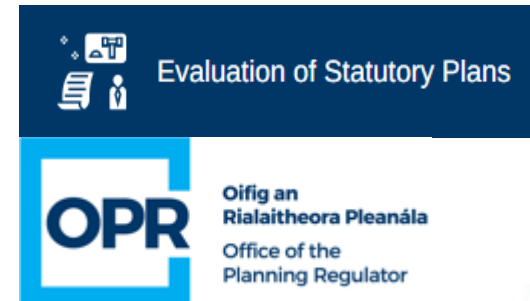
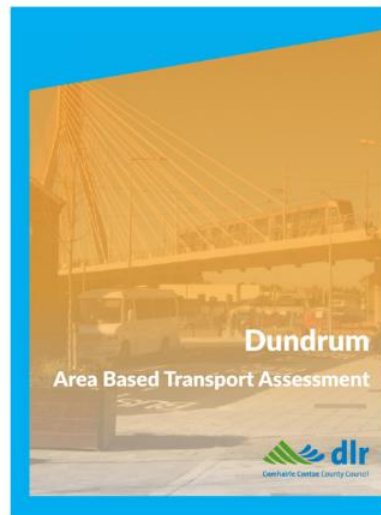


# Experience of Local Transport Plan Preparation



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27 June 2025

# Glass Half Full



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## Building on Progress Made

### Presentation Focus

- Getting the basics right
- Key points in Local Transport Plan (LTP) preparation
- OPR's perspective on LTPs

# LTP Project Brief



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- Not a “*One Size Fits All*” approach
- Reflect unique context and requirements
  - For Dundrum:  
Regeneration and Compact Development
    - Focus on Urban Design and Public Realm

Multiple ongoing projects: BusConnects, Active Travel, Civic Centre

- Focus on Dynamic Inter Agency & Departmental Working

Dundrum Covid Mobility Interventions

- Need to Assess and Integrate

- Allow for flexibility – unforeseen requirements



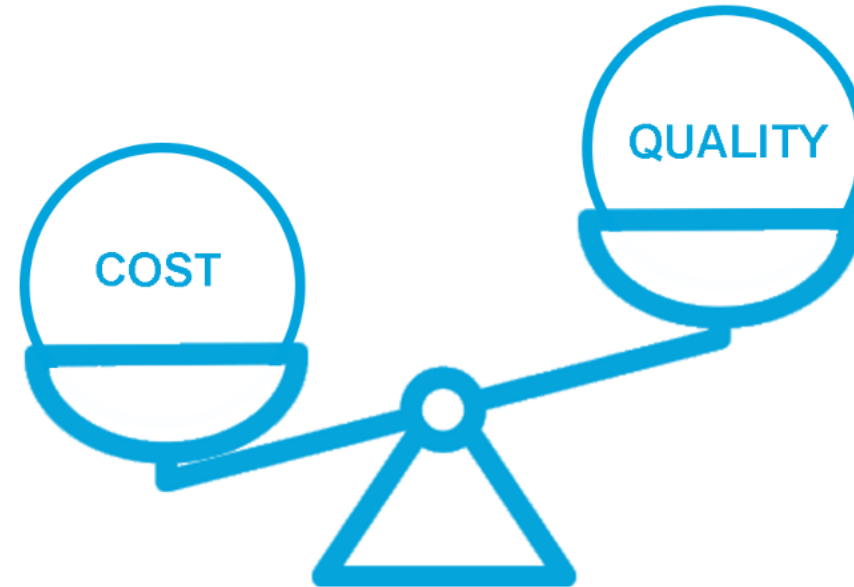
Figure 6 Dundrum Main Street COVID Mobility Measures

# Procurement



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- Get advice
- LTPs feed into high value projects
- Prioritise **QUALITY** over **COST**
- Examples of Similar Projects

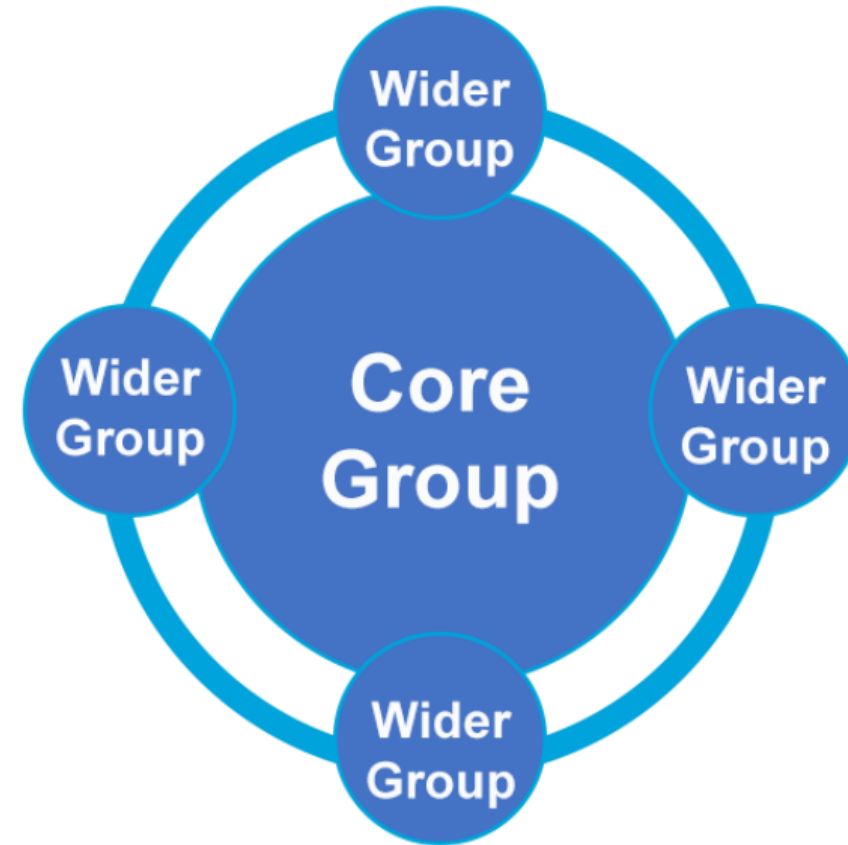


# Project Management Structure



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- **Core Group for Dundrum LTP**
  - Project Manager – SEP – Traffic
  - Senior Engineer – Traffic
  - Senior Planner – Forward Planning
  - NTA – Transport Planner
  - Consultant Team
- **Wider Group**
  - Active Travel
  - Architects – Urban Design
  - Parks & Biodiversity
  - Community, Conservation & Heritage
  - Transport Infrastructure Ireland (TII)
  - Town Centre First & Regeneration
  - Climate Action Officer
  - Drainage & SuDS



# Role of Project Manager



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- Vital Role
- Proactive Approach





# Cross Departmental Input



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Good project management

Buy in at management level

Shared goals across local authority

# Engagement with Elected Members



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- **Ongoing Engagement**

- Initial briefing
- Progress updates
- Interventions update – what's in scope?
- Draft LAP – no surprises
- In person meetings
- Responding to queries
- Explaining the options
- Briefing on the CE's report – opportunity to get key messages across
- **Track Record and Trust**



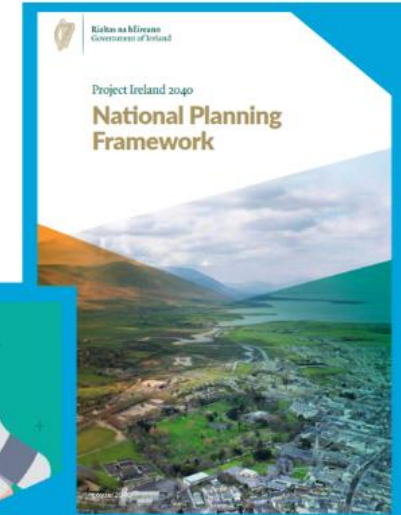


# Public Consultation



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- Clear presentation and everyday language
- Setting the context
- Pre-draft issues stage
- Draft LAP Consultation
  - Video
  - Webinar
  - Drop-in days:
    - Relevant staff
    - Give people time
- Strong leadership
- **LAP process is not a plebiscite**



# Baseline Assessment

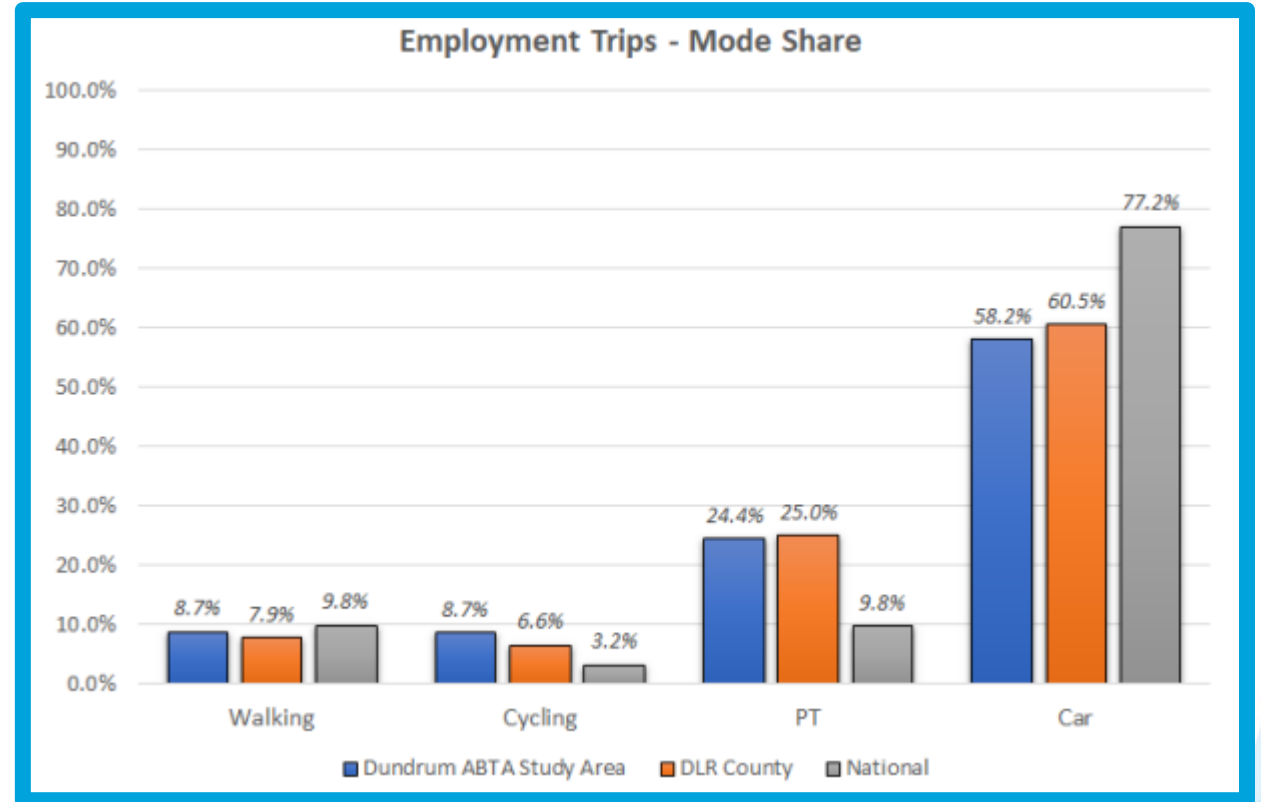


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- Understand the underlying issues
- Only 5% of work trips by bus

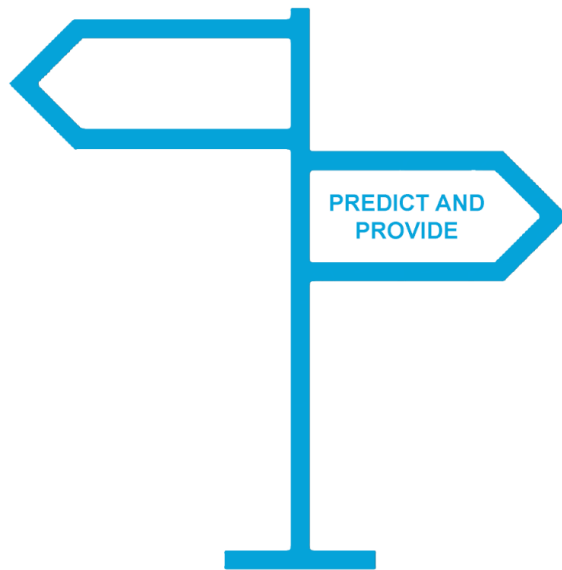


- Use in house knowledge & expertise

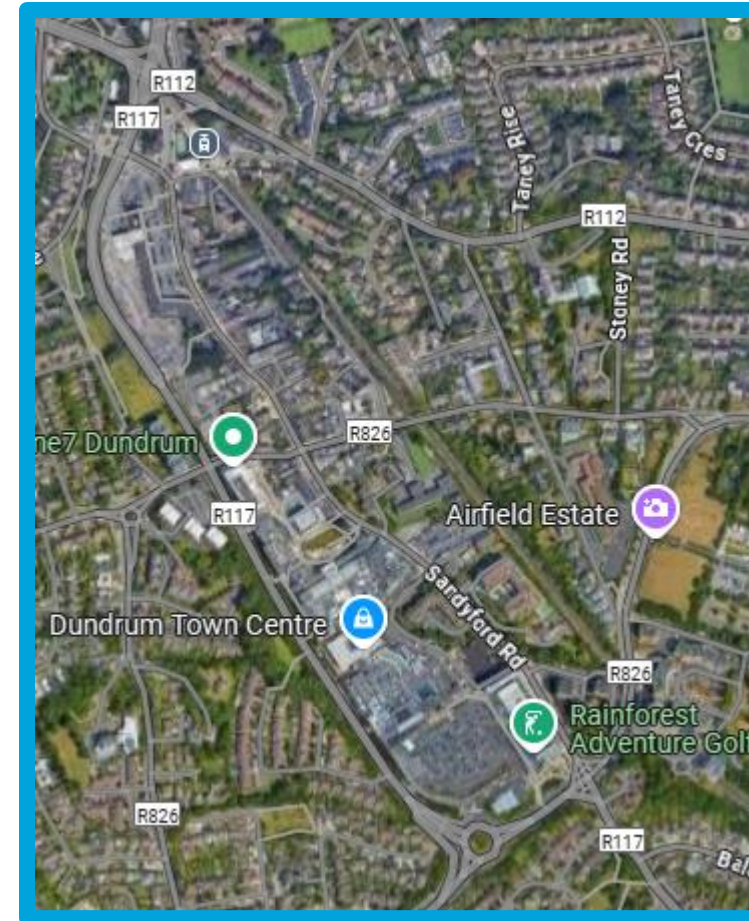


# Decide and Provide vs Predict and Provide

- Underpins LTP process
- Relatively recent change in approach



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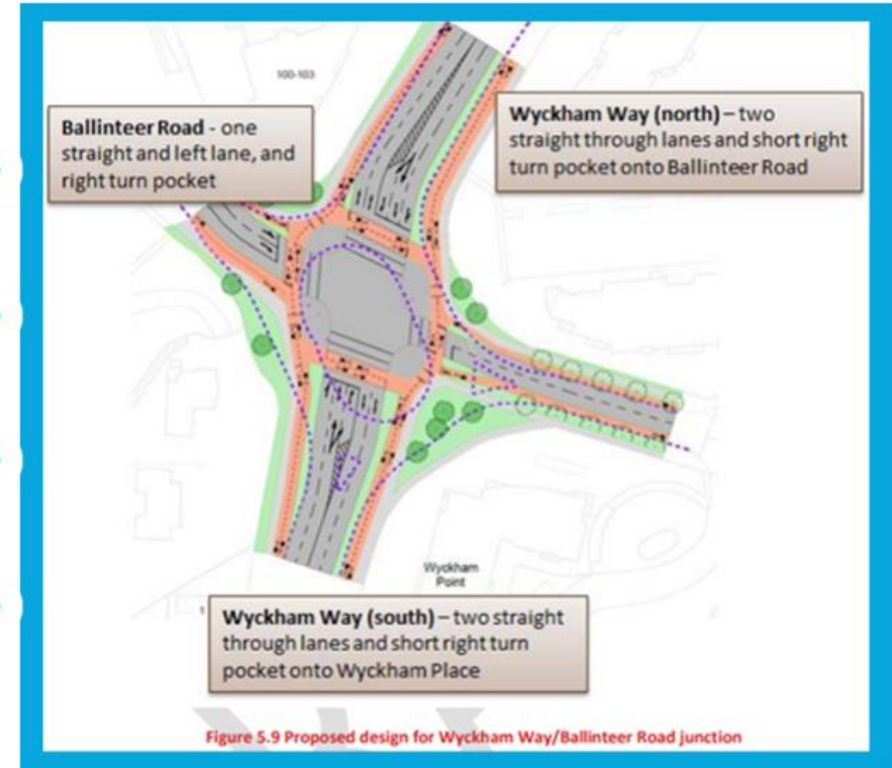


# Decide and Provide



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- Not designing for peak traffic
- Balancing strategic traffic and local mobility needs
- **Senior Engineer - Critical Role**



# Competing Interests – Taney Cross

## Urban Design and Transport Planning



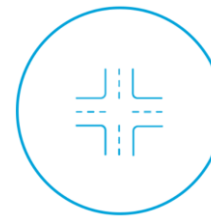
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- Major traffic junction
- Active travel schemes
- Bus terminal and LUAS interchange
- BusConnects network redesign
- Cultural - Civic Centre and Plaza
- Poor public realm and gateway to Dundrum





# Taney Cross – Preferred Option



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- Vision for public realm
- Optioneering
- Reconciling competing interests



Figure 6.5 Taney Cross & Environs Proposed Measures



# Modelling

- NTA Advice
- Decide on Interventions
- Use modelling to test
- Impacts within reasonable range
- Use to test, not to design

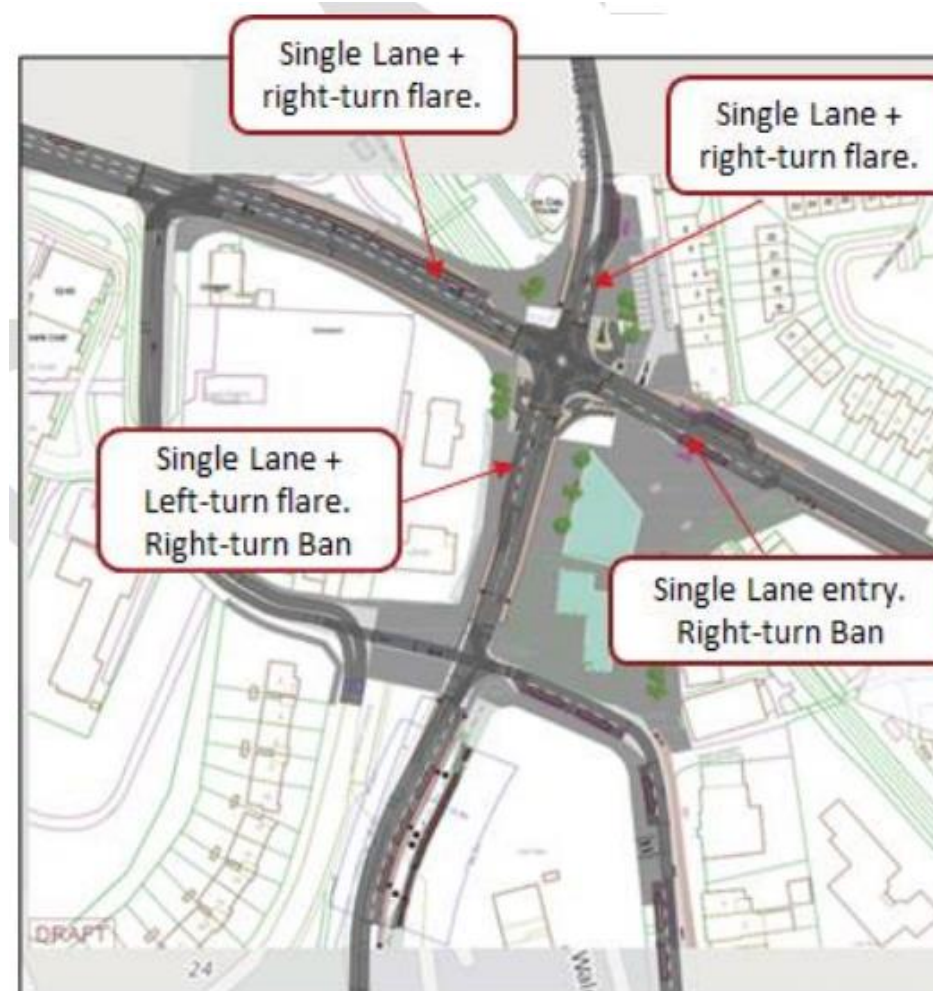
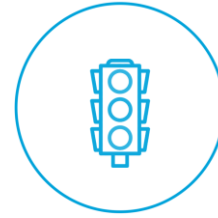


Figure 4.7 Taney Cross - Scenario 3a

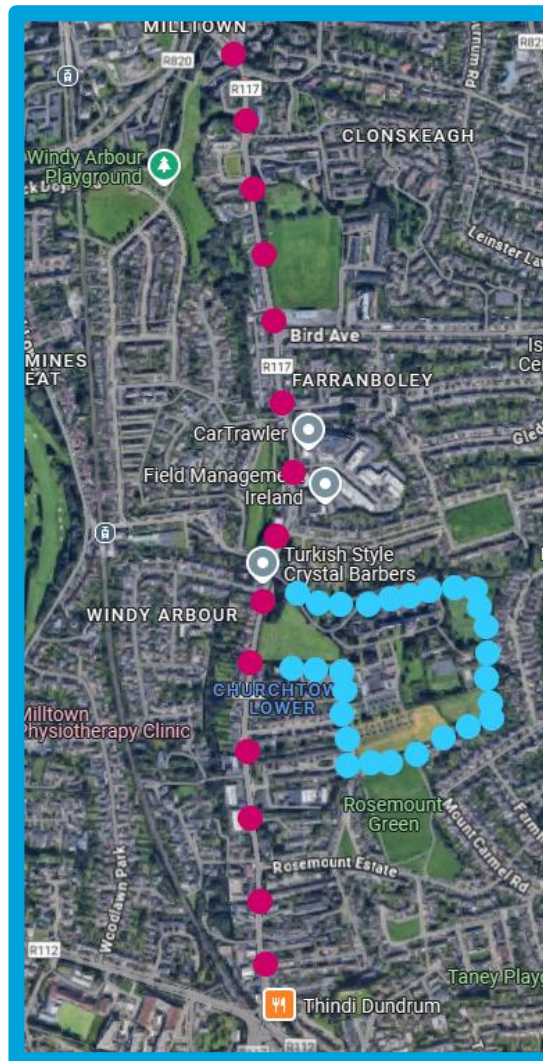
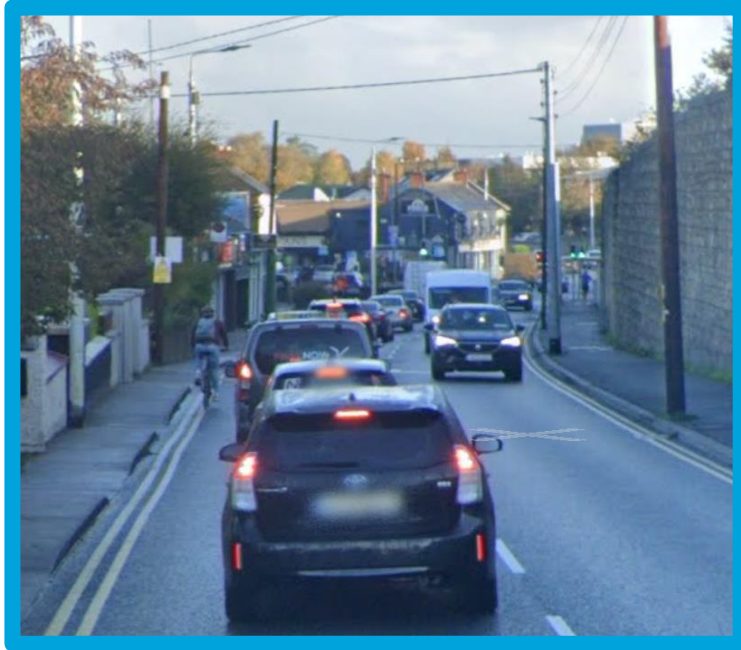


# Dealing with Constraints

## Dundrum Road



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# Importance of Soft Measures



# Strategic Traffic



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- Strategic traffic using Dundrum Cross 60-70%



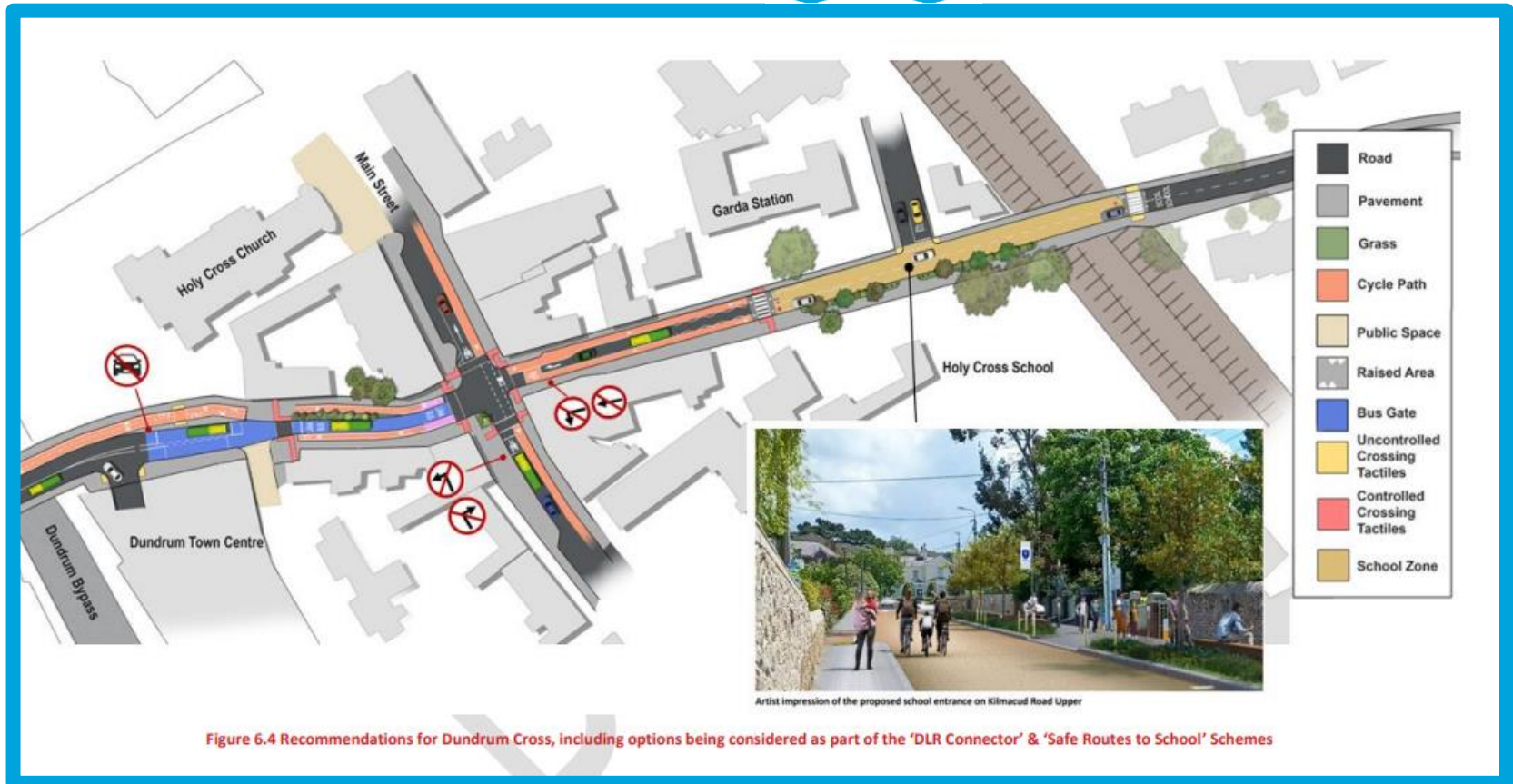


# Dundrum Cross



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- Robust evidence base
- Robust concept and vision
- Flexibility and compromise
- Dealing with Junctions

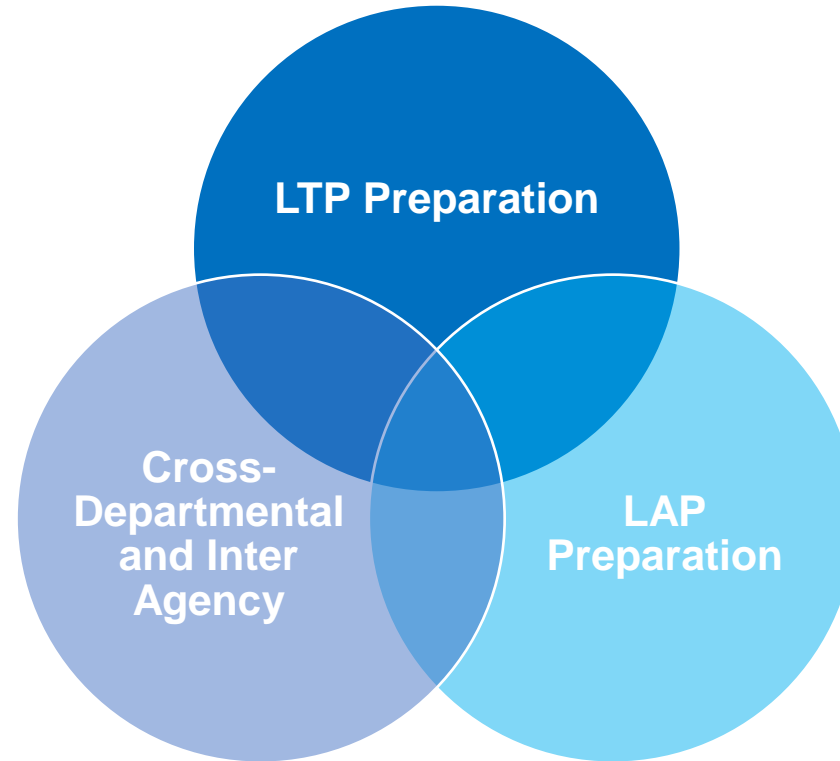


# OPR's Perspective



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- Integrated Approach



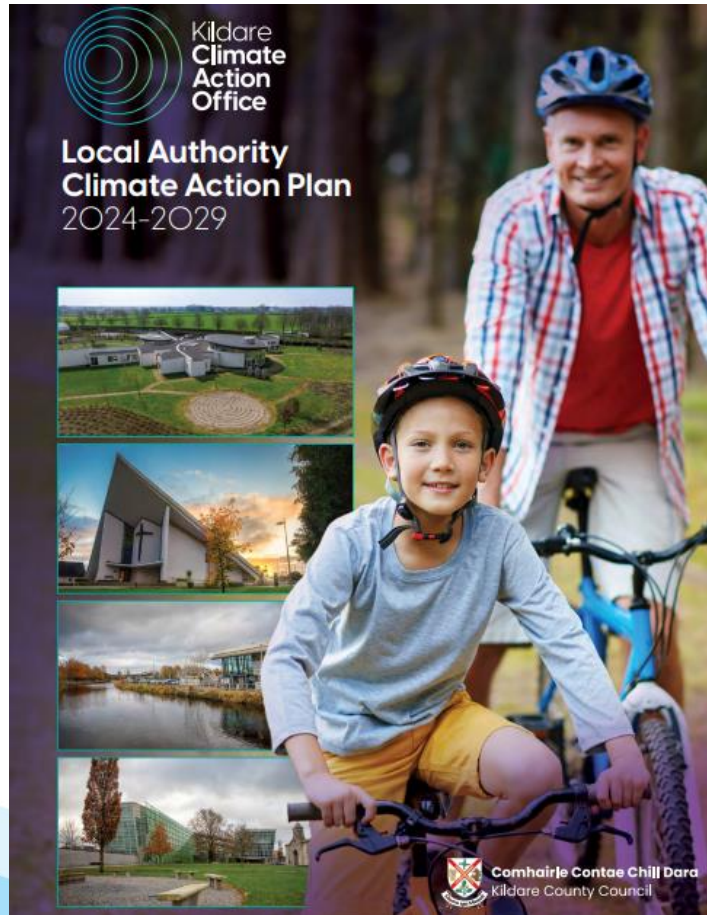


# OPR's Perspective



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- Integrate with local plans & strategies



Portarlinton Regeneration Strategy  
2030

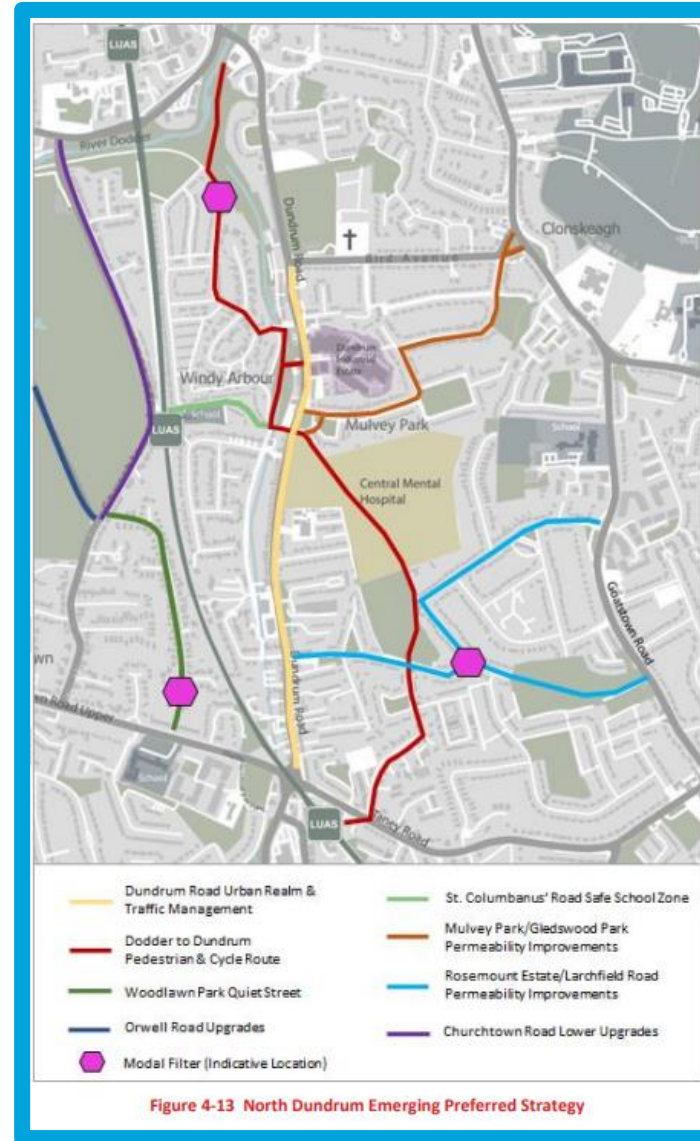
# OPR's Perspective



- Focus on priorities...
- Preferred transport strategy



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# OPR's Perspective



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- LTP integrated into LAP

## 4.5.3.1 Dundrum Road Traffic Calming & Public Realm Improvements

Dundrum Road is a heavily trafficked route with no cycling facilities, narrow footpaths in places and poor crossing facilities, making it an unattractive environment for pedestrians and cyclists. There are over 4,000 residents living along Dundrum Road (CSO 2016), and this will likely increase significantly in the future. The provision of safe pedestrian and cycle infrastructure to improve accessibility to local shops and services on Dundrum Road as well as to Dundrum Major Town Centre, will therefore be critical in supporting the take-up of sustainable mobility and reducing car dependency, especially for local trips.

It is therefore an objective of the LAP to transition Dundrum Road from a car dominated through route, to a more locally focused neighbourhood area, seeking to achieve a better balance between the transport and neighbourhood functions of the street.

Central to this transition is the enhancement of the area currently subject to the neighbourhood centre land use zoning objective at Windy Arbour. The development of a highly accessible village centre will create a focal point for the local community and help promote local sustainable trip making to access local services.



Figure 4.13: ABTA Recommendations Dundrum Road



Figure 4.14: ABTA Recommendations Saint Columbanus Road

## Objective T19 – Dundrum Road – Neighbourhood Street:

It is an Objective to transition Dundrum Road to a neighbourhood street, using traffic calming and public realm improvements to create a safer, more accessible and attractive environment for local residents.

## Objective T20 – Windy Arbour Neighbourhood Centre:

It is an Objective to enhance the existing neighbourhood centre on Dundrum Road at Windy Arbour (located immediately north and south of Mulvey Park) and to strengthen the area, as a village centre and focal point for the local community, through the delivery of an enhanced public realm, urban greening, traffic calming and improved pedestrian and cycle accessibility (As this Objective focuses on transport see also Objective NC3 Chapter 6).

# OPR's Perspective

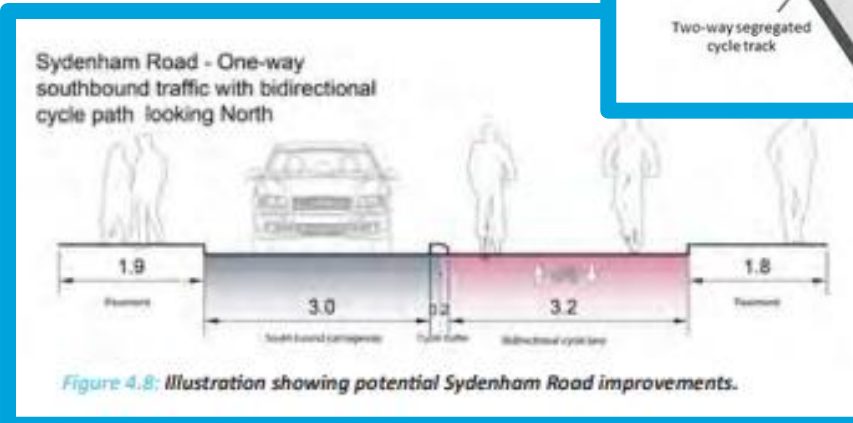


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- Robust plans
- Concept Level
- Frameworks for investment
- Timely Implementation



Figure 4.7: ABTA Recommendations Sydenham Road



# OPR's Perspective

## Linking infrastructure delivery to development delivery



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### Objective T19 – Dundrum Road – Neighbourhood Street:

It is an Objective to transition Dundrum Road to a neighbourhood street, using traffic calming and public realm improvements to create a safer, more accessible and attractive environment for local residents.

To be progressed in tandem with Central Mental Hospital redevelopment subject to resources.

### Objective T21 – Dodder to Dundrum Pedestrian and Cycle Route:

It is an Objective of the Local Area Plan, to create a new pedestrian and cycle route connecting the Dodder Greenway to Dundrum Major Town Centre via the site of the former Dundrum Central mental Hospital.

To be progressed in tandem with Central Mental Hospital redevelopment subject to resources and feasibility.

## Robust Application of NIFTI Intervention Hierarchy



# National Investment Framework for Transport in Ireland

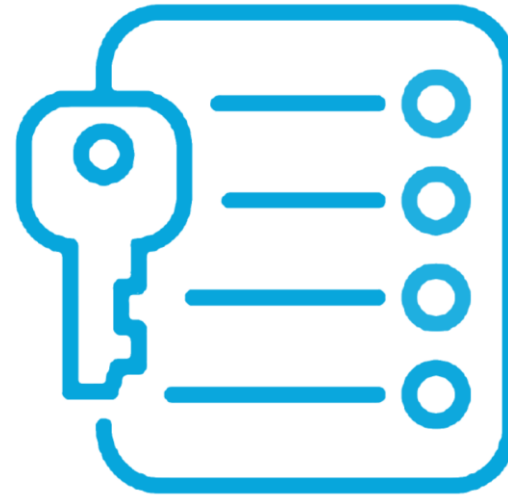


# OPR's Perspective



## ■ Key Takeaways...

- Project management
- Integrated approach
- Engagement with elected members
- Public consultation
- Decide and provide
- Urban design & public realm
- Importance of soft measures
- Strong evidence base
- Distil out priorities
- Strong concepts
- Robust plans
- Frameworks for investment
- NIFTI intervention hierarchy



**Thank You**