

Sustainable Mobility Policy Review,
Department of Transport, Tourism and Sport,
Leeson Lane,
Dublin 2,
DO2 TR60.



[Sent by email: sustainablemobilityreview@dtas.gov.ie]

25 February 2020

Reference: Sustainable Mobility Policy Review

A Chara,

The Irish Planning Institute welcomes the opportunity to comment on the Sustainable Mobility Policy Review published by the Department of Transport, Tourism and Sport. The Institute believes that a viable and sustainable mobility strategy has to make significant inroads into reducing the carbon footprint of Ireland. It is considered public transport is a quantum that needs to be significantly increased in order to mitigate climate change, provide extensive mobility for all and to support a dynamic, innovative economy. This submission will discuss the following points:

- Land-Use Planning and Transport Planning;
- Proximity and Mixed-Use Development;
- Density and Transport-Oriented Development;
- Regional Transport;
- Permeability & Connectivity;
- Multi-Modal; and
- Mobility as a Service.

Land-Use Planning and Transport Planning

- It is crucial that consideration of spatial planning policy is integrated into a new strategic sustainable mobility policy for Ireland as land-use and transport policies are inherently linked and mutually reinforcing.

Proximity & Mixed-Use Development

- The Institute notes that the greater the proximity between homes and work, and between manufacturing and markets, the less transport demand there will be on both the freight and personal travel side. In addition to proximity, mixed land use policy can also contribute to greater proximity and a reduction in travel demand. Walking and cycling, in particular, become increasingly viable as transport options when the distance between services is reduced.

Density and Transport-Oriented Development

- In line with the National Planning Framework, density is an important policy instrument as it has the potential to achieve an urban form that is more compact. Dispersed transport patterns pose substantial challenges in terms of the provision of effective public transport services or suitable active travel networks, leading to a greater dependence on private car usage. Critical mass is required to sustain any mode of transport. Investment in a particular mode of transportation is only of benefit where it can be demonstrated that its usage will also increase. In this regard, a density gradient near public transport nodes is required; both low and high-density development is needed, but high-density development should always be near public transport nodes.
- Transport-oriented development is key and should be applied to future development to develop a symbiotic relationship between dense, compact urban form and public transport existing and planned.

Regional Transport

- It is considered in order to achieve the National Planning Framework targets of '50:50' distribution of growth between the Eastern Midland region; and the Southern and Northern Western regions combined, sustainable connected regions must be developed. By concentrating transport infrastructure that connects a region with the rest of the country in a single urban centre, combined with good internal transport networks within the region, the overall quality of access in the region can be maximised. Where improvements in the transport infrastructure between core and periphery are considered possible unintended effects on the remoter region must be considered.

Permeability & Connectivity

- Permeability and connectivity are noted by the Institute as essential factors in urban road traffic design to facilitate the promotion of active travel usage. The Institute believe that further consideration is required to retrofitting the existing urban environment to enhance connectivity and permeability; the Institute suggests that a methodology be developed to assess mobility. All new developments should provide for optimum levels of connectivity and permeability, particularly for pedestrians and cyclists, through smart design.
- The integrated street design model provides a holistic approach to planning and designing sustainable streets by combining sustainable mobility and place-based qualities. This approach prioritises people's needs and focuses on sustainable mobility over private vehicular movement. The Institute recognises the vital role of the Urban Regeneration Development Funds have to link regeneration and mobility.
- The Institute suggests that Design Manual for Urban Roads and Streets (DMURS) guidelines is appropriately cross-referenced and reinforced in future policy where appropriate, this will ensure road design, networks, permeability and connectivity is effectively addressed in the future policy.

Multi-Modal

- Consideration should be given to the 'first mile' and 'last mile' before and after public transport use and making this more active travel-friendly to encourage a modal shift. There is an opportunity through spatial planning to make provision for multi-modal transport solutions by planning good interchange facilities. In line with this, there needs to be substantial development of sustainable and accessible public transport networks. Cycling and walking must be encouraged through greater accessibility, priority and permeability.

Mobility as a Service

- Policy must evolve and reflect changes in technology and how that influences sustainable mobility. As noted in the review, there are several innovations that may shape public transport in the future, including; Mobility as a Service (MaaS). There is a need for policy to explore and support opportunities to deliver transport MaaS.

The Institute welcomes the opportunity to discuss the points outlined above with the Department of Transport, Tourism and Sport if they consider it necessary to do so.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'C. Norton'.

Dr. Conor Norton MIPI

President 2020 - 2021

Irish Planning Institute
Floor 3, The Courtyard
25 Great Strand Street
Dublin 1
Ireland
Tel: +353 1 878 8630
E: president@ipi.ie