

Planning and Transport: *National, Regional and Local Level*



26th November 2021

Structure of Presentation

- Functions of the NTA
- Governance of Transport in Ireland
- The Role of Transport
- Developing an Integrated Approach to Land Use and Transport Policy
- Hierarchy of Plans and the Integration of Land Use and Transport Planning
- Metropolitan Area Transport Plans
- Local Transport Planning – the Area Based Transport Assessment (ABTA) approach

NTA: What we do

Bus, Rail & Light Rail Services



Taxi & Bus Licensing



Investment Projects



Integration & Technology



Transport Planning & Policy



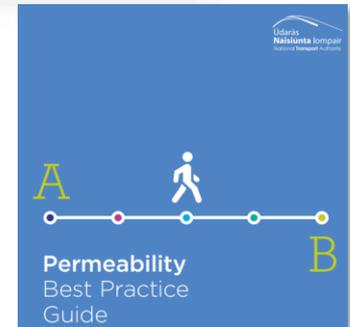
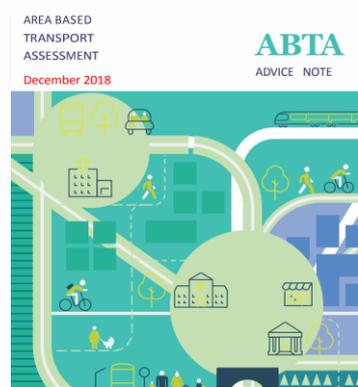
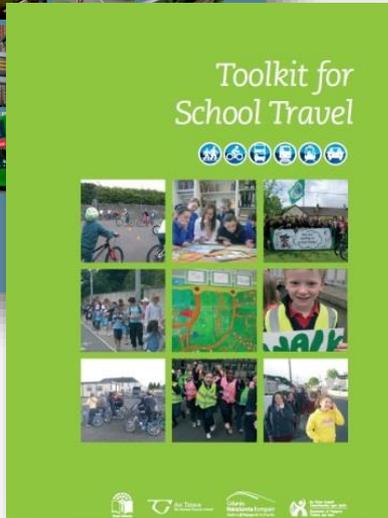
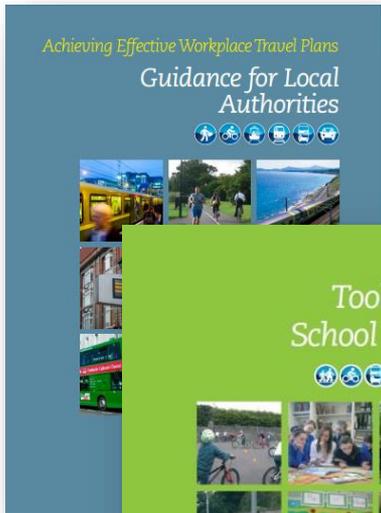
Personal Travel Choices



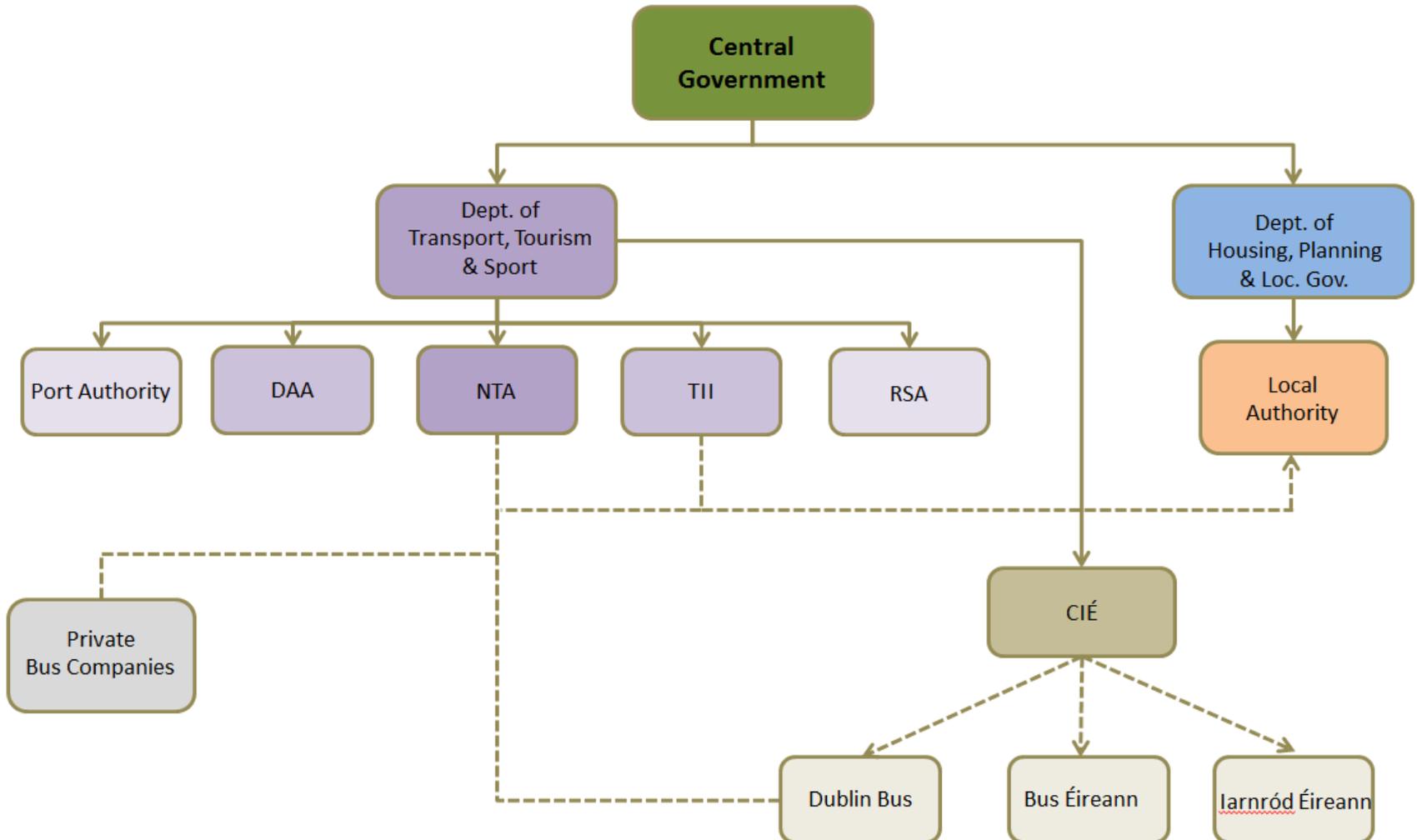
NTA: What we do

Transport Policy

- General Transport Policy Development



Governance of Transport in Ireland



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;

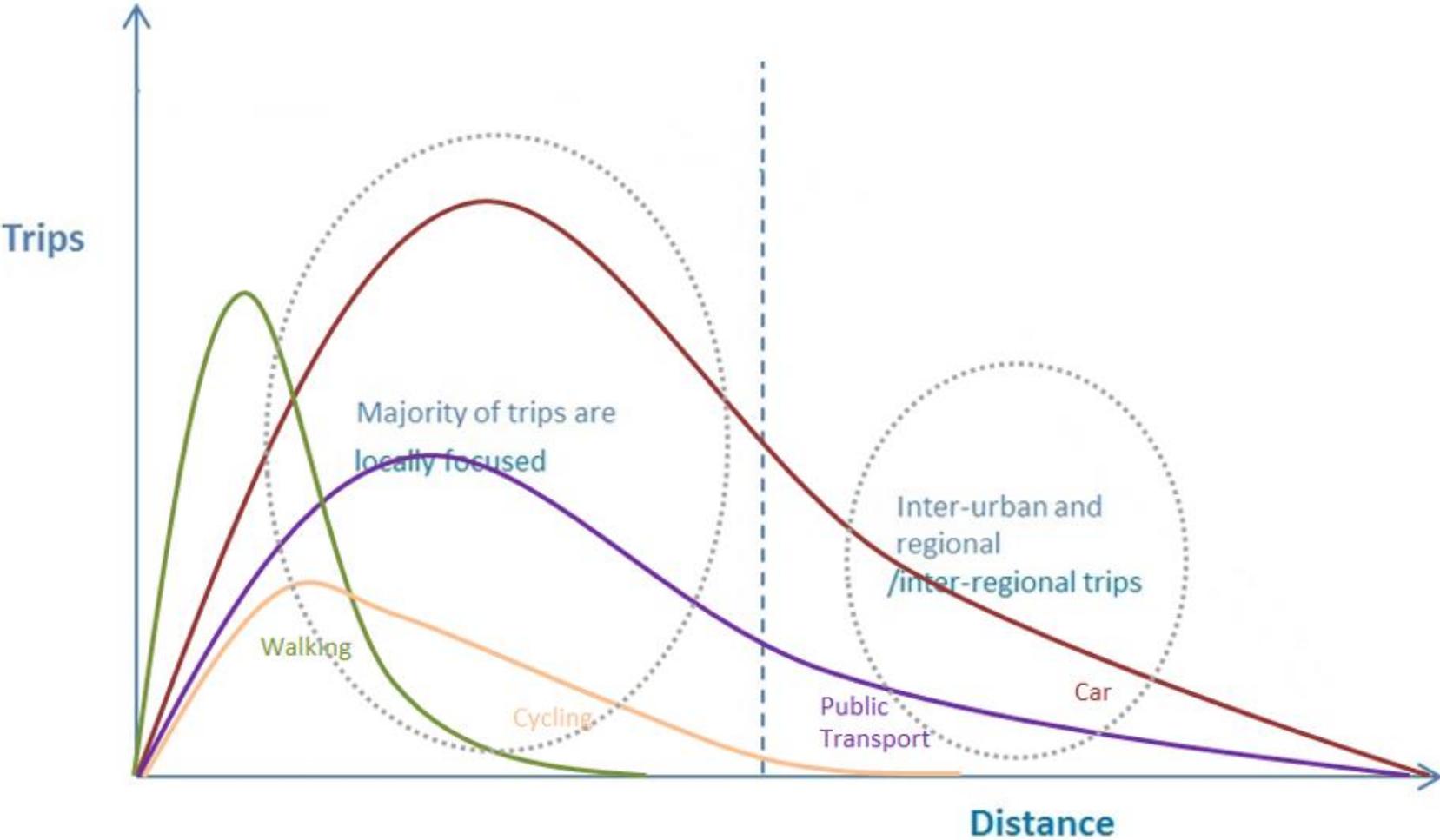
- Delivers products to markets;

- Underpins supply chains and logistics networks; and

- Facilitates domestic and international trade.



Policy Focus



NPF Objectives



- The high level objectives for transport plans are:

To serve the travel demand arising from the planned development in a manner which achieves the NPF Strategic Outcomes.

- This translates into an aim to:

Reduce the reliance on the private car and deliver more sustainable travel solutions

The Hierarchy of Plans and the Integration of Land Use and Transport Planning

National Planning Framework (NPF)

RSES and MASP

County Development Plans

Local Area Plans

National Development Plan (NDP)

Transport Strategies

Implementation Plan (GDA)

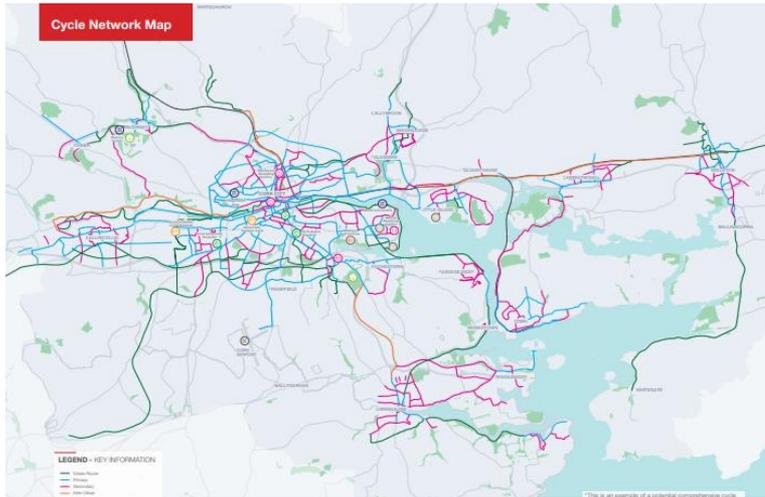
Local Transport Plans

- NPF, RSES current Government policy are generally well represented in Development Plans
- The effectiveness of delivery of the objectives may be difficult if the plans are too vague on the “how” and “why”.
 - The “how” in relation to transport is the means by which the travel demand generated by the development is expected to be served.
 - The “Why” is the reasoning for particular transport measures or approaches being adopted by the plan to achieve the plan objectives.

Metropolitan Area Transport Plans

- Work in tandem with RSES (Metropolitan Area Strategic Plans)
- Integrate Land Use Planning and Transport Planning / Transport Investment
- Evidence-based Strategic Plans – Spatial Analysis and Multi Modal Transport Modelling
- **Provides a framework for transport investment**
- Short, medium and long term horizons due to long lead-in on major transport projects
- **Metropolitan Area Transport Strategies (existing and in preparation)**
 - ✓ GDA 2016-2035 (Draft 2022-2042 published Nov. 2021)
 - ✓ Galway (2016-2035)
 - ✓ **Cork (2020-2040)**
 - ✓ Limerick (draft awaiting ministerial approval)
 - ✓ Waterford (for completion 2022)

Cork Metropolitan Area Transport Strategy (CMATS)



ROADS

50km of National Road network improvements

Dunkettle Interchange Upgrade completed by **2022**

M28 Cork - Ringaskiddy completion **2028**

N27 Cork Airport Dedicated public transport corridor

Cork North Ring Road 2035

N40 Demand Management to maintain capacity

70km of Regional Road improvements

A new multi-modal Northern & Southern Distributor Road

HGV restrictions in Cork City

Regional & Distributor Roads to provide a multi-modal function

City Centre Movement Strategy

Accessibility improvements in Cork Docks area

ITS & UTC Intelligent Transport Systems & Interventions to Urban Traffic Control

Strategy cost estimate is approximately **€1.39bn**

BUS CONNECTS

BUS PASSENGERS

- Carrying **49,000** passengers in the AM peak hour
- Carrying **85m** passengers per annum

BUS CORRIDOR PERFORMANCE

- Douglas Corridor AM Peak Bus Frequency: **3 mins** Patronage: **1,700**
- Summerhill North Corridor AM Peak Bus Frequency: **3 mins** Patronage: **2,061**

BUS NETWORK & VEHICLES

- 200km** of cross-city routes
- 50km** orbital routes
- 150km** radial routes
- 100km** of bus lanes and bus priority measures
- 220** double deck bus fleet required
- 6** Park & Ride sites

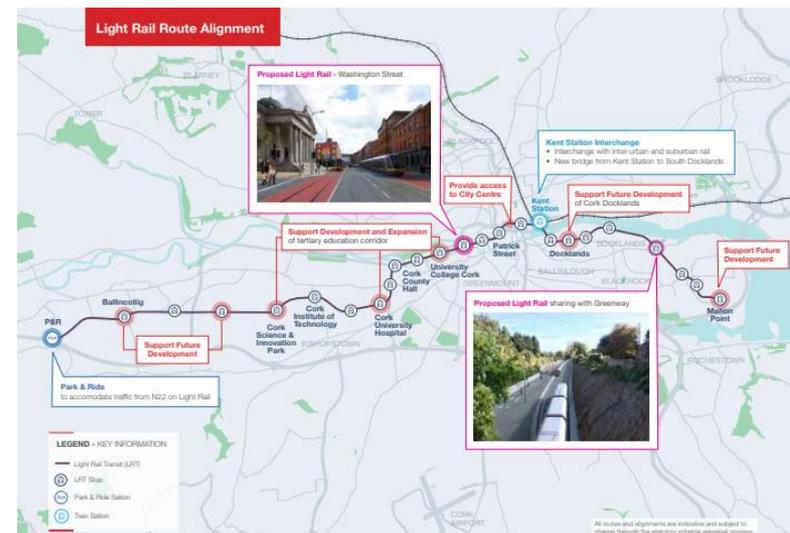
CONNECTING CITY & SUBURB

Connecting with Cork Suburban Rail Network at Kent Station, with Cork Light Rail and Park & Ride Network, and providing interchange between radial and orbital bus services

4,800 passengers interchanging between Cross City, Radial and Orbital bus services in AM peak hour

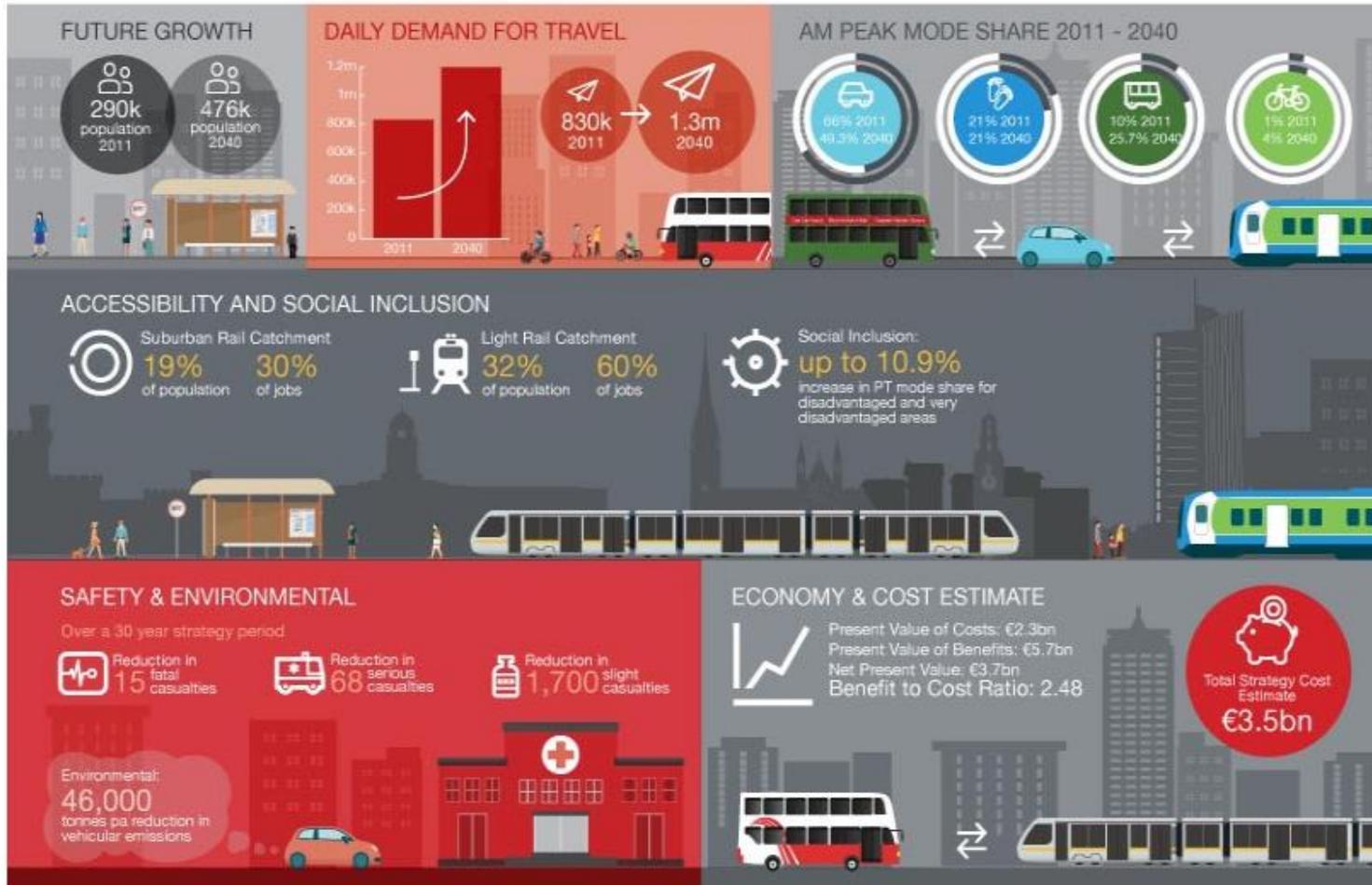
COST ESTIMATE

Strategy cost estimate is approximately **€545m**



CMATS Outcomes

STRATEGY OUTCOMES



CMATS Implementation

BUS CONNECTS CORK Draft New Network Online Map

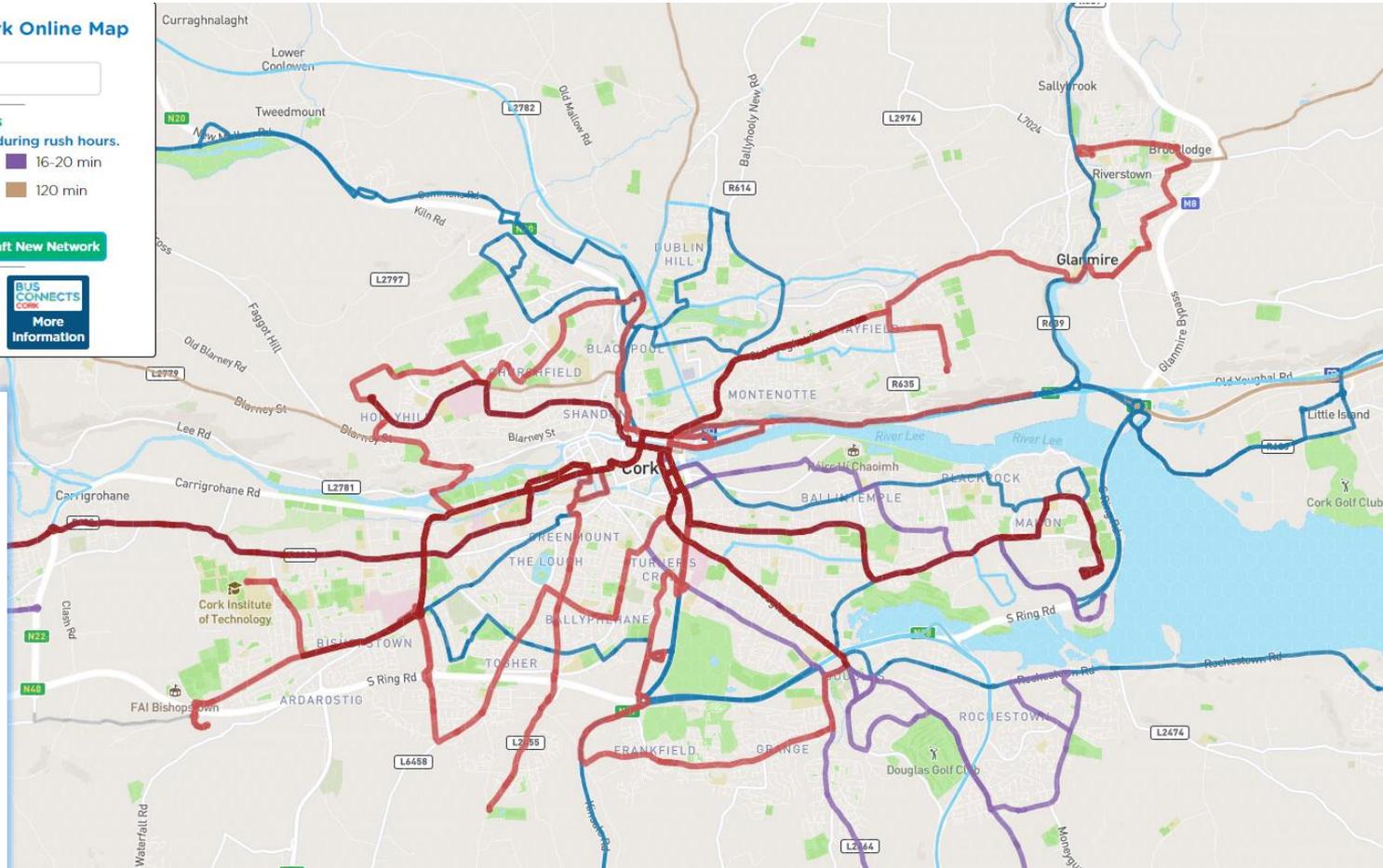
Search for a location or address

Weekday Midday Frequencies

Additional routes and frequencies are offered during rush hours.

- Up to 10 min
- 10-15 min
- 16-20 min
- 21-30 min
- 31-60 min
- 120 min
- Certain Times

Choose Network to View: Existing Network Draft New Network



A phased implementation plan has been developed that incrementally builds the transport infrastructure, services and investment over time to align with the continued growth of the CMA.

CMATS is designed to be scalable to meet changes in population and employment growth as needs arise as well as availability of funding. Appropriate oversight arrangement will be put in place for periodic monitoring reports of delivery and progress.

Local Transport Planning

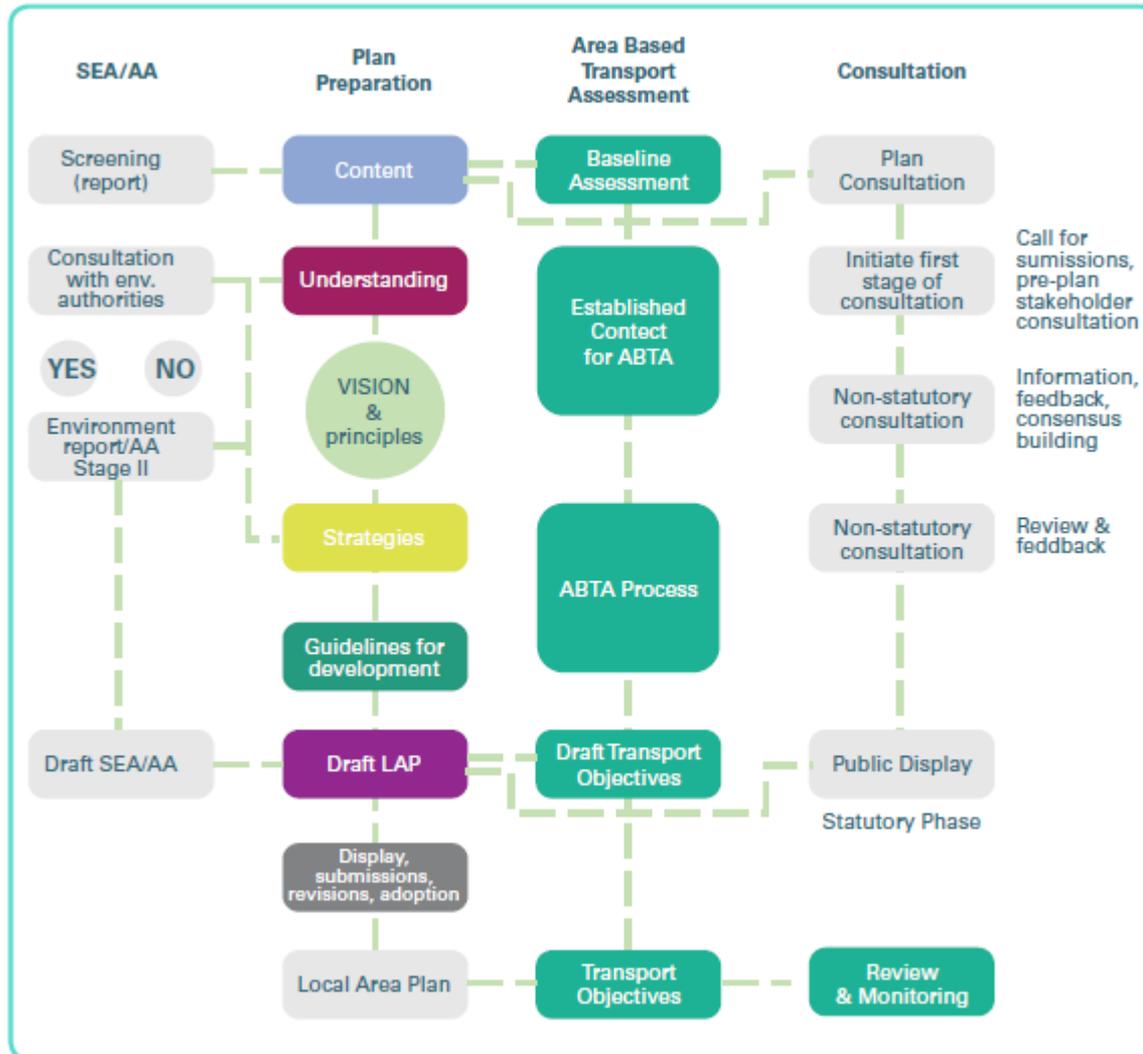
Area Based Transport Assessment (ABTA) Guidance developed by NTA and TII

Methodology to assess transport needs and potential solutions at a local level

- LAPs
- Key Towns
- Other Towns/Villages
- Masterplans / SDZs



ABTA Approach



Preparing the ABTA

Informing the Plan

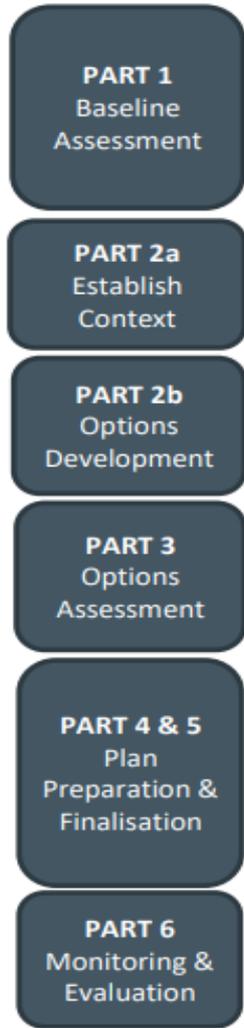


Figure 37. ABTA Options Development Process

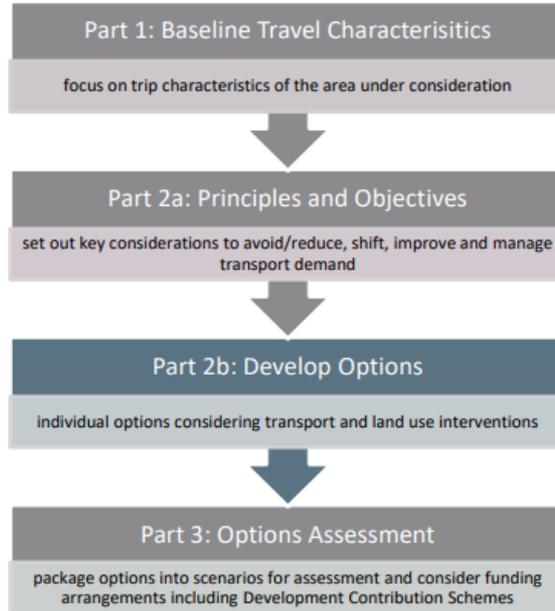


Figure 48. Example of communication of transport objectives

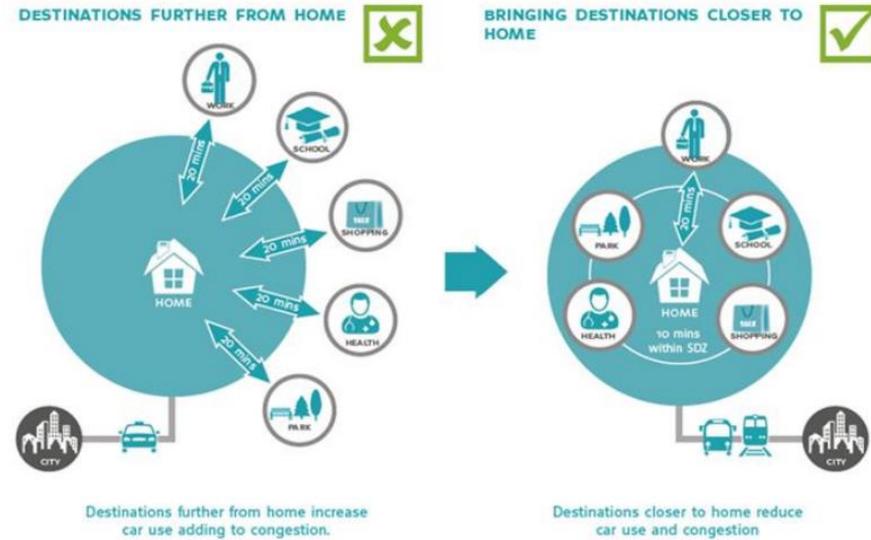


Figure 43. ABTA Part 3 – Process Flow Chart



Application of ABTA



Athy Area Based Transport Assessment



DRAFT Athy Area Based Transport Assessment

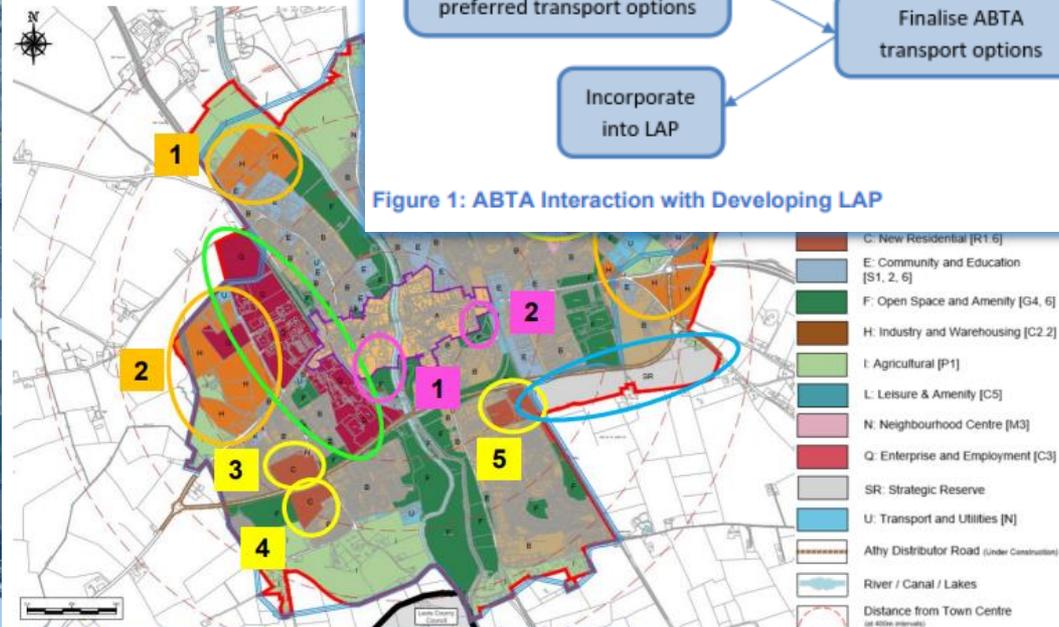


Figure 35: Athy Local Area Plan 2021 – 2027, Preliminary Draft Land-use Zoning Map

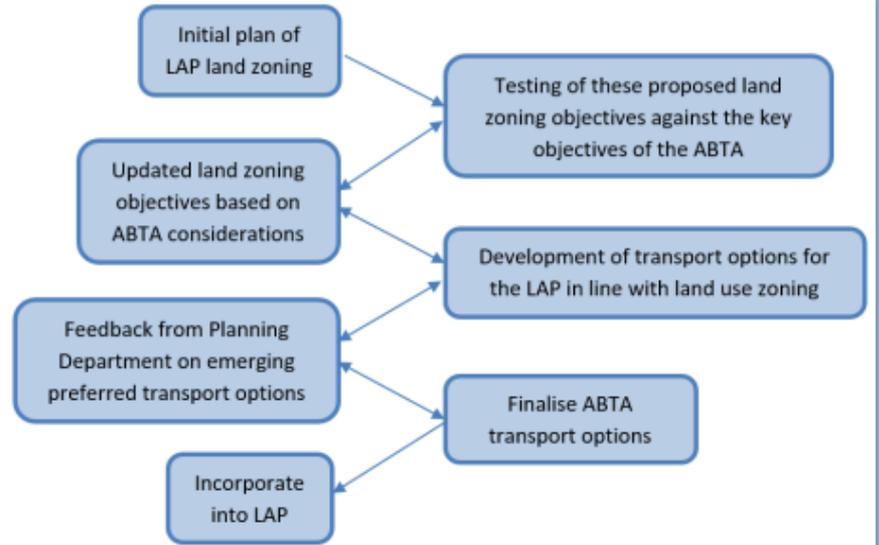
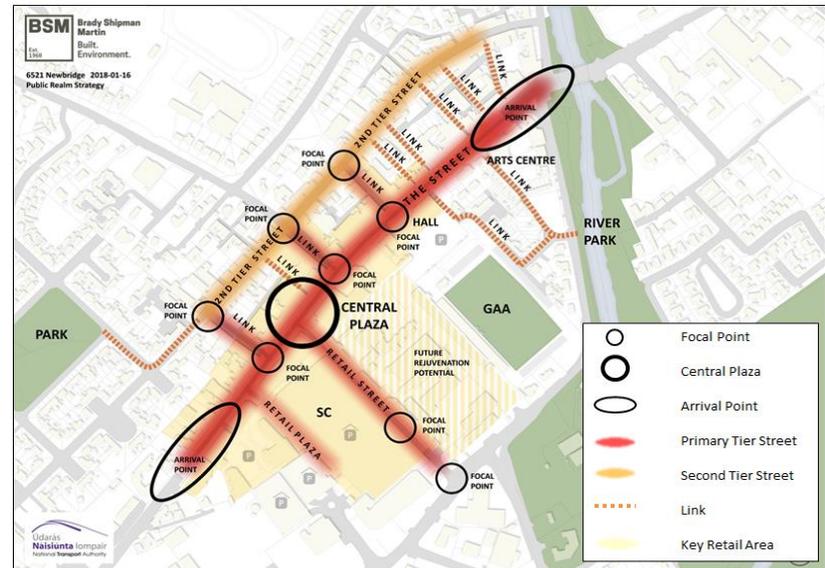
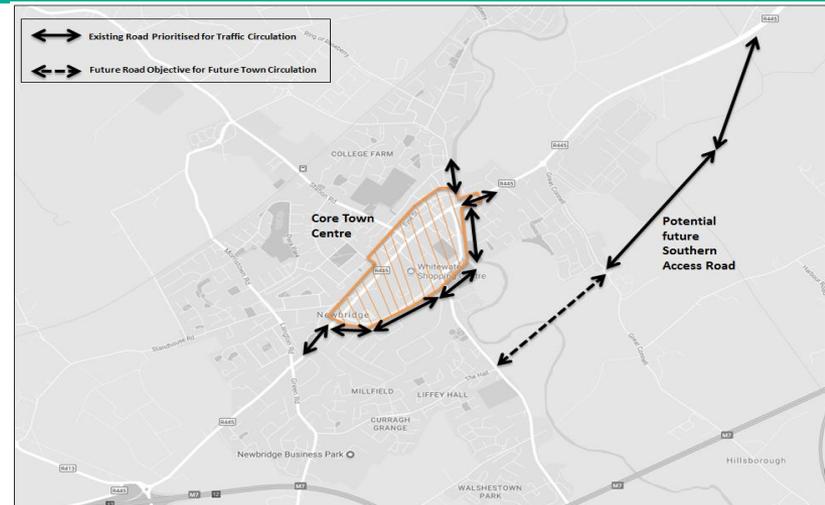
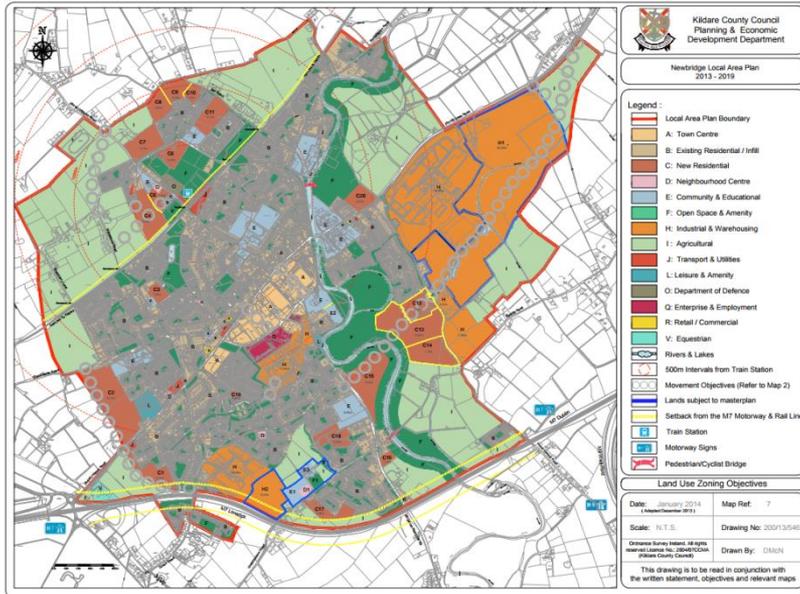


Figure 1: ABTA Interaction with Developing LAP

Application of ABTA



Integrated Land Use and Transport Planning - *Conclusions*

The Development Plan / Local Area Plan plays a crucial role in informing transport investment priorities and in avoiding a piecemeal approach to the delivery of transport infrastructure.

When prepared in conjunction with a Transport Plan, it will enable the targeted investment and timely delivery of transport infrastructure and services, with the following Desired Outcomes:

- *A range of Transport Alternatives Provided*
- *Joined-up Networks*
- *Safe Networks*
- *Inclusivity*
- *Places for People*