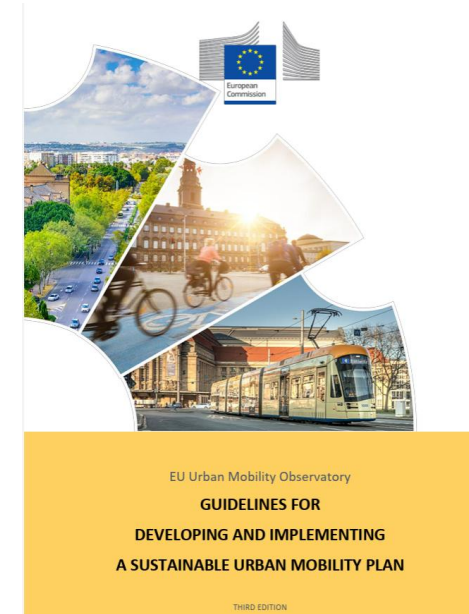


# *Developing Transport Plans*



# Context

- ABTA process & LTPs
- NTA Strategies
- SUMP & Review of plan making processes



# Area Based Transport Assessments

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

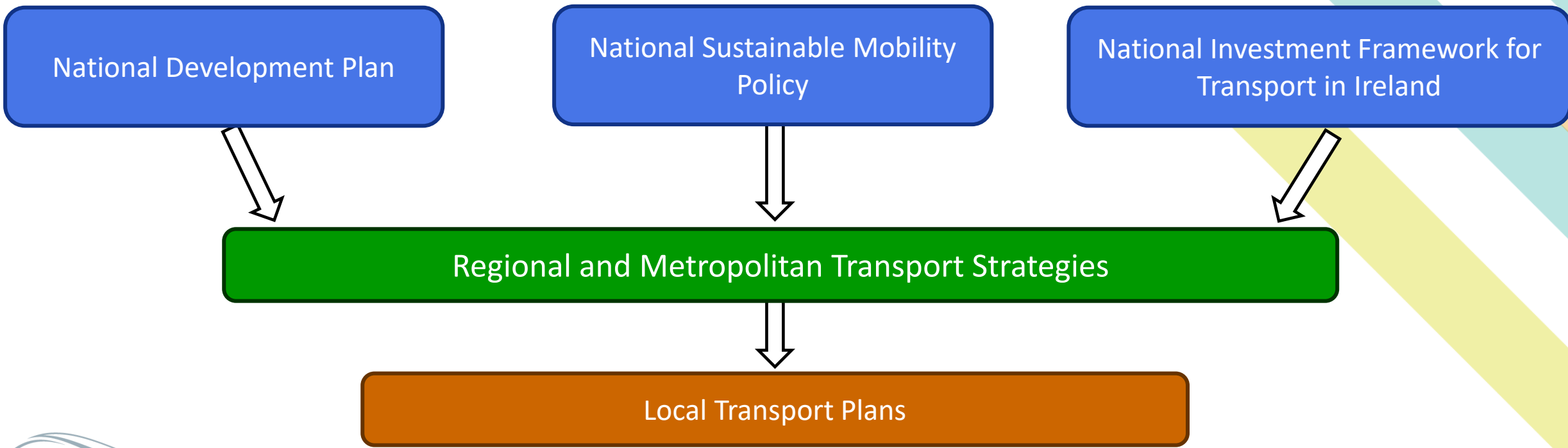
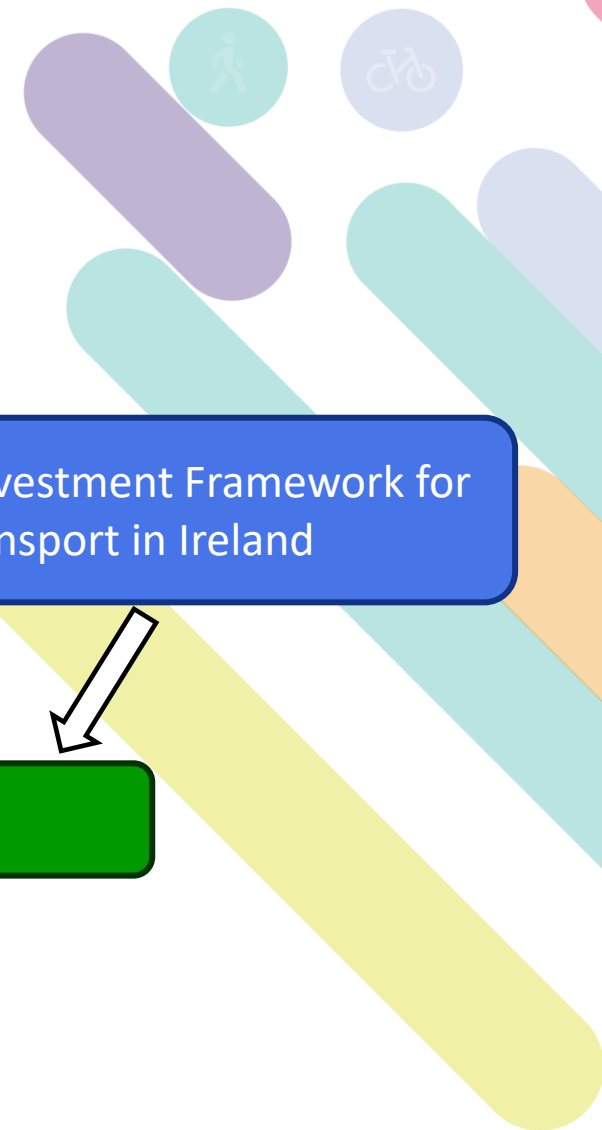
*'to integrate land use and transport planning', to 'ensure sustainable transport is considered at the earliest stages' and 'to make sure that movement and accessibility of all forms, across all modes of transport is considered as a key component in the development of areas'*

- 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 themselves.



# Purpose of Local Transport Plans

- To properly integrate land use planning and transport planning at the local level in order to deliver sustainable development
- To provide local authorities and the NTA with a clear evidence-based prioritised framework for investment in sustainable transport within towns
- Tying together NTA functions at the local settlement level
- To ensure that public transport services are central considerations in towns
- To ensure that the Climate Action Plan, National Sustainable Mobility Policy and National Investment Framework for Transport in Ireland are being incorporated in lower-level plans insofar as they relate to transport
- To date, the focus has been on Regional Growth Centres and Key Towns, but many have been prepared for smaller settlements



# Content

- Comprehensive Baseline Study incl. SWOT/C
  - Evidence based
- Establishing Context – What are we planning for?
  - Future Population, Employment, Schools etc.
  - Major planned schemes
  - Objectives
- Develop Measures and the Draft Plan
  - 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.



# Overview of LTP Programme

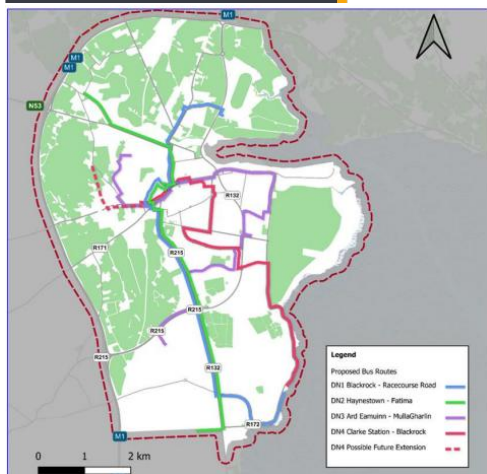
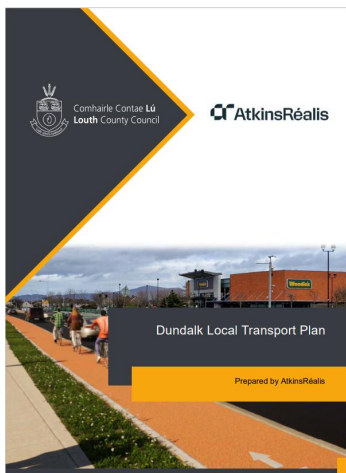
- Approximately 40 completed to-date, majority NTA funding
- 23 currently at various stages
- While LTPs can and have been prepared for settlements of all sizes, and for suburban areas, the focus of the programme has been on the main settlements as defined by the various Regional Spatial and Economic Strategies.
- LTPs have been completed for 4 of the 5 Regional Growth Centres in Ireland, with the final one to be published as a draft this quarter. LTPs have also been completed for 22 of the 33 Key Towns, with a further 5 underway.

| Regional Growth Centres |     |             |        |
|-------------------------|-----|-------------|--------|
| NWRA                    | RGC | Athlone     | Green  |
|                         |     | Letterkenny | Green  |
|                         |     | Sligo       | Green  |
| EMRA                    | RGC | Dundalk     | Green  |
|                         |     | Drogheda    | Orange |

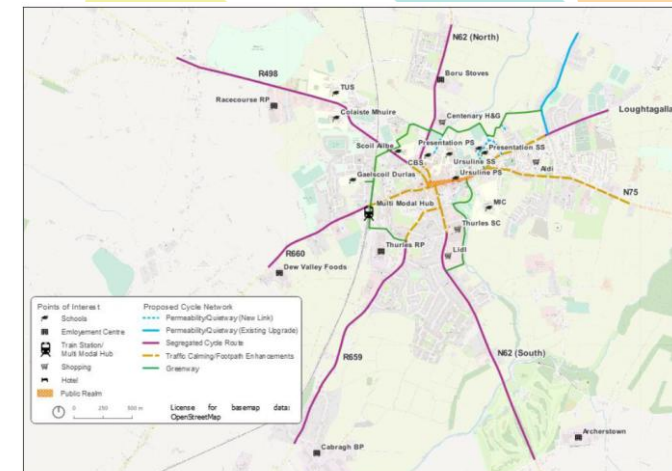
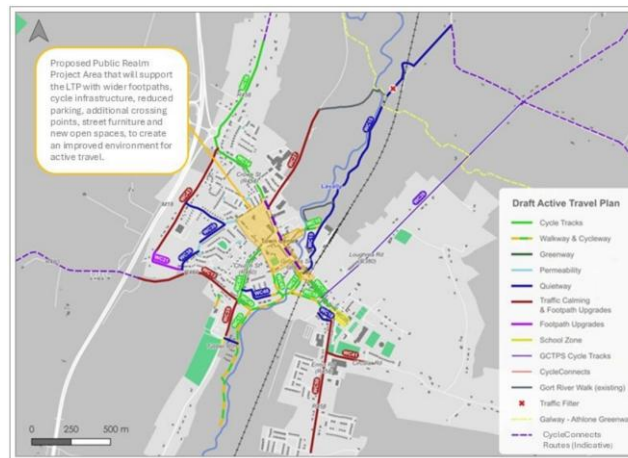
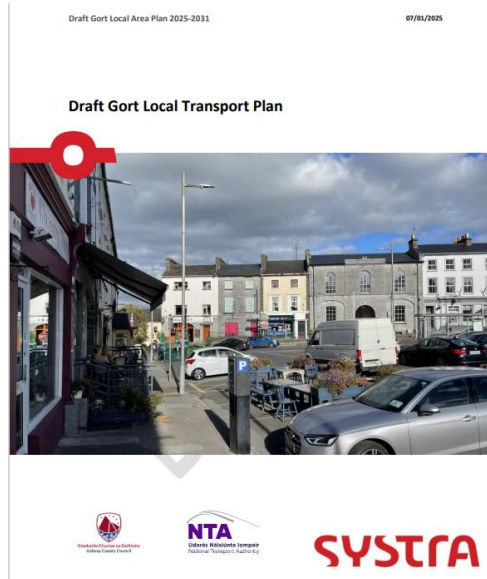
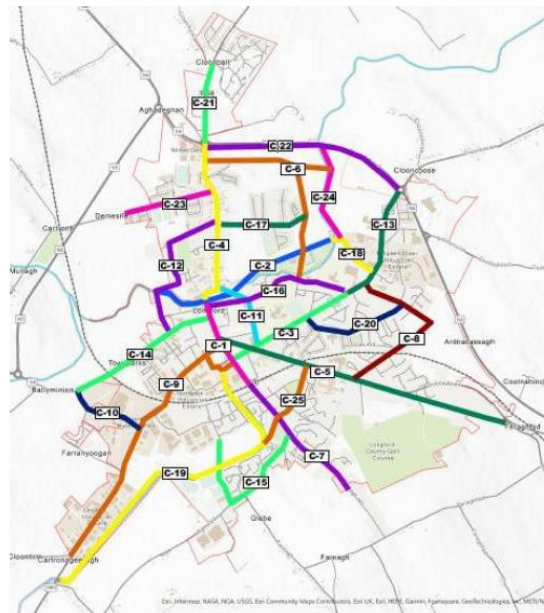
| Key Towns |                |        |
|-----------|----------------|--------|
| SRA       | Kilkenny       | Orange |
|           | Ennis          | Green  |
|           | Carlow         | Green  |
|           | Tralee         | Green  |
|           | Wexford        | Orange |
|           | Clonmel        | Green  |
|           | Killarney      | Green  |
|           | Mallow         | Grey   |
|           | Nenagh         | Green  |
|           | Thurles        | Green  |
|           | Newcastle West | Green  |
|           | Clonakilty     | Orange |
|           | Dungarvan      | Orange |
|           | Gorey          | Grey   |

|      |                    |        |
|------|--------------------|--------|
| NWRA | Ballina            | Green  |
|      | Castlebar          | Green  |
|      | Cavan              | Orange |
|      | Ballinasloe        | Green  |
|      | Carrick-on-Shannon | Green  |
|      | Monaghan           | Green  |
|      | Roscommon          | Green  |
|      | Tuam               | Green  |
| EMRA | Bray               | Orange |
|      | Maynooth           | Green  |
|      | Swords             | Grey   |
|      | Navan              | Orange |
|      | Naas               | Grey   |
|      | Wicklow-Rathnew    | Green  |
|      | Graiguecullen      | Green  |
|      | Longford           | Green  |
|      | Mullingar          | Green  |
|      | Tullamore          | Green  |
|      | Portlaoise         | Green  |

# Progress



Cycle Route Schemes Map (Figure 6.3 of LTP)



# LTP Status

- 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
  - Supporting by the RSES and Development Plans – RPOs to develop LTPs and potentially vary statutory plans
  - To be considered in plan development as provided for under in the Planning & Development Act 2024
- (b) 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, air and sea transport, and the promotion of the development of local transport plans;

## RPO 6.27

(a) The Assembly supports the collaborative preparation of Local Transport Plans led by local authorities in conjunction with the NTA and other stakeholders, based on Area Based Transport Assessment (ABTA) guidance and alignment with environmental policy, for Athlone, Letterkenny, Sligo Town, Cavan Town, Monaghan Town, Castlebar, Roscommon Town, Ballinasloe, Carrickon Shannon, Donegal Town, Tuam, Ballina and other areas as may be determined. The LTP will inform the urban area plans, development plans, local area plans and other planning framework documents.

(b) Local Transport Plans (LTP) will represent the lowest tier of the NPF's framework for the integration of land use and transport planning and the achievement of the NPF's objective of 'compact smart growth'. They will be subject to further transportation and environmental assessment at local level as appropriate based on guidance available and alignment with environmental policy.

(c) LTPs will be based on a clear set of objectives and the most recent demographic and travel information taking into account the policies and objectives of the local authorities, insofar as they align with those of National and Regional Policy.

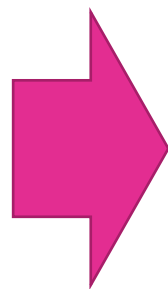
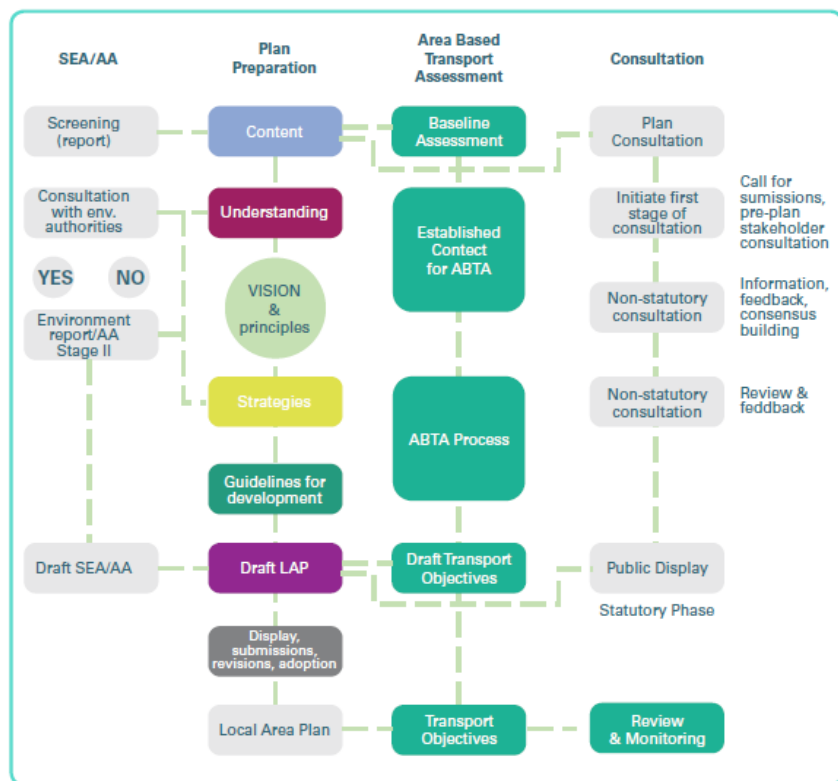
(d) Local Link Offices (Transport Coordination Units) will be consulted in the development of LTPs.

## RPO 6.28

Policies, objectives and measures which emerge from Local Transport Plans shall be incorporated into Development Plans, Local Area Plans, Strategic Development Zone Planning Schemes. Urban Area Plans and other relevant planning framework documents.



# The ABTA Process



|          |                       |                            |  |
|----------|-----------------------|----------------------------|--|
| <b>1</b> | <b>Baseline</b>       | Inception Meeting          | <b>PART 1</b><br>Baseline Assessment     |
|          |                       | Baseline Report            |  |
| <b>2</b> | <b>Context</b>        | Future Context             | <b>PART 2a</b><br>Establish Context      |
|          |                       | Objectives                 |  |
| <b>3</b> | <b>Measures</b>       | Network Development        | <b>PART 2b</b><br>Options Development    |
|          |                       | Identification of Measures |  |
|          |                       | Assessment of Measures     | <b>PART 3</b><br>Options Assessment      |
| <b>4</b> | <b>Preferred Plan</b> | Preferred Package          |  |
|          |                       | Draft LTP                  |  |
| <b>5</b> | <b>Final Plan</b>     | Potential LTP Changes      | <b>PART 6</b><br>Monitoring & Evaluation |
|          |                       | LTP v AP Review            |  |

Informing the Plan



# 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

| Stage                   | ABTA Task                  | Select ABTA Task            | Area Plan Stage         | NTA Approval Point           | TII Engagement              |
|-------------------------|----------------------------|-----------------------------|-------------------------|------------------------------|-----------------------------|
| <b>0</b> Advance Stage  | Proposal to Undertake ABTA |                             |                         | NTA Agreement                |                             |
|                         | Tendering                  |                             |                         | NTA Agreement                |                             |
|                         | Tender Assessment          |                             |                         |                              |                             |
|                         | Appointment                |                             |                         |                              |                             |
| <b>1</b> Baseline       | Inception Meeting          |                             |                         | NTA Attendance               |                             |
|                         | Baseline                   | GAP/SWOT(C) Analysis        | AP Issues Paper         |                              | TII Initial Meeting         |
|                         | Baseline Report            |                             |                         | NTA Approval of Report       |                             |
| <b>2</b> Context        | Future Context             | Land Use Scenario(s)        |                         |                              |                             |
|                         | Objectives                 |                             | AP Sense Check          | NTA Agreement                | TII Input                   |
| <b>3</b> Measures       | Network Development        | Link Key Attractors         |                         |                              |                             |
|                         | Identification of Measures | ATI and PTS Sense Check     |                         |                              | TII Pre-Draft Meeting       |
|                         | Assessment of Measures     |                             | AP Sense Check          | NTA Agreement                |                             |
|                         |                            |                             |                         |                              |                             |
| <b>4</b> Preferred Plan | Preferred Package          | Appraisal Preferred Package |                         |                              |                             |
|                         | Draft LTP                  |                             | Draft AP                | NTA Approval of Draft Report | TII Input into Draft Report |
| <b>5</b> Final Plan     |                            | Consultation                |                         | NTA Submission               | TII Submission              |
|                         | Potential LTP Changes      |                             | AP Material Alterations |                              |                             |
|                         |                            | Consultation                |                         | NTA Submission               | TII Submission              |
|                         | LTP v AP Review            | AP Finalisation             | Final AP                | NTA/OPR Issues Arising       |                             |

# Key Stages & Deliverables/Outputs

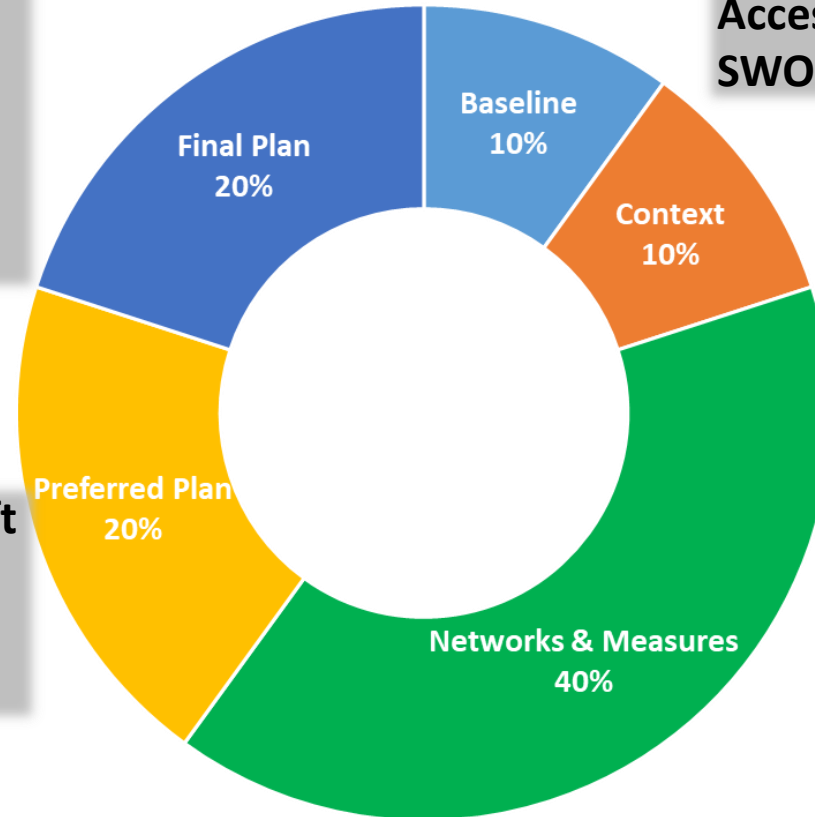
5. Final Transport Plan) post Consultation) – **Final Networks and Measures for each Mode, Implementation Plan (short/medium/longterm), Monitoring & Evaluation Plan**

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

2. Future Context Report – **(Vision) & Plan Objectives**

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

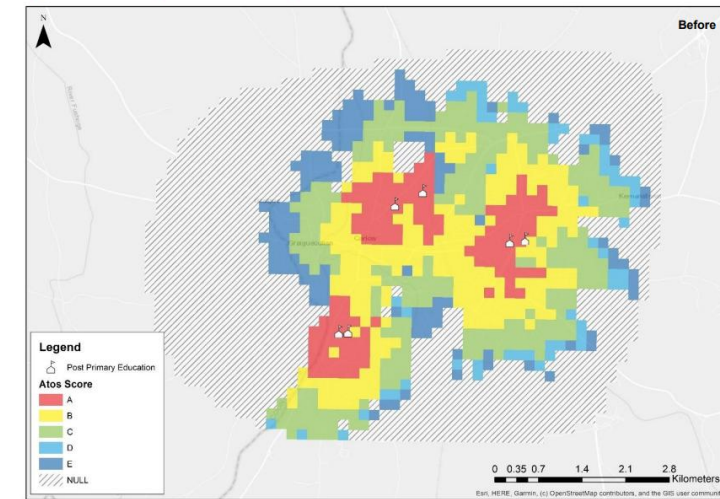
3. Network & Measures (all modes) Report – **Networks, Measures, & Measures Assessment**



# 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.

### Strengths

- 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.
- Strong policy basis for compact growth and prioritisation of sustainable transport.
- Many local policy frameworks for the town, including *Portlaoise 2040* (with URDF funding) and J17 National Enterprise Park Masterplan.
- *Portlaoise 2040* scheme and broader town centre renewal identified as NPF demonstration project.
- 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.
- Direct rail connectivity to Dublin, Cork, and Limerick, with a centrally located rail station.
- Robust Local Link offering, connecting Portlaoise to its hinterland.
- Excellent road connections; access to M7 motorway.
- Historic Town Core designated an Architectural Conservation Area.

### Opportunities

- Portlaoise is identified by RSES as one of the settlements for which a Local Transport Plan will be made.
- Opportunity to dramatically increase sustainable transport mode share for short journeys (<5km) through compact development and improving pedestrian and cycle network and other forms of micro-mobility.
- 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.
- 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.
- Considerable tourism potential, particularly along historic Main Street corridor, laneways and fully completed Triogue Way. Completion of cycle network may unlock further tourism potential.
- Opportunity for car-free and low car developments in line with the NPF and Sustainable Housing Guidelines.

### Weaknesses

- Community severance created by the road and rail network.
- Lack of formal transport hub to facilitate interchange between bus and rail services.
- Overall poor-quality environment for pedestrians and cyclists throughout the Study Area.
- Car-dominated town centre with on-street parking and a legacy of highways engineering.
- Areas intended for pedestrian use are subject to excessive street clutter, barriers across desire lines, and lack of safe crossings.
- Provision of amenities in Portlaoise have not kept pace with the rate of population growth.
- Poor wayfinding and legibility between different areas of the town.

### Challenges

- A change in the economic outlook and political climate leading to uncertainty about required capital infrastructure funding and private investment.
- 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
- Acknowledged "donut effect" within Portlaoise town centre.
- A 'Business as Usual' approach to land use, transport planning, sustainable transport provision and parking policy.
- If opportunities to rationalise parking provision are not taken, issues around congestion and car dependency are likely to worsen as population grows.

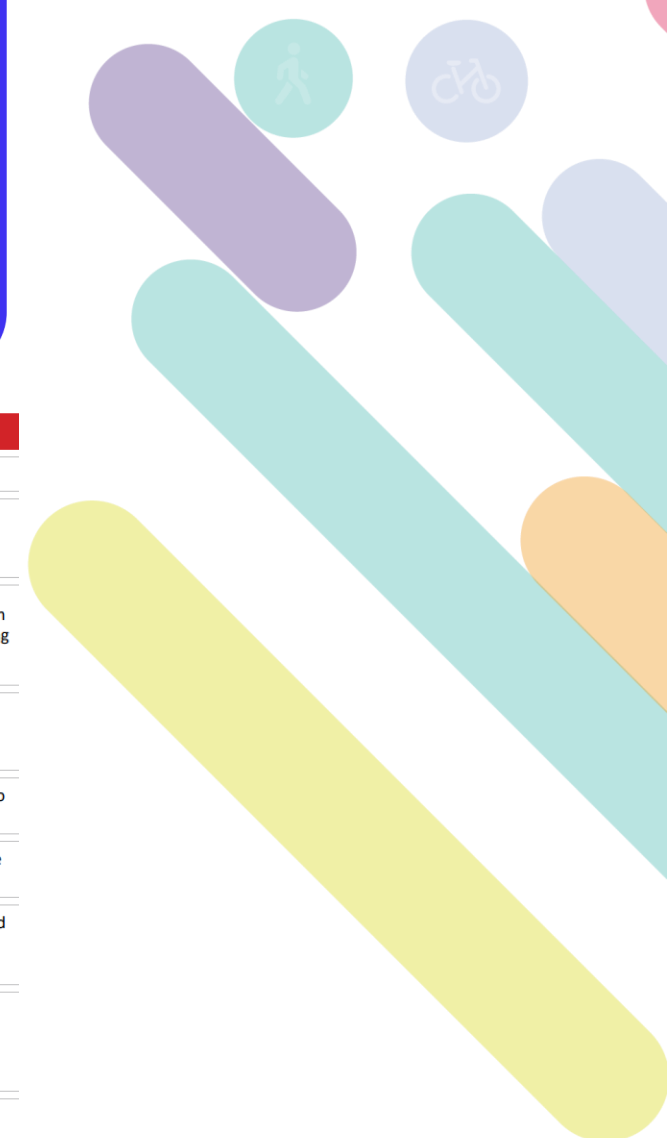
# Future Context

- 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

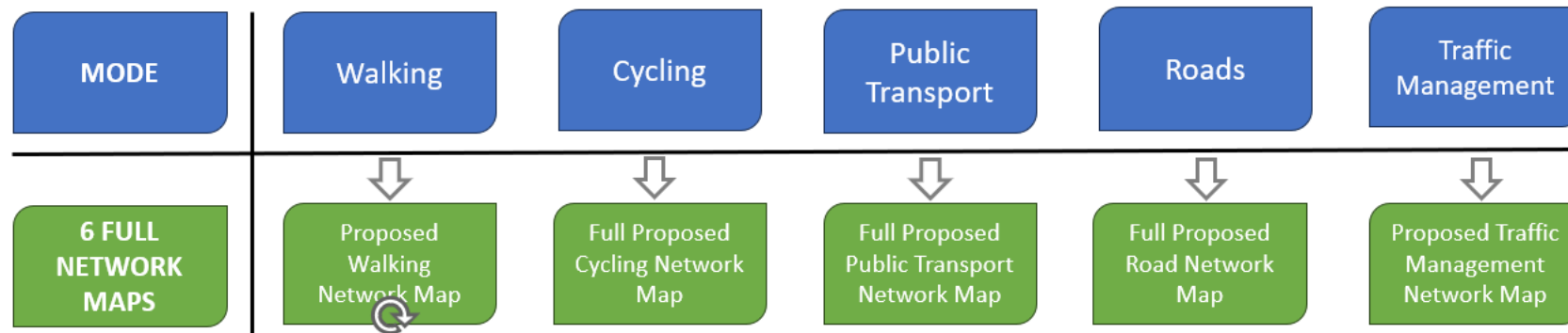
1. Increase the share of sustainable transport modes.
2. Improve the coherency, safety and reach of Dundalk's cycle network.
3. Develop an attractive public transport network for all users.
4. Prioritise walking and cycling by providing a safe environment to access schools and other parts of the network.
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)<br><br>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<br><br>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<br><br>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<br><br>Quality of Town centre streetscape /public realm – Rating Scale<br><br>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.



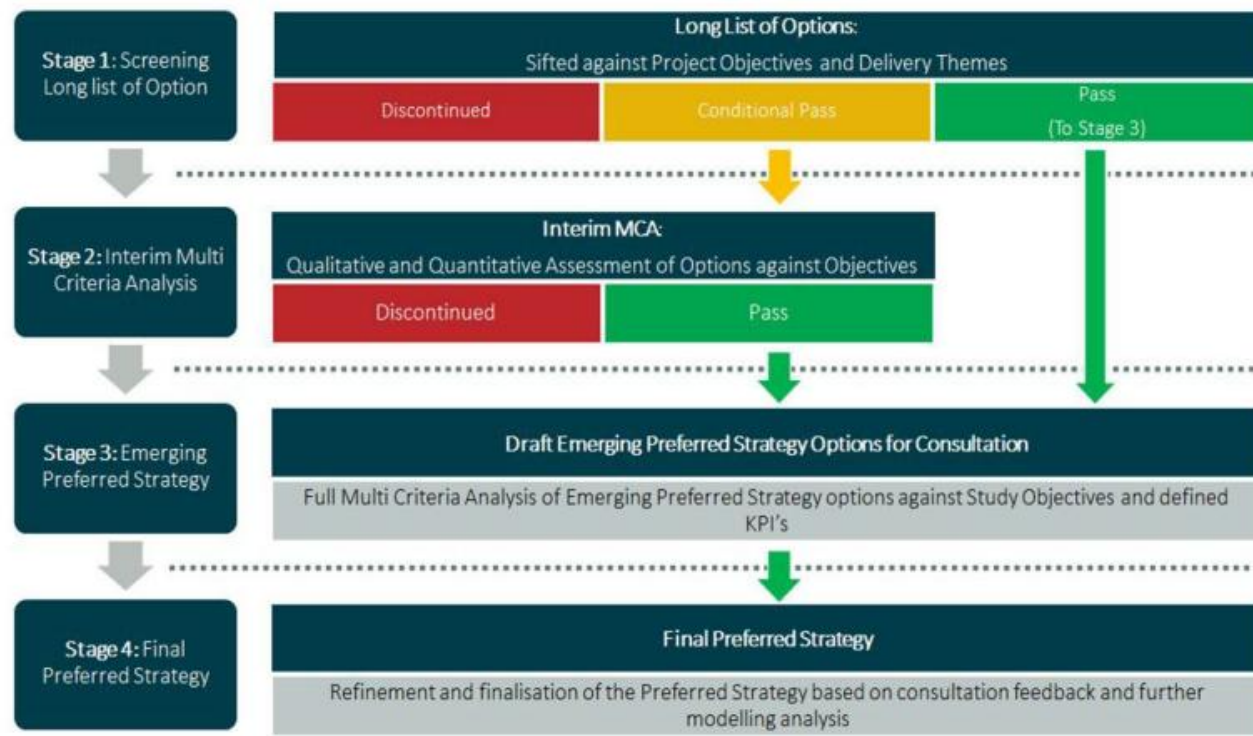
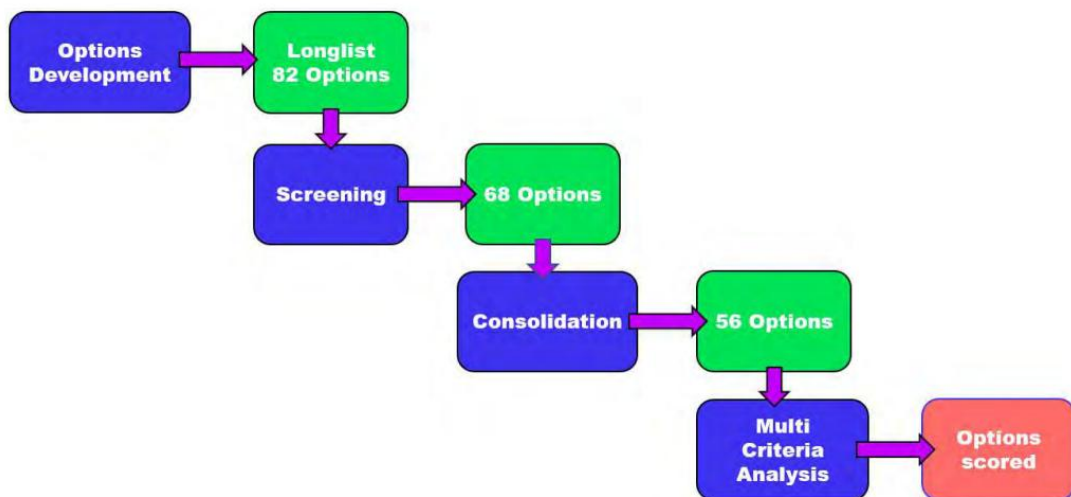
# Measures Development & Assessment

- Measures to build the Networks and to achieve the Objectives
- For all Modes and including supporting measures (behavior change initiatives, demand management)
- 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

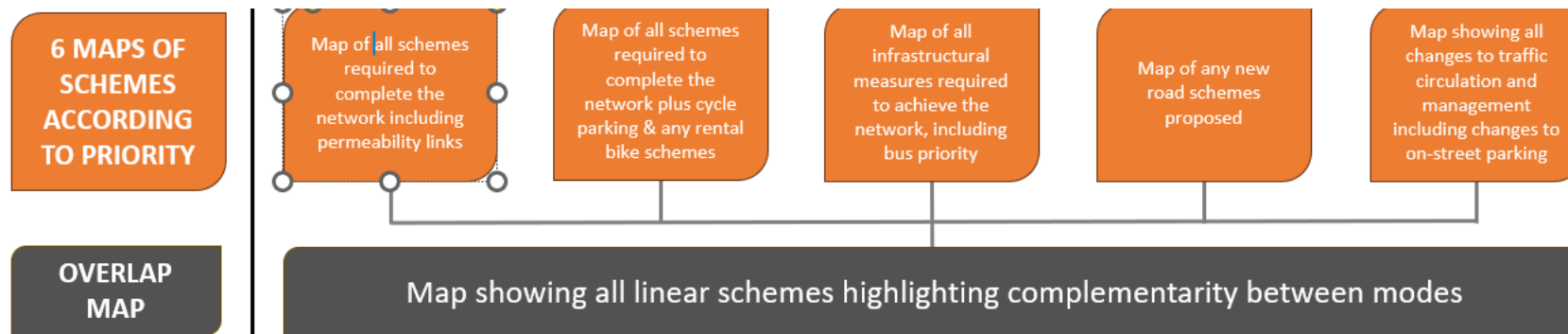


# Measures Assessment

- 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



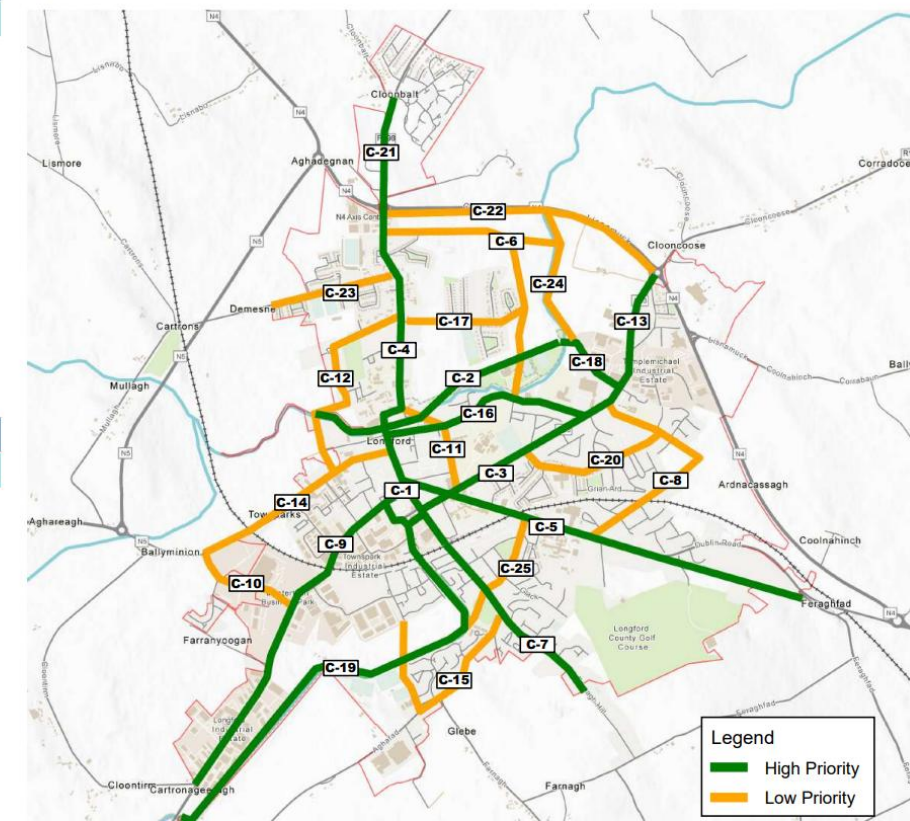
# Example – Prioritising measures

| Timeframe                             |   | Short Term<br>(Up to 2030) | Medium Term<br>(2030 to 2035) | Long Term<br>(2035-2040) |
|---------------------------------------|---|----------------------------|-------------------------------|--------------------------|
| Public Transport                      | Improvements to bus stop waiting infrastructure           | █                          |                               |                          |
|                                       | Delivery of a Mobility Hub at the train station           | █                          |                               |                          |
|                                       | Examine feasibility of a town bus service                 |                            | █                             | █                        |
|                                       | Ongoing support in the delivery of enhanced rail services | █                          |                               |                          |
|                                       | Ongoing support in the delivery of enhanced bus services  | █                          |                               |                          |
| Roads                                 | One-way traffic circulation system in the town centre     | █                          |                               |                          |
|                                       | Kenyon Street Car Park enhanced access                    |                            | █                             |                          |
|                                       | Planning and design for Road Schemes                      | █                          |                               |                          |
|                                       | Delivery of Road Schemes                                  |                            |                               |                          |
| Supporting Demand Management Measures | Town Car Club / Car Sharing Scheme                        | █                          |                               |                          |
|                                       | Dockless Town Bicycle Sharing Scheme                      | █                          |                               |                          |
|                                       | Safer Routes to School & School Mobility Plans            | █                          |                               |                          |
|                                       | Park & Stride initiatives                                 | █                          |                               |                          |
|                                       | 30pkh speed limit area                                    | █                          |                               |                          |
|                                       | HGV Weight Limit restriction in the town centre           | █                          |                               |                          |

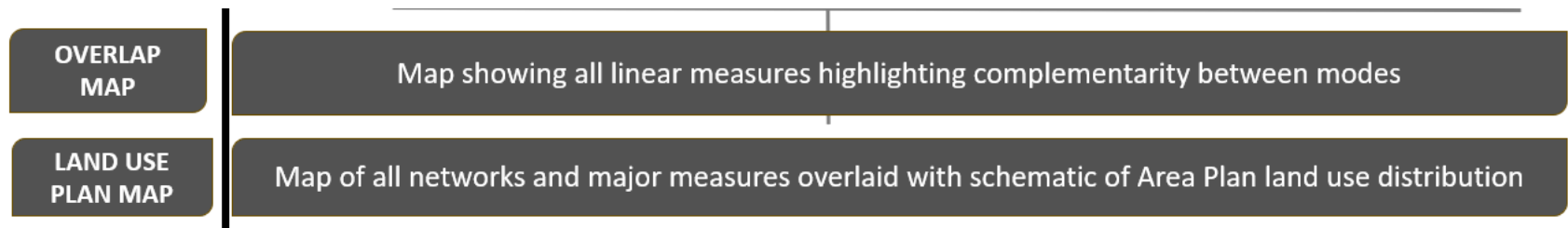
| Priority 1 Schemes |   |           |        |
|--------------------|---|-----------|--------|
| No.                | Scheme  | Timeframe | Cost   |
| C-1                | Main St Cycle Route (From Bridge Street to Train Station)                                 | Medium    | Medium |
| C-2                | 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 Abbeycarton 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 |

| 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               | Abbeycarton Lane   | Medium    | Medium |
| C-20               | Ardnacassa   | Medium    | Medium |
| C-22               | N4   | Medium    | Medium |

Figure 8.3: Priority 1 and Priority 2 cycle route schemes



# Land Use & Transport Integration



- 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'

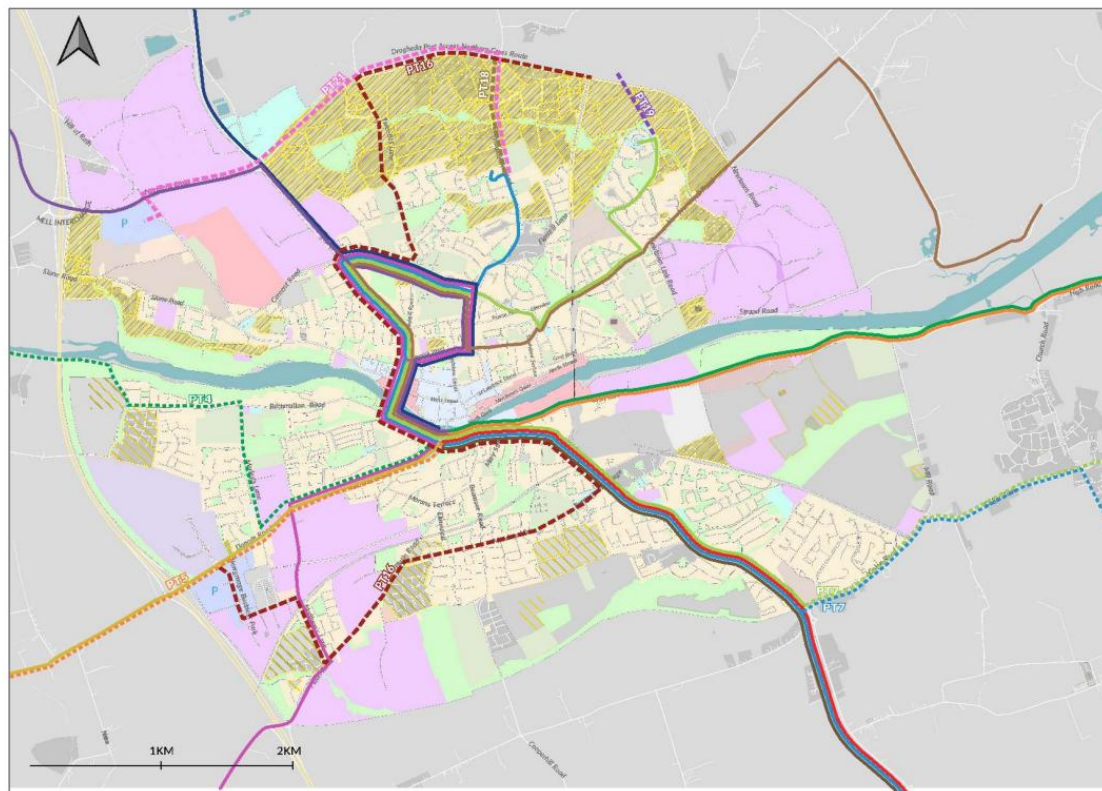


Figure 2-20: Town Bus Service Options- Proposed Route Extensions – Land Use Overlaid

# Draft Plan- check list

SWOC & Future Context

Objectives

Networks for all modes (maps)

Measures for all Modes (Prioritised/Phased & Maps)

Preferred Plan & Landuse (Maps)

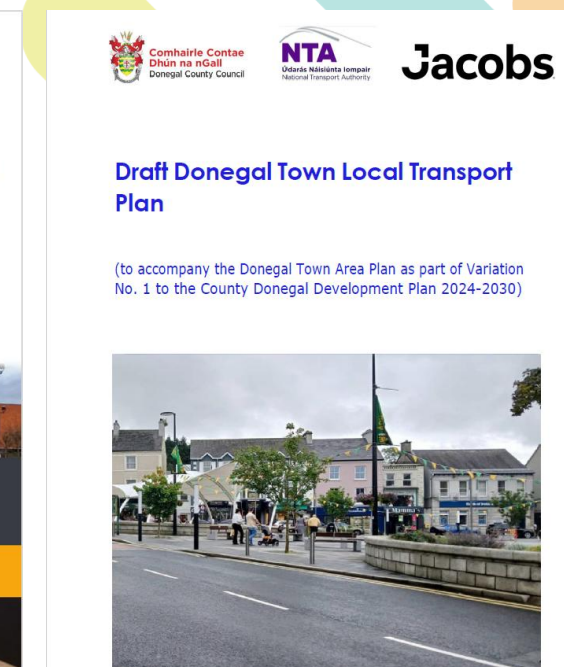
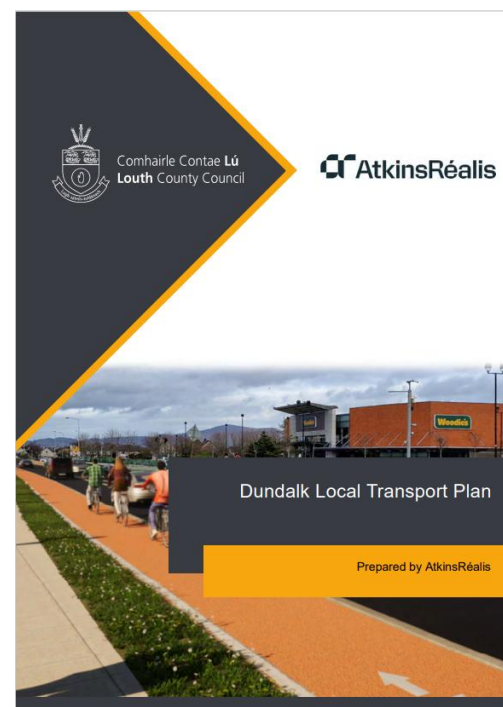
Monitoring & Evaluation Plan

SEA/AA

Consultation

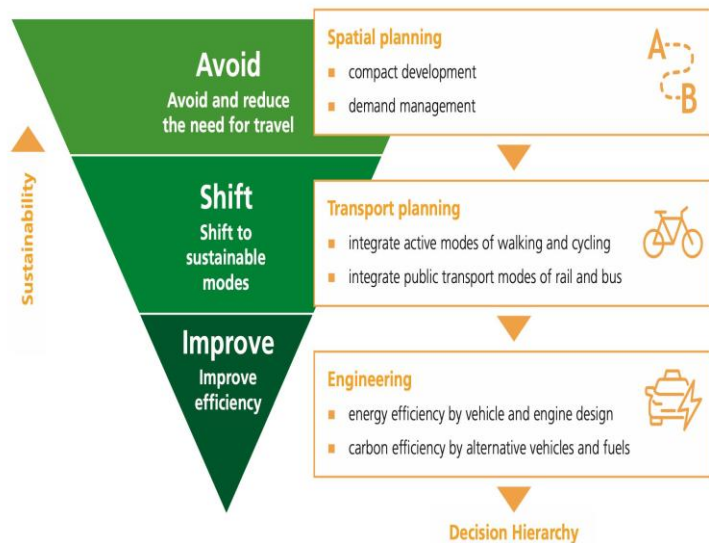
# Final Plan

- 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



# 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  
(different scale, goods, movement, measures v options, consultation, implementation & monitoring)
- 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



# Moving Forward - SUMP

- SUMPs first introduced in the 2013 Urban Mobility Package as the first set of unified European Guidelines for developing integrated, citizen-driven urban mobility plans
- The EC defines SUMP as *A Sustainable Urban Mobility Plan is a strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life. It builds on existing planning practices and takes due consideration of integration, participation, and evaluation principles.*
- Third Edition of SUMP Guidelines recently published



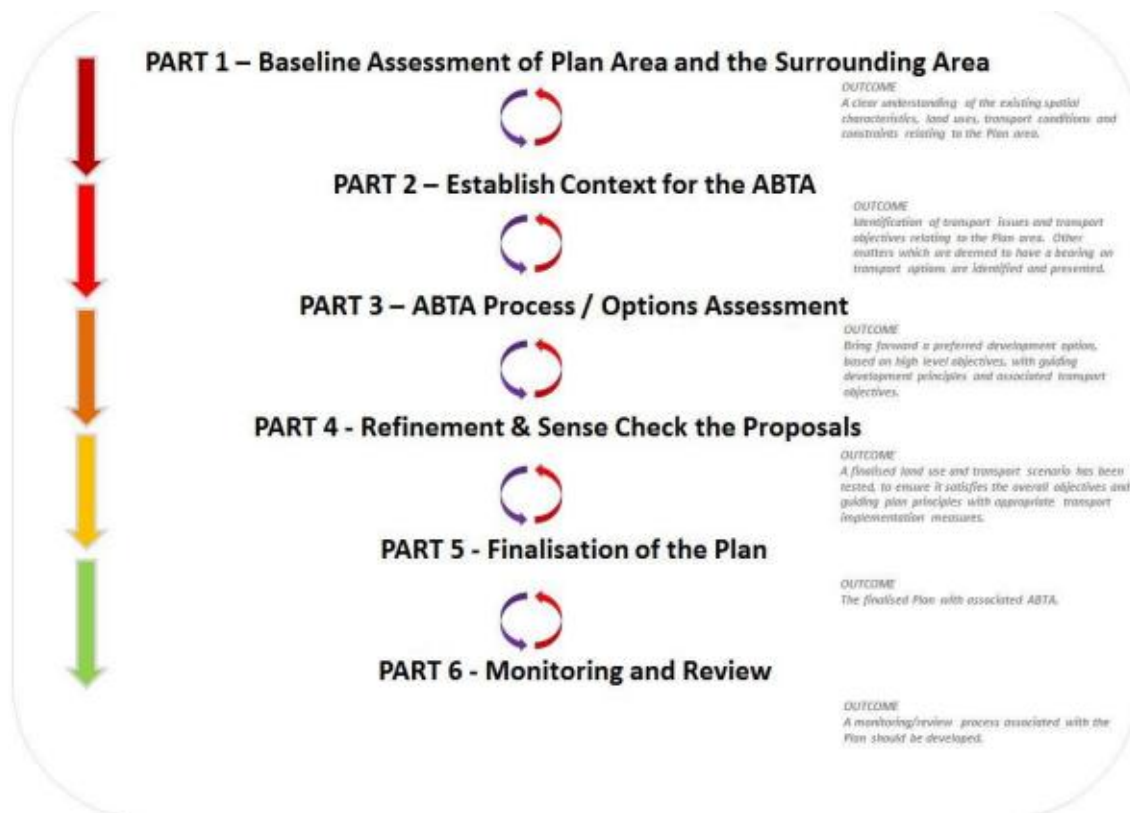
EU Urban Mobility Observatory  
**GUIDELINES FOR  
DEVELOPING AND IMPLEMENTING  
A SUSTAINABLE URBAN MOBILITY PLAN**

# SUMP at a European Level

- Revised TEN-T Regulations (24/1679) (Article 41) requires that SUMPs are prepared for 'Urban Nodes' includes guidelines for their preparation (Annex V)
- Dublin, Cork, Galway & Limerick
- Ireland obligated to establish a '*SUMP Programme Management Office*' co-ordinated by the NTA & the Department of Transport, with the aim of supporting urban nodes to adopt and implement SUMPs
- DG Move of the EC has established an Expert Group on Working Mobility and provides SUMP Training, NSSP Workshops, CEF financing and provides TEN-T Coordination
- Work is also underway to develop an Irish methodology for Sustainable Urban Logistics Plans (SULPs). Focusing specifically on urban freight, SULPs on an EU-Level have been incorporated into SUMPs as a framework to freight & logistics movement in urban areas.



# Area Based Transport Assessments VS Sustainable Urban Mobility Plans



# Developing SUMP Guidance for Ireland

- Ensure alignment, as appropriate, with the EC SUMP Guidelines 3<sup>rd</sup> Edition
- Adapt this to context in Ireland
- Address lesson from the LTP programme
- Provide guidance on how the process can be adapted to different scale of plan
- NTA SUMP Guidance anticipated by end of 2026



# Questions

