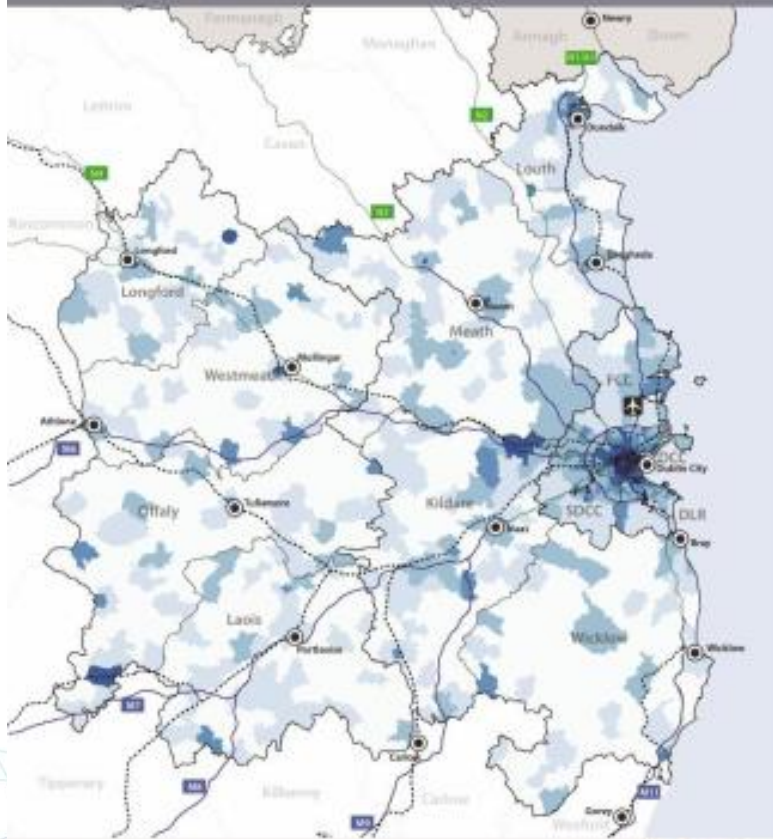


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 Data Source: CSO Census 2016

Modes of transport

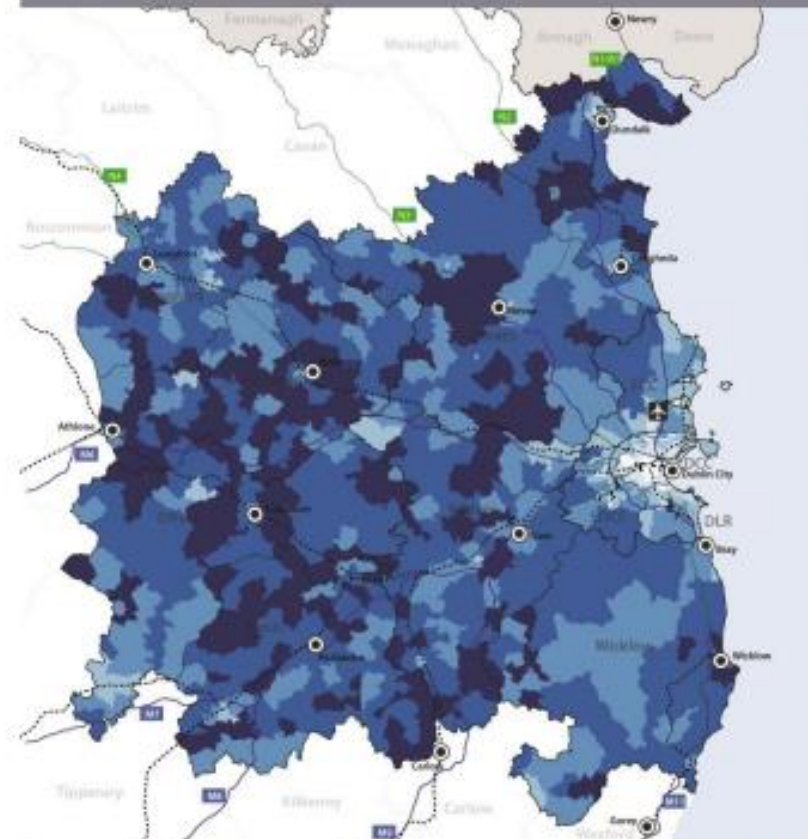
EMRA: Mode of Transport to Work/Edu - Green (%), 2016

By Electoral Division (ED)



EMRA: Mode of Transport to Work/Edu - Private (%), 2016

By Electoral Division (ED)



How can we encourage greater use of public transport and green modes of travel?

Business as Usual NPF Context



- Continuation of Sprawl
- Stagnation of Inner City and older suburbs
- Slower growth rates for regional cities
- Ongoing shift to east of population and jobs
- Greater distance between work and home
- Haphazard approach to planning, investment and climate response



Rialtas na hÉireann
Government of Ireland

Project Ireland 2040

National Planning Framework



Rialtas na hÉireann
Government of Ireland

Project Ireland 2040

National Development Plan 2018–2027



gov.ie/2040



Ireland's Three Regions

Targeting a level of growth in the country's Northern and Western and Southern Regions combined, to at least match that projected in the Eastern and Midland Region.



Compact Growth

Targeting a greater proportion (40%) of future housing development to be within and close to the existing 'footprint' of built-up areas.

- CITIES
- REGIONAL CENTRES
- CROSS-BORDER NETWORK



Ireland's Rural Fabric

Reversing town/village and rural population decline, by encouraging new roles and functions for buildings, streets and sites.



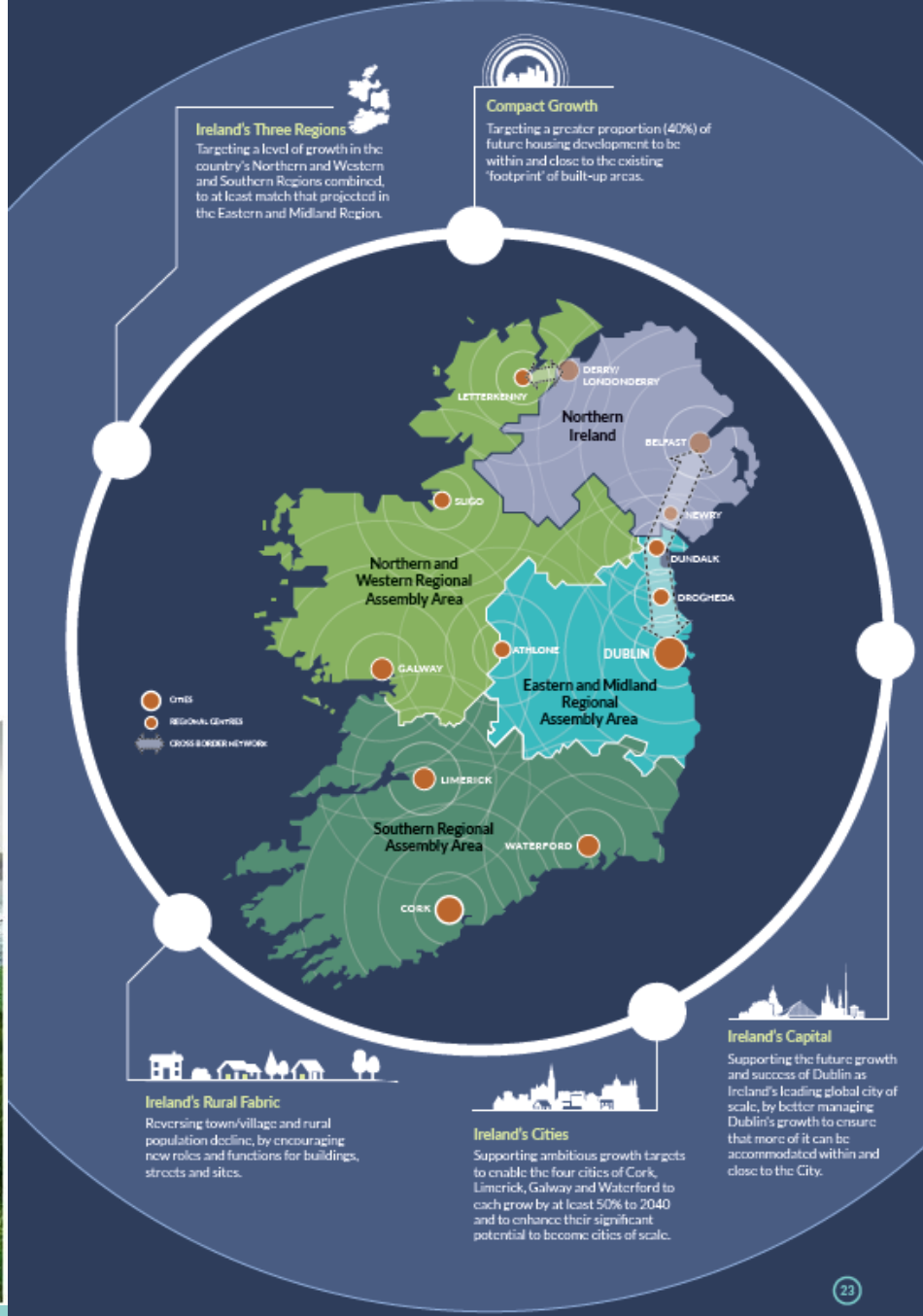
Ireland's Cities

Supporting ambitious growth targets to enable the four cities of Cork, Limerick, Galway and Waterford to each grow by at least 50% to 2040 and to enhance their significant potential to become cities of scale.



Ireland's Capital

Supporting the future growth and success of Dublin as Ireland's leading global city of scale, by better managing Dublin's growth to ensure that more of it can be accommodated within and close to the City.

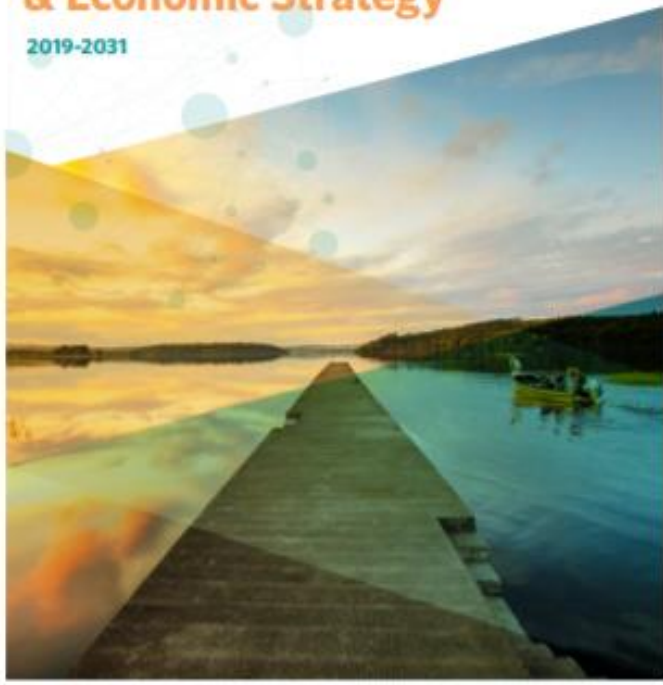


Proposed Material Amendments to draft
**REGIONAL SPATIAL AND
ECONOMIC STRATEGY**
Northern and Western Regional Assembly

Proposed

Proposed Material Amendments to
**Regional Spatial
& Economic Strategy**
Southern Region

Eastern & Midland Regional Assembly
**Regional Spatial
& Economic Strategy**
2019-2031



Eastern & Midland Regional Assembly

Regional Spatial & Economic Strategy

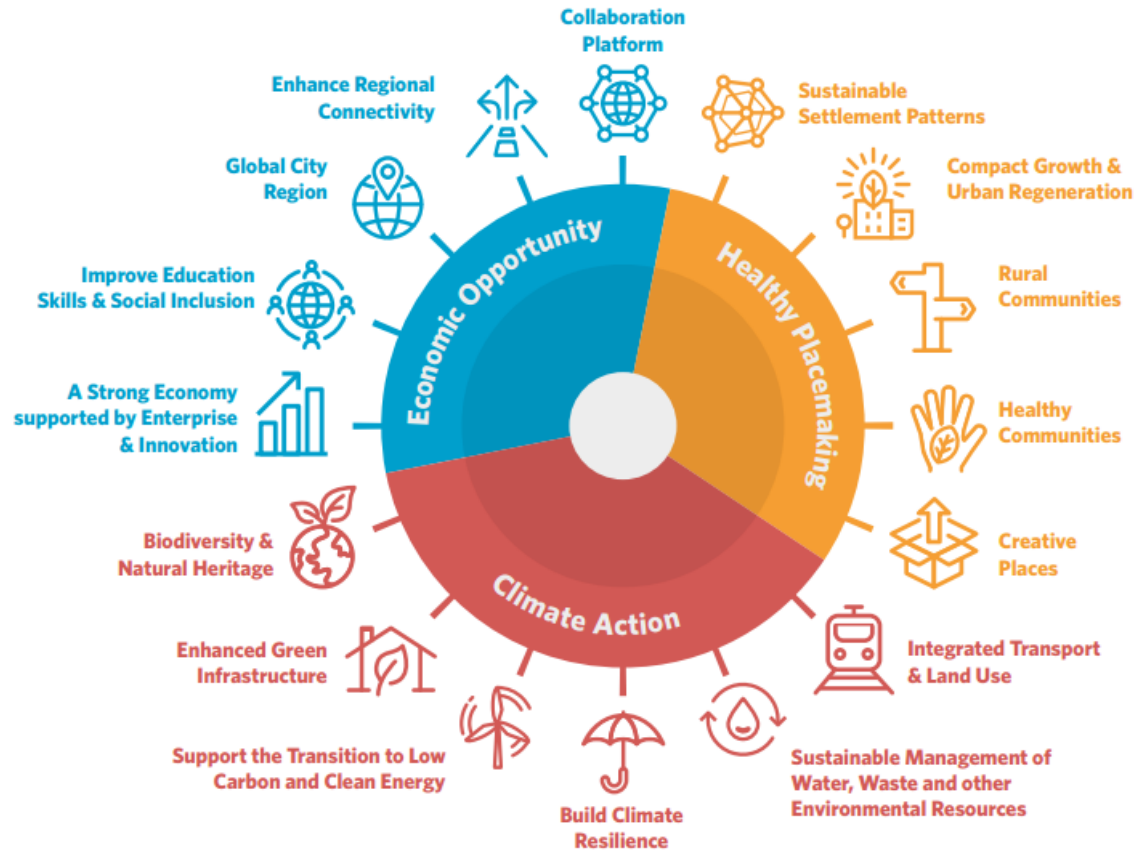
2019-2031



- Dublin City & Suburbs
- Metropolitan Area
- Dublin-Belfast Corridor
- Regional Growth Centres
- Core Region
- Key road
- Key Towns
- Gateway Region
- Rail

Vision and Key Principles

To create a sustainable and competitive region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all



KEY PRINCIPLES

Healthy Placemaking

To promote people's quality of life through the creation of healthy and attractive places to live, work, visit and study in.

Climate Action

The need to enhance climate resilience and to accelerate a transition to a low carbon economy recognising the role of natural capital and ecosystem services in achieving this.

Economic Opportunity

To create the right conditions and opportunities for the region to realise sustained economic growth and employment that ensures good living standards for all.

RSOs aligned with UN SDGs, EU and national policy (NSOs)

Integrated Transport and Land use

Ensure future development is planned in a way that people can live closer to where they work, to move away from car dependency and long commutes



Growth linked to delivery of key public transport projects

Table 8.1 Hierarchy of Plans and Policies

International	The Trans-European Transport Network (TEN-T)
National	National Planning Framework, Smarter Travel - A Sustainable Transport Future, Planning Land Use and Transport Outlook - PLUTO 2040
Regional Level	Transport Strategy for the Greater Dublin Area 2016-2035. Transport Plans for Athlone (multiple regions), Dundalk (cross border) and Drogheda (multi county) Dublin- Belfast Economic Corridor.
Metropolitan Area	Transport Strategy for the Greater Dublin Area 2016-2035.
County Level	Development plans, county cycling and walking strategies.
Settlement level	Settlement walking and cycling strategies, local area plans, Local Transport Plans, Local Link Rural Transport Programme, Mobility management plans.

Guiding Principles for integrated Transport and Land use

Sequential development prioritising lands that are accessible by walking, cycling and public transport (PT)

Protect strategic transport function of national roads and junctions

Focus large scale trip intensive developments in central urban locations and locations well served by high capacity PT

Investment in infrastructure and behaviour change to support mode shift; max parking standards; DMURs

Prioritise accessibility - walking and cycling and integrate permeability and cycle parking, make services accessible by active travel or in larger settlements by high quality PT

Reallocation of public realm for walking and cycling in town centres etc.

Guiding Principles for location of strategic employment

Suitable locations – depending on extent to which an enterprise is people or space intensive, or subject to environmental constraints

Current locations – that have existing employment and services

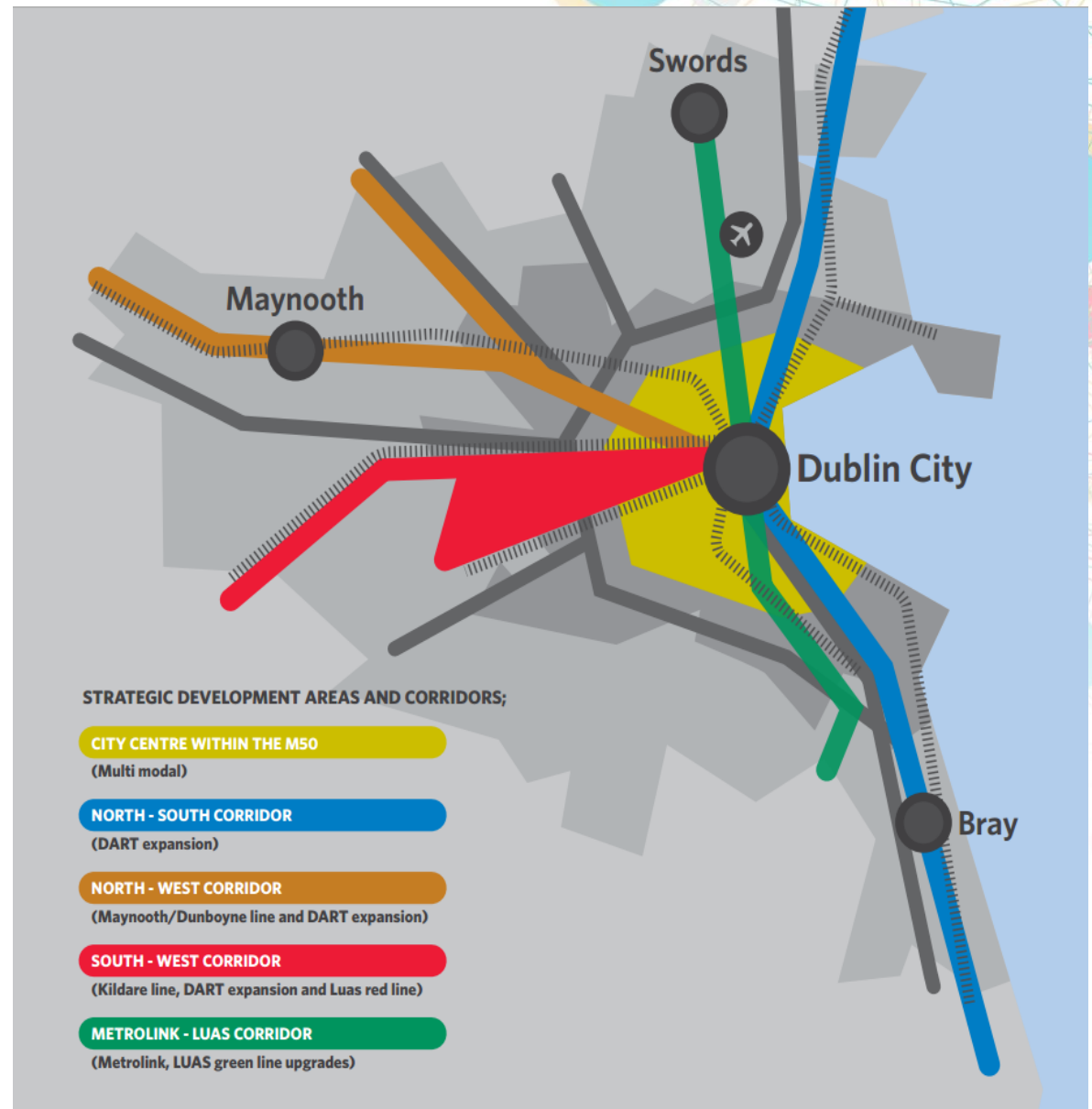
Relocation – to free up well served lands for more intensive use

Serviced sites –dependence on a particular infrastructure e.g. energy, water, transport or telecoms networks

Connectivity – access to international or domestic markets that requires proximity to airport/port or road networks

Dublin Metropolitan Area Strategic Plan (MASP)

To ensure a supply of strategic development areas for the sustainable growth and continued success and competitiveness of the Dublin metropolitan area.



Joined up approach to metropolitan spatial planning

Strategic Development Areas/Corridors

Corridor	Strategic Development Areas	Population capacity
City centre within M50 (Multi-modal)	<ul style="list-style-type: none"> • Docklands, Poolbeg • Former PPPs, Parkwest, Ballymun, St James-Heuston • Older industrial estates, Naas Rd, Dunsink 	60,000
North-South (DART)	<ul style="list-style-type: none"> • North Fringe, Donabate • South Co. Dublin - North Wicklow, Bray-Fassaroe/OldConna 	51,000
North-west (Maynooth/Dunboyne/M3)	<ul style="list-style-type: none"> • Dublin 15 lands • Leixlip-Confey • Maynooth-Railpark • Dunboyne and Dunboyne North/M3 Parkway 	37,000
South-West (Kildare/ LUAS redline)	<ul style="list-style-type: none"> • Adamstown, Clonburris, Kilcarbery, Grangecastle • Tallaght, Fortunestown • Naas Road/Ballymount 	66,000
Metrolink (Metro/LUAS greenline)	<ul style="list-style-type: none"> • Swords-Airport, Oldtown-Mooretown, Swords- Lissenhall • Cherrywood, Sandyford • Ballyogan, Kiltiernan-Glenamuck 	71,000

Employment density in the right places

Employment opportunities	Strategic Development Areas
Increased densities and brownfield regeneration in existing built up areas	<ul style="list-style-type: none">• City centre and Docklands regeneration• Naas Rd/Ballymount, Tallaght/Cookstown and older industrial lands
Employment and retail hubs in accessible locations to complement city centre	<ul style="list-style-type: none">• Sandyford, Cherrywood• Bray-Fassaroe• M3/Parkway
Commercial and research synergies in proximity to hubs such as a University / Hospital / Airport	<ul style="list-style-type: none">• Grangegorman, St James Hospital• Dublin Enterprise Zone (Blanchardstown IT)• Maynooth Science & Technology Park (MU)• Swords - Airport
Strategic regional enterprise sites for campus style / space intensive uses to strengthen local employment base	<ul style="list-style-type: none">• Dunboyne-Portan• Grangecastle• Greystones strategic site• Leixlip former HP and Collinstown sites

Better alignment of population, housing and employment

Draft Program for Government

Mission: A Better Quality of Life for All

- Measurement
- Town Centres First
- National Clean Air Strategy
- Better Work Life Balance
- Transport

Unprecedented modal shift to cycling walking

2:1 ratio of transport spend

20% of all transport funding on SM cycling and walking €320/yr

Draft Program for Government

Implement the existing city strategies

Metrolink, Luas and other light rail expansion, DART expansion and interconnector and Bus Connects in Dublin, Cork, Galway and Limerick. BRT introduced

Park and ride implementation plan for each of the five cities

Sustainable rural mobility plan.

LAS introduce high quality cycling policy

Regional Cycling officers

integrated national greenways strategy focus on key greenway projects

National Public Transport Forum and Dublin Transport Advisory Council.

Prioritise rail projects in Cork, Galway, Limerick and Waterford on existing and unused lines. And commission an economic evaluation of higher speed rail links between cities. Western Rail Corridor.

Recent Active travel improvements



New projects underway along with temporary measures

Conclusion and Thanks

