

Integration of Land Use and Transport Planning









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National Policy



2019

Rialtas na hÉireann





Project 2040



Regional Planning





Praft
REGIONAL SPATIAL AND
ECONOMIC STRATEGY

for the Northern and Western Regional Assembly





Draft Regional Spatial & Economic Strategy







NTA: What we do



Bus, Rail & Light Rail Services



Taxi & Bus Licensing





Investment Projects



Integration & Technology



Transport Planning & Policy

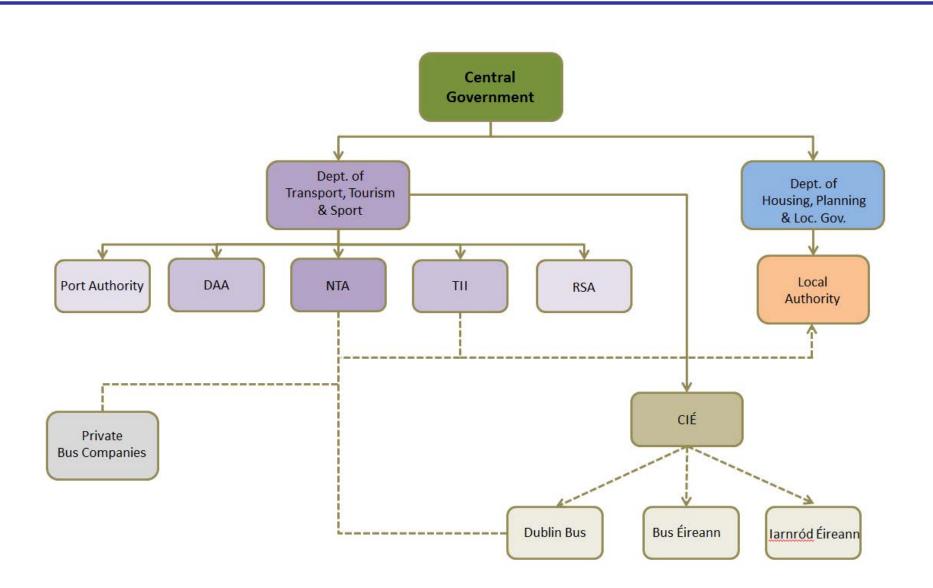


Personal Travel Choices



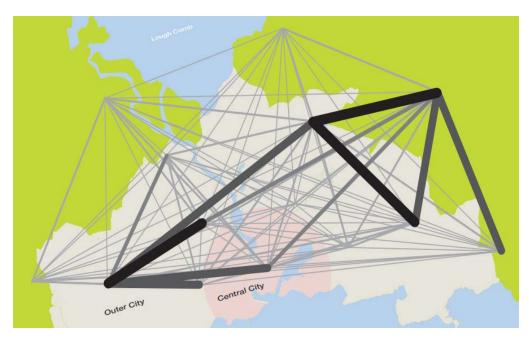
Governance of Transport in Ireland

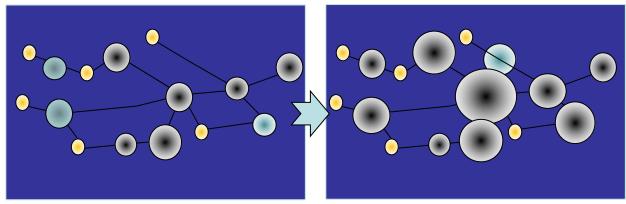




Travel Patterns

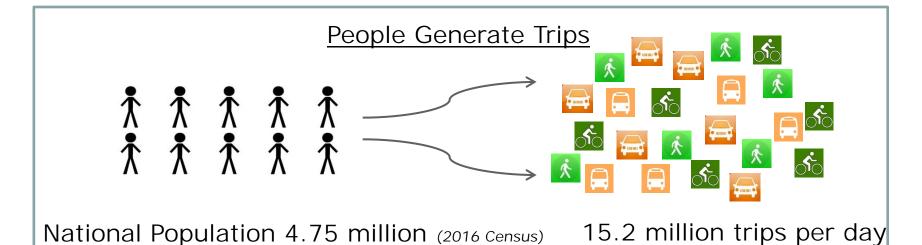






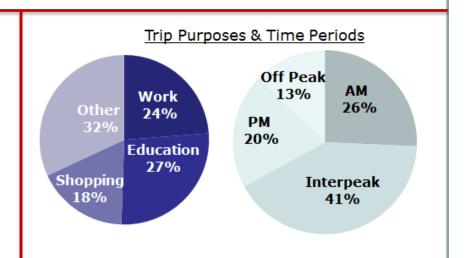
A Nation on the Move





Each person makes on average 3.2 trips per day





The role of Transport



Economic and social activity is heavily based on transport connectivity.

A good transport network:

- Links people to jobs;
- Links people to services;
- Delivers products to markets;
- Underpins supply chains and logistics networks; and
- Facilitates domestic and international trade.

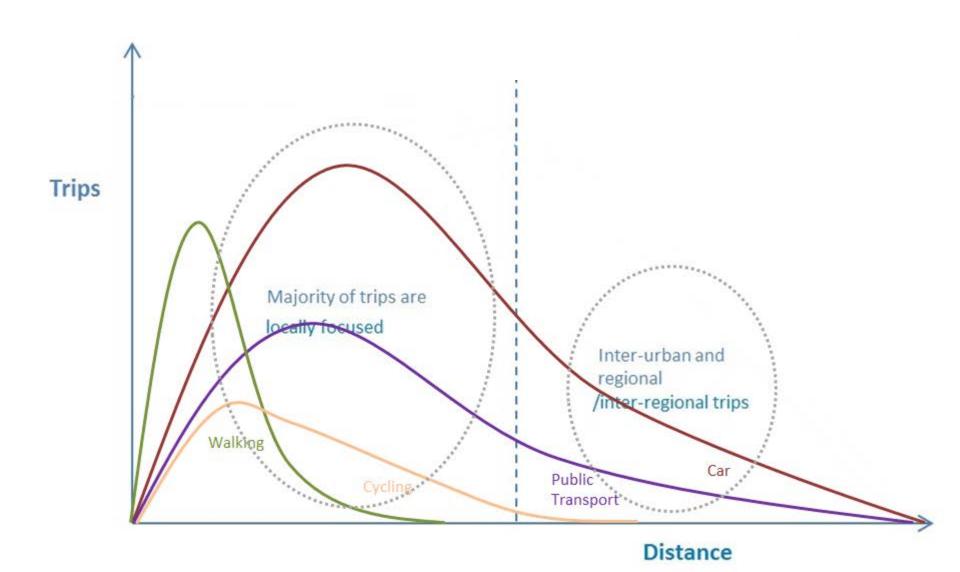






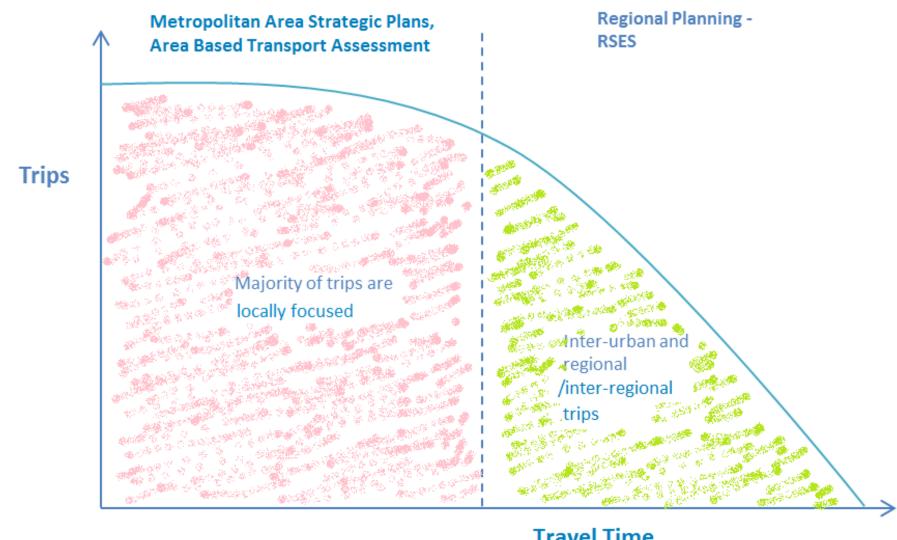
Policy Focus





Policy Focus





Travel Time

Get the balance right...







Complete Streets are for Everyone

How we are travelling...



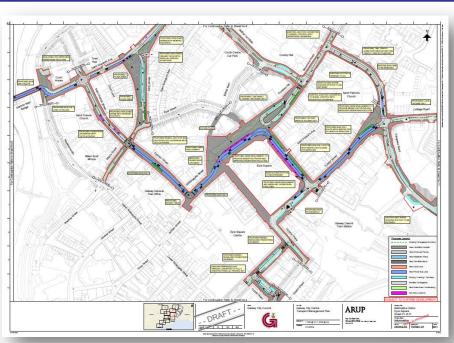
National

- Sustainable Mode Share 31% in 2011 and 2016
- Car Mode Share 69% in 2011 and 2016

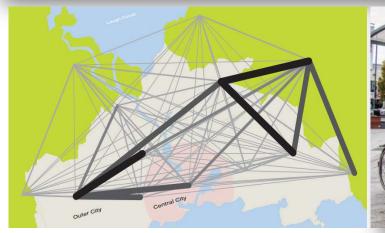
Greater Dublin Area

- Sustainable Mode Share 42% in 2011 and 43% in 2016
- Car Mode Share 58% in 2011 and 57% in 2016





Developing an Integrated Approach to Transport Policy





Regional and City Level Planning



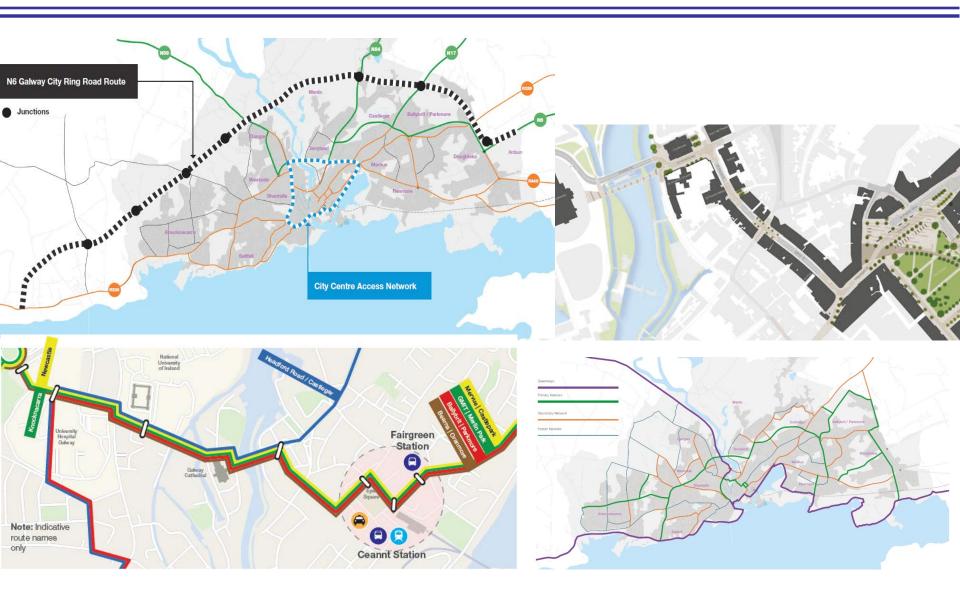
- Work in tandem with Regional Spatial and Economic Strategies (RSESs)
- Integrate Land Use Planning and Transport Investment
- Evidence-based Strategic Plans Spatial Analysis and Multi Modal Transport Modelling
- Medium and long term horizons due to long lead in on major transport projects
- Provides a framework for investment
- Work continues...
 - ✓ GDA (review starts 2020)
 - ✓ Galway
 - ✓ Cork
 - ✓ Limerick (draft)
 - Waterford (initiated)





Galway Transport Strategy





Galway Transport Strategy





Local Transport Planning



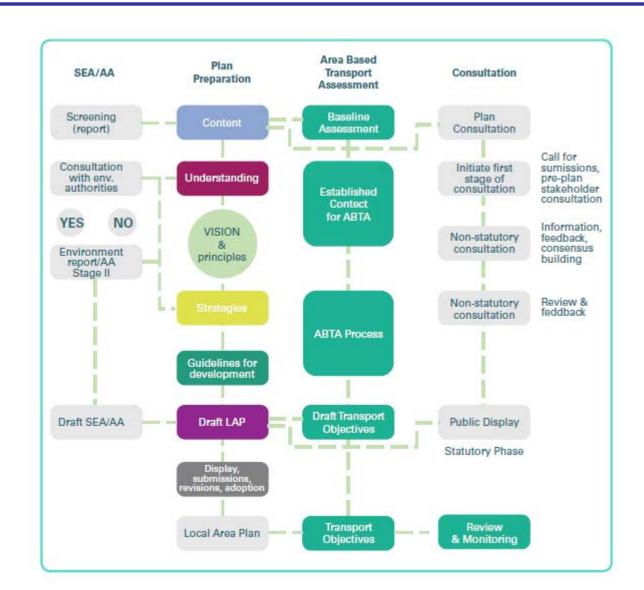
- Area Based Transport
 Assessment (ABTA)
 Guidance developed by
 NTA and TII.
- Methodology to assess transport needs and potential solutions at a local level
 - LAPs
 - Masterplans / SDZs
 - Brownfield sites
 - Towns / Villages





ABTA Approach





Implementing an ABTA



PART 1 - Baseline Assessment of Plan Area & Surrounding Area

OUTCOME

A clear understanding of the existing s

A clear understanding of the existing spatial characteristics, land uses, transport conditions & constraints relating to the Plan area.

PART 2 - Establish Context for the ABTA



Identification of transport issues and transport objectives relatin to the Plan area. Other matters which are deemed to have a bearing on transport options are identifies & presented.

OUTCOME

PART 3 - ABTA Process / Options Assessment



OUTCOME

Bring forward a pregerred development option, based on high level objectives, with guiding development principles and associated transport objectives.

PART 4 - Refinement & Sense Check the Proposals



OUTCOME

A finalised land use and transport scenario has been tested, to ensure it satisfies the overall objectives and guiding plan principles with appropriate transport implementation measures

PART 5 - Finalisation of the Plan



OUTCOME

The finalised Plan with associated ABTA.

PART 6 - Monitoring & Review

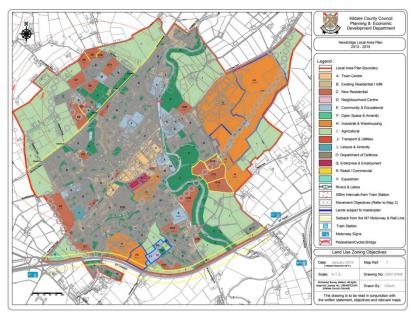


OUTCOME

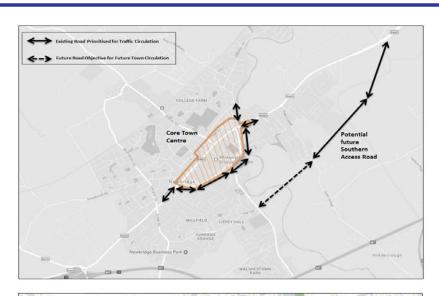
A monitoring/review process associated with the Plan should be developed.

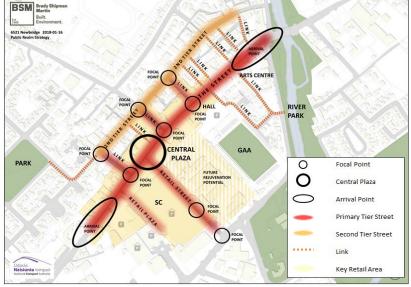
Implementing an ABTA











Covid 19



- Widening footpaths
- Pedestrianisation
- One-way systems
- Traffic signal times
- Additional temporary facilities for cyclists
- Use of car parking for additional external commercial space
- Additional cycle parking facilities
- Widening or protecting footpaths around schools











Demand Management

Sustainable Land use Complimented by demand management

- Parking
- Fiscal Measures



Thank You







