



Tionól Réigiúnach an Deiscirt
Southern Regional Assembly



Welcome to the Regional Sustainable Mobility Webinar.

The event will begin at 9:30am.



An Roinn Iompair
Department of Transport



Oifig an
Rialaitheora Pleanála
Office of the
Planning Regulator



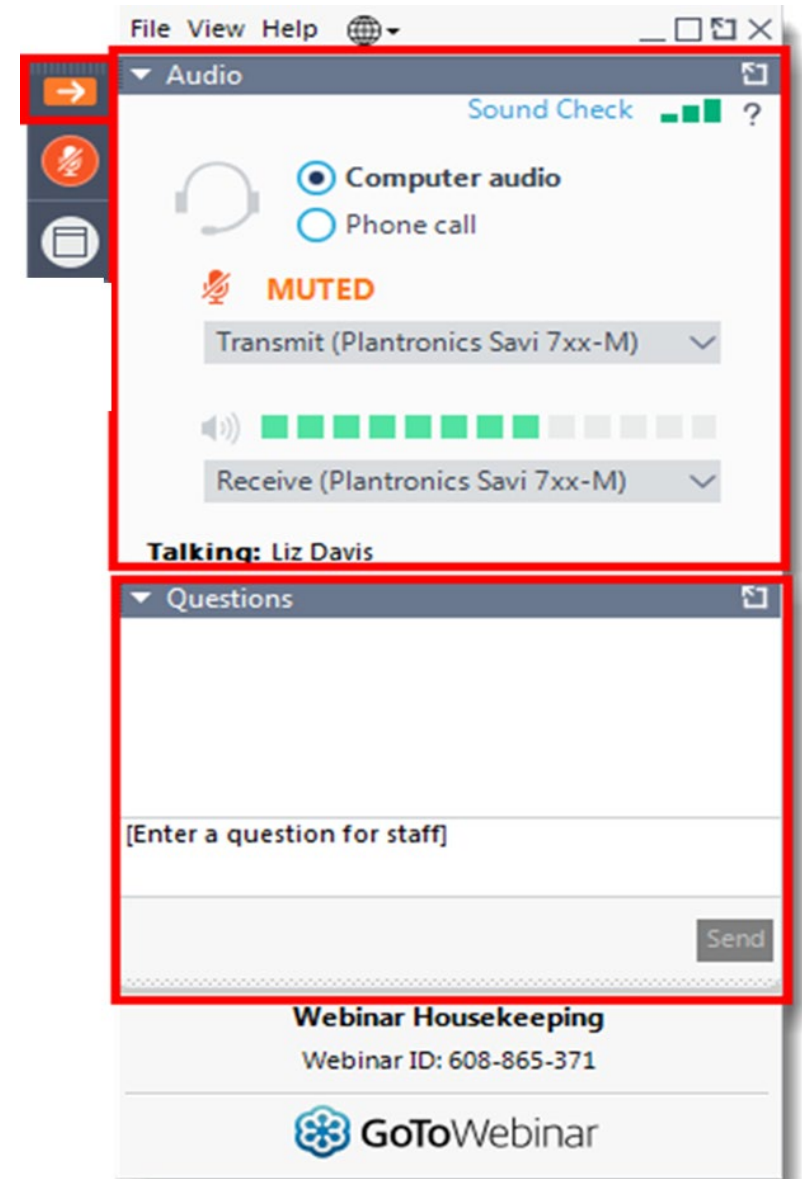
Housekeeping

You can open and close your control panel using the **orange arrow** at the top of the panel.

As this is a Regional Informational event, you will be muted and unable to share your webcam during this session.

We encourage you to ask **questions**. You can do this by typing your questions into the questions box in your control panel clearly marked **enter questions for staff**

We will endeavour to answer as many questions as possible today. Any questions we do not answer will be forwarded to the relevant presenter and responses to these questions will be addressed at the more localised events you will hear about later today.



Agenda

- **Keynote Address**
Mr Eamon Ryan T.D., Minister for the Environment, Climate, Communications and Minister for Transport
- **Regional Spatial & Economic Strategy Implementation & 10 Minute Cities & Towns**
Kevin Lynch, Assistant Director, Regional Planning Division, Southern Regional Assembly
- **Department of Transport National Sustainable Mobility Policy**
Garret Doocey, Principal Officer, Public Transport Investment & Sustainability Division, Sustainable Mobility Investment & Policy Division, Department of Transport
- **Department of Transport National Transport Demand Management Framework**
Aoife O'Grady, Climate Action and Communications, Department of Transport
- **Coffee Break**
- **Department of Transport National Investment Framework for Transport in Ireland & Common Appraisal Framework Update**
Tomas Campbell & Kyle Moore, Assistant Principal Officers, Strategic Research & Analysis Division, Department of Transport
- **National Transport Authority & Transport Infrastructure Ireland Area Based Transport Assessments**
Owen Shinkwin, Strategic Planning, National Transport Authority & Tara Spain, Head of Land Use Planning, Transport Infrastructure Ireland
- **What's next?**
David Kelly, Director, Southern Regional Assembly





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Implementation of the Regional Spatial and Economic Strategy (RSES) for the Southern Region:

Sustainable Mobility and Supporting 10 Minute Cities and Towns

Kevin Lynch
Assistant Director/Senior
Planner



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Department of Transport

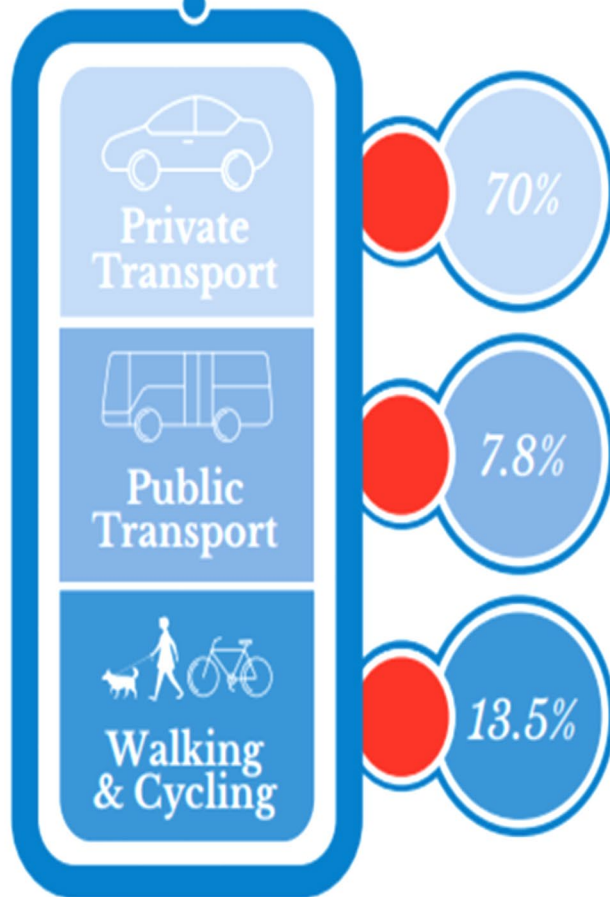


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Rialaitheora Pleanála
Office of the
Planning Regulator

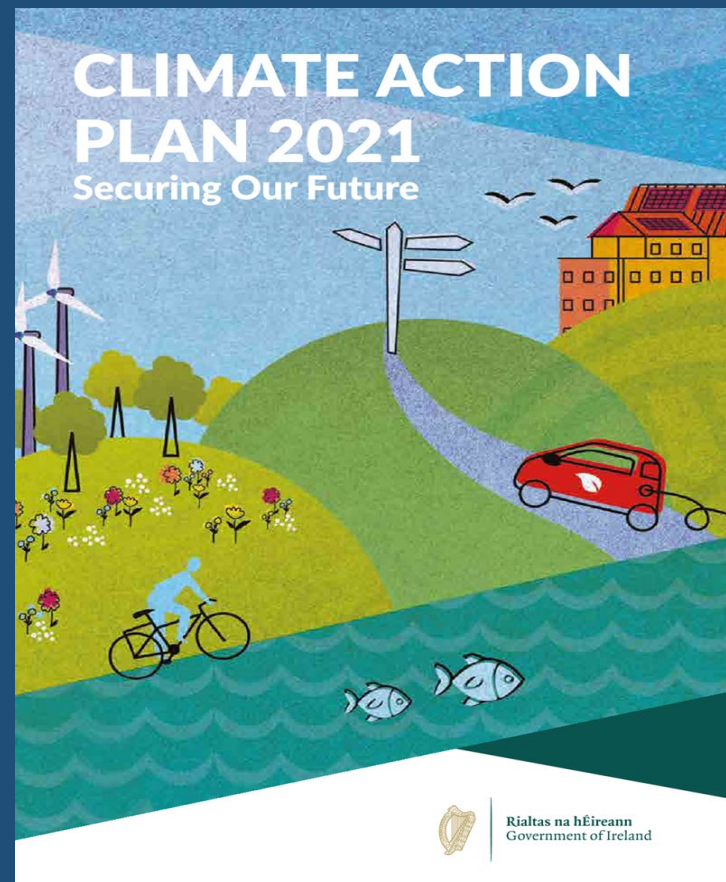
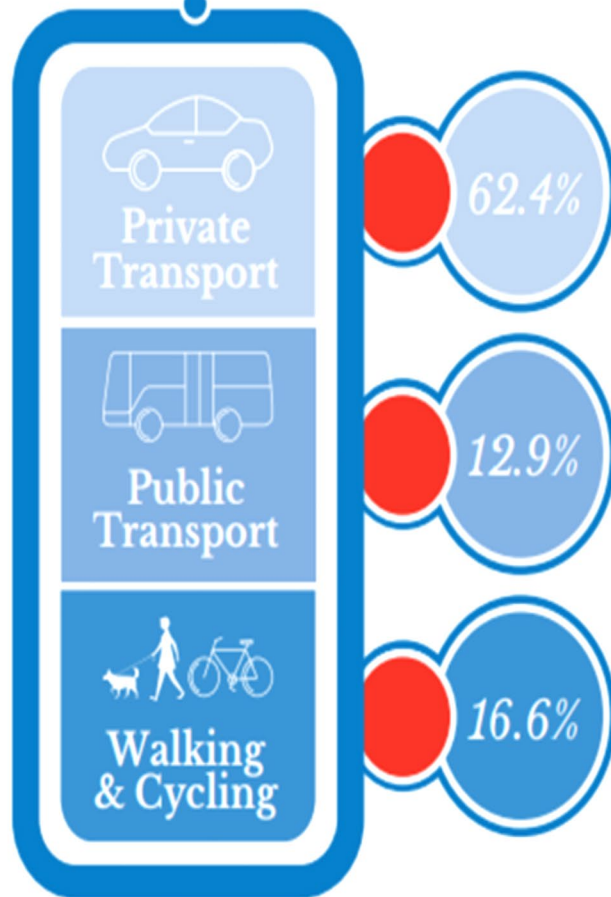


Mode of Travel to Work

Southern Region

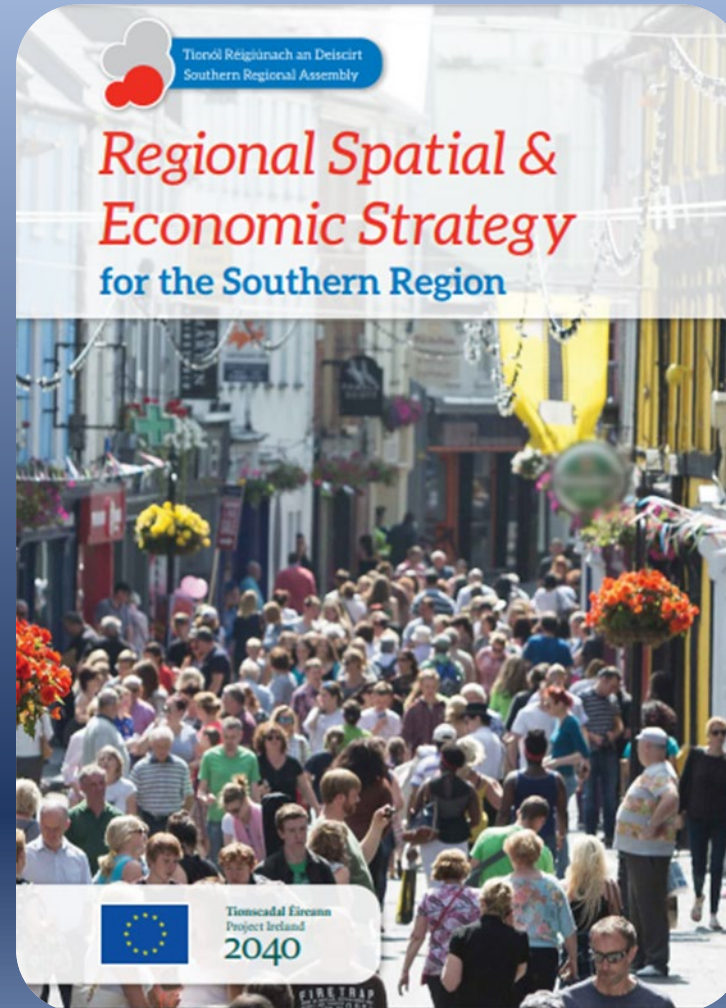


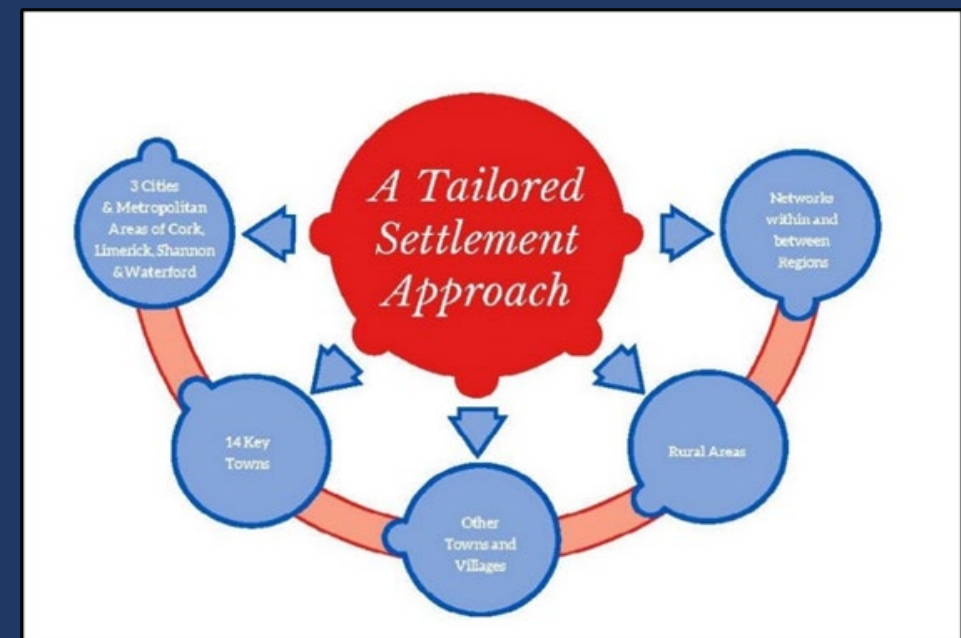
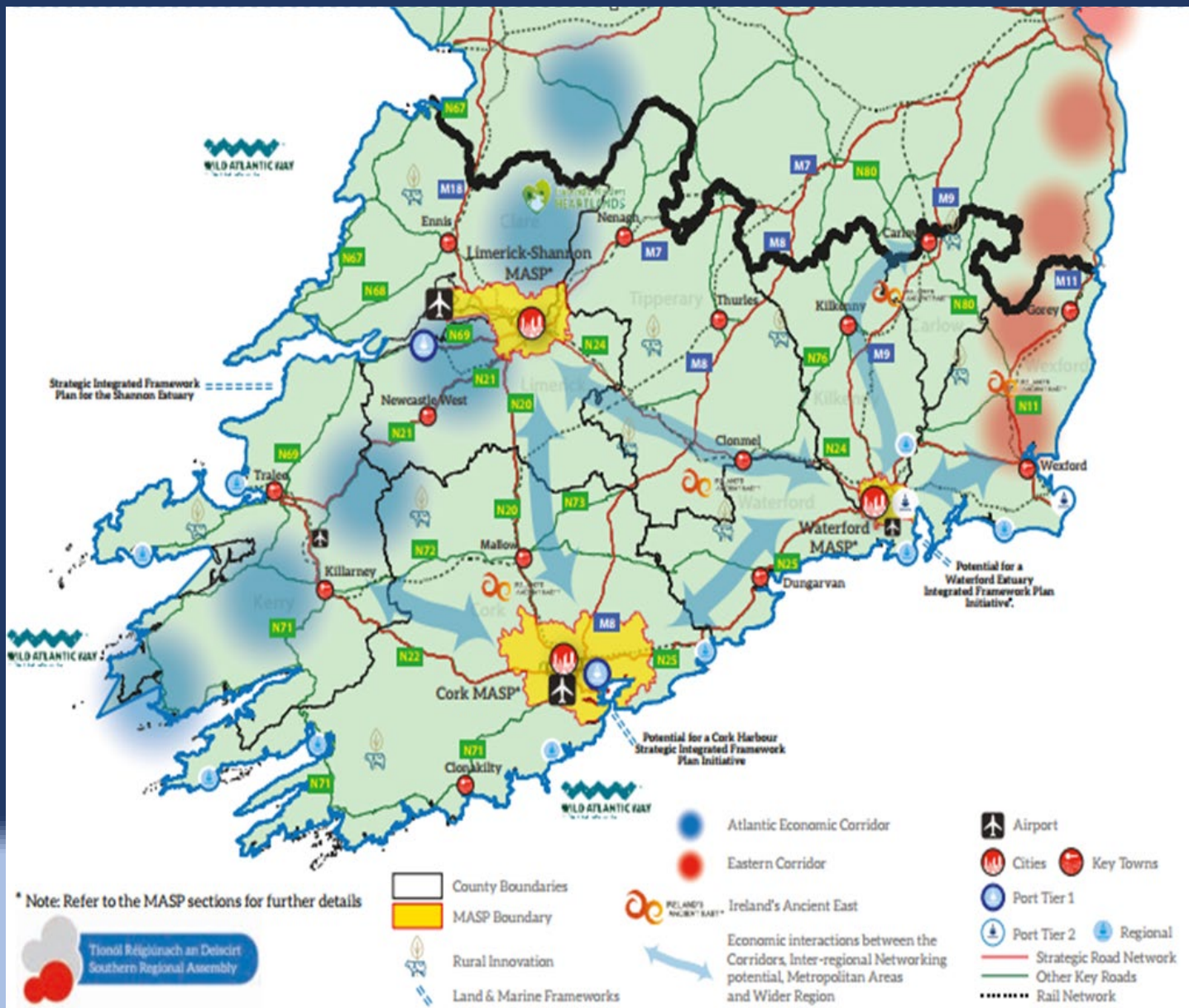
State



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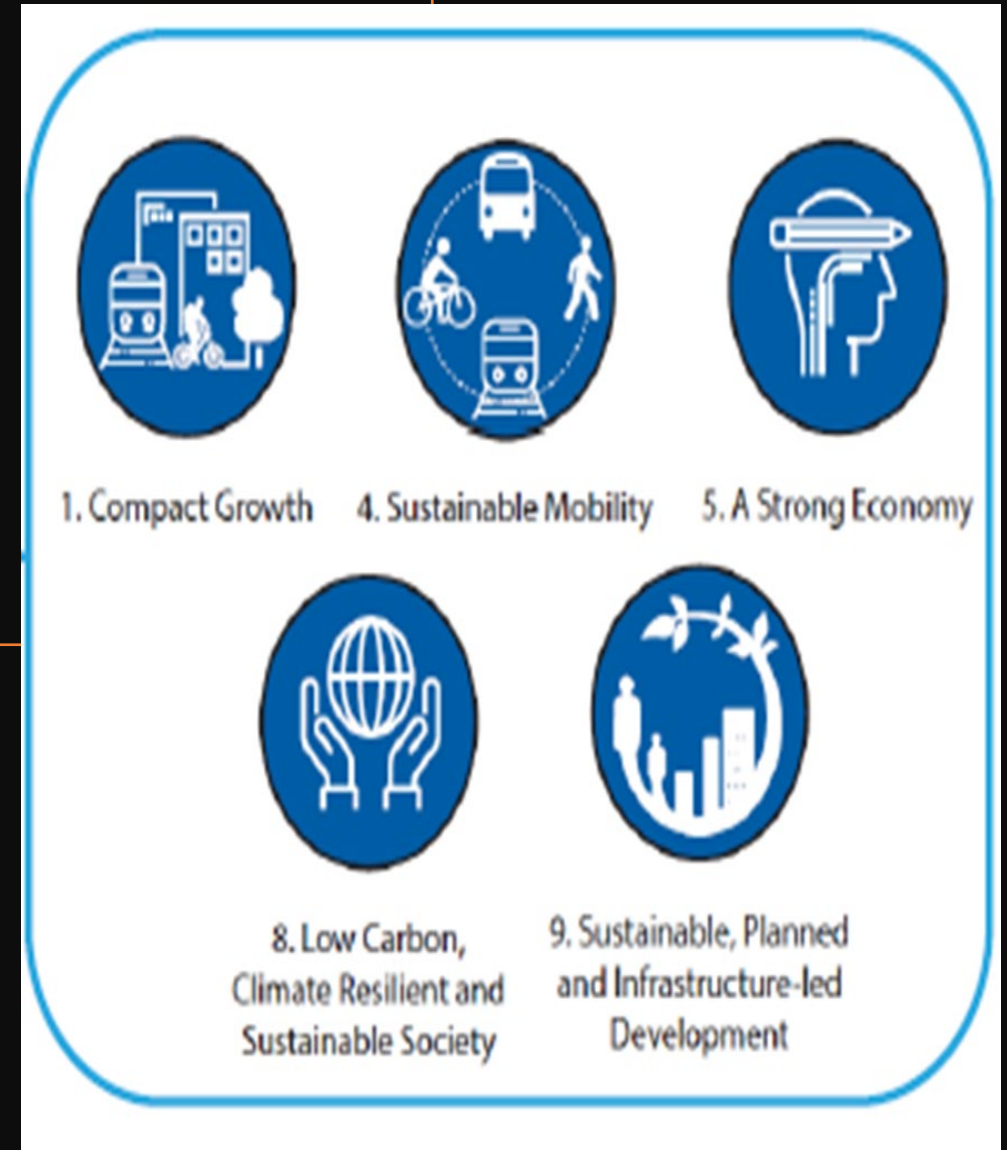
Regional Spatial & Economic Strategy (RSES)

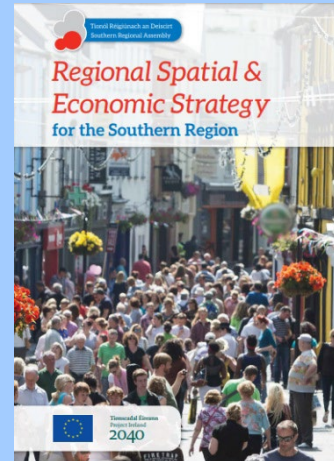




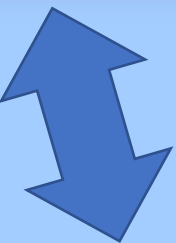
Strategy

THE SOUTHERN REGION'S STRATEGY IS TO BUILD A STRONG, RESILIENT, SUSTAINABLE REGION BY:





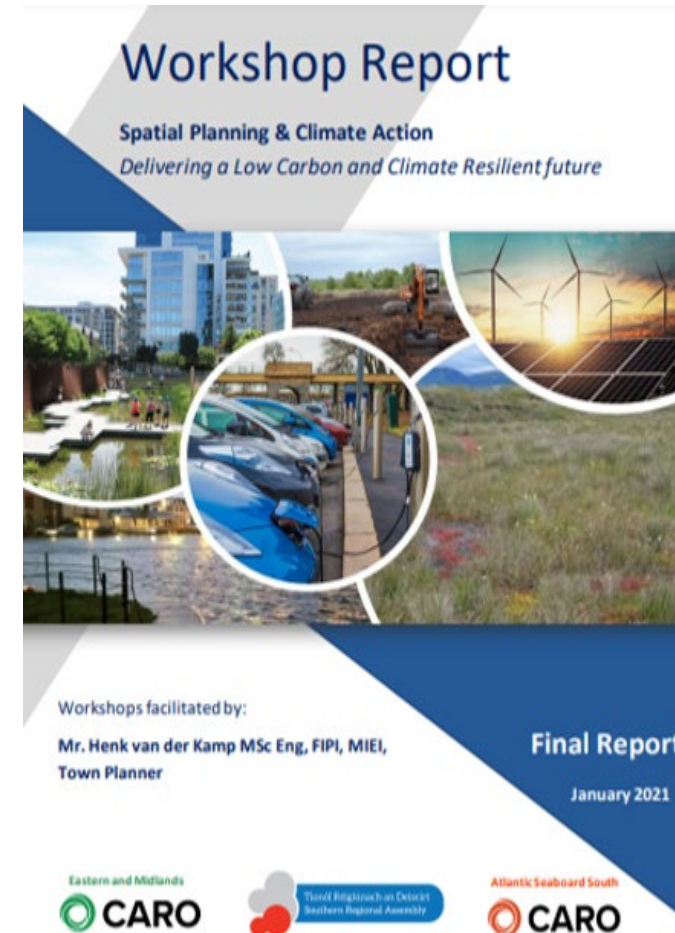
**Regional Transport
Strategy
of the RSES**

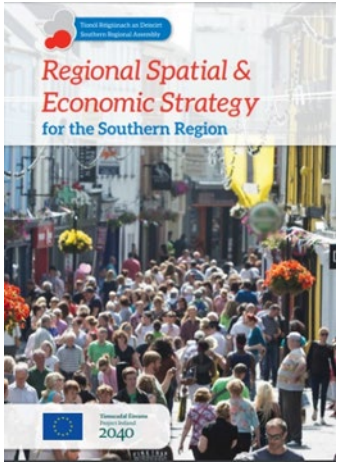


Opportunities for Further Workshops and Training in 2022 for Sustainable Mobility Actions



Past Positive Example of CARO, SRA and Local Authority Workshop Outputs for Sustainable Planning and Climate Action





Regional Policy Objectives Guiding City and County Development Plans

Examples

RPO 91
Decarbonisation in
the Transport
Sector

RPO 151
Integration of Land
Use and Transport

RPO 152 Local
Planning
Objectives

RPO 157 Local
Transport Plans

RPO 159 Enabling
Access for All

RPO 160 Smart and
Sustainable
Mobility

RPO 161 Smart
Mobility

RPO 162 Multi-
Modal Travel
Integration

RPO 164
Metropolitan Area
Transport
Strategies

RPO 176 10-
Minute City and
Town Concepts

INTERREG EUROPE MATCH-UP PROJECT



Fostering Low Carbon Multi Modal
Urban Mobility



European Union
European Regional
Development Fund

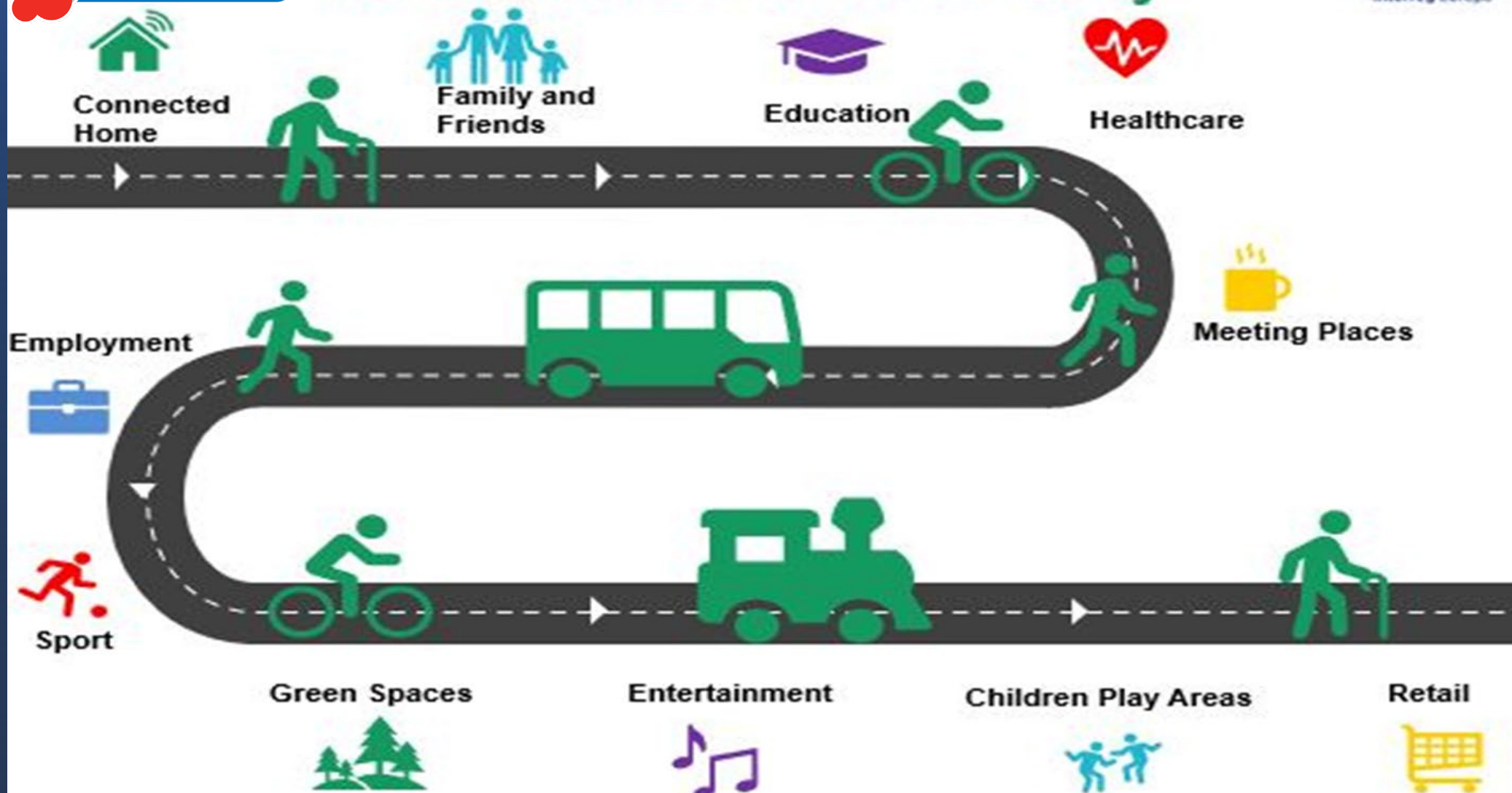




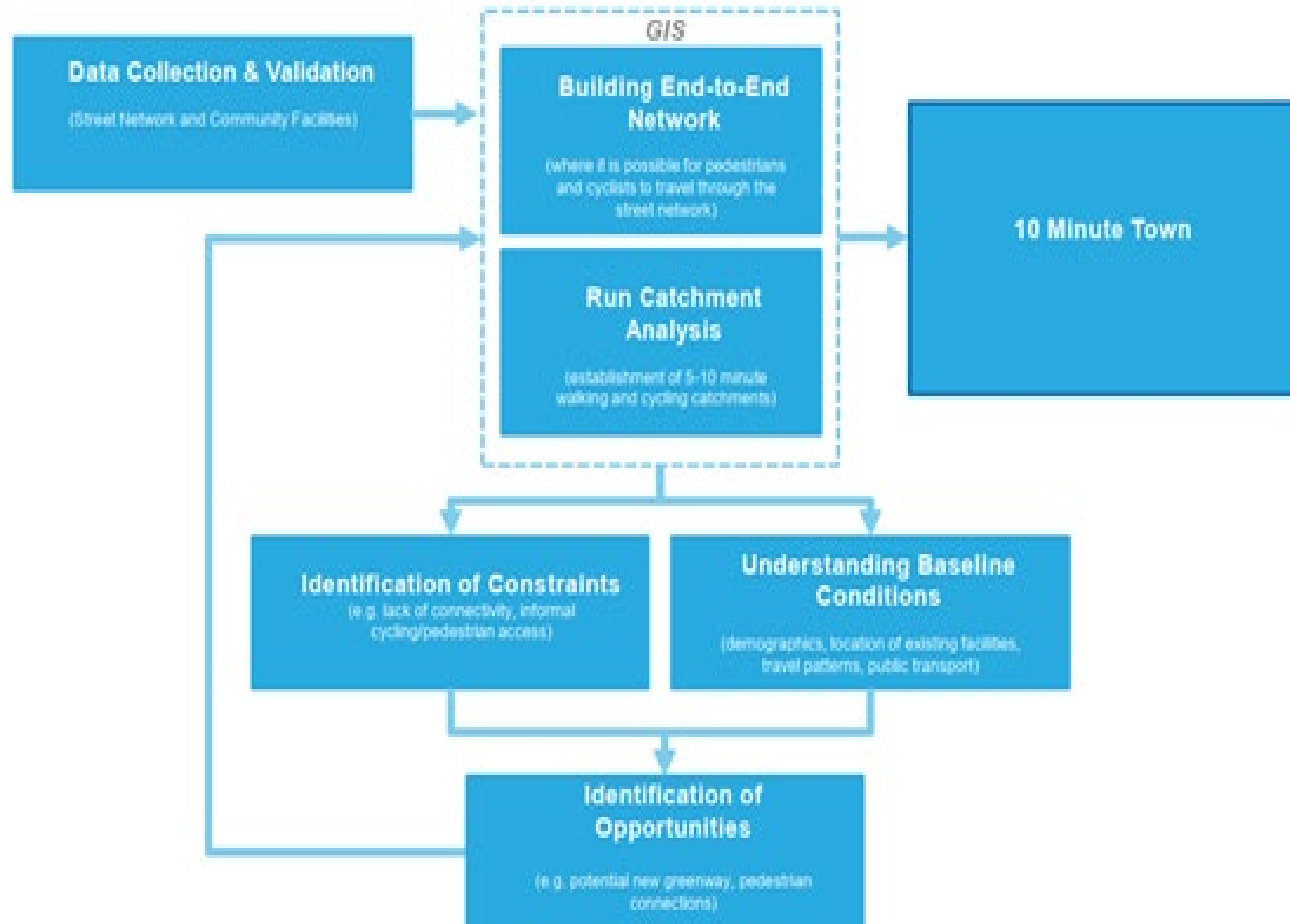
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10 Minute Town & City

MATCH-UP
Interreg Europe



10 Minute Town Framework



ARUP



<http://www.southernassembly.ie/eu-projects/MATCH-UP>

<https://www.southernassembly.ie/regional-planning/rses-implementation/10-minute-towns>



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Sustainable Mobility and “10 Minute City & Town” concepts in the Southern Region Draft Implementation Plan





Thank you

Kevin Lynch



www.southernassembly.ie



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[@SouthernAssembl](https://twitter.com/SouthernAssembl)

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Department of Transport

Sustainable Mobility Policy

Regional Sustainable Mobility Webinar
31 January 2022

Presentation Outline

1. Policy target
2. Alignment with existing frameworks
3. Stakeholder engagement
4. Policy structure
5. Draft Framework
6. Funding
7. Goal 9 draft actions (transport-led development)
8. Transport-led development around Ireland
9. Next steps

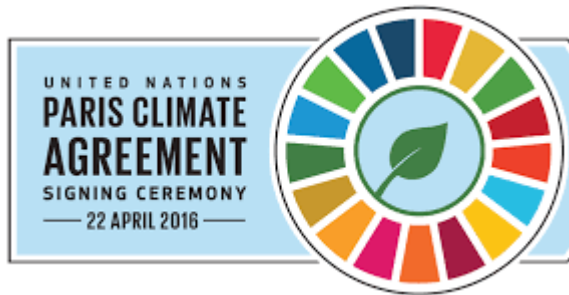
What is our target?



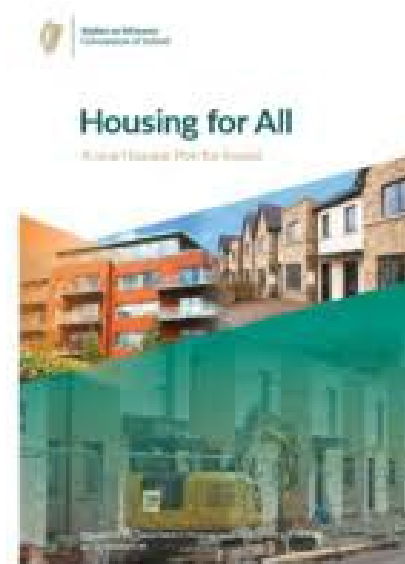
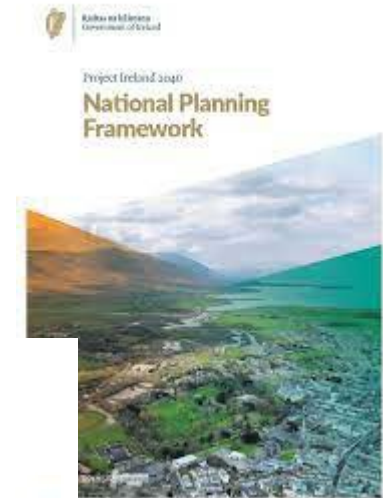
500,000
additional daily
active travel and
public transport
journeys by 2030

Alignment with existing frameworks

International



National



Bilateral stakeholder engagement

**Road
Safety
Authority**

Cyclist.ie

Department of
Housing, Local
Government
and Heritage

IBEC

**Comhairle
na nÓg**

NTA

TII

Dublin

Commuter
Coalition

Department
of Rural and
Community
Development

**Iarnród
Éireann**

SPSV
Advisory
Committee

TCD

**TU
Dublin**

Accessibility
Consultative
Committee

Smart Dublin

LDA

Department of
Public Expenditure
and Reform

**Sport
Ireland**

CRR

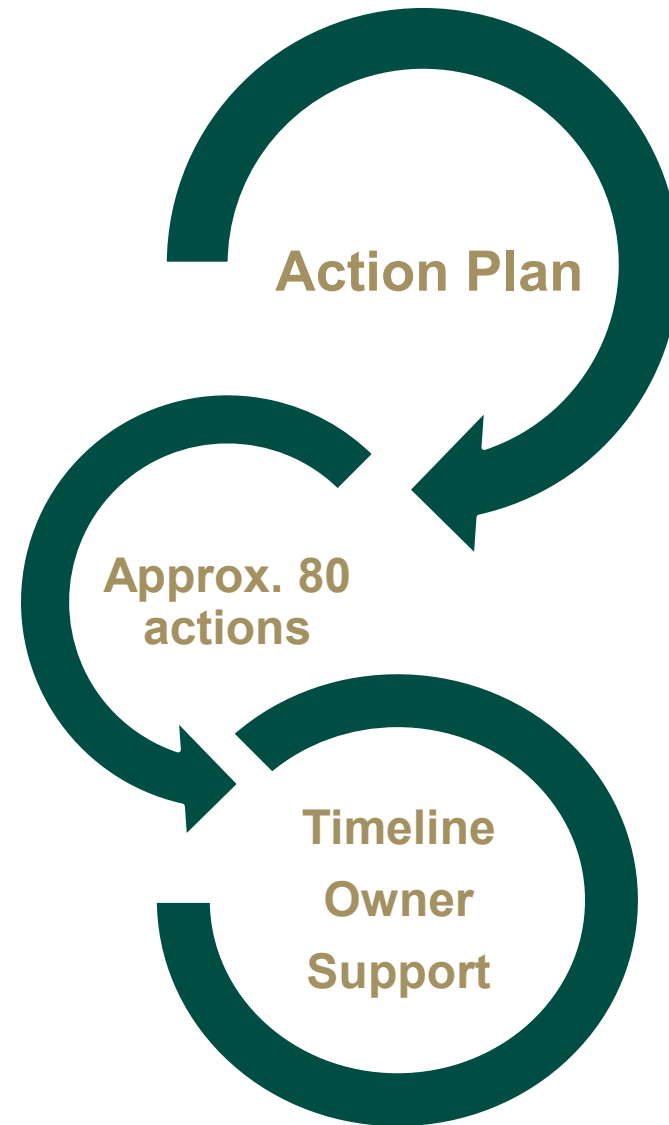
**Chambers
Ireland**

Regional
Assemblies

CCMA

Irish
Pedestrian
Network

Policy Structure



Vision

To connect people and places with sustainable mobility that is safe, green, accessible, and efficient.

Draft Policy Framework

Principles			
Safe and Green mobility		People Focused Mobility	Better Integrated Mobility
Goals	1: Ensure continued mobility safety.	6: Take a whole of journey approach to mobility, promoting inclusive access for all.	9: Better integrate land use and transport planning.
	2: Decarbonise public transport.	7: Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.	10: Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.
	3: Expand availability of sustainable mobility in metropolitan areas.	8: Promote sustainable mobility through research and citizen engagement.	
	4: Expand availability of sustainable mobility in rural and regional areas.		
	5: Encourage people to choose sustainable mobility over the private car.		

How will it be funded?

Capital

- €35 billion funding for transport under *National Development Plan 2021-2030*.

Current

- PSO expenditure allocations through annual Budgetary process.

GOAL 9: Better integrate land use and transport planning

DRAFT ACTIONS

NEW/EXPANDED ACTIONS

72. Extend the **statutory transport planning remit** of the National Transport Authority to the metropolitan areas of Cork, Galway, Limerick and Waterford.
73. Ensure that the statutory reviews of the ***Regional Spatial and Economic Strategies*** include an analysis of land use development potential based on accessibility to each region's proposed core public transport network.
74. Prepare and commence implementation of **Local Transport Plans** for regional growth centres and key towns having regard to the Area Based Transport Assessment Guidance Note.

CONTINUING ACTION

75. Deliver **metropolitan area transport strategies** in the cities.

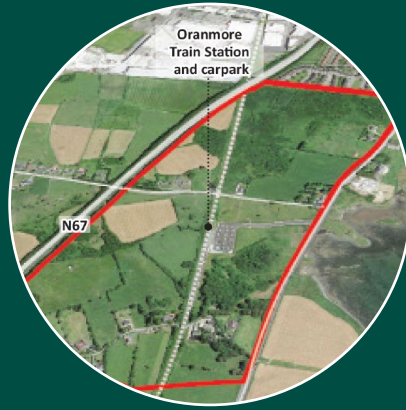
COMPLEMENTARY ACTIONS IN HOUSING FOR ALL

76. Establish a working group of the DHLGH, the D/Transport, NTA and LDA to consider opportunities for **transport-led development** in our major urban centres. (HfA Policy Objective 26.1)



Adamstown

Dublin



Oranmore

Galway



Colbert
Station

Limerick



North
Quays

Waterford




Cork
Docklands

Cork

Transport-led development around Ireland

Next steps

- 
- Inter Departmental Working Group established
 - Publish new Sustainable Mobility Policy in Q1



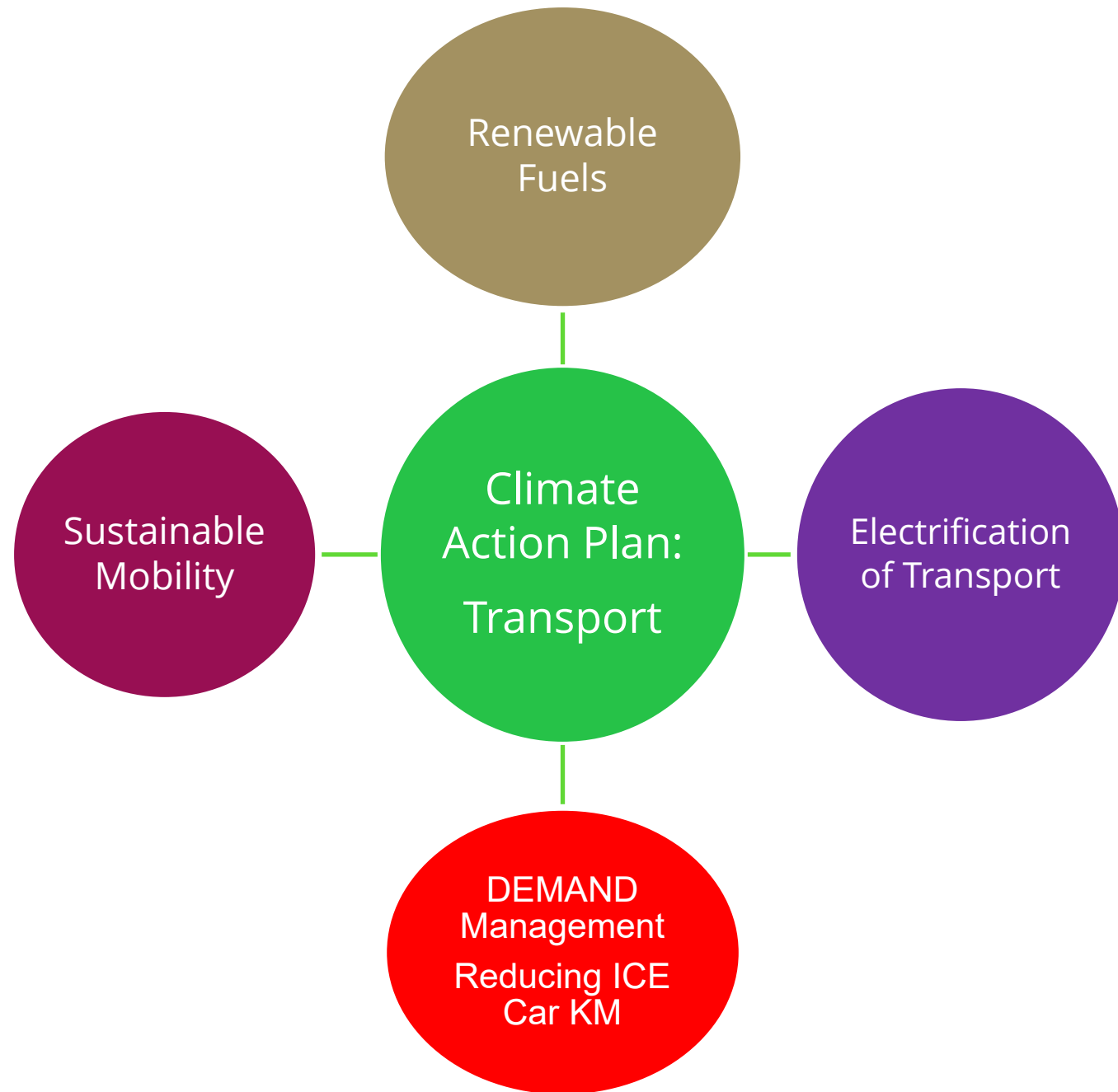
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Department of Transport

Thank you












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Department of Transport

Demand Management: developing a regional framework



Key Mitigation Measures included in CAP21

Measure	2025	2030	CO ₂ Emissions
    	<ul style="list-style-type: none"> 175,000 20,000 700 300 Expanding electrified services 	<ul style="list-style-type: none"> 845,000 95,000 3,500 1,500 Expanding electrified services 	<ul style="list-style-type: none"> - 2.69 MT -0.18 MT -0.3 MT -0.32 MT -0.06 MT
	B12:E10	B20:E10	-1.17 MT
 	125,000 additional daily sustainable trips and rolling out of suitable DM measures	500,000 additional daily sustainable trips and <u>reduce ICE car kms by min 10, max 25%</u>	c 1.4 MT
	Undertake a programme of work to review progress and further refine measures, seeking to deliver an additional c0.9 MT CO2 reduction by 2030 in a fair and equitable manner		0.9 MT

CAP 2021 Actions - DM



250a

Examine the role of demand management measures in Irish cities, including low emission zones and parking pricing policies;

- *(Publish findings of the Demand Management study - done)*

250b

Examine the role of demand management measures in Irish cities, including low emission zones and parking pricing policies; Based on findings of study identify regulatory barriers to Demand Management measures and develop proposals to address them

- *(Publication of high level document D/Transport Q4 2022)*

258b

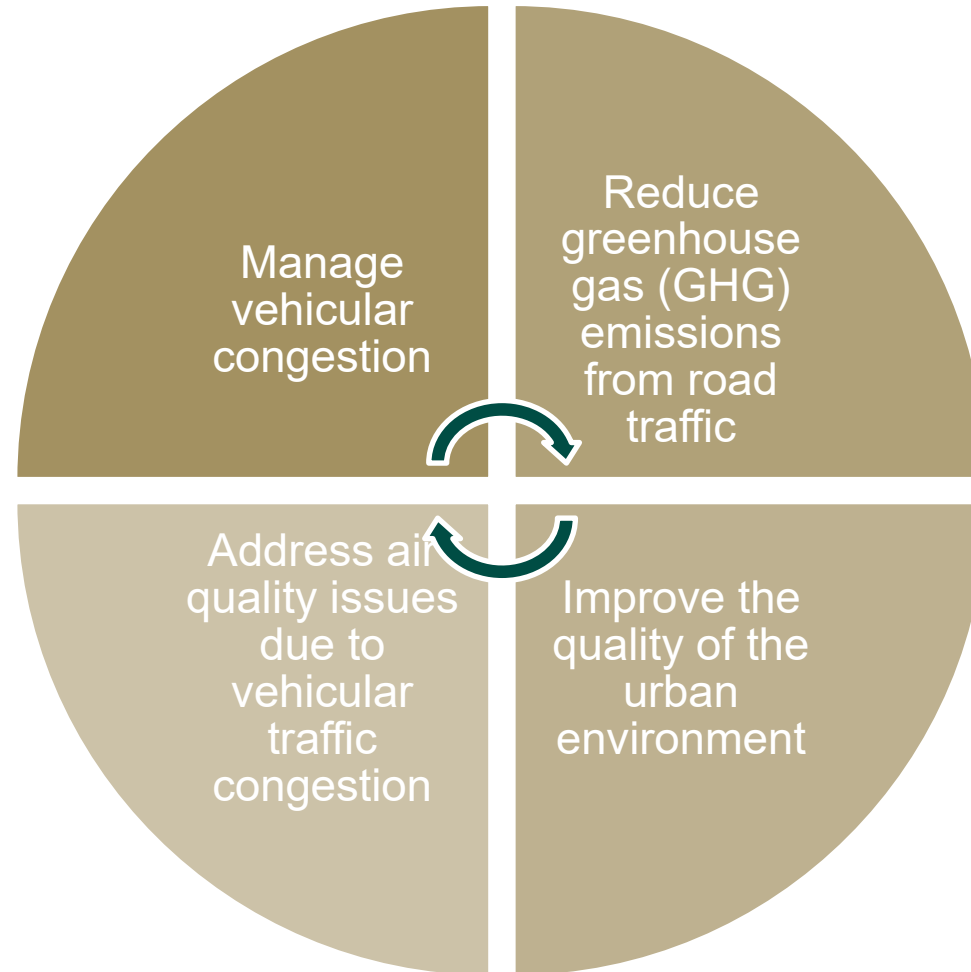
Advance Demand Management Measures Identify a pathway for the implementation of demand management measures

- *(Identification of pathway Q4 2022 D/Transport, NTA, Regional Assemblies)*

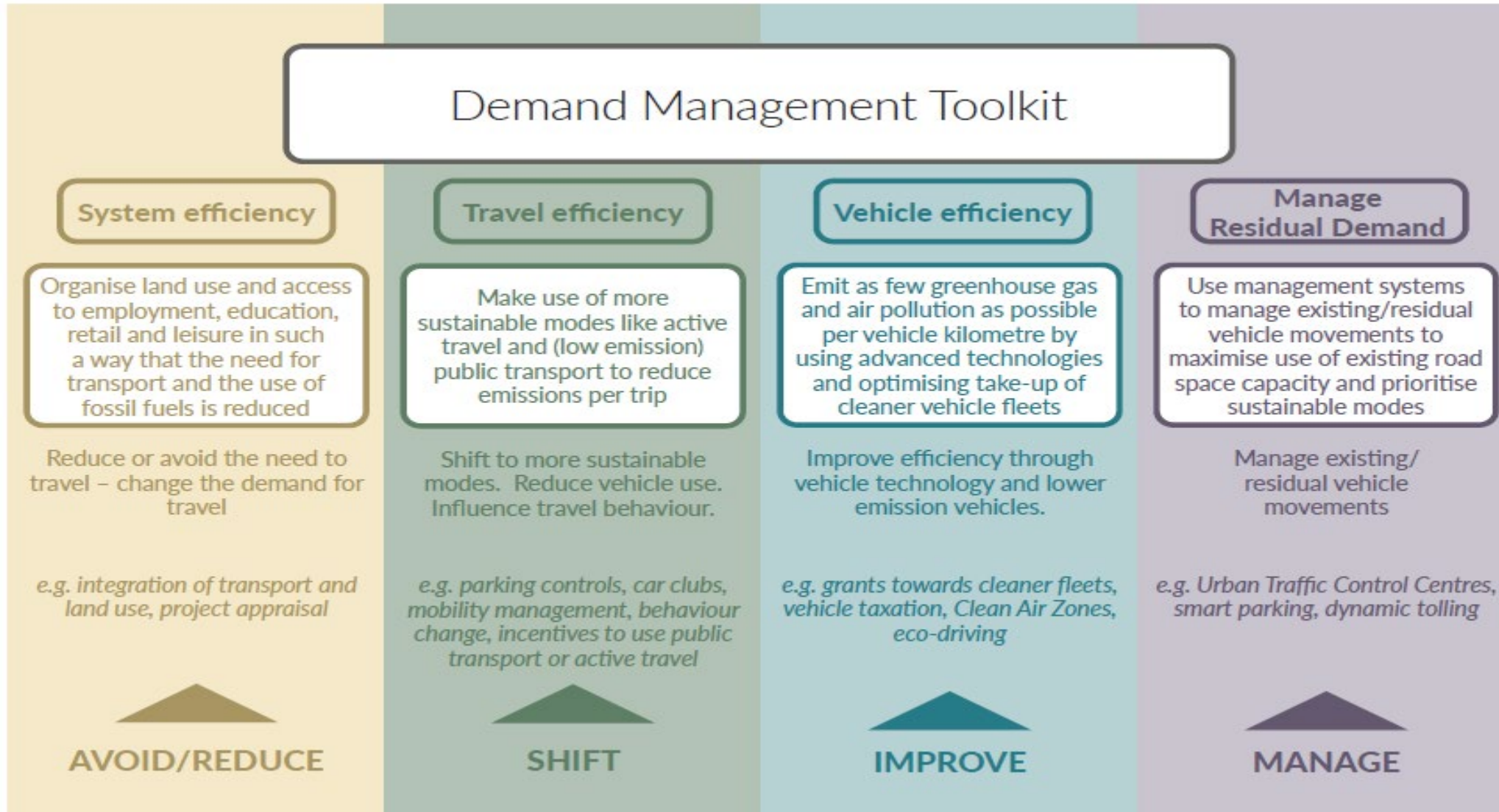


5 Cities Demand Management Study

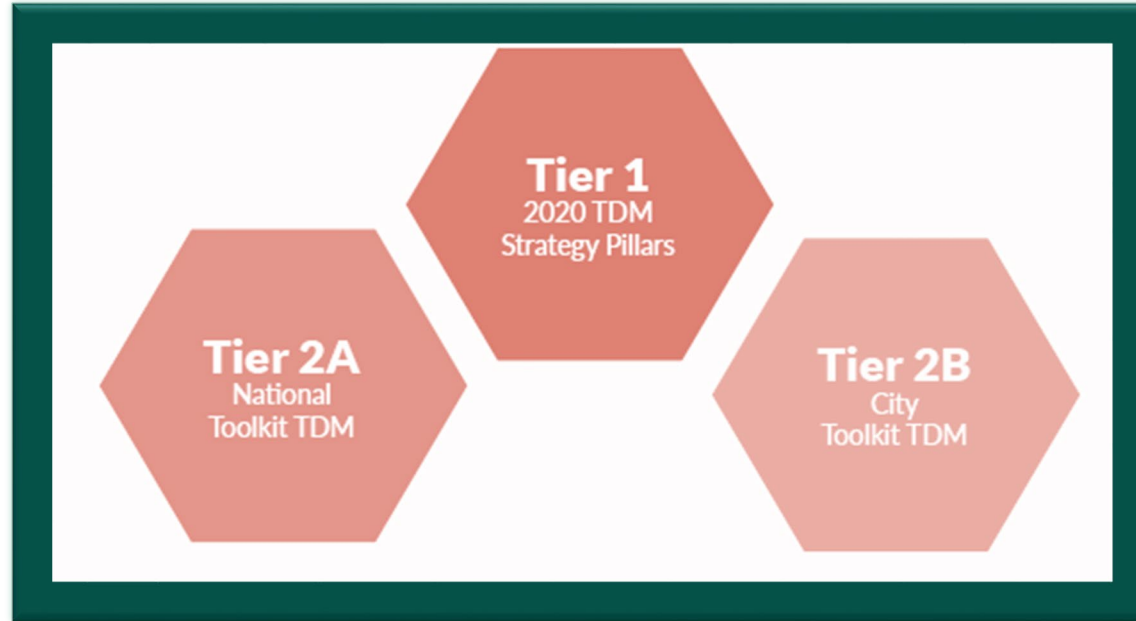
Study Objectives



The Delivery Roadmap – approach



The Tiered Measures Approach



Tier 1 Transport Demand Management (TDM) Strategy Pillars – measures identified as having a potentially high scale of impact and change within the five cities. More detailed analysis undertaken to identify the most appropriate strategy. Modelling and overall ranking used to inform Delivery Roadmap.

Tier 2 TDM Toolkit – can be applied in different ways and intensities, recognising the different circumstances of each city and their current and planned application of TDM interventions. Offers flexibility for national (Tier 2a) and local (Tier 2b) interventions to address delivery of the Study Objectives.

All three tiers in combination will form the future strategic direction of TDM

The Delivery Roadmap



SUMMARY OF TIER 1 IMPLEMENTATION TIMESCALES

A-S-I-M			Short Term	Medium Term	Longer Term
Avoid to: Decarbonise Address Air Pollution Manage Congestion Improve the Urban Environment	PP08	15 Minute Neighbourhoods			
	PP04	National Planning Framework Delivery Management			
Shift to: Decarbonise Address Air Pollution Manage Congestion Improve the Urban Environment	PTM04	Public Parking Controls			
	PP03	Transport Appraisal Enhancements			
	FM03	Time/Location Based Vehicle Taxation Per Kilometre			
	PTM01	PTM01 Workplace Parking Levy (Galway)			
Improve to: Decarbonise Address Air Pollution	FM05	Alternative Fuelled Vehicle Support			
	FM01	Progressive Vehicle Taxation			
Manage to: Address Air Pollution Manage Congestion	AQ01	Clean Air Enabling Legislation			
	AQ04 & AQ05	Clean Air Zones			
	FM11	Congestion Charging (Dublin & Cork)			

Next Steps – by end 2022



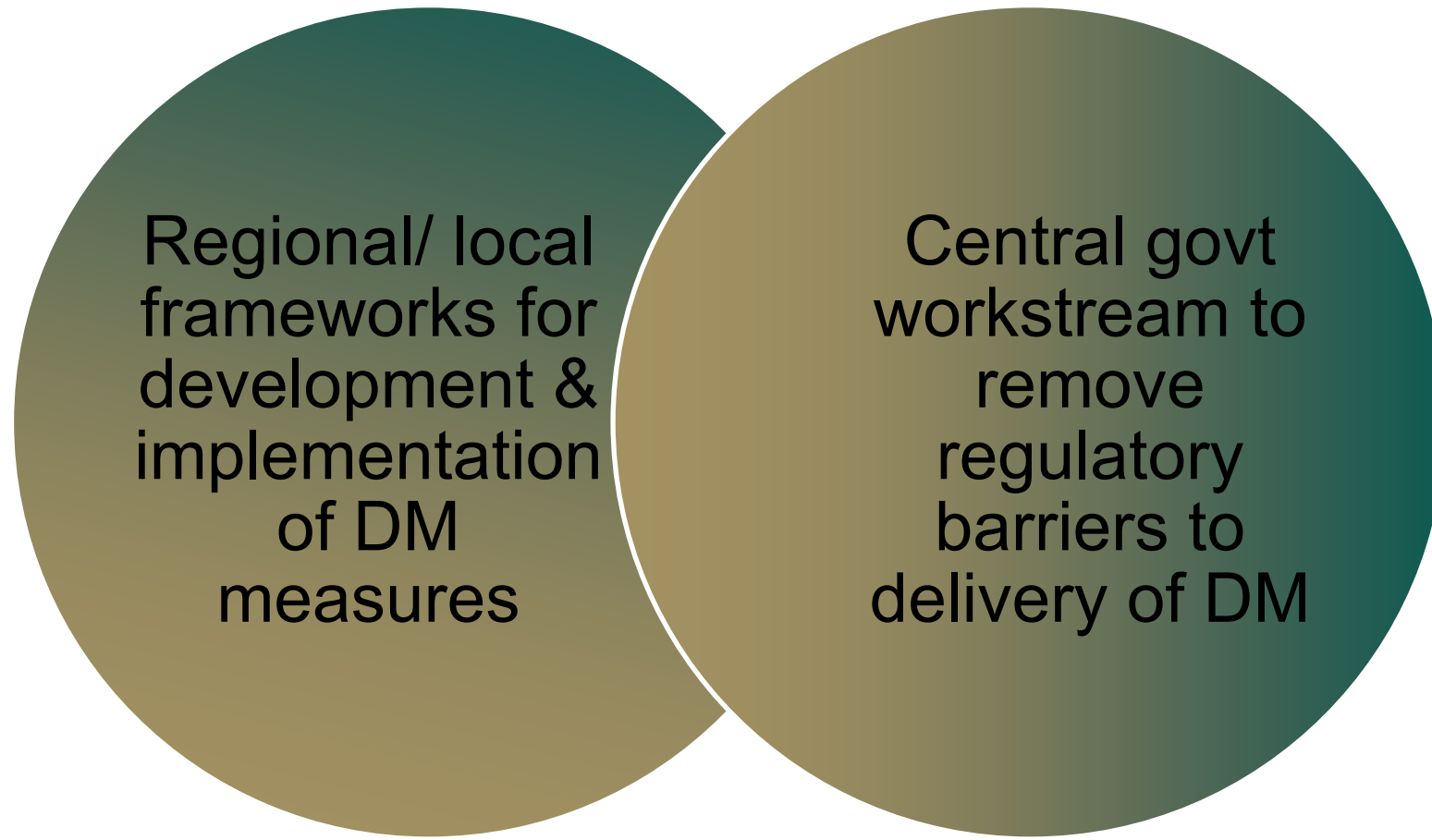
D/Trans

*high level analysis
of regulatory
barriers*

D/Trans, NTA, RAs

*pathway for the
implementation of
demand
management
measures*

Outcomes by end 2022





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Department of Transport

Thanks for your time!

Any Questions?



Coffee Break

The Regional Sustainable
Mobility Webinar will
resume shortly.



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An Roinn Iompair
Department of Transport

National Investment Framework for Transport in Ireland

Southern Regional Assembly Sustainable Mobility Webinar

31 January 2022

Presentation Outline



1. What is NIFTI?
2. NIFTI role in investment decision making
3. Investment Priorities
4. Modal and Intervention Hierarchies
5. Project-level implementation
6. Building an Evidence Base
7. Questions

What is NIFTI?



- NIFTI is the Department of Transport's high-level strategic framework to support the consideration and prioritisation of investment in the land transport network.
- It is part of Government's Project Ireland 2040 vision.
- It has been developed to ensure that transport investment is aligned with the National Planning Framework and supports the delivery of the ten National Strategic Outcomes, as well as supporting the Climate Action Plan and our national decarbonisation commitments.

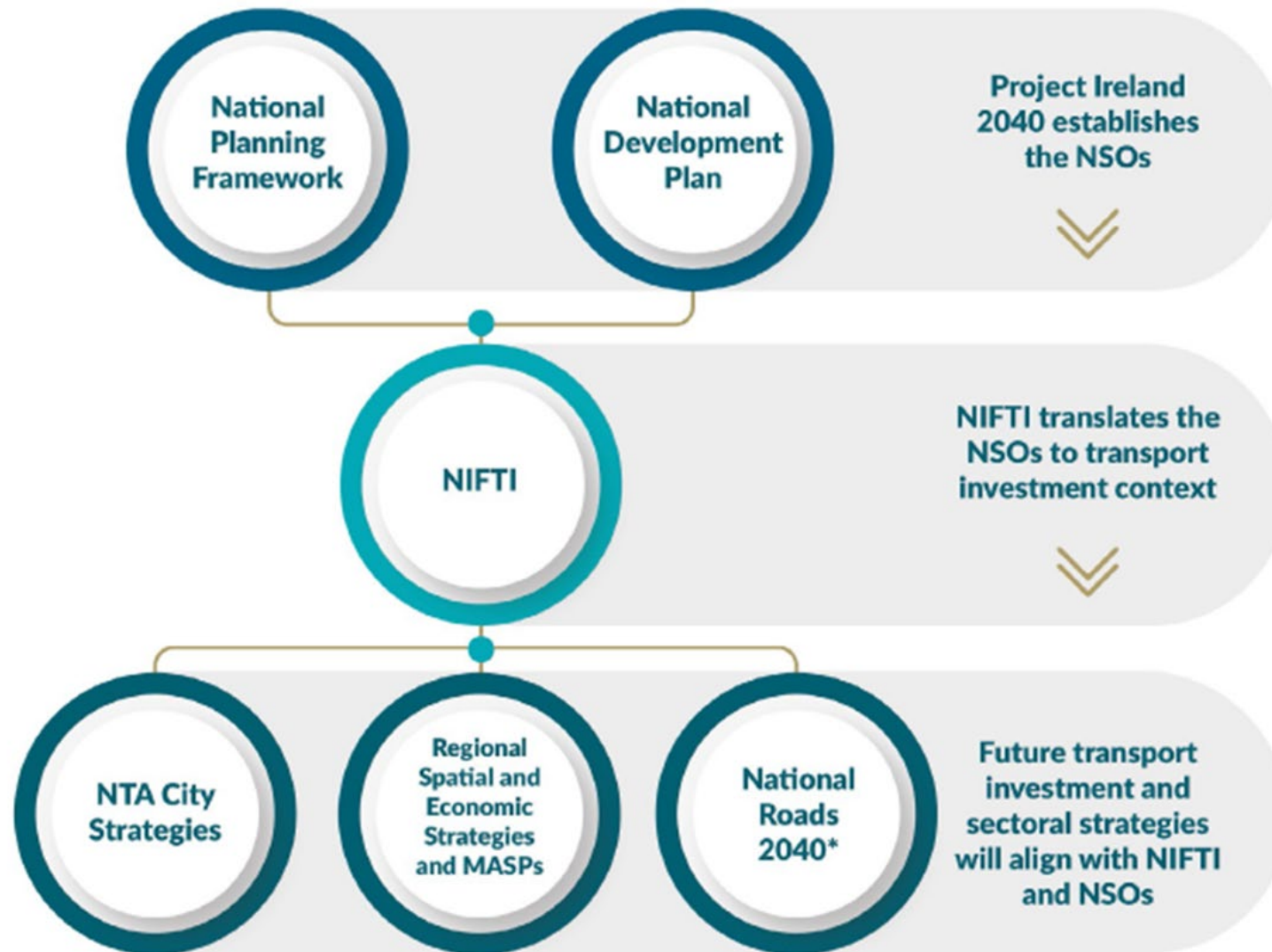
What is the purpose of NIFTI?



- NIFTI updates and replaces the 2015, Strategic Investment Framework for Land Transport (SIFLT).
- NIFTI is underpinned by and supports the spatial objectives of the National Planning Framework and the delivery of the ten National Strategic Outcomes.
- NIFTI also reflects the changed investment context since the publication of SIFLT, which was developed in a fiscally constrained context following the financial crisis.



NIFTI role in investment decision making



NIFTI role in investment decision making



Role of NIFTI

- Establishes the **priorities** that future investment must align with to support the delivery of the NPF.
- Future transport **sectoral strategies** will align with NIFTI and the NSOs.
- Puts in place **hierarchies** to help identify the most appropriate options.
- These priorities and hierarchies will be implemented at the individual **project level**.

Considerations Beyond NIFTI

- NIFTI **does not** identify specific projects, determine the total amount of transport funding available or decide upon the allocation of funding to different areas.
- Investment will continue to be informed by **sectoral priorities and wider policy objectives**, including the Climate Action Plan, Our Rural Future and the forthcoming Sustainable Mobility Policy.
- Investment decisions will also continue to reflect the **Programme for Government** priorities .

National Planning Framework NSOs



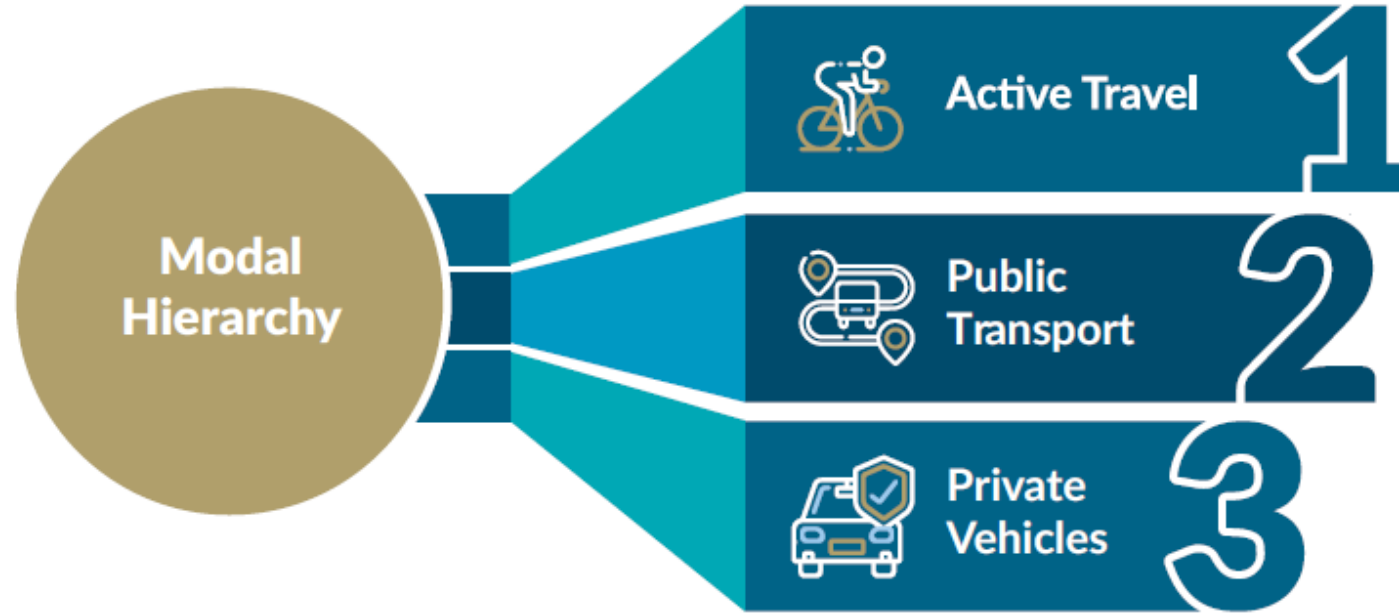
Investment Priorities



Priorities aim to efficiently and effectively address the challenges to realise the NSOs



Modal Hierarchy



Sets out a hierarchy of travel modes to be **accommodated and encouraged** when investments are made.

Intervention Hierarchy



Ensure that investment is **proportionate** to the problem identified and aims to make best use of our existing assets.

Intervention Hierarchy

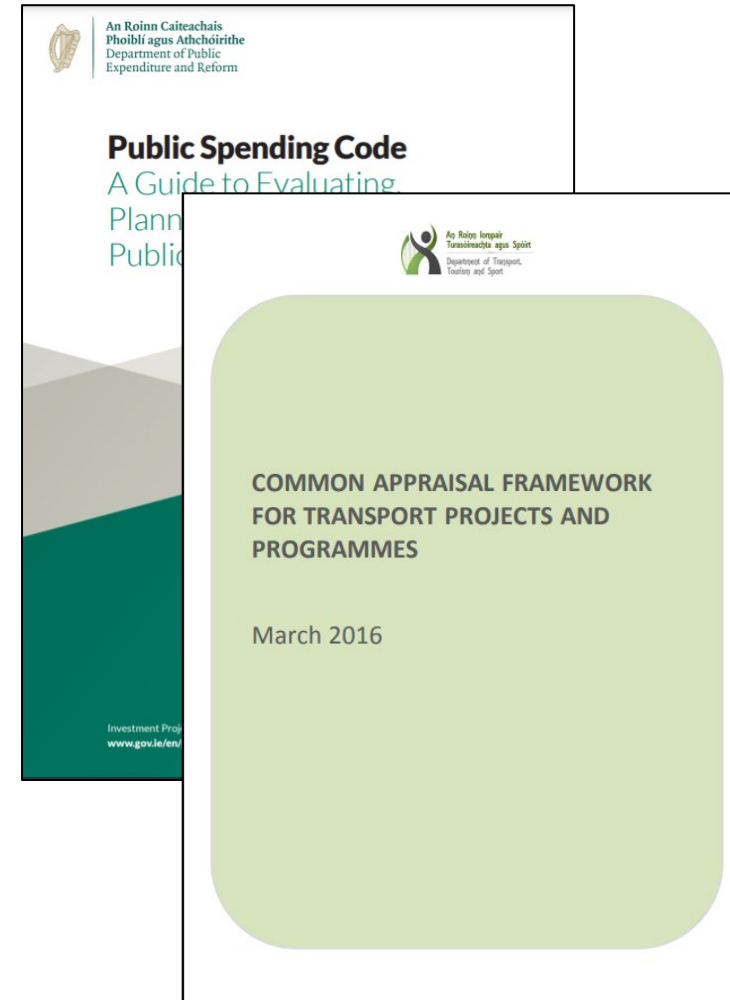


Types of Measures	
Maintain	<ul style="list-style-type: none">• All protection and renewal investment for road, rail and active travel• Targeted maintenance• Climate resilience measures
Optimise	<ul style="list-style-type: none">• Demand management• Park and ride• Electric vehicle charging infrastructure• Rail signalling or track-relay enhancements
Improve	<ul style="list-style-type: none">• Active travel improvements including wider footpaths• Railway electrification• Targeted road safety improvements• Light/heavy rail station improvements
New	<ul style="list-style-type: none">• New roads, rail, or active travel infrastructure• Major road capacity upgrades including upgrading from single to dual carriageway• Major rail capacity upgrades such as upgrading from single to double track

Project Level Implementation



- The Public Spending Code and Common Appraisal Framework (CAF) aim to ensure that investment is well-managed and delivers value for money.
- At project or programme level, NIFTI will be implemented through the update of CAF.
- Projects must set out which Investment Priority they address.
- Project options must be developed within the framework of the two hierarchies.
- Both hierarchies are principles-based tools, rather than strict rules.



NIFTI and the PSC



- The Public Spending Code establishes the business case requirements for new public investment against a range of headings
- The publication of NIFTI does not introduce new requirements going forward, but further defines some of these criteria for the transport sector

PSC (2019) Requirement	NIFTI Impact
Rationale	
Objectives	Objectives must be set with reference to the NIFTI Investment Priorities
Strategic Alignment	NIFTI must be discussed in relation to a project's strategic alignment
Lessons Learned	
Preliminary Demand Analysis	
Longlist of Options	Optioneering must be conducted with reference to the modal and intervention hierarchies
Indicative Costs	
Assessment of Affordability	
Preliminary Risk Assessment	
KPI Framework	
Appraisal Plan	
Governance Plan	

NIFTI Application Example



- As Approving Authority, the Department of Transport is not typically involved in developing project business cases
- Sponsoring Agencies, such as Local Authorities, TII and the NTA, will be responsible for applying NIFTI on a day-to-day basis.
- A simple worked example is set out below. While this is high-level, the developed solution here might be a targeted bypass with some demand management measures within the town, helping to create space for sustainable mobility interventions.

Problem Definition	Objective	Strategic Alignment	Modal Hierarchy	Intervention Hierarchy
High levels of congestion in a large town due to HGV through traffic accessing a nearby port	To reduce congestion levels in the town and associated greenhouse gas emissions	Project aligns with two NIFTI Investment Priorities: <ul style="list-style-type: none">• Decarbonisation: Reduction in congestion can bring about reduction in emissions• Mobility of People and Goods in Urban Areas: Reduction in congestion is a key part of supporting urban mobility	<ul style="list-style-type: none">• Active Travel: Can be a solution to congestion where trips taken by private vehicles can be shifted to alternative modes. Presence of HGV traffic makes active travel an inappropriate solution here.• Public Transport: Same constraint as active travel.• Private Vehicles: With upper tiers of hierarchy ruled out, solutions focusing on private vehicles will be developed.	<ul style="list-style-type: none">• Maintain: Congestion issues not arising due to lack of maintenance; not an appropriate solution.• Optimise: Demand side measures, such as congestion charging, could be a partial solution. However, port traffic is of high strategic value.• Improve: Scope for targeted improvements to existing infrastructure limited by constraints of existing town footprint.• New: Limited scope for new infrastructure within the town, but potential to divert HGV traffic around.

Building an Evidence Base



- NIFTI has been informed by extensive supporting analysis including 14 background papers which identified key transport challenges that the framework would seek to address.
- NIFTI will continue to build on this evidence base, and to carry out analysis across nine identified priority areas for further analysis and policy development, including decarbonisation, urban congestion, demand management, the role of rail for both passenger and freight transport and the protection and renewal of key infrastructure.
- Building this evidence base will ensure that future investment decisions that we take are informed by the latest research in the area.



An Roinn Iompair
Department of Transport

Questions?

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kylemoore@transport.gov.ie

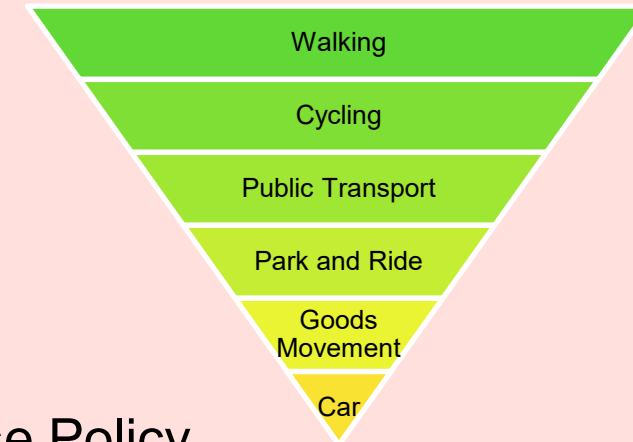
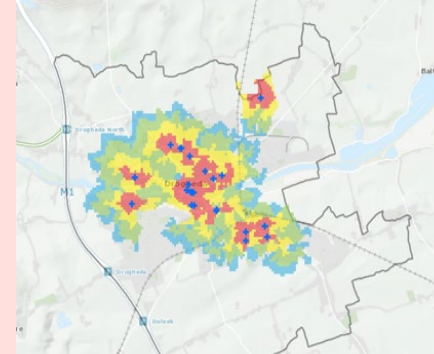
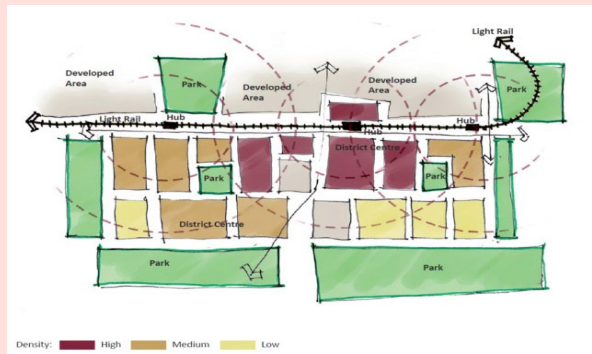
Area Based Transport Assessment



Regional Sustainable Mobility Webinar

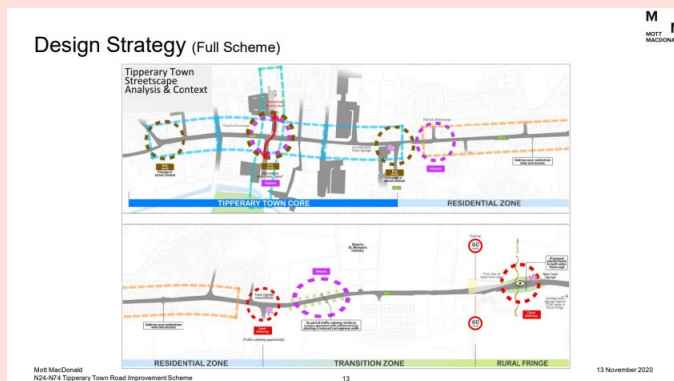
31st January 2022

- Context for Local Transport Planning and Area Based Transport Assessment (ABTA)
- Outline of ABTA Process
- Examples of Recent Application of ABTA
- Conclusions

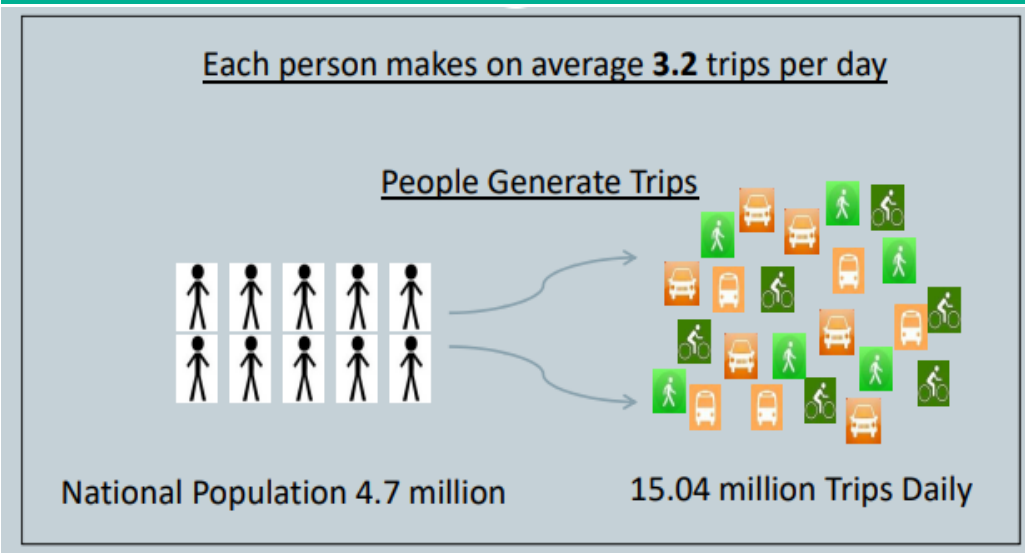


Shift in Transport and Land Use Policy
Climate Action Targets
Regional Economic and Social Strategies
Transport Strategies, Local Transport Plans
10, 15, 20 minute towns

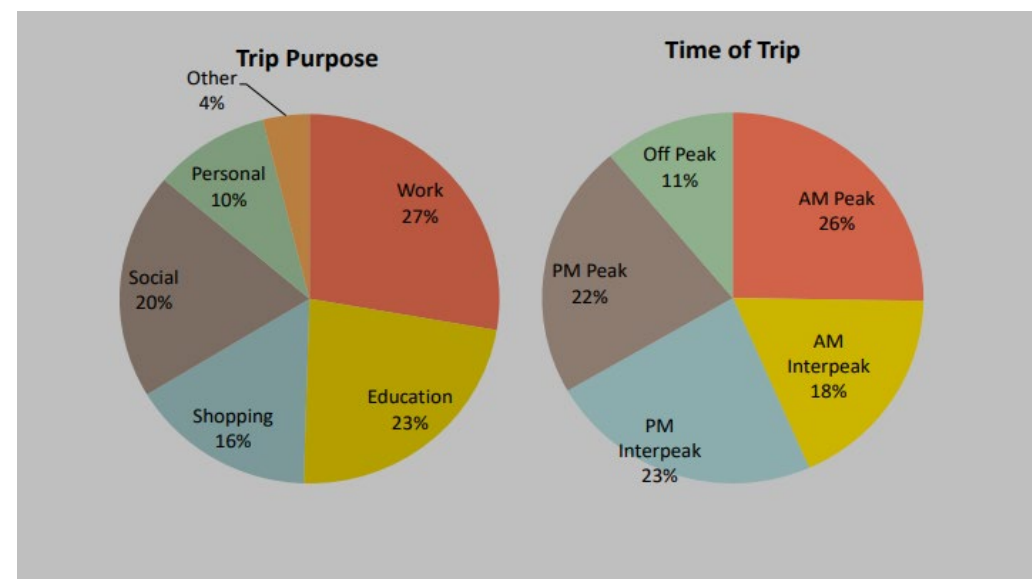
Placemaking
Consolidation
Quality of Life
COVID-19!



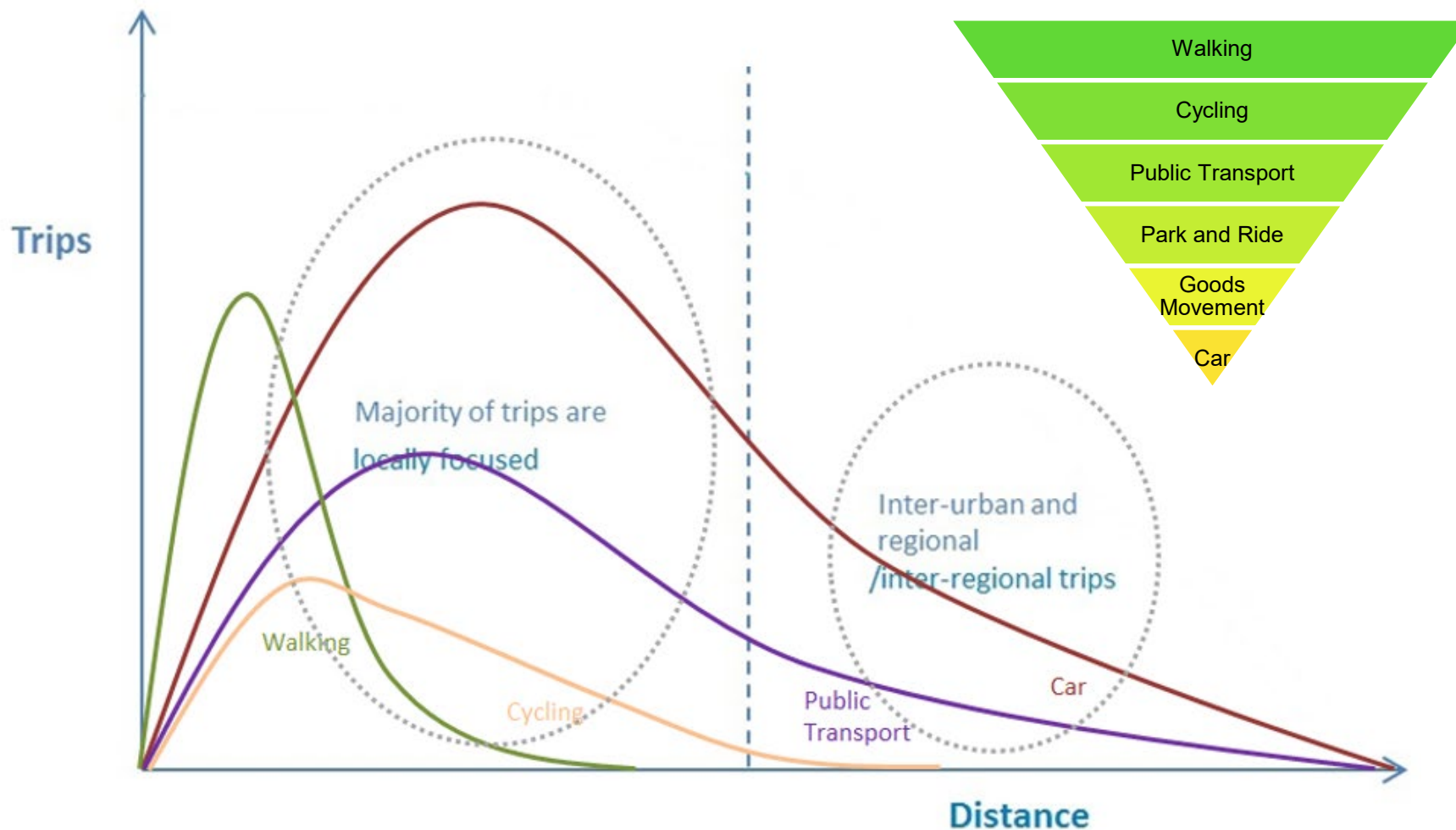
Current Travel Patterns

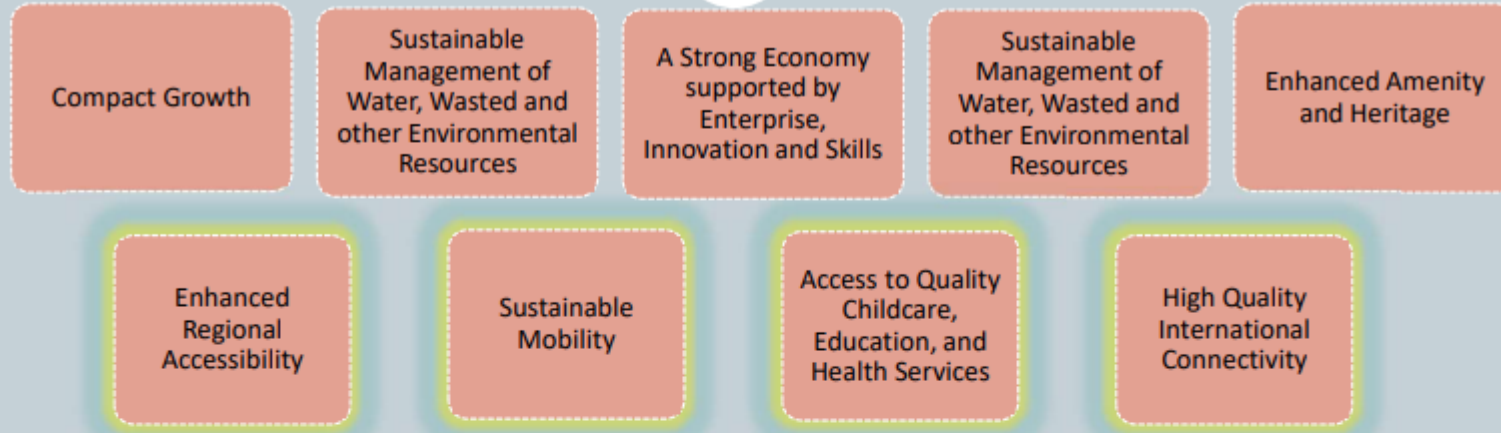


NTA Household Survey 2017



Changing Policy Focus



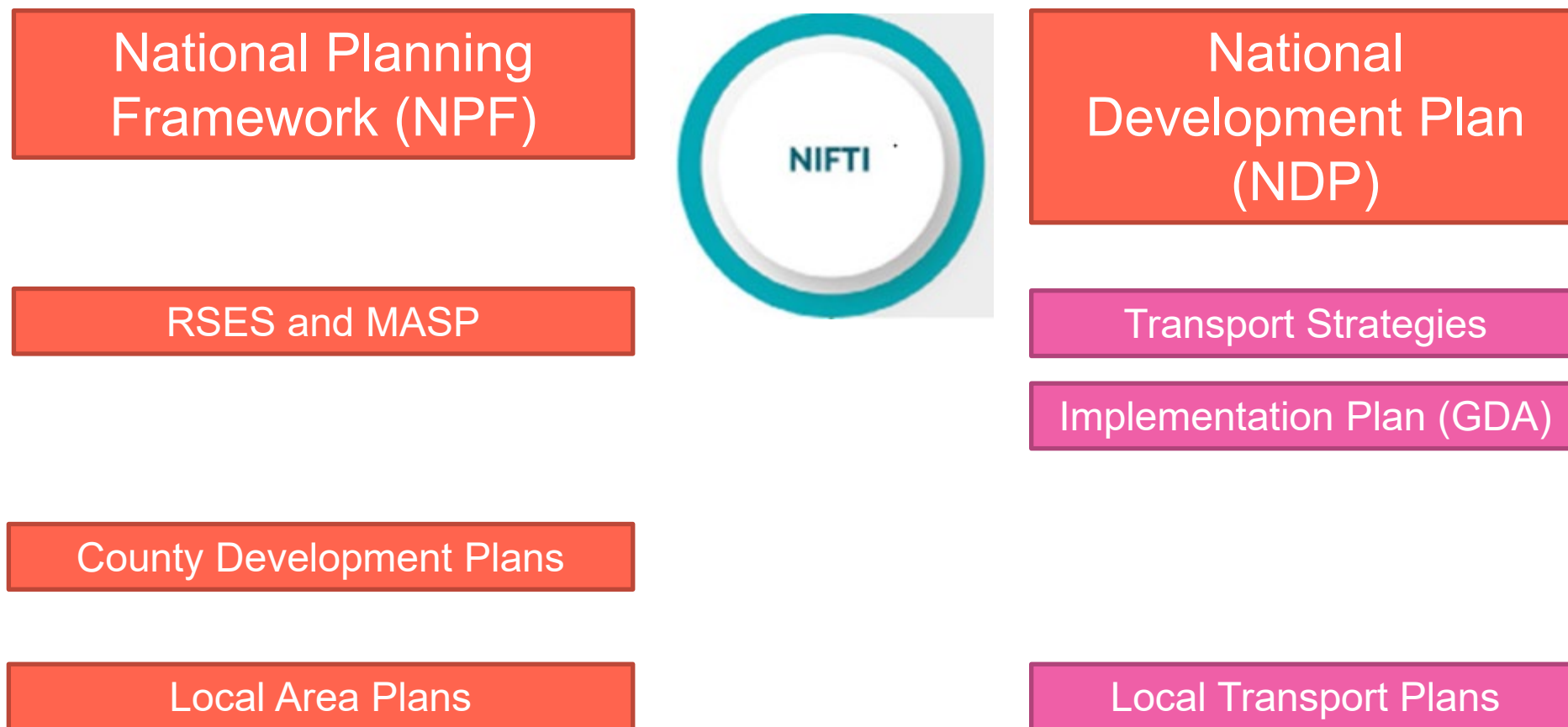


- The high level objectives for transport plans are:

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



For Example:

Serve the travel demand

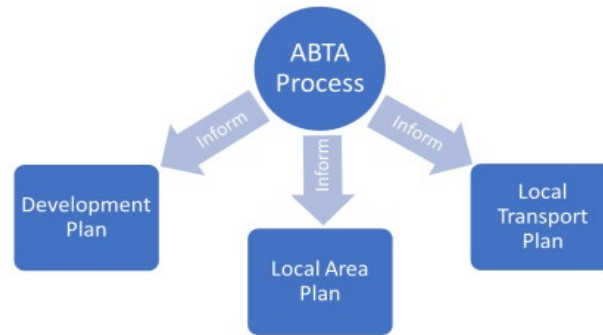
Reduce the reliance on the private car

Ensure local and strategic transport work together

Favour walking and cycling for local trips, complemented by local public transport where feasible.

No through traffic in Town Centres

A process to ensure that the assessment of transport demand and its associated impact plays a central role in the preparation of Plans



Facilitate and inform the integration of land use and transport planning at the earliest possible stage in the preparation of the Plan, with an emphasis on enabling sustainable transport outcomes for the Plan area.

The purpose of ABTA is therefore to inform the preparation of Development Plans and Local Area Plans by:

1. *Identifying and understanding current travel patterns for different modes;*
2. *Using Analysis of Baseline Conditions to identify strengths, weaknesses, opportunities and threats;*
3. *Assess the likely impact of land use policy scenarios and associated transport measures to establish likely transport patterns and mode split outcomes, from which mode share ambitions can be established;*
4. *Formulating measures that will achieve the objectives identified and that can be incorporated into the relevant Development Plan or LAP;*
5. *Facilitating repeat analysis in the future to monitor actual outcomes against established ambitions, and the efficacy of / compliance with Development Plan / Local Area Plan policies and measures .*

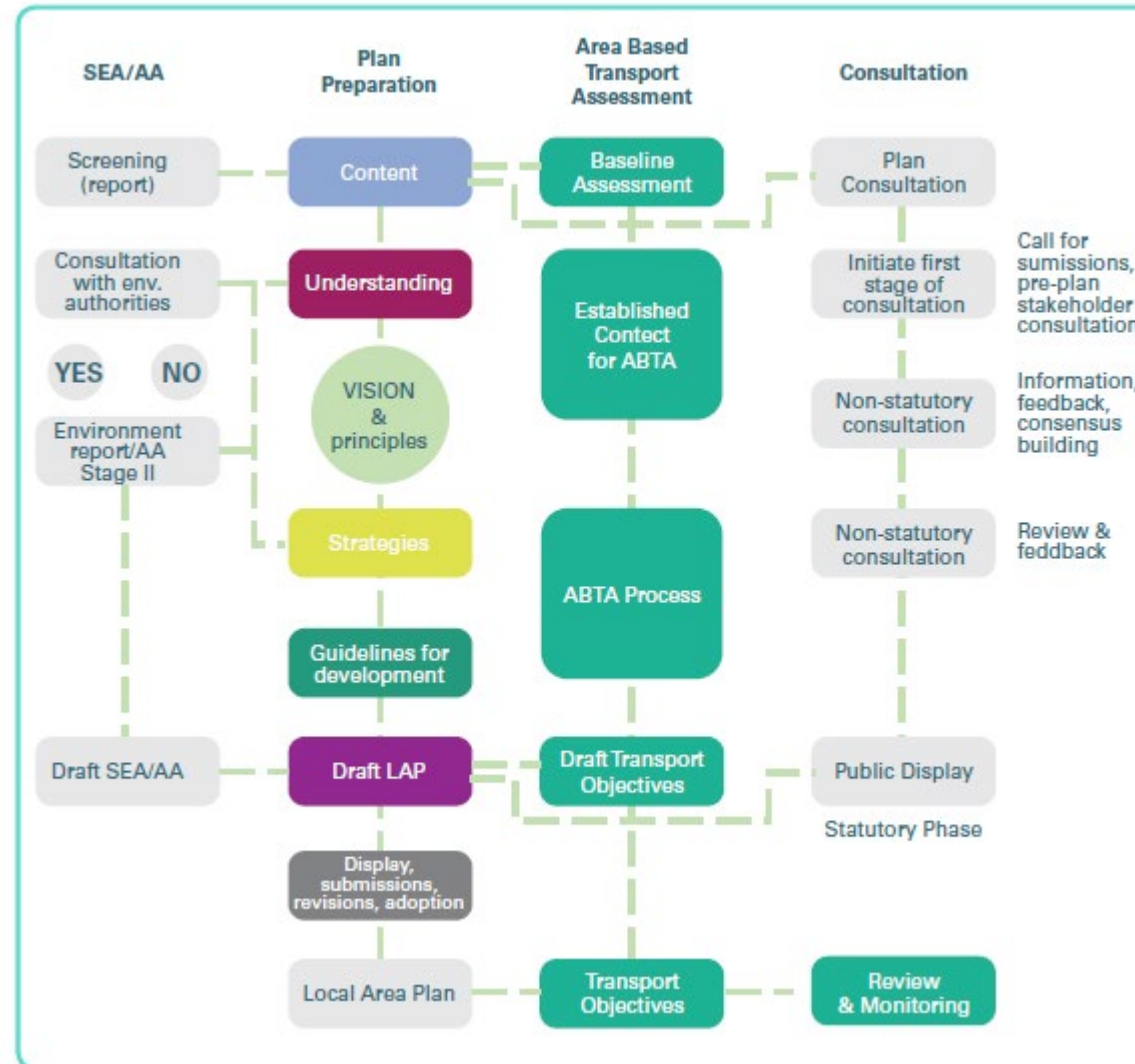
Area Based Transport Assessment
(ABTA) Guidance developed by
NTA and TII

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

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



ABTA Approach



Informing the Plan

PART 1
Baseline
Assessment

PART 2a
Establish
Context

PART 2b
Options
Development

PART 3
Options
Assessment

PART 4 & 5
Plan
Preparation &
Finalisation

PART 6
Monitoring &
Evaluation

Figure 37. ABTA Options Development Process

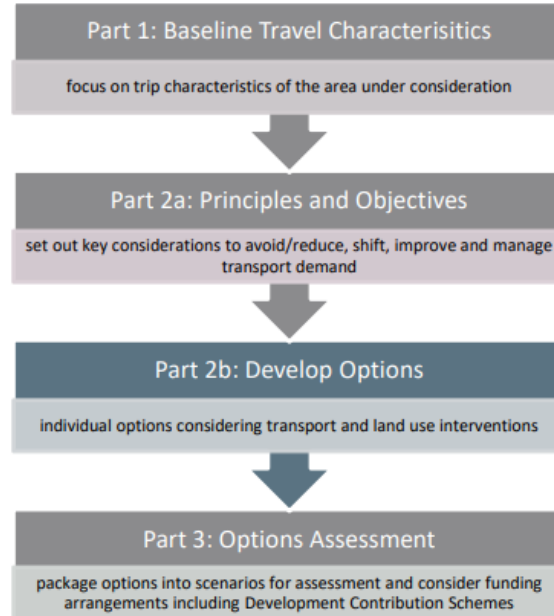


Figure 48. Example of communication of transport objectives

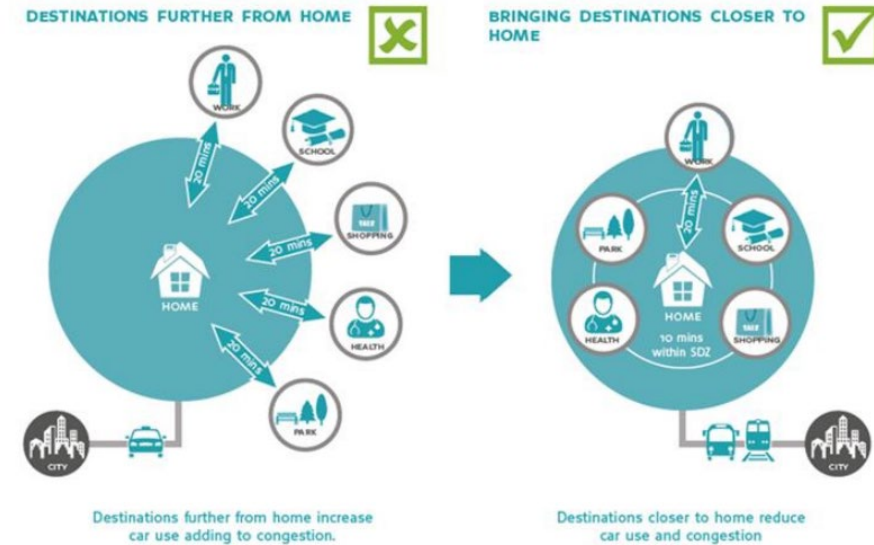
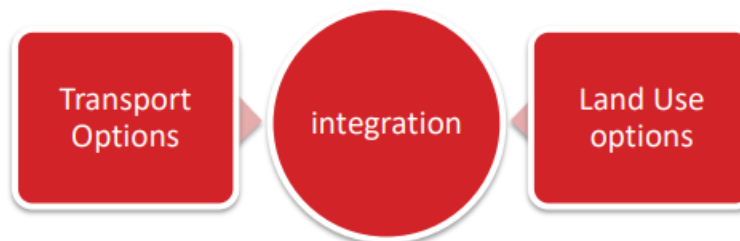


Figure 43. ABTA Part 3 – Process Flow Chart





Athy Area Based Transport Assessment



Draft December 2020
Kildare County Council



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

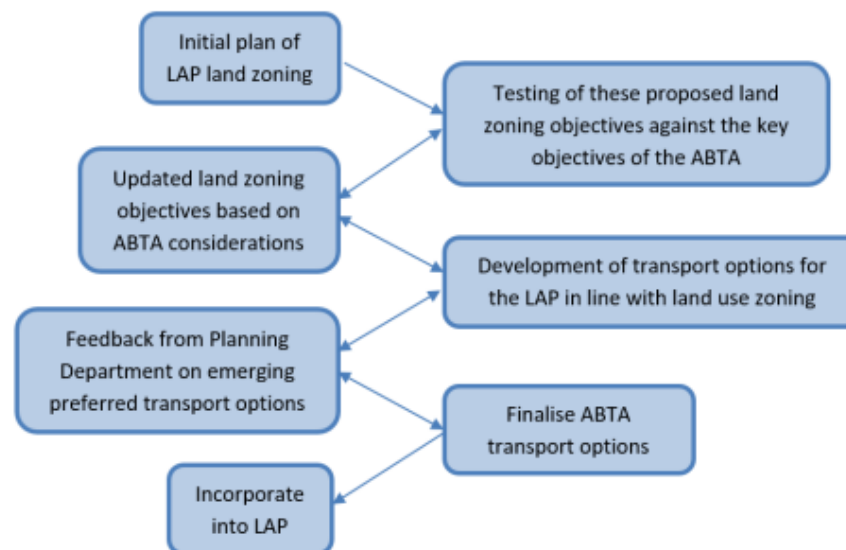
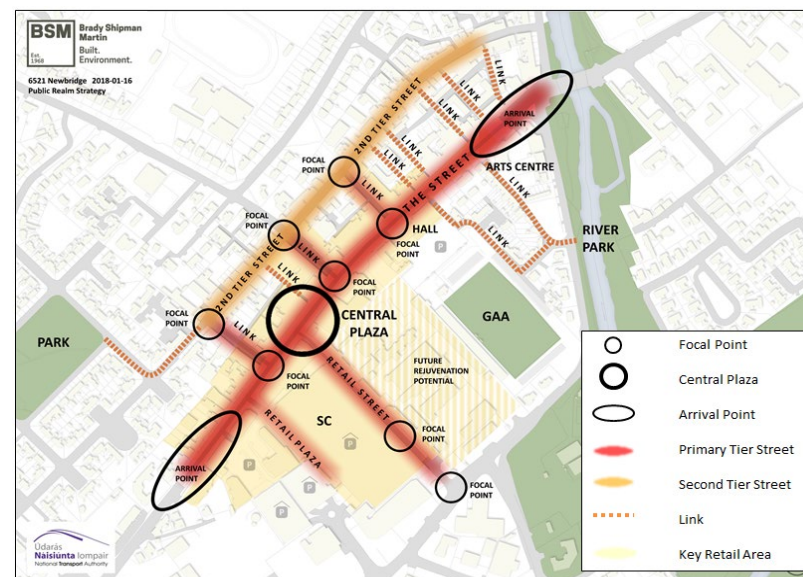
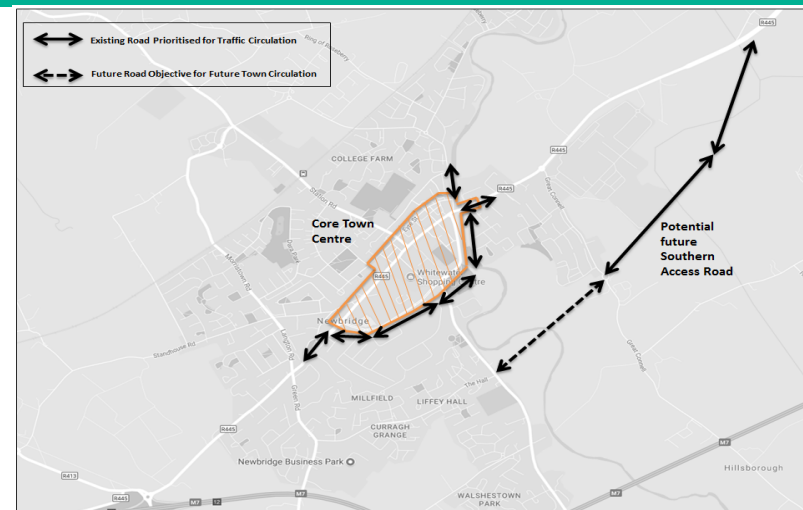
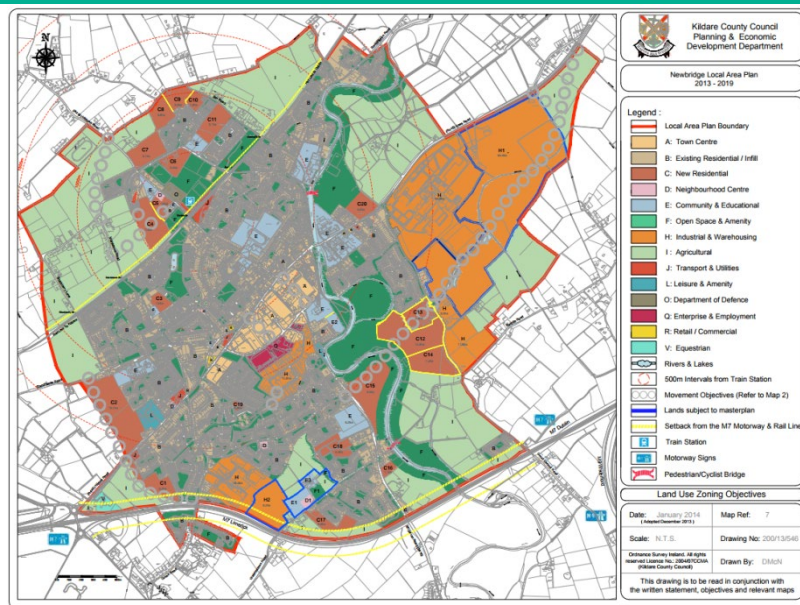


Figure 1: ABTA Interaction with Developing LAP



Application of ABTA



- Development Plans & Local Area Plans play a crucial role in informing transport investment priorities and in avoiding a piecemeal approach to the delivery of transport infrastructure.
- When a Local Area Plan is prepared in conjunction with a Transport Plan/ABTA , 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*

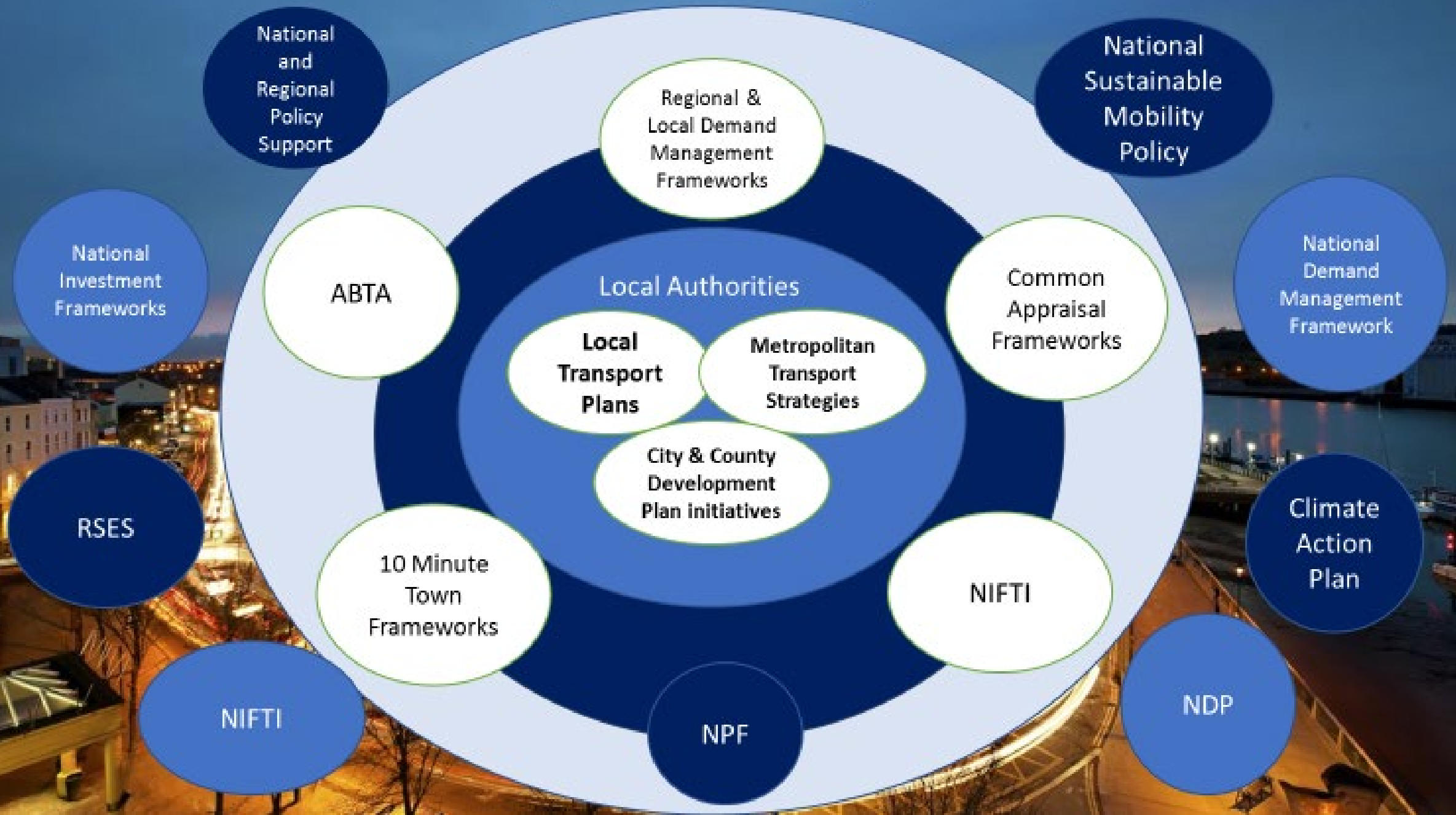


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KEY TAKEAWAYS

Regional Sustainable Mobility Webinar



What's Next?

David Kelly



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Thank You



Oifig an
Rialaitheora Pleanála
Office of the
Planning Regulator



An Roinn Iompair
Department of Transport



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