

# Local Transport Plans, Lessons Learnt & Revising the ABTA Methodology



# Contents

- Purpose of ABTA Process
- LTP Programme Update
- Lessons
- Moving Forward
  - ABTA Review & Next Steps



# Area Based Transport Assessments

- 'ABTA' Methodology developed in 2018 by NTA & TII

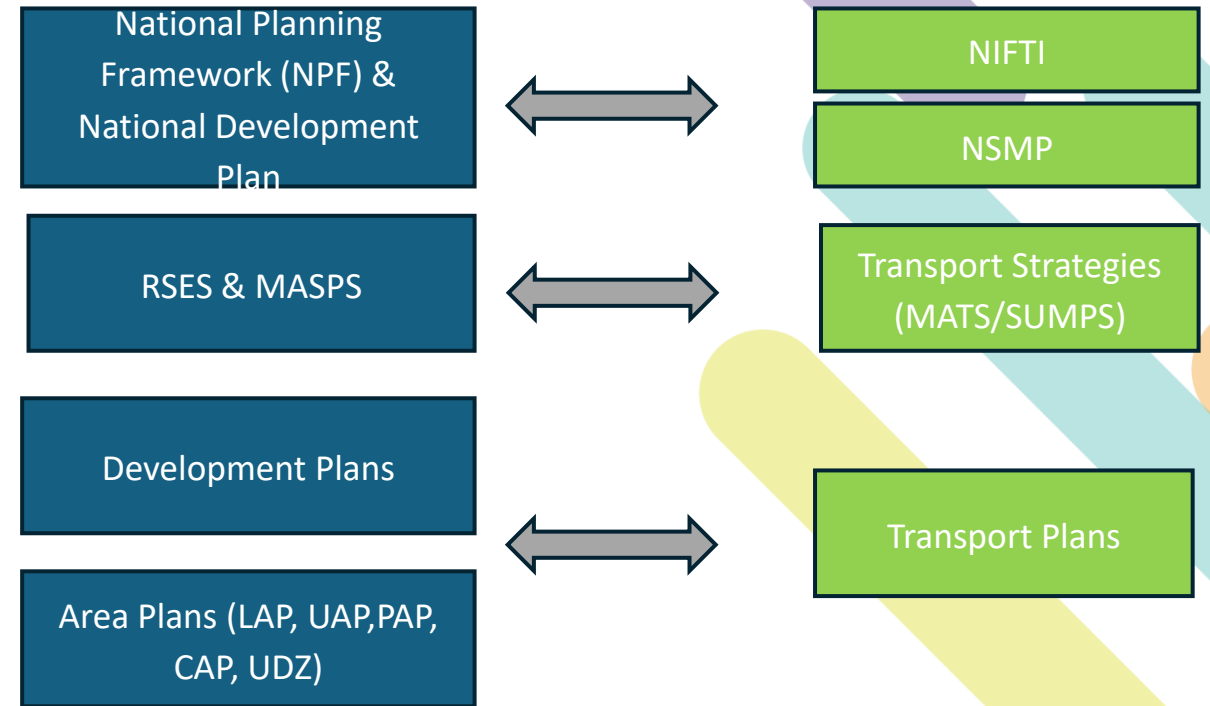
*'to integrate land use and transport planning', to 'ensure sustainable transport is considered at the earliest stages' and 'to make sure that movement and accessibility of all forms, across all modes of transport is considered as a key component in the development of areas'*

- Supporting 'How to Guide' was created to assist in the application of the Methodology - focused on Development Plan and Local Area Plans.
- Primary output has been the development of **'Local Transport Plans'** across the country



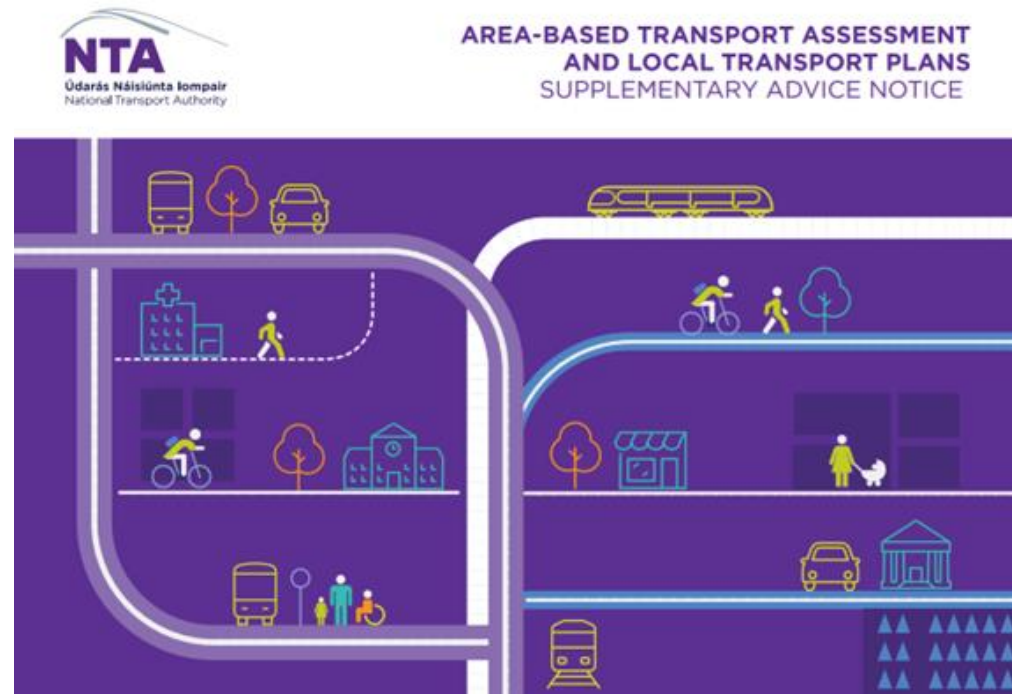
# Where are LTPs in the Hierarchy

- LTPs sit at the bottom of the hierarchy of transport plans and programmes in Ireland and, as such, from the perspective of local communities, comprise the most detailed and perhaps, most tangible expression of transport policy, other than individual transport schemes.



# LTP Programme

- Majority funded by the NTA via the Local Authorities
- Steering Group
  - Local Authority
  - Consultant team
  - NTA Strategic Planning
- NTA Active Travel
- NTA Public Transport Services
- Transport Infrastructure Ireland



# Overview of LTP Programme

- Approximately 26 completed to-date, majority NTA funding
- 24 currently at various stages, 18 of which are being undertaken as part of the NTA LTP programme.
- Regional Growth Centres plus most stand-alone major settlements (Key Towns+) in the country
- Some smaller towns (Kinvara, Killybegs) & villages, urban areas (Dundrum, Clondalkin)

NWRA
Athlone
Letterkenny
Sligo
Ballina
Castlebar
Cavan
Ballinasloe
Carrick-on-Shannon
Monaghan
Roscommon
Tuam

EMRA
Dundalk
Drogheda
Bray
Maynooth
Swords
Navan
Naas
Wicklow-Rathnew
Graiguescullen
Longford
Mullingar
Tullamore
Portlaoise

SRA
Kilkenny
Ennis
Carlow
Tralee
Wexford
Clonmel
Killarney
Mallow
Nenagh
Thurles
Newcastle West
Clonakilty
Dungarvan
Gorey

# Relationship to Local Area Plan

- NTA/TII objective is that LTPs are undertaken with, and form part of, the Local Area Plan
- Gives them a statutory basis
- Local Authority Ownership & Consultation
  - Direct engagement with elected members
  - Direct engagement with stakeholders
  - Direct engagement with members of the public
  - Pre-draft
  - Draft
  - Material Alterations
- SEA/AA

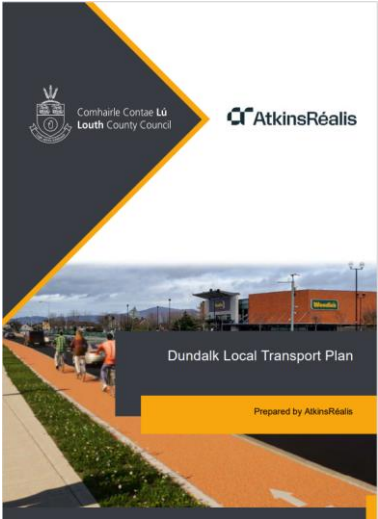


# Content

- Baseline Study incl. SWOT/C (Strengths, Weaknesses, Opportunities, Challenges/Threats)
  - Evidence based
- Establishing Context – What are we planning for?
  - Future Population, Employment, Schools etc.
  - Major planned schemes
  - Develop Objectives
- Develop Networks & Measures and the Draft Plan (LTP)
  - Develop the planned transport networks for each mode, ensuring that the key trips generators and attractors are connected by sustainable modes.
  - From these networks potential measures can be identified.
  - Measures are assessed against the objectives of the plan and a draft preferred local transport plan is prepared.



# Progress to Date



Thurles  
& Environs  
Local Area Plan  
2024 - 2030

Appendix 2    Local Transport Plan

Draft Gort Local Area Plan 2025-2031

07/01/2025

Draft Gort Local Transport Plan



DRAFT LONGFORD TOWN  
LOCAL AREA PLAN 2025-  
2031

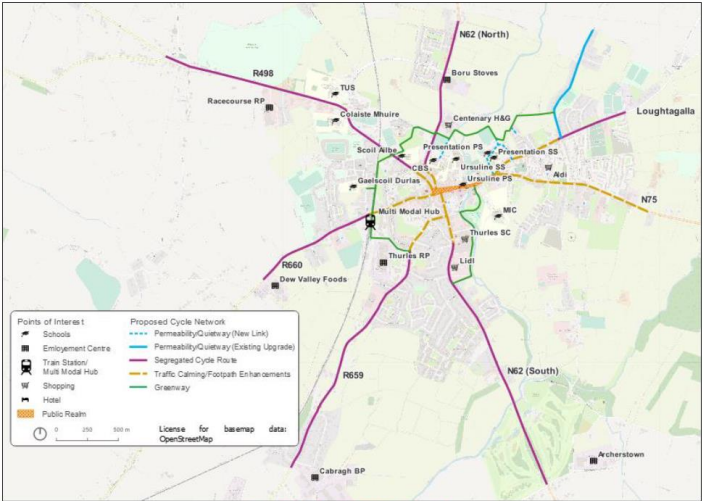
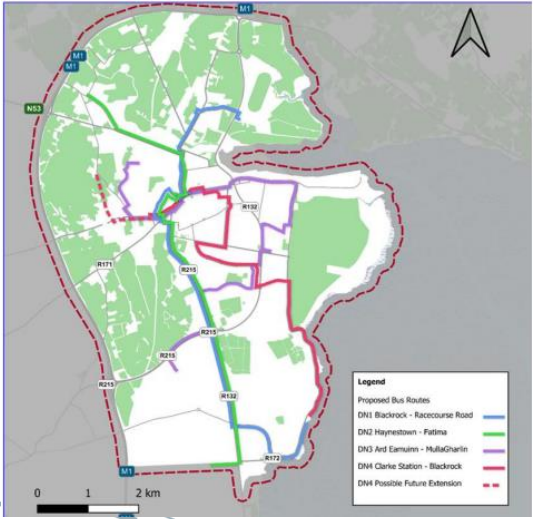
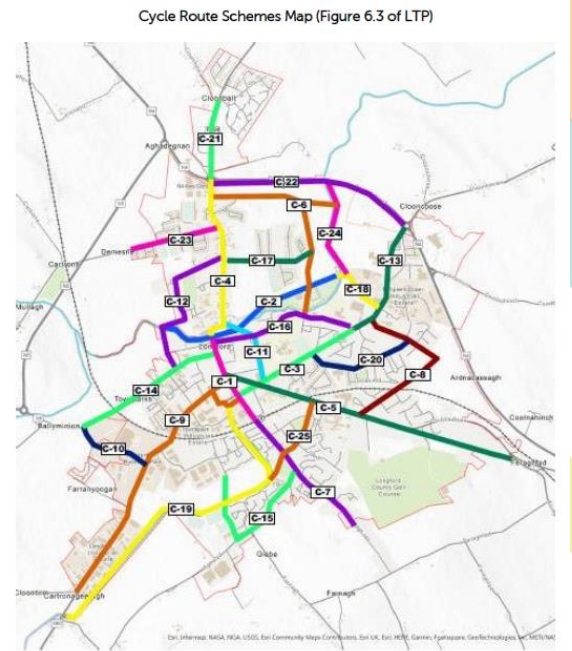
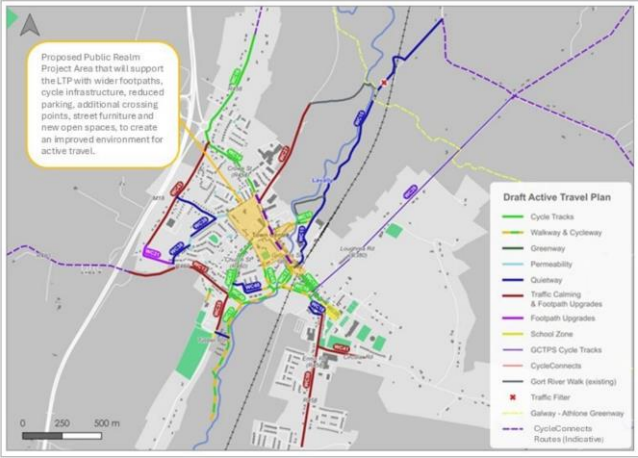


Figure 6.4: Radial and Orbital Active Travel Linkages

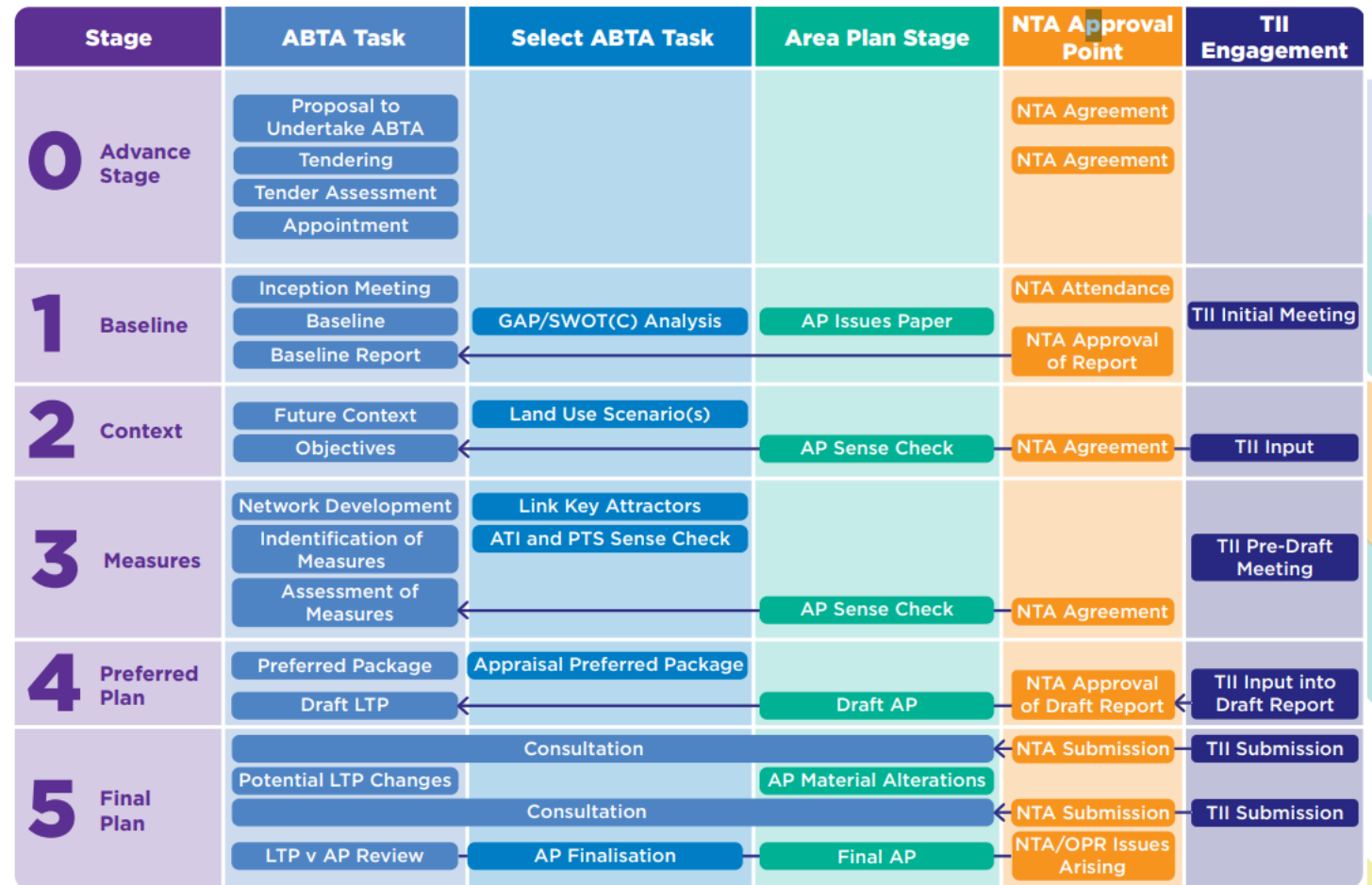


# LEARNING FROM THE LTP PROGRAMME

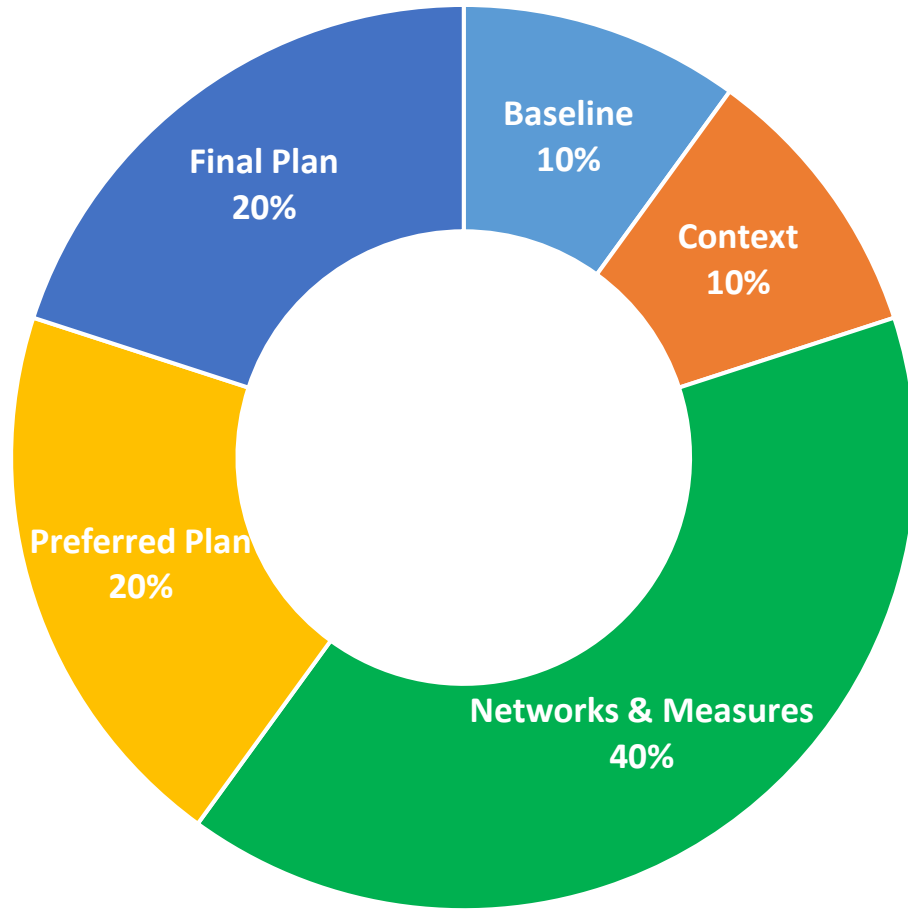


# Before you start

- With a Statutory Plan or stand alone?
- Governance & The Team
  - Need Multi-disciplinary team in the LA
  - Needs a PM
  - Consultants?
- Consultation Plan - internal, with stakeholders & the public
- Consider SEA/AA requirements & provide for these



# Content & Resourcing



- The work required at each stage is proportionate to the size and complexity of the plan area – it is not standard.
- Less focus on baseline & Context - where possible reuse analysis from elsewhere
- The Focus should be on determining the networks; development & assessment of measures; and developing & assessing the preferred plan

# Key Deliverables/Outputs

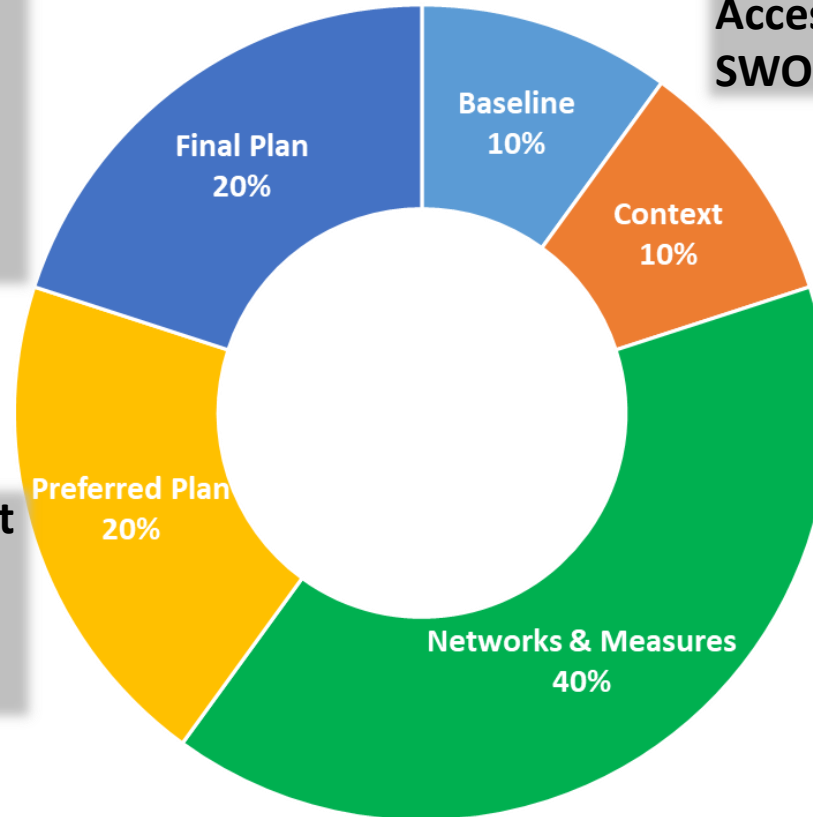
5. Final Transport Plan) post Consultation) – **Final Networks and Measures for each Mode, Implementation Plan (short/medium/longterm), Monitoring & Evaluation Plan**

1. Baseline Report – **Accessibility Analysis, SWOC/T**

2. Future Context Report – **Plan Objectives**

4. Draft Transport Plan – **Draft Objectives, Proposed Networks & Proposed Measures Prioritised**

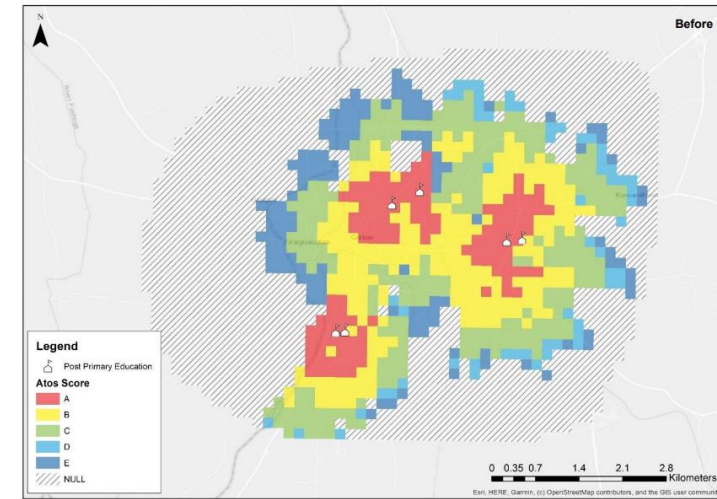
3. Network & Measures (all modes) Report – **Networks, Measures, & Measures Assessment**



# Baseline & Context

- Understanding of existing land uses and transport provision & existing transport demand.
- Recommend, use of accessibility mapping tools (ATOS) and analysis of this (Before & After)
- Consider all modes (people and goods) and
- Carry out consultation with stakeholders
- Where possible reuse analysis from elsewhere and overlap with land use plan review.
- Identify future land use changes, population, employment & education – new/opportunity sites
- **Main Output – SWOT/C**

Figure 23. Post-Primary Education Accessibility Based on Future Path Network



## 2.10 Strengths, Weaknesses, Opportunities and Challenges (S.W.O.C) Analysis.

<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>Portlaoise is recognised by the RSES as part of a strong network of county and market towns that have capacity for continued commensurate growth to become more self-sustaining and to attract high quality knowledge-based employment, serving a wider catchment area as well as their resident populations.</li> <li>Strong policy basis for compact growth and prioritisation of sustainable transport.</li> <li>Many local policy frameworks for the town, including <i>Portlaoise 2040</i> (with URDF funding) and J17 National Enterprise Park Masterplan.</li> <li><i>Portlaoise 2040</i> scheme and broader town centre renewal identified as NPF demonstration project.</li> <li>Active and engaged Portlaoise Town Team with stakeholders from Laois County Council, local businesses, and Tidy Towns who work to showcase the best of Portlaoise and identify ways of making it a better place to live and do business in, including strong support for Active and Sustainable Travel.</li> <li>Direct rail connectivity to Dublin, Cork, and Limerick, with a centrally located rail station.</li> <li>Robust Local Link offering, connecting Portlaoise to its hinterland.</li> <li>Excellent road connections; access to M7 motorway.</li> <li>Historic Town Core designated an Architectural Conservation Area.</li> </ul>	<p><b>Weaknesses</b></p> <ul style="list-style-type: none"> <li>Community severance created by the road and rail network.</li> <li>Lack of formal transport hub to facilitate interchange between bus and rail services.</li> <li>Overall poor-quality environment for pedestrians and cyclists throughout the Study Area.</li> <li>Car-dominated town centre with on-street parking and a legacy of highways engineering.</li> <li>Areas intended for pedestrian use are subject to excessive street clutter, barriers across desire lines, and lack of safe crossings.</li> <li>Provision of amenities in Portlaoise have not kept pace with the rate of population growth.</li> <li>Poor wayfinding and legibility between different areas of the town.</li> </ul>
<p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>Portlaoise is identified by RSES as one of the settlements for which a Local Transport Plan will be made.</li> <li>Opportunity to dramatically increase sustainable transport mode share for short journeys (&lt;5km) through compact development and improving pedestrian and cycle network and other forms of micro-mobility.</li> <li>22% of journeys to school are currently on foot while 52% are made by car. This indicates potential to further increase mode share of travel to school by active modes with targeted Safe Routes to School interventions and improvements.</li> <li>Opportunity to significantly transform Portlaoise's public realm to make a more attractive, vibrant and liveable town centre. Status as demonstration project allows for best-in-class transformation.</li> <li>Considerable tourism potential, particularly along historic Main Street corridor, laneways and fully completed Triogue Way. Completion of cycle network may unlock further tourism potential.</li> <li>Opportunity for car-free and low car developments in line with the NPF and Sustainable Housing Guidelines.</li> </ul>	<p><b>Challenges</b></p> <ul style="list-style-type: none"> <li>A change in the economic outlook and political climate leading to uncertainty about required capital infrastructure funding and private investment.</li> <li>High car dependency and usage will be maintained and assumed for future development, as in the modal share targets for the J17 National Enterprise Park.</li> <li>Acknowledged "donut effect" within Portlaoise town centre.</li> <li>A "Business as Usual" approach to land use, transport planning, sustainable transport provision and parking policy.</li> <li>If opportunities to rationalise parking provision are not taken, issues around congestion and car dependency are likely to worsen as population grows.</li> </ul>

# Future Context

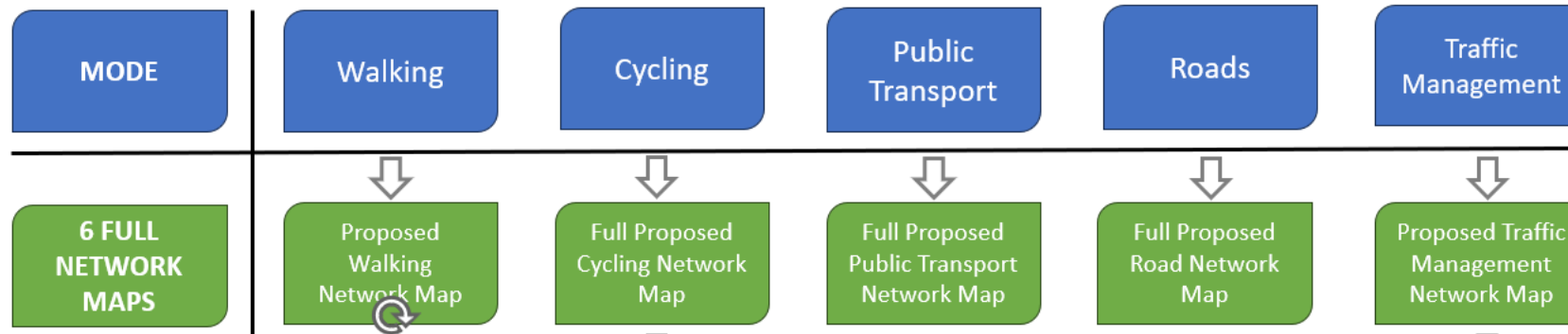
- Objectives - what are you trying to achieve?  
**‘Decide & Provide’**
- Should align with higher level transport policy & guidelines
- Should also be driven by the SWOC
- Difference between measures & objectives
- SMART
- Main Output: Plan Objectives**
- Builds on the SWOC/T with Future Objectives

1. Increase the share of sustainable transport modes.
2. Improve the coherency, safety and reach of Dundalk's cycle network.
3. Develop an attractive public transport network for all users.
4. Prioritise walking and cycling by providing a safe environment to access schools and other parts of the network.
5. Align with the Climate Action Plan and reduce greenhouse gases (GHG) emissions.
6. Integrate land use and transport to support the shift to sustainable modes and reduce travelling distance.
7. Protect the strategic function of the national road network.
8. Strengthen the attractiveness of Dundalk for economic development.

Table 8. Loughrea LIP Objectives

HEADING	OBJECTIVE	KPI
Accessibility & Social Inclusion	Support and implement transport measures which reduce car dependency and improve access to local services by sustainable modes	Access to key services (ATOS Analysis)
		Qualitative (Rating scale) access to PT opportunities
Integration	To align and integrate with existing and emerging national, regional, and local planning policy	Compatibility of transport measures with local, regional and national policy - Rating Scale
Safety & Physical Activity	Provide safe access to schools for vulnerable road users and ensure a safe front of school environment	Qualitative assessment of walking and cycling infrastructure to schools - Rating Scale
		Reduction in walking/cycling distances to school sites (GIS/ATOS assessment)
Environment	Contribute to achieving Climate Action Plan targets through the creation of an environment which encourages a modal shift from the private car to more sustainable modes	Anticipated change on sustainable mode shares - rating scale
		Length of additional / improved walk and cycle infrastructure
Economy	Contribute to Loughrea's economic vitality through improved connectivity and enhanced public realm	Access to Town Centre for each mode - Comparison of change in journey length (can be measured back to Do Min) and quality of route to town centre by mode
		Quality of Town centre streetscape /public realm – Rating Scale
		Deliverability Rating Scale- (With consideration to cost, engineering

# Network Development



- Demonstrate that the LTP has been undertaken in a top-down fashion where the overarching objective to connect all major trip origins (residential areas) to major destinations (town centre, schools, major employers and retail centres) has been the key consideration in the development of the plan.

# Examples – Network Development

Figure 5.2: Cycling Strategy - Cycling Network

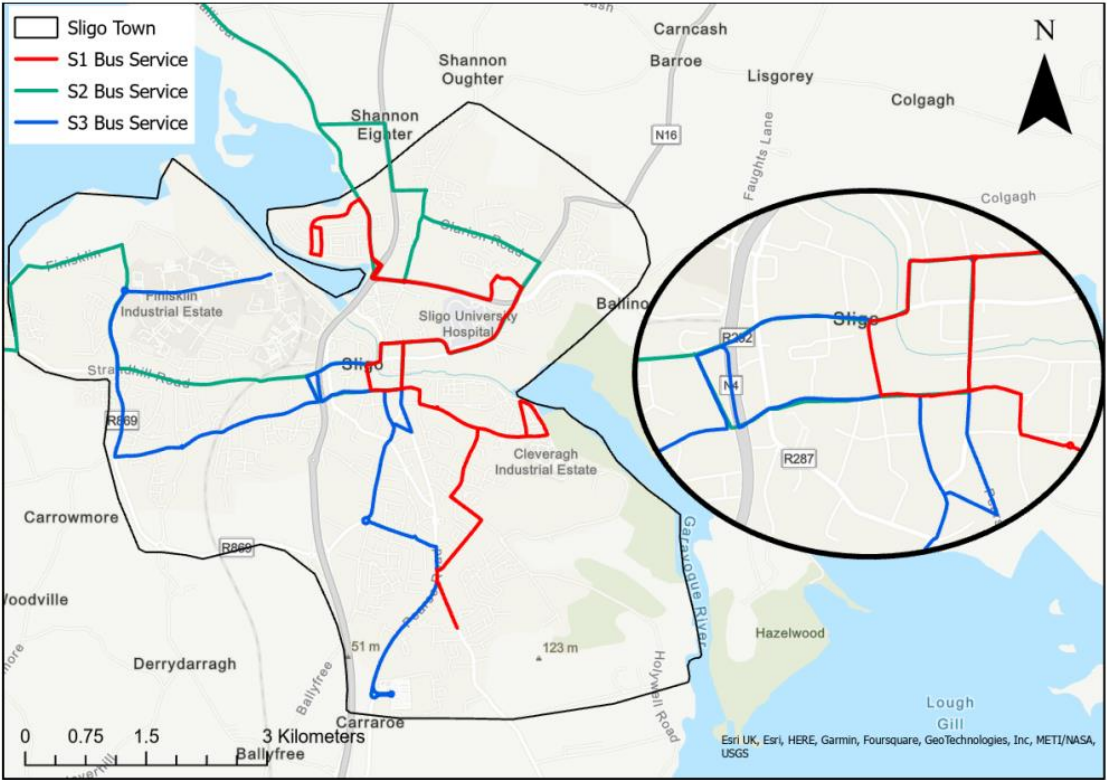
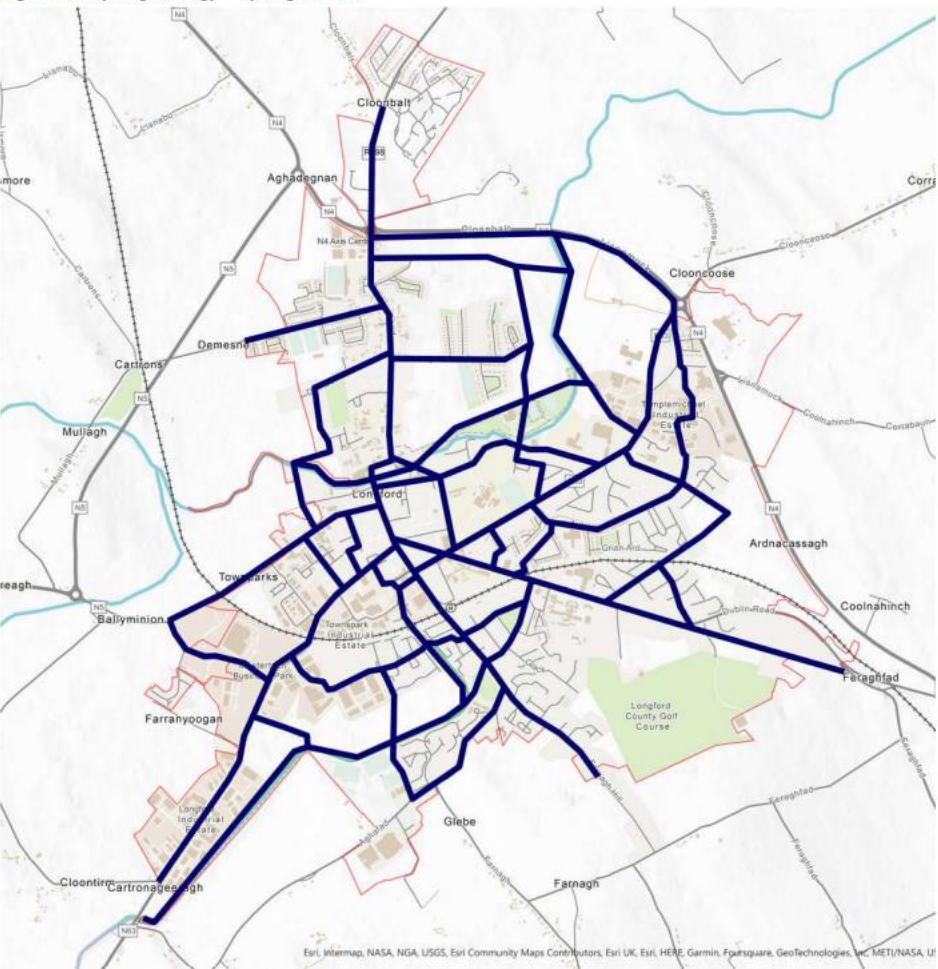


Figure 6-9: Existing and Proposed Town Bus Services

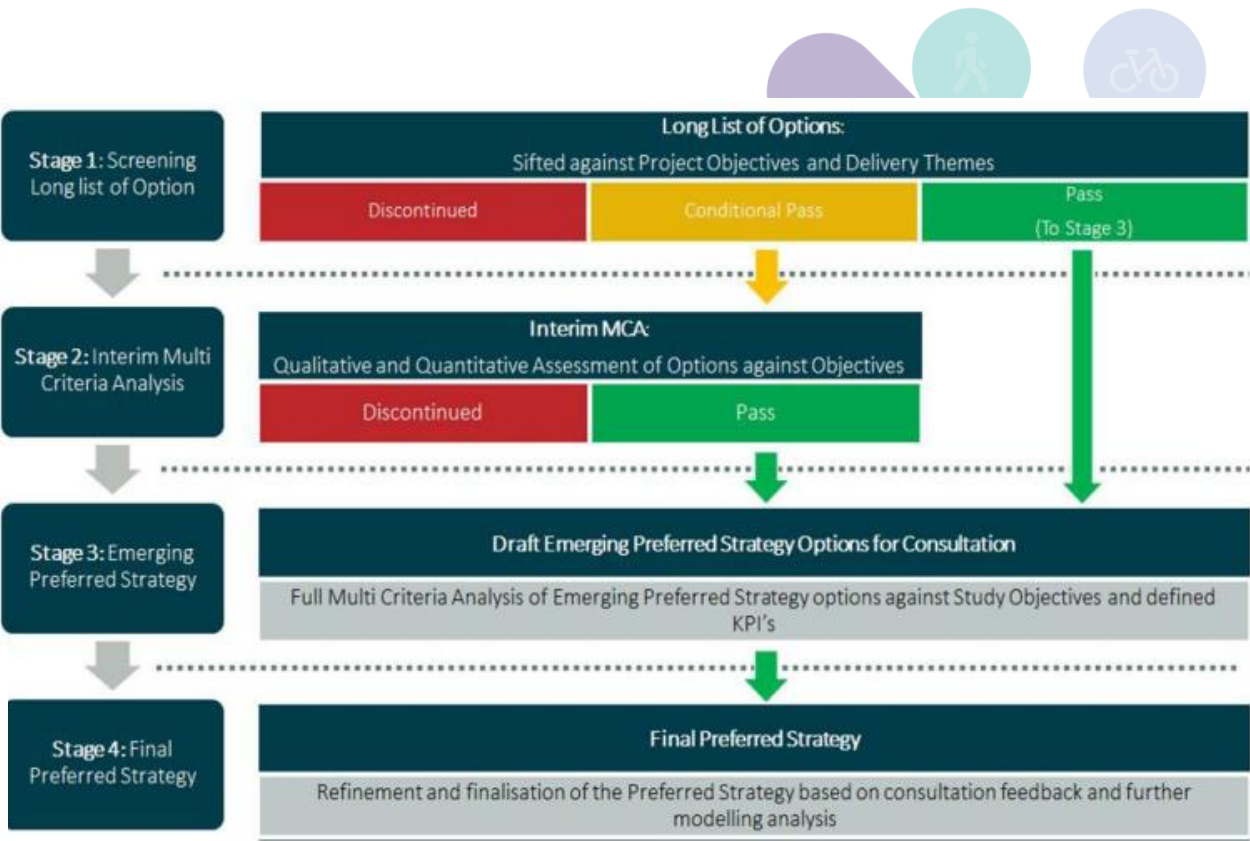
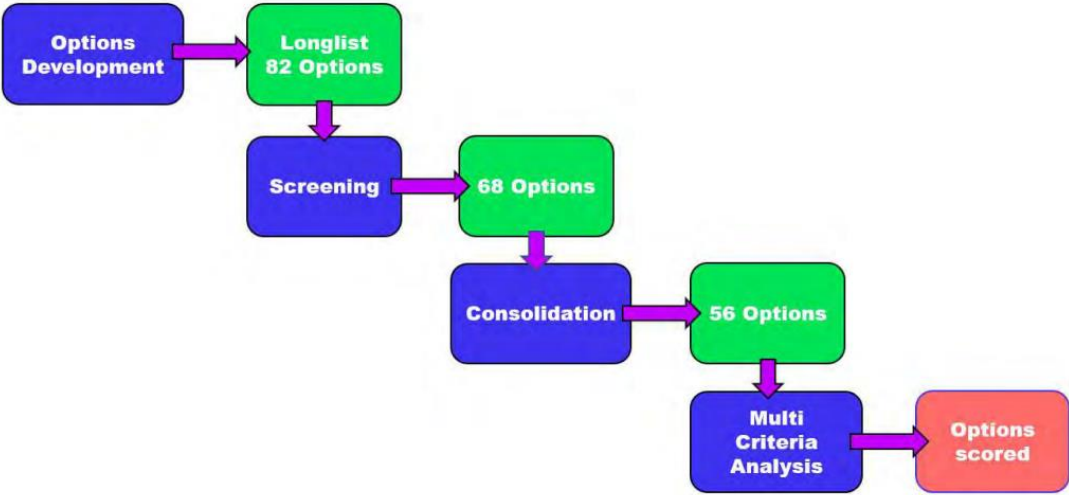
# Measures Development & Assessment

- Measures to build the Networks and to achieve the Objectives
- For all Modes and including supporting measures (behavior change initiatives)
- Feasible, demonstrate ‘proof of concept’, not scheme/project level design
  - Informed by existing guidance – TII publications, Cycle Design Manual, DMURS etc
- Within the scope of the plan
- Critically important to illustrate spatially
- Assessing the measures:
  - the measures against the Objectives and
  - there are not always ‘options’...where there are additional assessment likely to be required

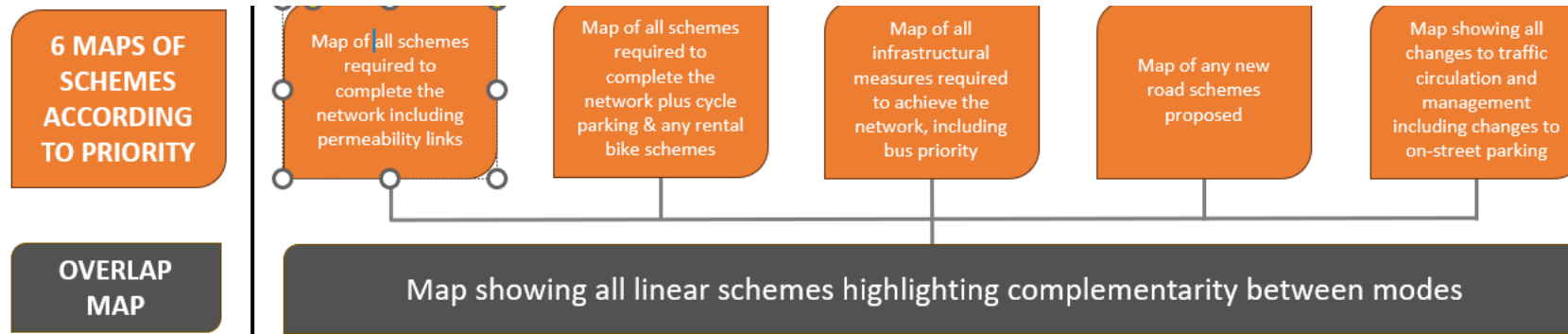


# Measures Assessment

- High-level ‘screening’ against objectives/national policy (feasibility, funding potential etc)
- Some form of Multi-Criteria Analysis ‘MCA’ against the Objectives (generally qualitative)



# Measures Development & Assessment



- Critical to prioritise measures (Short/Medium/Longterm)
- Illustrate all measures on one map  
The overlap map is to ensure that the iteration between networks has been fully considered and where mode-specific schemes may potentially compete
- Main Output – Preferred Measures Mapped & Prioritised

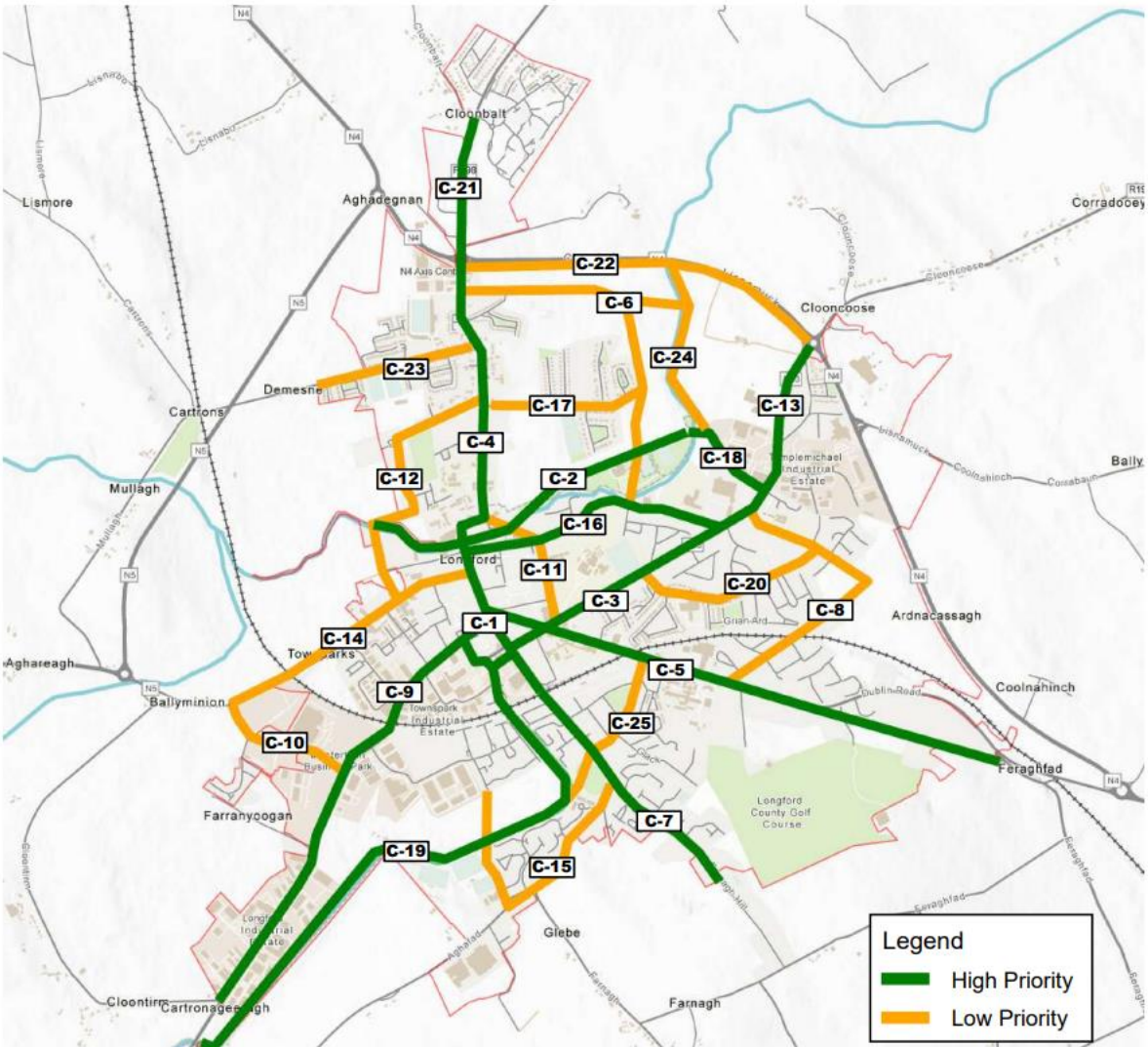
# Example – Prioritising measures

Priority 1 Schemes			
No.	Scheme	Timeframe	Cost
C-1	Main St Cycle Route (From Bridge Street to Train Station)	Medium	Medium
C-2	The Mall	Medium	High
C-3	N63 (from Templemichael Terrace to Main Street)	Medium	Medium
C-4	Battery Road (R198)	Medium	Medium
C-5	Dublin Road	Medium	Medium
C-7	Park Road (From Train Station to Farnagh Hill)	Medium	Medium
C-13	N63 (from Templemichael Terrace to roundabout)	Medium	Medium
C-16	Templemichael Terrace	Medium	Medium
C-18	From Abbeycartron Lane along banks of River Camlin (N4 to Templemichael Industrial Estate)	Medium	High
C-19	Royal Canal Greenway	Medium	Medium
C-21	R198 Cloonbalt	Medium	Medium

Table 8.6: Priority 2 cycle route schemes

Priority 2 Schemes			
No.	Scheme	Timeframe	Cost
C-6	Battery Road to Northern Environ Connector*	Long	Medium
C-8	Ardnacassa/Oaklands Avenue Connector	Medium	Medium
C-9	N63 (Longford Industrial estate to Main Street)	Medium	Medium
C-10	Glenn Riada Cycling Connection	Medium	Medium
C-11	Great Water Street / St. Mel's Road	Medium	Medium
C-12	Demesne Ln / Battery Court / Little Water Street new connection and bridge	Medium	High
C-14	Connaught Rd (N5)	Medium	Medium
C-15	Park Rd / Prospect Woods	Medium	Medium
C-17	Abbeycartron Lane	Medium	Medium
C-20	Ardnacassa	Medium	Medium
C-22	N4	Medium	Medium

Figure 8.3: Priority 1 and Priority 2 cycle route schemes



# Landuse & Transport Integration

OVERLAP  
MAP

Map showing all linear measures highlighting complementarity between modes

LAND USE  
PLAN MAP

Map of all networks and major measures overlaid with schematic of Area Plan land use distribution

- Illustrate how the Preferred/Draft Plan (proposed measures) serve the land use plan
- Review for gaps
- There isn't always a need to develop and assess different 'scenarios'

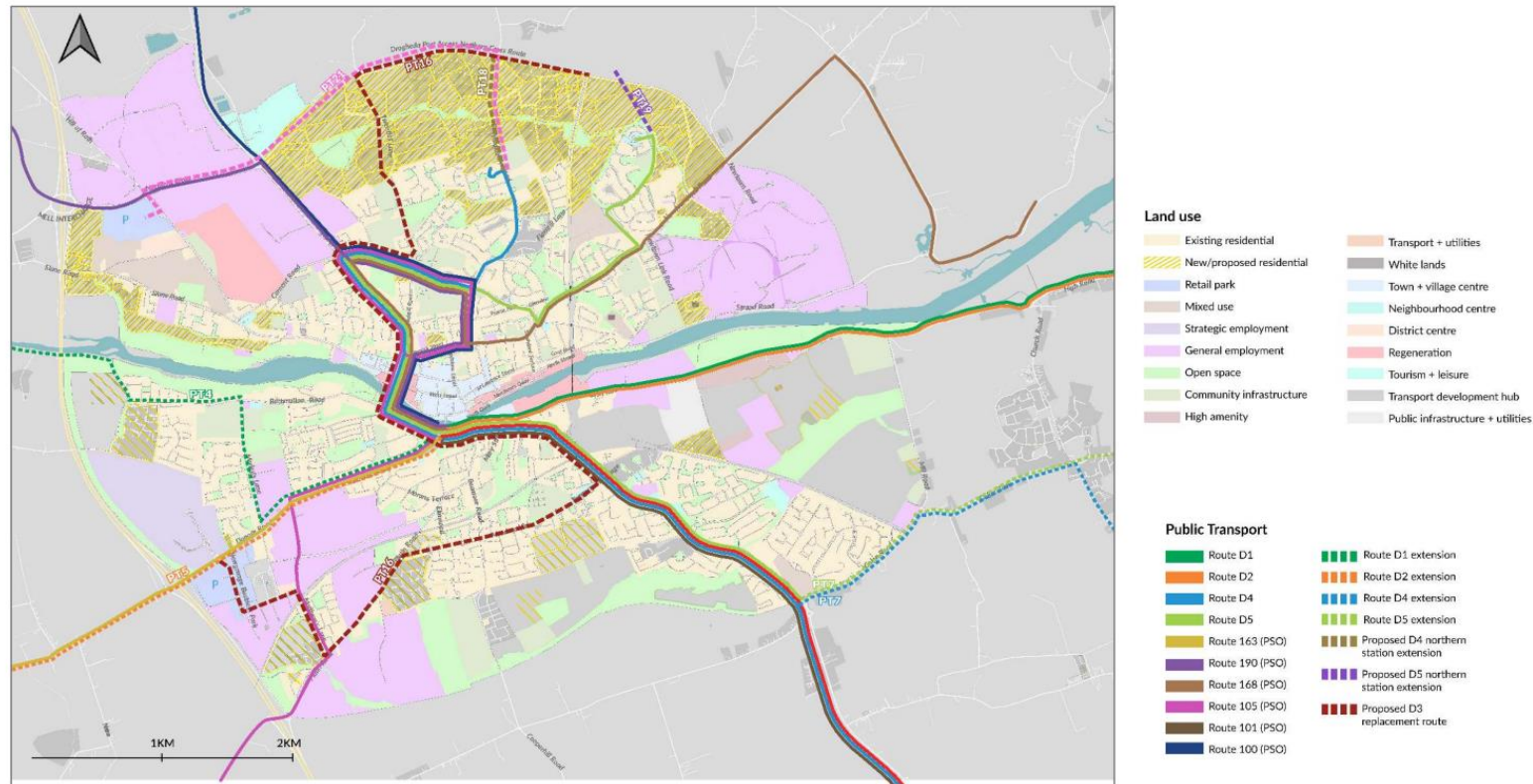


Figure 2-20: Town Bus Service Options- Proposed Route Extensions – Land Use Overlaid

# Draft Plan- check list

SWOC & Future Context

Objectives

Networks for all modes (maps)

Measures for all Modes (Prioritised/Phased & Maps)

Preferred Plan & Landuse (Maps)

Monitoring & Evaluation Plan

SEA/AA

Consultation



# Final Plan

- Draft to be reviewed based on consultation process
- Proposed zoning Material Alterations need to be considered
- Final Plan should ***set clear and agreed framework for transport*** for the plan area.
- Use this to ***justify funding, inform pre-planning, inform other plans/initiative*** i.e. town centre first, public realm projects

DBFL  
CONSULTING ENGINEERS

Laois County Council  
Anas an Chontae, Portlaoise, Co. Laois

## Portlaoise Local Transport Plan



Comhairle Contae Thiobraid Árann  
Tipperary County Council

## Nenagh & Environs Local Area Plan 2024 - 2030

Appendix 2 Local Transport Plan

March 2024



# Moving Forward

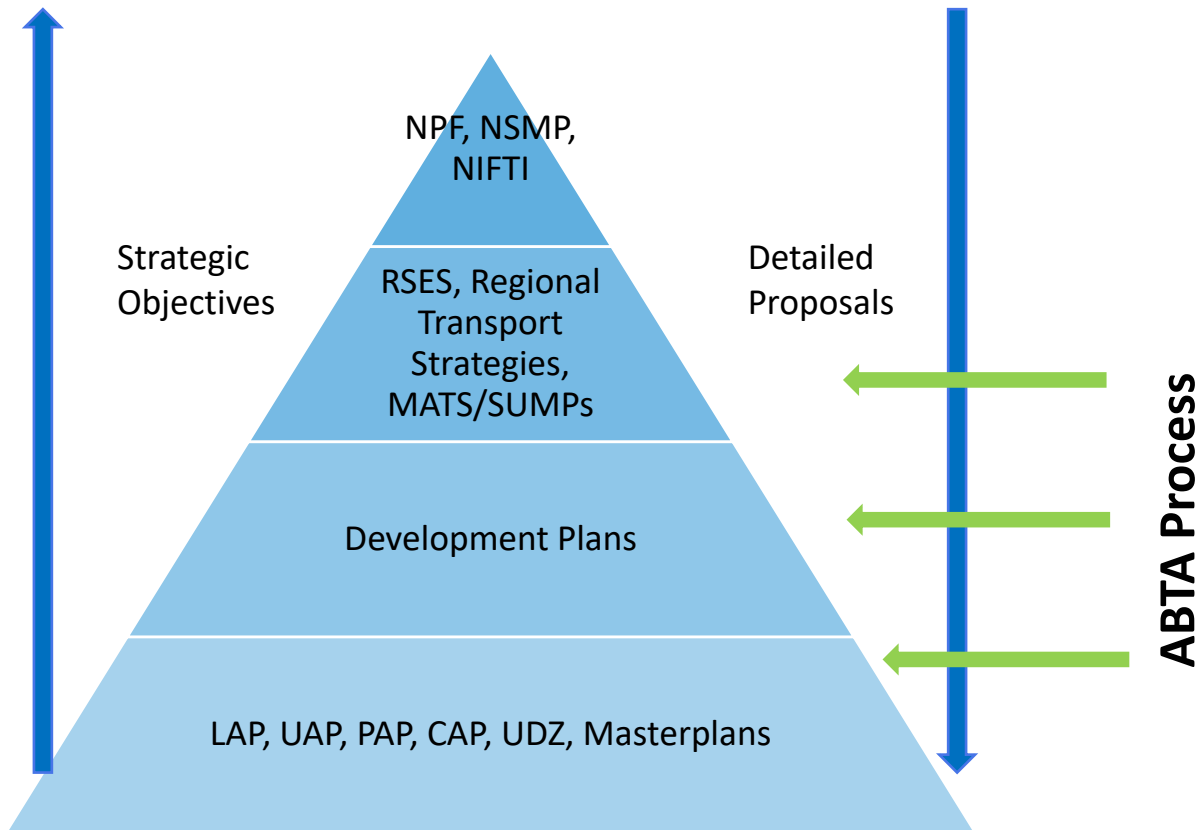


# Purpose of revising the ABTA

- Continue to ensure .....**integration land use planning and transport planning** in order to deliver sustainable development
- Implications of the lessons learned to date on the ABTA process
- To ensure that the **Climate Action Plan, National Sustainable Mobility Policy and National Investment Framework for Transport** in Ireland are being incorporated in plans insofar as they relate to transport



# Planning Hierarchy



- ABTA at different scales
- To facilitate requirements of the new Planning & Development Act
- To meet **requirements under EU legislation** for Sustainable Urban Mobility Plans (SUMPs) for TEN-T nodes...and fulfil requirements for integrated land use and transport planning under Irish law

# Planning & Development Act 2024



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Number 34 of 2024

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Planning and Development Act 2024

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## Development Plans

- **Section 44**, set out the objectives relating to:

***‘the provision, or facilitation of the provision, of sustainable integrated transport, public transport and road traffic systems (including appropriate parking provision), pedestrian and cycling infrastructure and the promotion of the development of local transport plans.***

**Section 52** - settlement-specific objectives. ‘sets out the objectives, including transport objectives, for settlements with a population of 1,500 or more or one which has the capacity to accommodate significant levels of growth.

**Section 52 (7)** – ‘indicative location or alignment of planned elements...’ of transport infrastructure

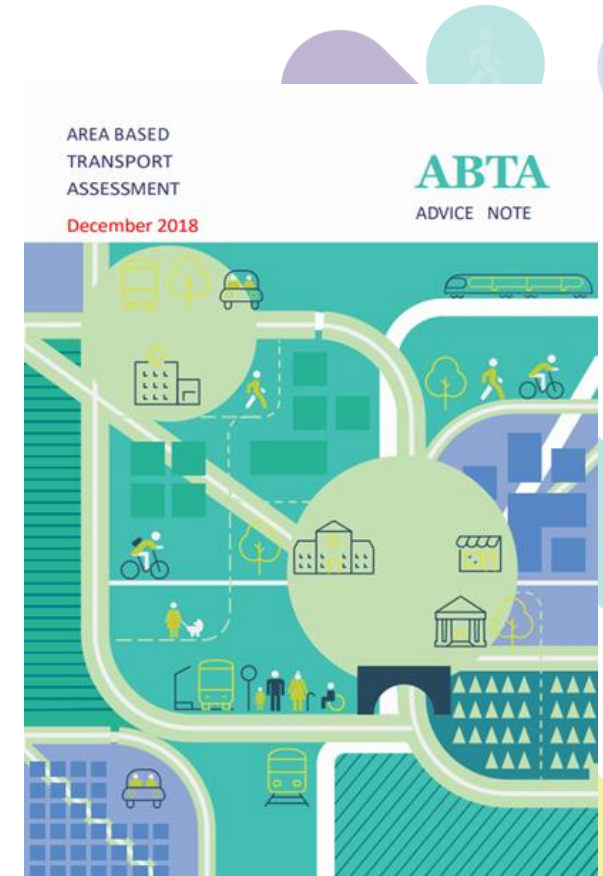
# Key topics

- ABTA at different scales (Smaller settlements, Development Plans)
- Goods movement, logistics & freight
- Consultation (When, Who, What)
- Monitoring & Evaluation



# Next Steps

- NTA/TII have commenced revision of the ABTA Advice Note
- Input from LA's – building on the lessons, reviewing draft
- To be published in 2025



# Feedback and Questions

