Údarás Náisiúnta Iompair
National Transport Authority

OPR Training Event
Anne Graham, CEO

September 2024

Overview:

NTA is Ireland's National Transport Authority.

Our job is to develop and support public transport services, build public transport infrastructure and promote active travel.

We are an independent statutory agency, working in partnership with Ireland's Department of Transport.

Our mission is to:

***provide high quality, accessible, sustainable transport connecting communities across Ireland, in both urban and rural areas*.**

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Focus today

How can the Local Authority sector support the NTA to:

- Provide more effective and efficient public transport services;
- Reduce road traffic congestion; and
- Reduce transport carbon emissions

- In summary better land-use planning, more priority for public transport, walking & cycling

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Land Use Planning that Supports Better Public Transport

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Land Use Planning that Supports Better Public Transport

- Public transport does not deliver access by itself.
- Accessible Public Transport arises from the interaction between:
  - The **public transport** service;
  - the **land use pattern**; and,
  - the **built environment**.

What is useful Public Transport?

- From any location, within a given amount of time, there is a certain area someone can reach by public transport. The sum of the destinations in this area – the schools, jobs, shops, and so on – define someone's **access to opportunity**, if they rely on public transport and their time is limited.

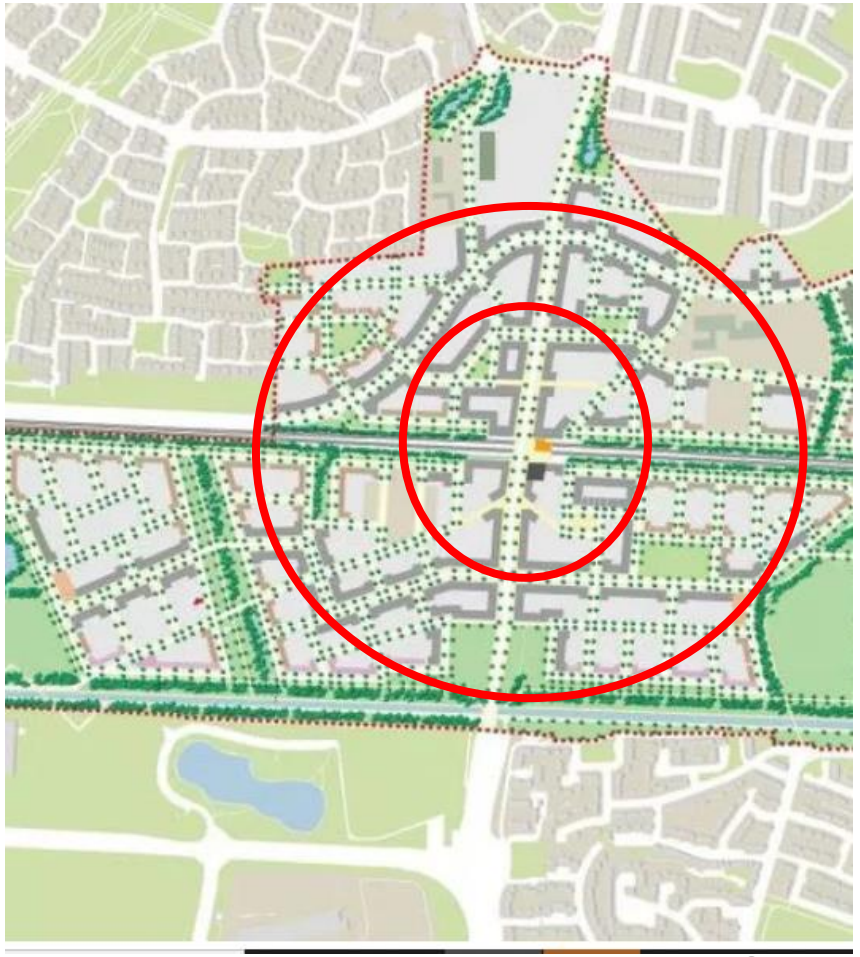
- Although many factors affect people's decisions about whether to use public transport, **travel time is crucial**. If a trip can't be made on public transport in an amount of time that feels reasonable to them, they are likely to use a car, or not travel at all.

What is useful Public Transport?

- Each journey on public transport involves spending time in three distinct ways:
  - Getting to and from the stop, usually by **walking/wheeling**.
  - **Waiting**, which can happen at the start of the trip, to make an interchange, or at the destination if it was necessary to arrive earlier than desired.
  - **In-vehicle journey time**.
- It's helpful to think separately about each of these phases of a journey because different government and private actions will determine how long each phase will take.

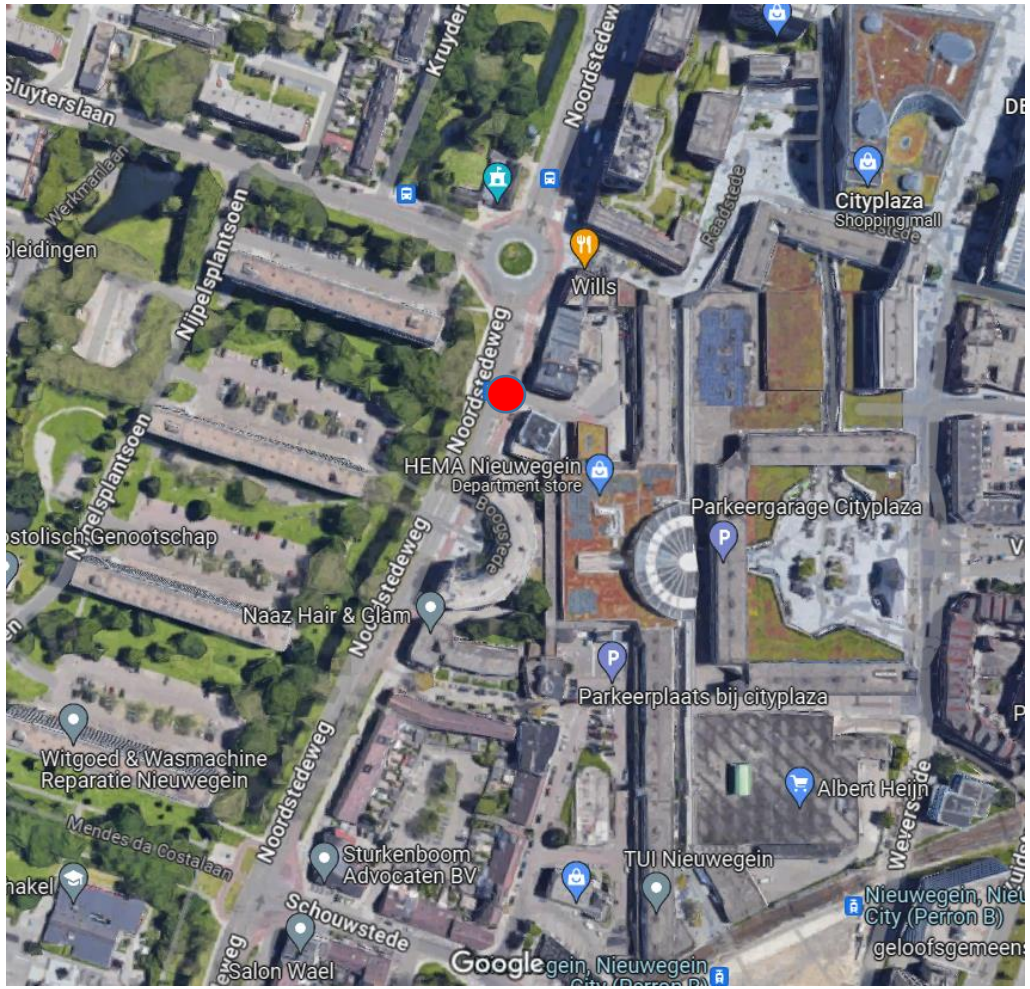
Can we plan Areas for Bus & Rail Services?

- All decisions about how to lay out a new area or design a road are decisions about public transport;
- In fact, they can be collectively as powerful as any routing or service decisions made by a public transport operator;
- Given the scale of investment being made in Ireland's public transport services, a similar focus on land use and the built environment is needed around bus services just as it has been provided around railway stations



Can we plan Urban Areas for Bus Services?

Netherlands



Ireland

Can we plan Urban Areas for Bus Services?

Netherlands

Ireland

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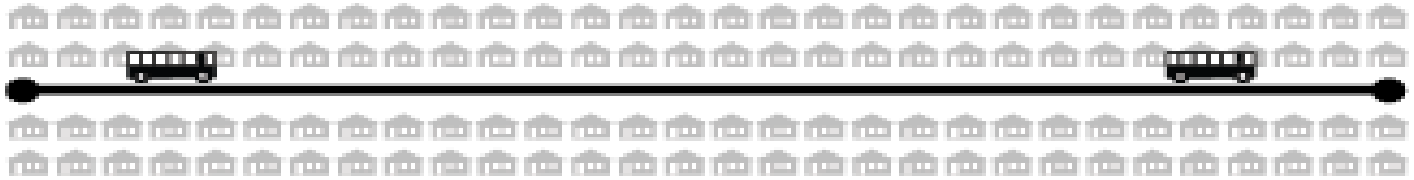
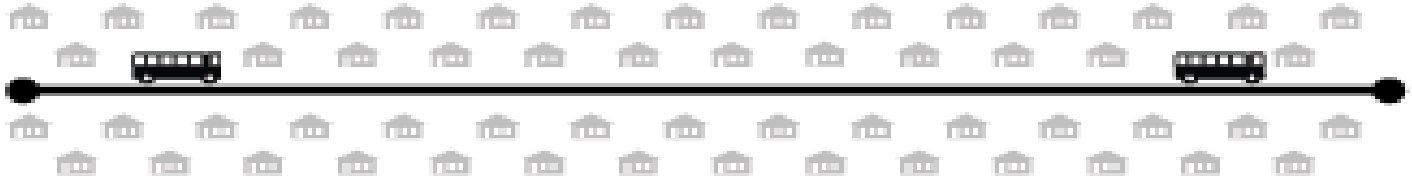
DENSITY

How many people, jobs, and activities are within walking distance of a bus stop?



Better: Many people and jobs are within walking distance of a bus stop.



Worse: Fewer people and jobs are within walking distance of a bus stop.

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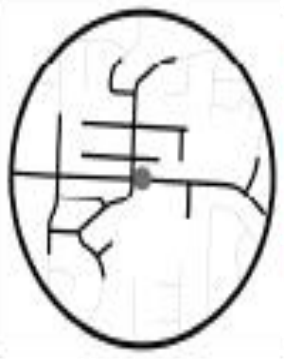
WALKABILITY

Is the walk to the bus stop direct and comfortable?

Better: In a connected street network, most nearby places are a short distance away by foot.



Worse: In a disconnected street network, walks to nearby places are long and circuitous.

Better: For people to use a bus service both ways, it must be safe to cross the road near the stop.

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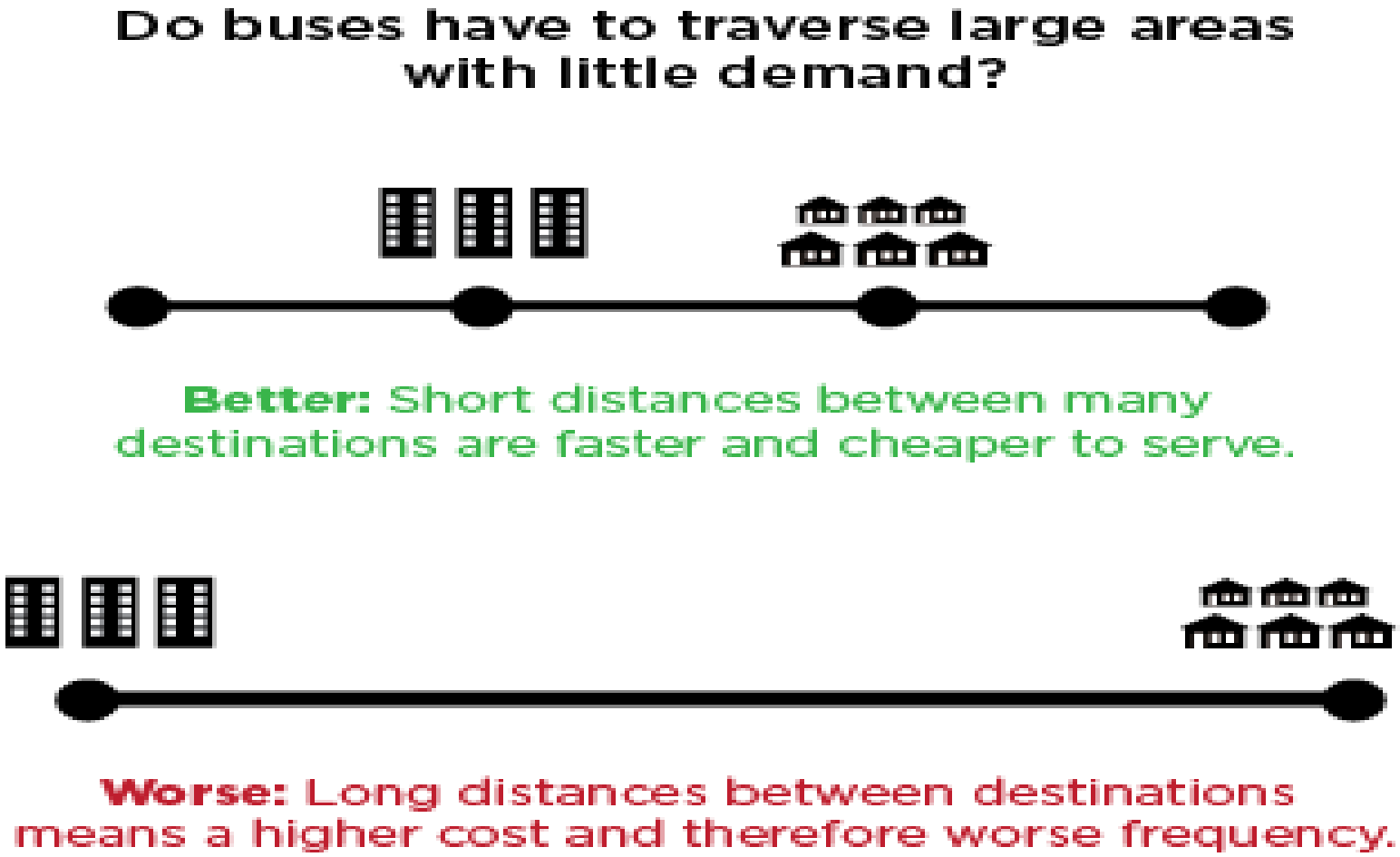
CONTINUITY



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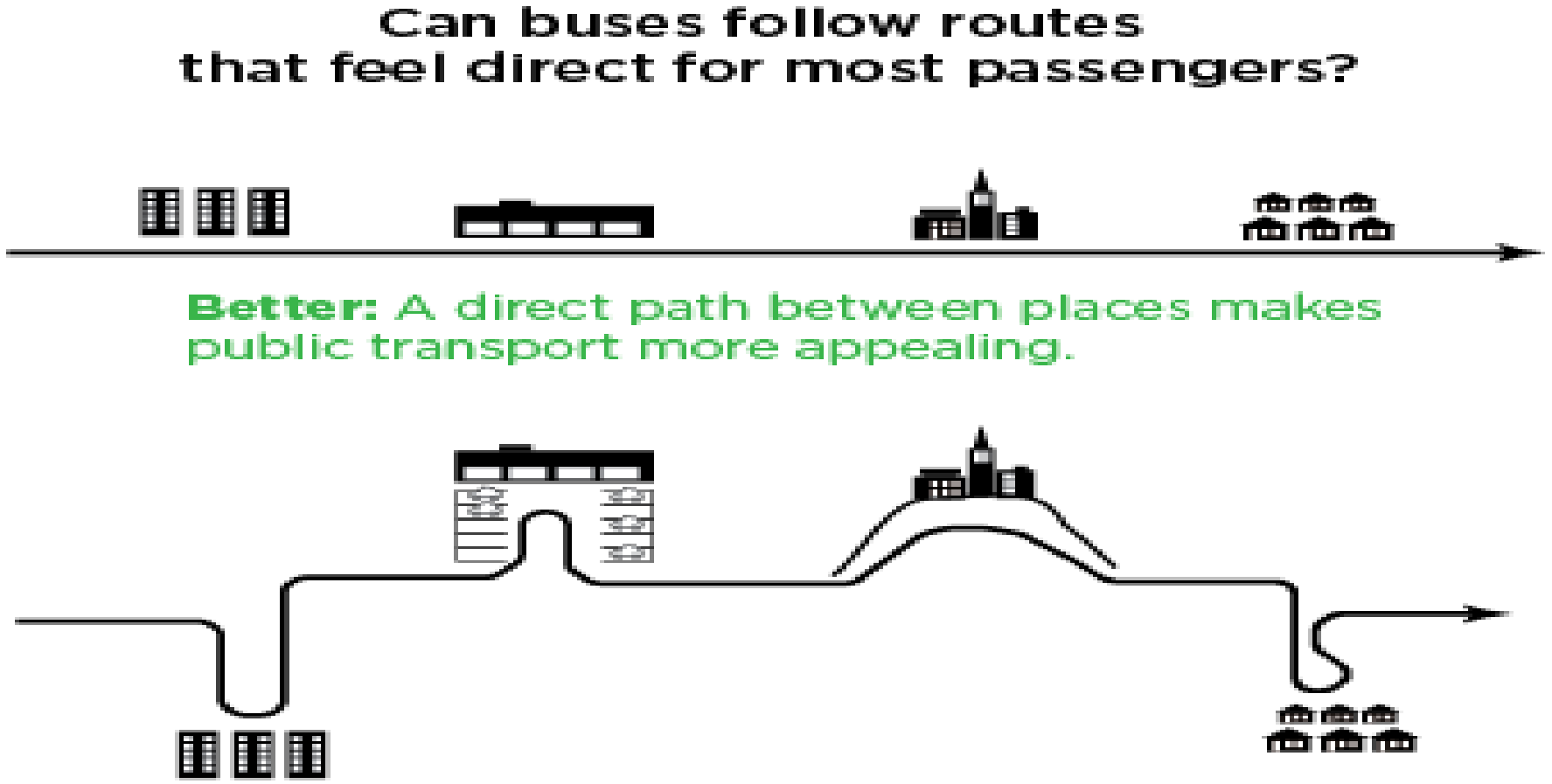
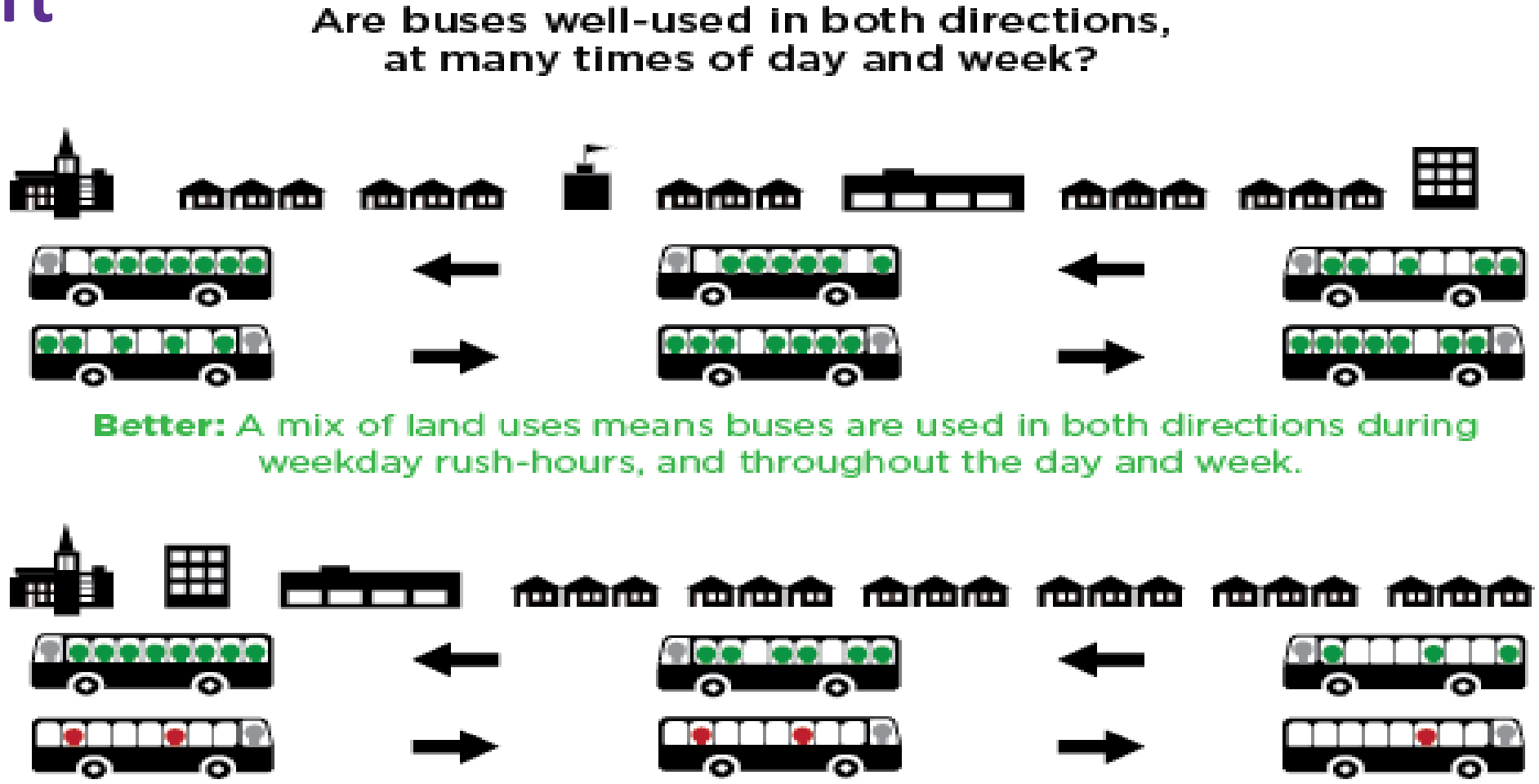
LINEARITY



Land Use Planning that Supports Better Public Transport

MIX OF USES



Conclusions - Four Essential Actions

- **Make public transport operations efficient and direct**
  - Planning urban and suburban areas with continuous, linear patterns of dense, mixed-use and walkable development supports efficient public transport operations and makes services more useful to more people.
- **Make it easy to walk to the public transport**
  - Walking/Wheeling should be universal, it is the foundation because it should be available to everyone; it should afford people the greatest freedom and spontaneity; BUT is extremely sensitive to the details of land use and the built environment, and is therefore very easy to get wrong!
- **Organise development around a frequent network**
  - Rather than expecting public transport to chase development to wherever it is approved, development should be planned into shapes that public transport can service efficiently
- **Prioritise public transport ahead of car on the road**
  - Assigning road space for public transport gives it more priority thereby reducing journey times

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Land Use and Transport Integration

NTA Role in Planning – Greater Dublin Area

- Development of 20-year Transport Strategy every 6 years;
  - Must align with Regional Spatial Economic Strategy;
- In making RSESs Regional Authorities are obliged to consult with NTA and provide a statement to explain how there will be effective integration of transport and land use planning;
- Development Plans, Local Area Plans etc. must align with the Transport Strategy

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NTA Role in Planning – outside Greater Dublin Area

- Metropolitan Transport Strategies developed in partnership with Local Authorities – non-statutory;
  - Local Authority can adopt the Strategy in Development Plan;
- In making RSESs Regional Authorities are still obliged to consult with NTA;
- However, no NTA Transport Strategy that allows for bilateral "consistency" check with RSESs;
- Limited function as regards Dev. Plans or Local Area plans but we are providing assistance & guidance in many areas when requested

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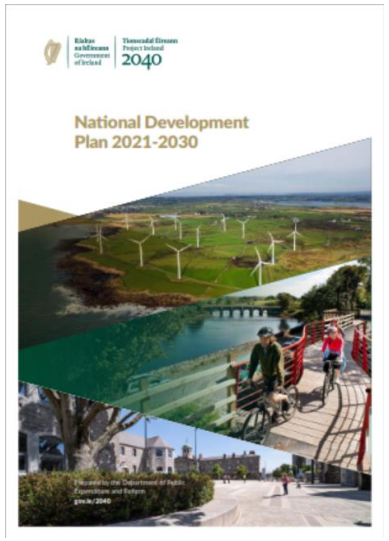
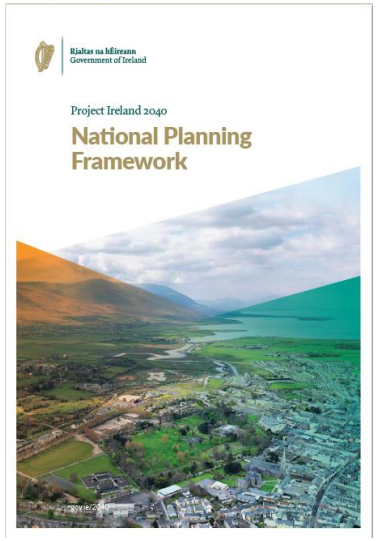
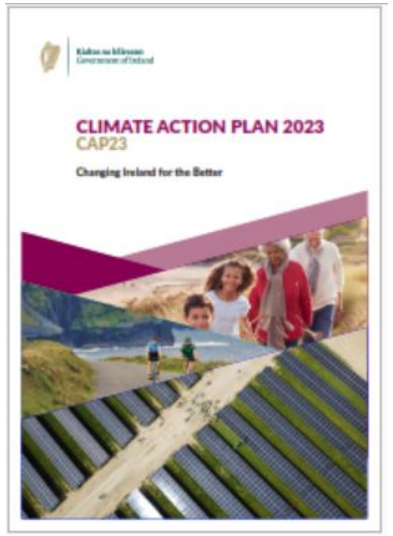
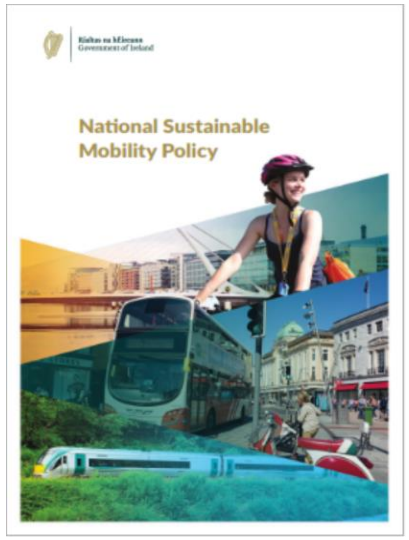
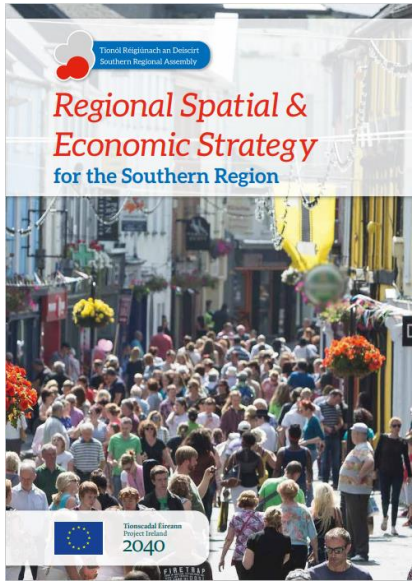
National & Regional Strategies

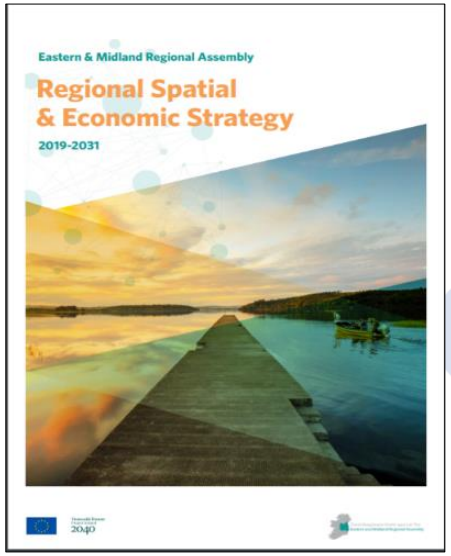


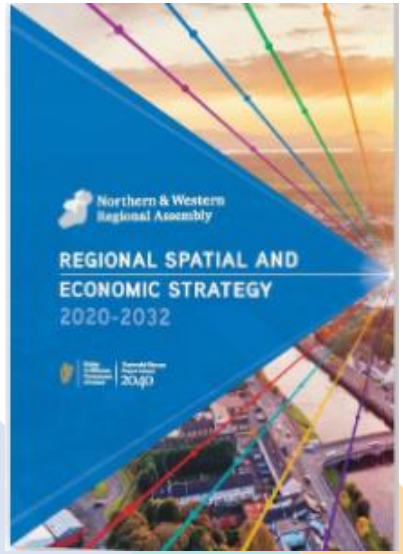












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All Ireland Strategic Rail Review

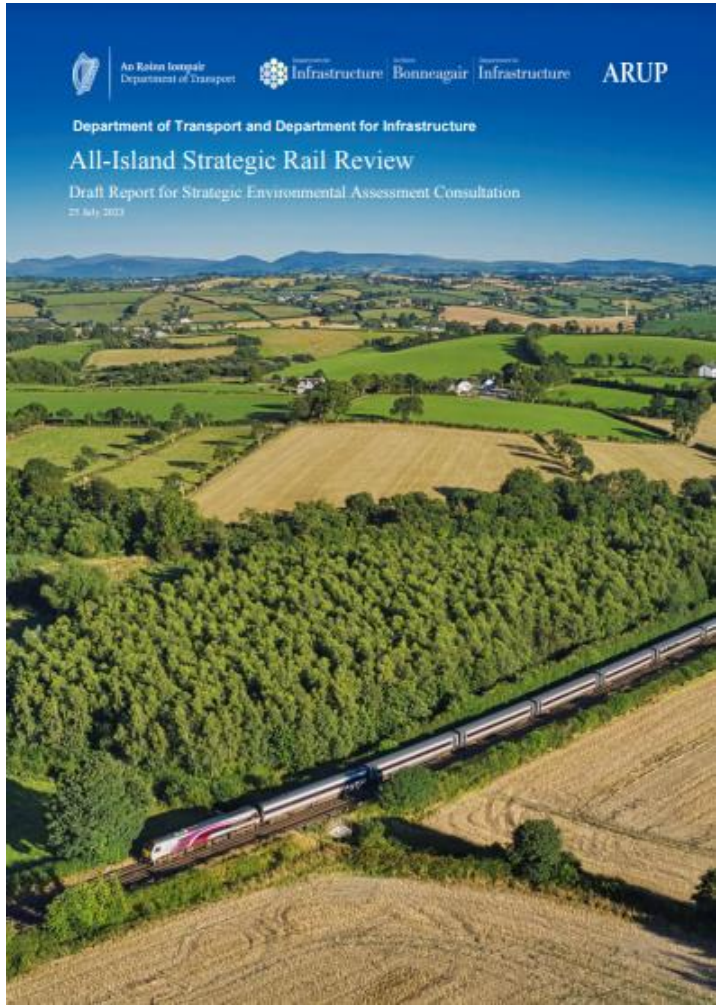

Figure 1
Today's railway

A potential future all-island railway

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Transport Strategies

- ✓ Transport Strategy for the Greater Dublin Area 2022 – Statutory Plan
- ✓ Galway Transport Strategy – under review
- ✓ Cork Transport Strategy completed
- ✓ Limerick & Shannon Strategy completed
- ✓ Waterford Metropolitan Area completed

- ✓ Climate Action Plan now central in consideration
  - ✓ Avoid – Shift – Improve principles

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NTA Regional Transport Modeling System

Developed regional transport models to support

- ✓Transport Strategies
- ✓Transport Investment
- ✓Transport Appraisal

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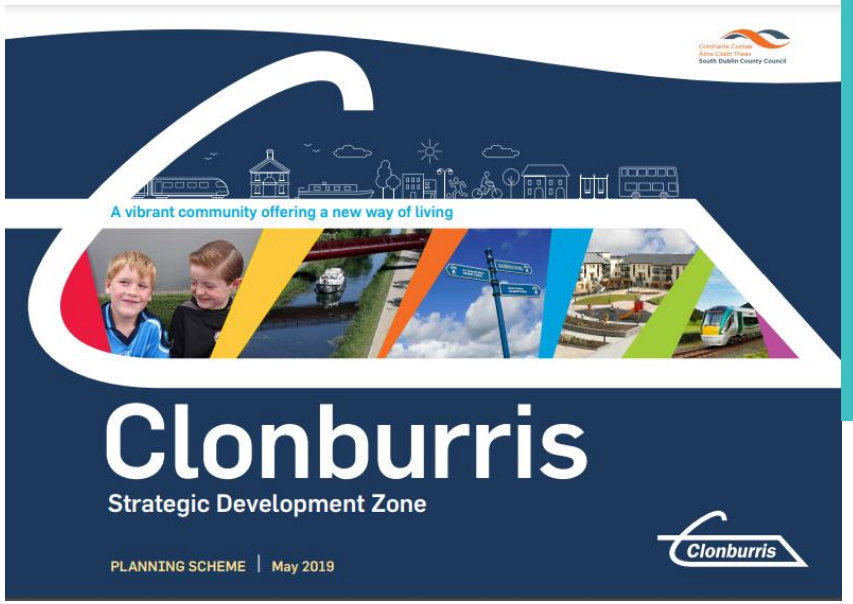
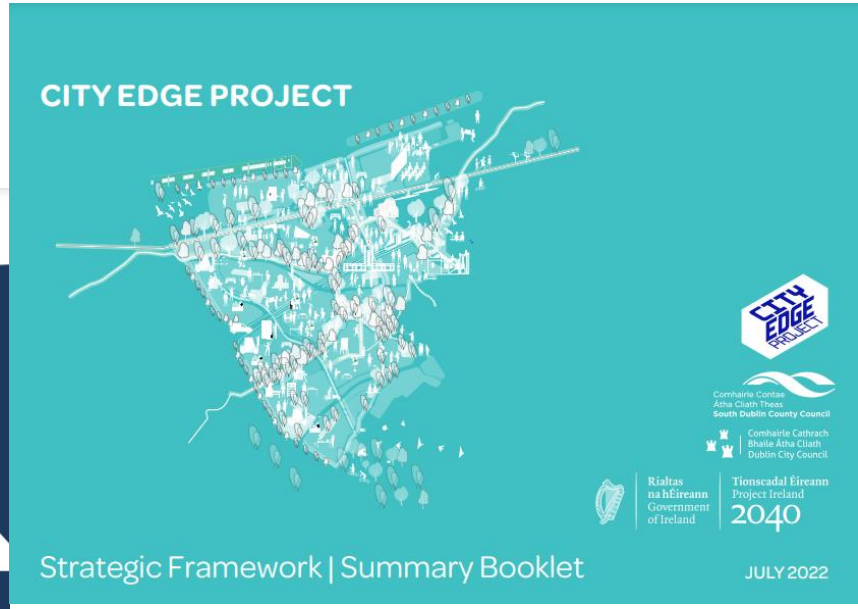
Local Area Plans/SDZs





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Local Area Plans/SDZs

- Poolbeg SDZ – approved by DCC in October 2017 – Construction commenced
- Docklands SDZ – approved by DCC and ABP in 2014 – nearing completion
- Clonburris SDZ – approved in 2018 – Construction commenced and units occupied
- Adamstown SDZ – amended in 2013 – nearing completion
- Cherrywood SDZ – amended in 2017 – Significant construction and occupation
- Clongriffin / Belmayne – On-going Implementation

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Dublin Docklands Recent Developments

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Adamstown SDZ

Clonburris Strategic Development Zone Planning Scheme

- NTA secured the integration of sustainable transport in the design and format of development
- Development at 2 Rail Stations
- 2 High-frequency orbital bus routes
- Roads at or close to capacity
- Legacy of development in South Lucan
- Filtered permeability
- Roadspace reallocation
- Car Parking standards and layout
- Station Integration

Local Area Plans/ABTAs

- The NTA are involved with a number of local authorities in the undertaking of “Area Based Transport Assessments” (ABTA) and the preparation of subsequent Local Transport Plans, which form part of Local Area Plans.
- To date, the focus has been on Regional Growth Centres and Key Towns, but many have been prepared for smaller settlements
- Major settlements with LTPs forming part of LAPs include Tuam, Thurles, Athenry & Longford

Dundrum Local Transport Plan – Dun Laoghaire Rathdown County Council

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Dundrum Local Transport Plan – Dun Laoghaire Rathdown County Council

- 2021- Local Transport Study commenced, led by DLRCC with NTA on Steering Group and attending all meetings
- Developed iteratively with Local Area Plan- identified optimal land uses and densities, aligned with transport objectives and networks
- Final plan included: BusConnects routes, Cycle network, Safe Routes to Schools
- Strong local opposition, in particular to revised traffic routes and parking regime, but Elected Members approved the LAP
- LAP/LTP now provide framework for transport investment by NTA and others, to deliver a people-focused and climate-resilient urban centre

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Some NTA Planning Guidance Notes

- Planning cities and towns for successful bus services
- Planning and Development of Large-Scale Rail-Focussed Areas in Dublin
- Permeability Best Practice Guide
- Area Based Transport Assessment
- Local Transport Plans

Connecting Ireland Rural Mobility Plan

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CONNECTING IRELAND

Rural Mobility Plan

Summary of our Approach

- We applied a Settlement Hierarchy to categorise every settlement in the State
- Assessed the connections provided by public transport between settlements and identified the gaps
- Designed new services to enhance existing or provide new connections
- Public Consultation and ongoing review

We adapted a Settlement Hierarchy from the National Planning Framework

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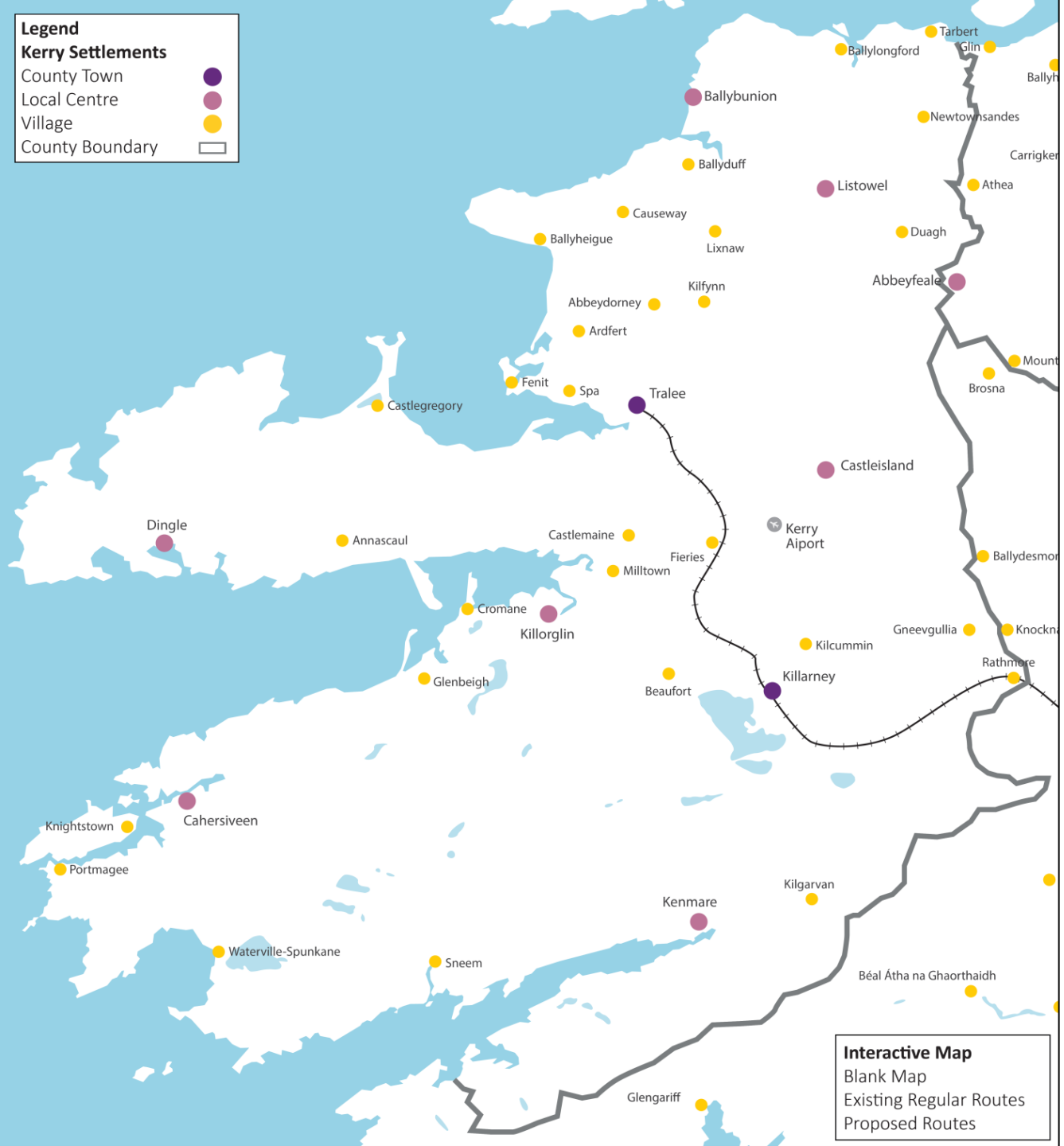
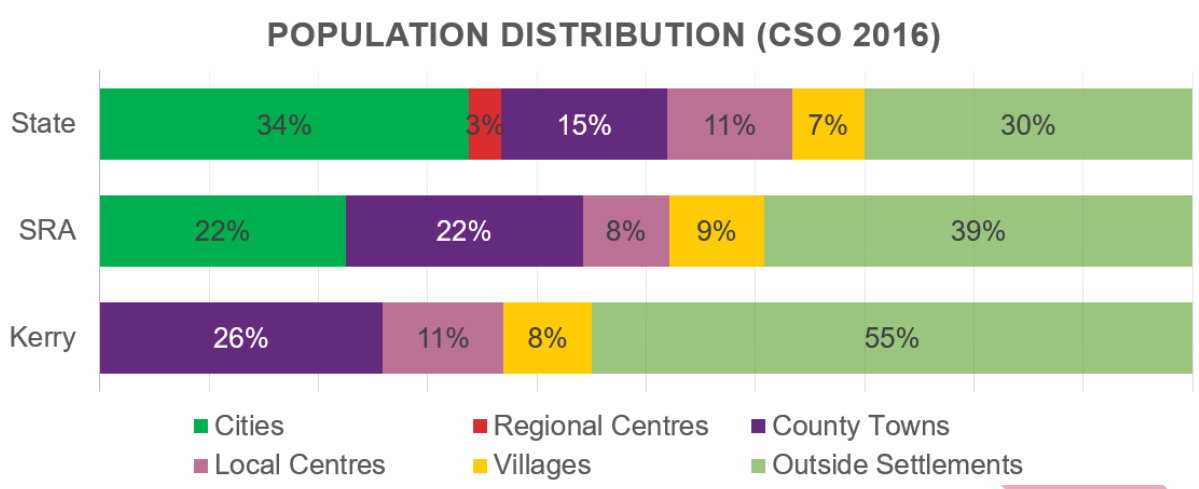
Each settlement type has a range of functions that defines its place on the hierarchy

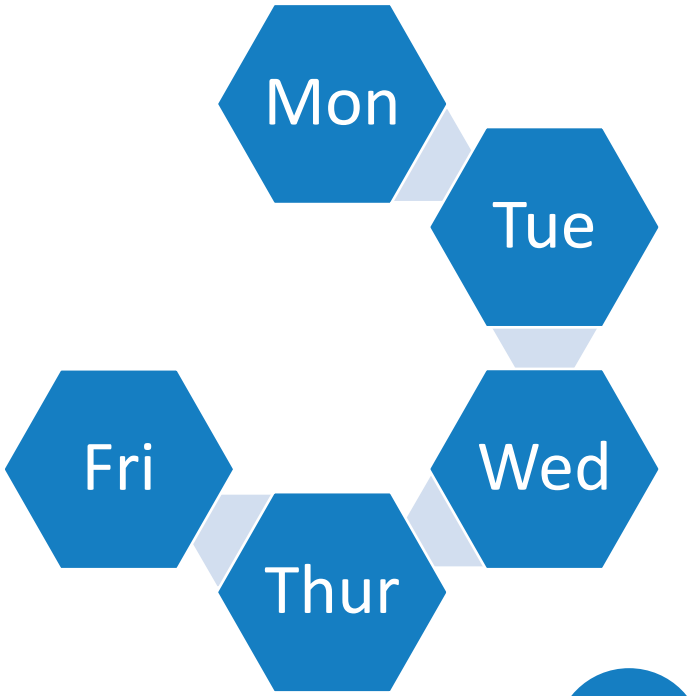
Type	Settlement Functions					
	Government	Healthcare	Commercial	Education	Employment	Social
Rural	- One off houses, small clusters of housing with limited / no settlement functions					
Villages	- As defined by CSO but with some services / amenities					
Local Centres	Post Office, Social Welfare Branch (Intreo)	Primary & Social Care Services e.g. GP Office, Physiotherapy	Grocery Shops, Supermarkets, Restaurants	Library, Secondary Schools, IT / Subsidiary Campuses	Local Businesses, 1 Employment Type from City	Community Centre, Sports Facility
County Town / Market Town	County Council and Local Enterprise Offices	Outpatient Services, Minor Injury Clinics, Acute Injury Units	Comparison Retail, Range of Restaurants	Special Schools, Institutes of Technology	Local Businesses, 2 Employment Types from City	Leisure Centre (Pool), Visitor Centre, Arts & Culture Centre
Regional Centres	Athlone, Drogheda, Dundalk, Letterkenny and Sligo as identified by the National Planning Framework					
City	City Council, Garda HQ, High Court	Elective Surgery & Emergency Hospital Services	Department Stores, Specialist Shops, Higher Order Retail	Universities	International Companies, Business Park, Retail Park, IDA Site	Museums, Galleries, Conference/ Concert Arena

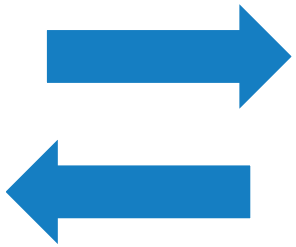


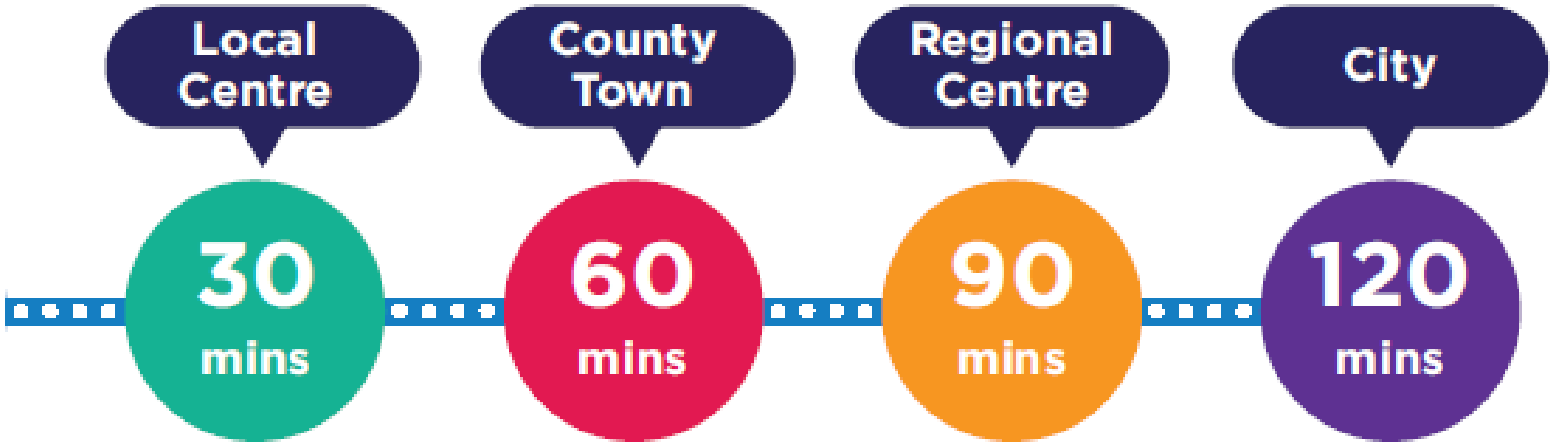
Applying the Hierarchy



Measuring Connectivity







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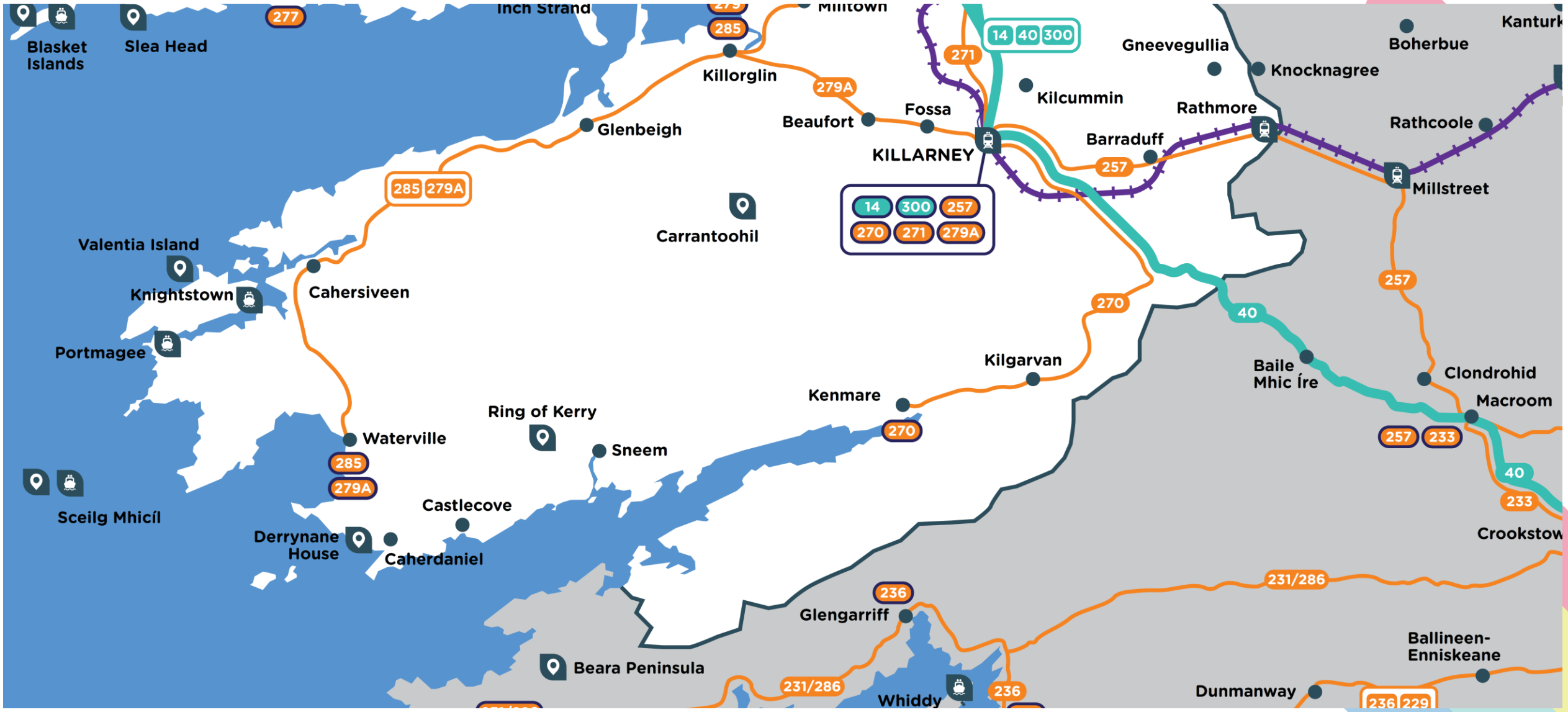
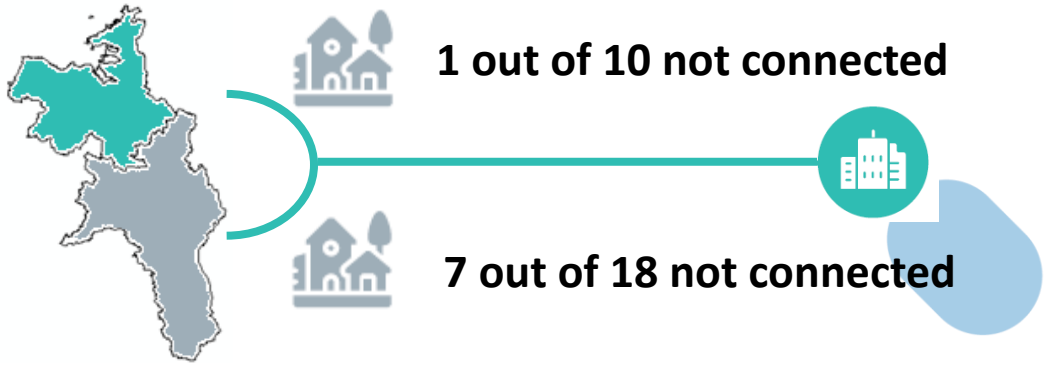
Assessing Existing Connections (2021)



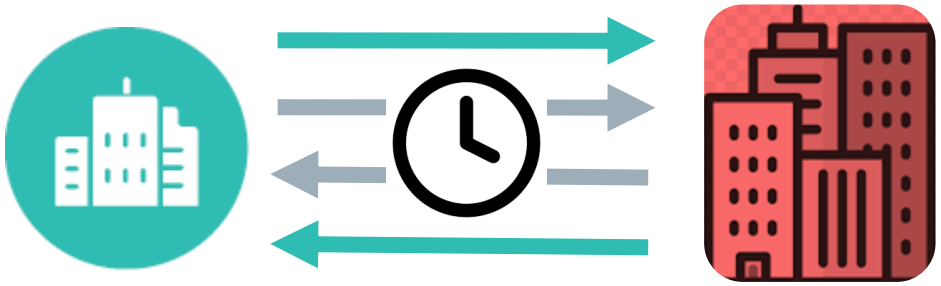
Analysis of connectivity between settlements across the country…

Network Connections

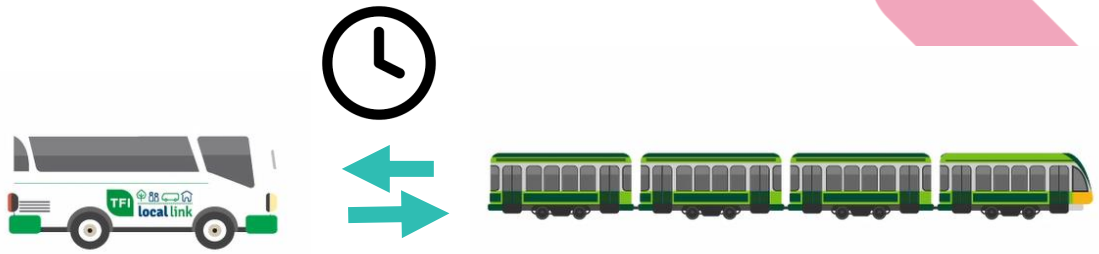
Uneven Connectivity Between Areas



Timetable Frequency + Coverage



Better Timetable Integration



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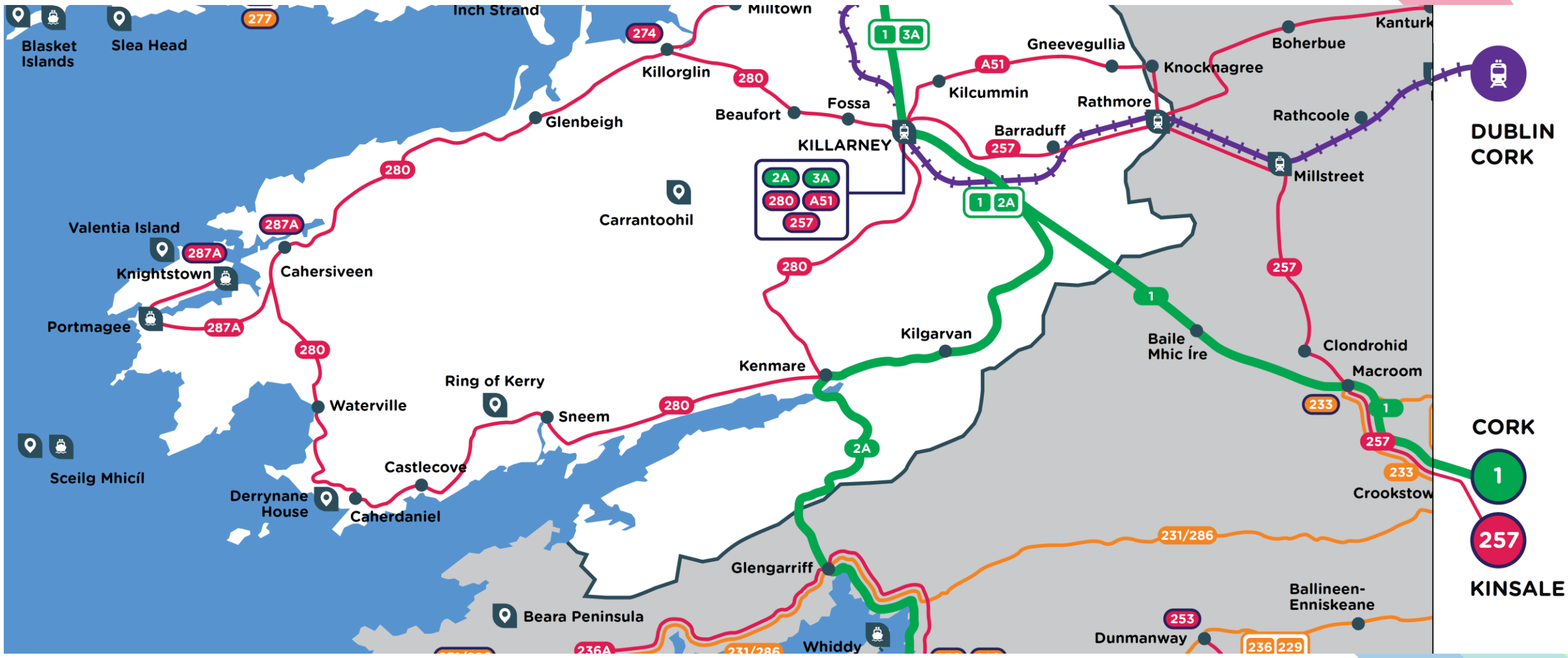
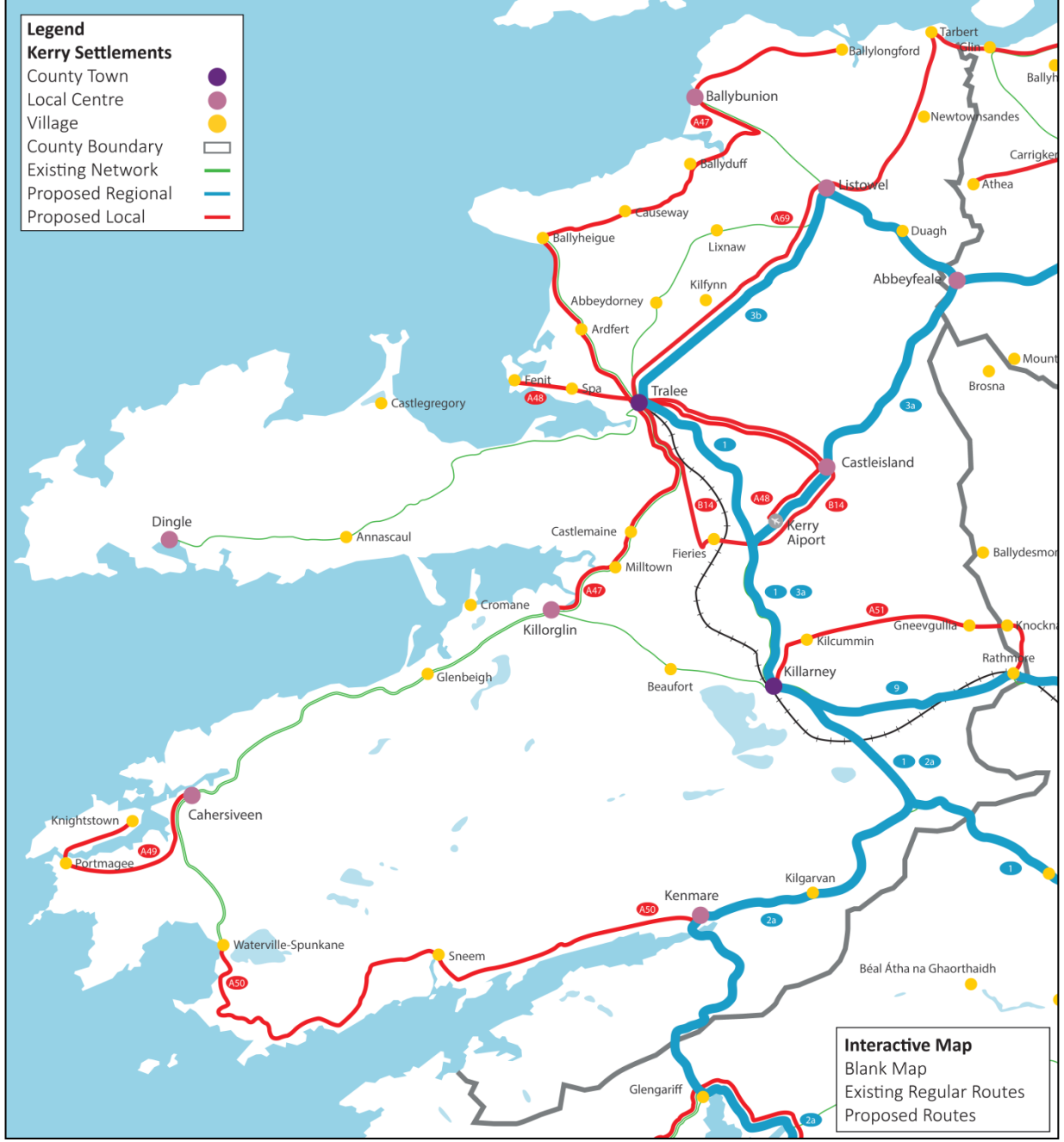
Designing a New Network





Proposed Public Transport Network Improvements

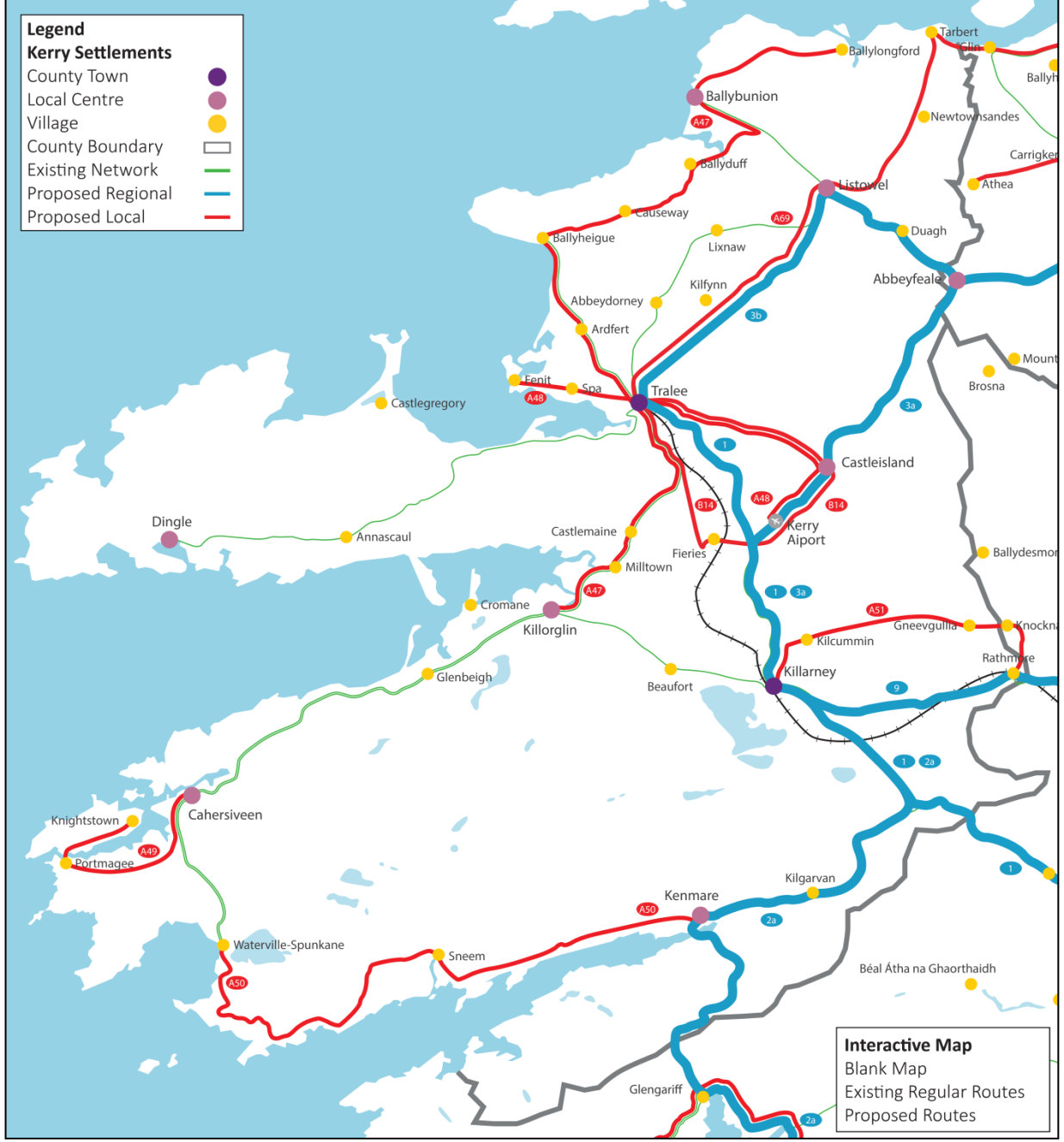
Regional Corridors

- 1 Cork to Tralee (increased from every hour to every 30 minutes)

- 2a Skibbereen to Killarney (new service every 2 hours)

- 3 Limerick to Killarney/Tralee (every 30 minutes, alternating to Tralee/Killarney)

- 9 Dungarvan to Killarney (via Mallow) (new service every 2 hours)



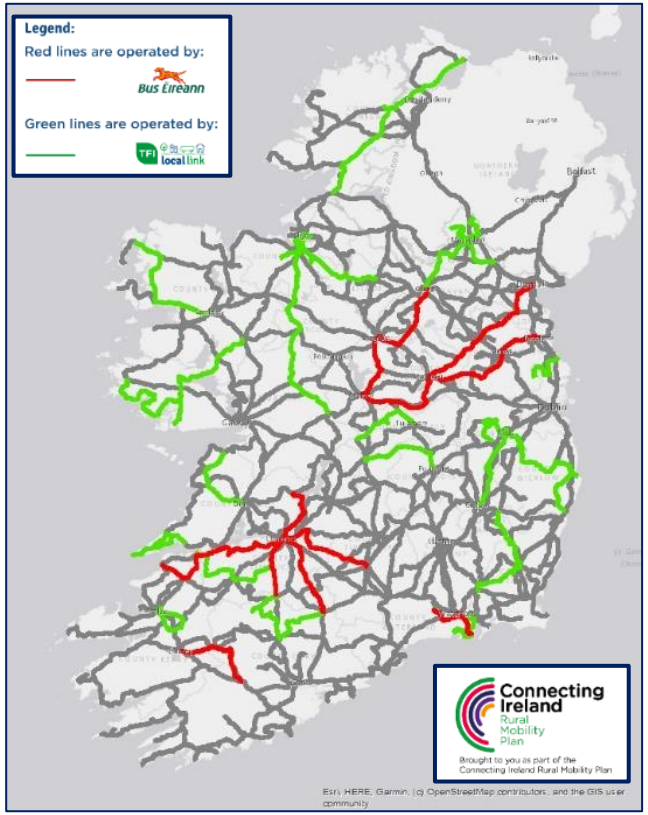
Proposed Public Transport Network Improvements

Local Routes (minimum 3 times per day)

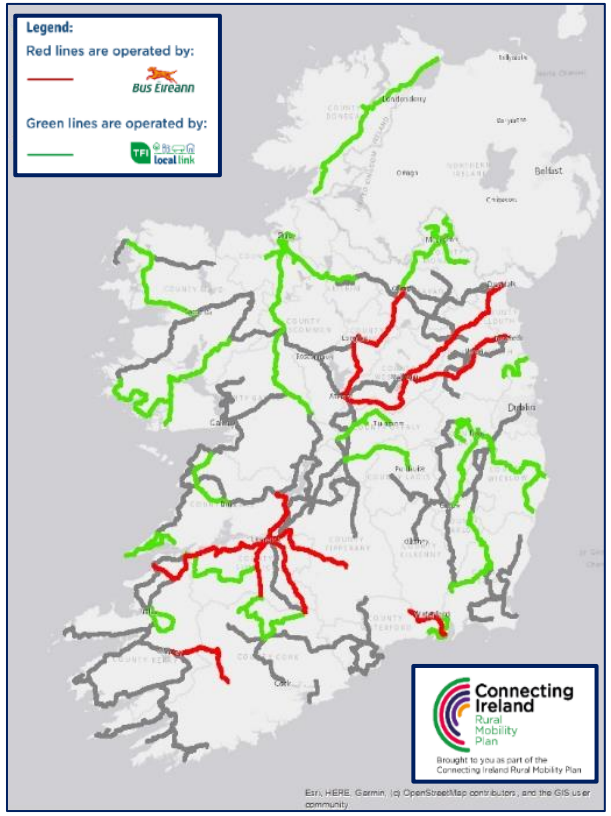
- **A47 Ballylongford to Killorglin**
- **A48 Fenit to Kerry Airport**
- **A49 Caherciveen to Knightstown**
- **A50 Waterville-Spunkane to Kenmare**
- **A51 Killarney to Rathmore**
- **A69 Limerick to Tralee (via Foynes)**
- **B14 Currans to Tralee**

Connecting Ireland Progress

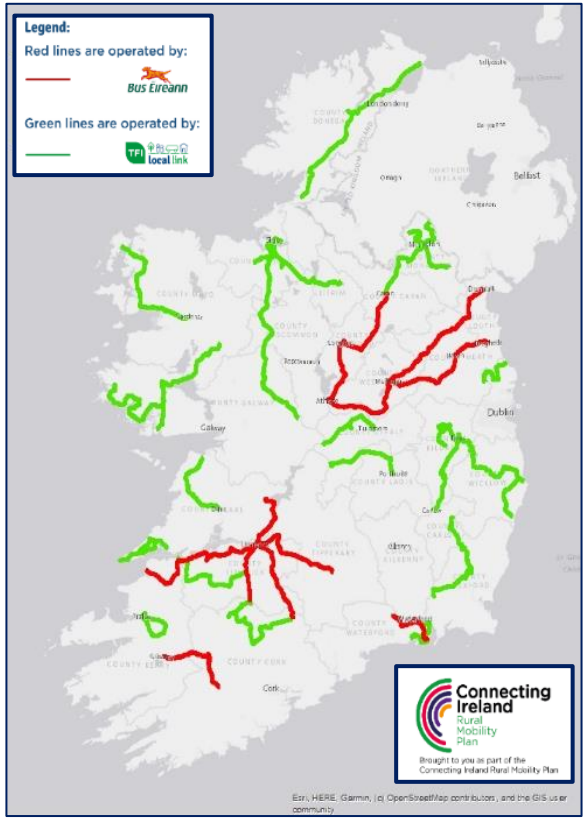
Implemented to Date & Full Programme Plan



Implemented to end 2023



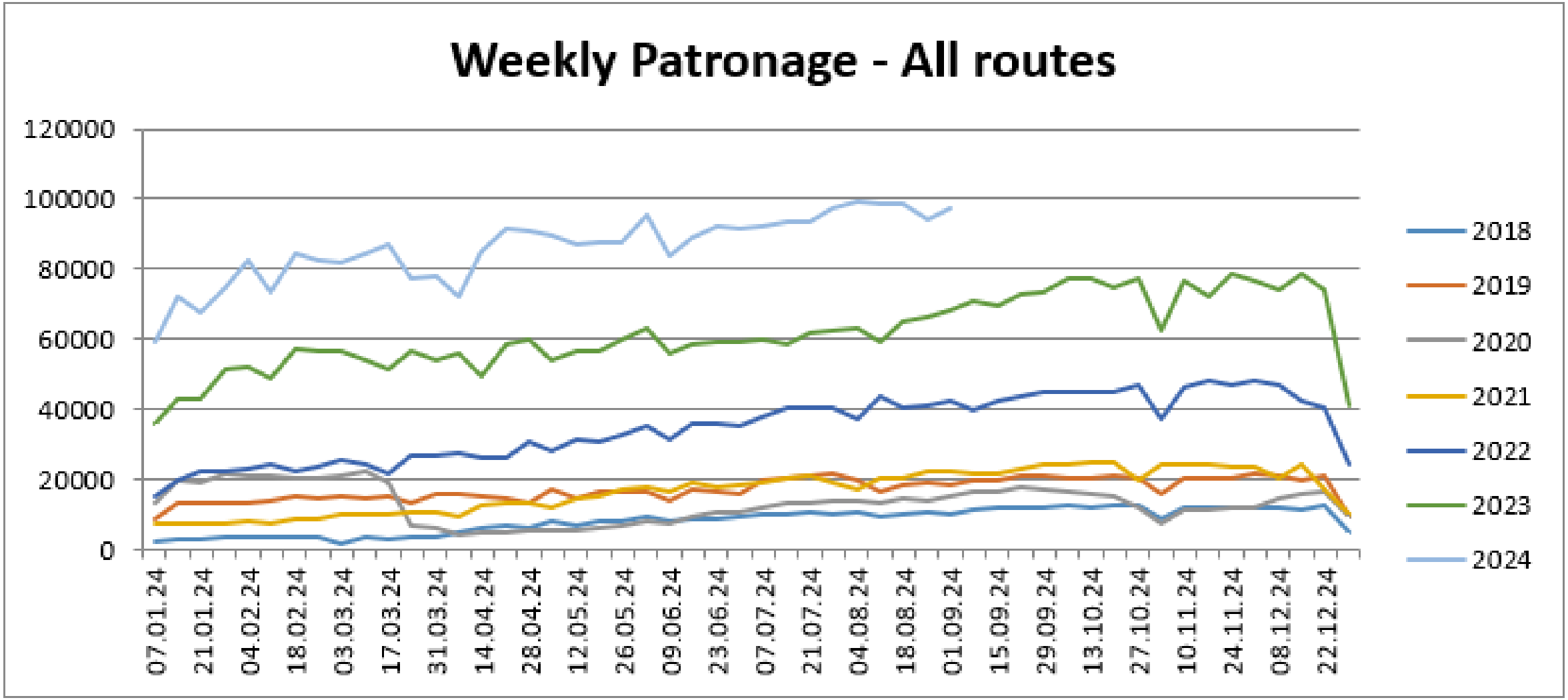
Implemented to end 2022



Connecting Ireland Rural Mobility Plan

Brought to you as part of the Connecting Ireland Rural Mobility Plan

Connecting Ireland Implementation
Patronage Trend



Towns Implementation Update

- New Town services delivered in Carlow & Clonmel in 2023;
- Planned for delivery or improvement in Sligo, Dundalk, Ennis, Letterkenny, Mullingar, Portlaoise and Tralee;

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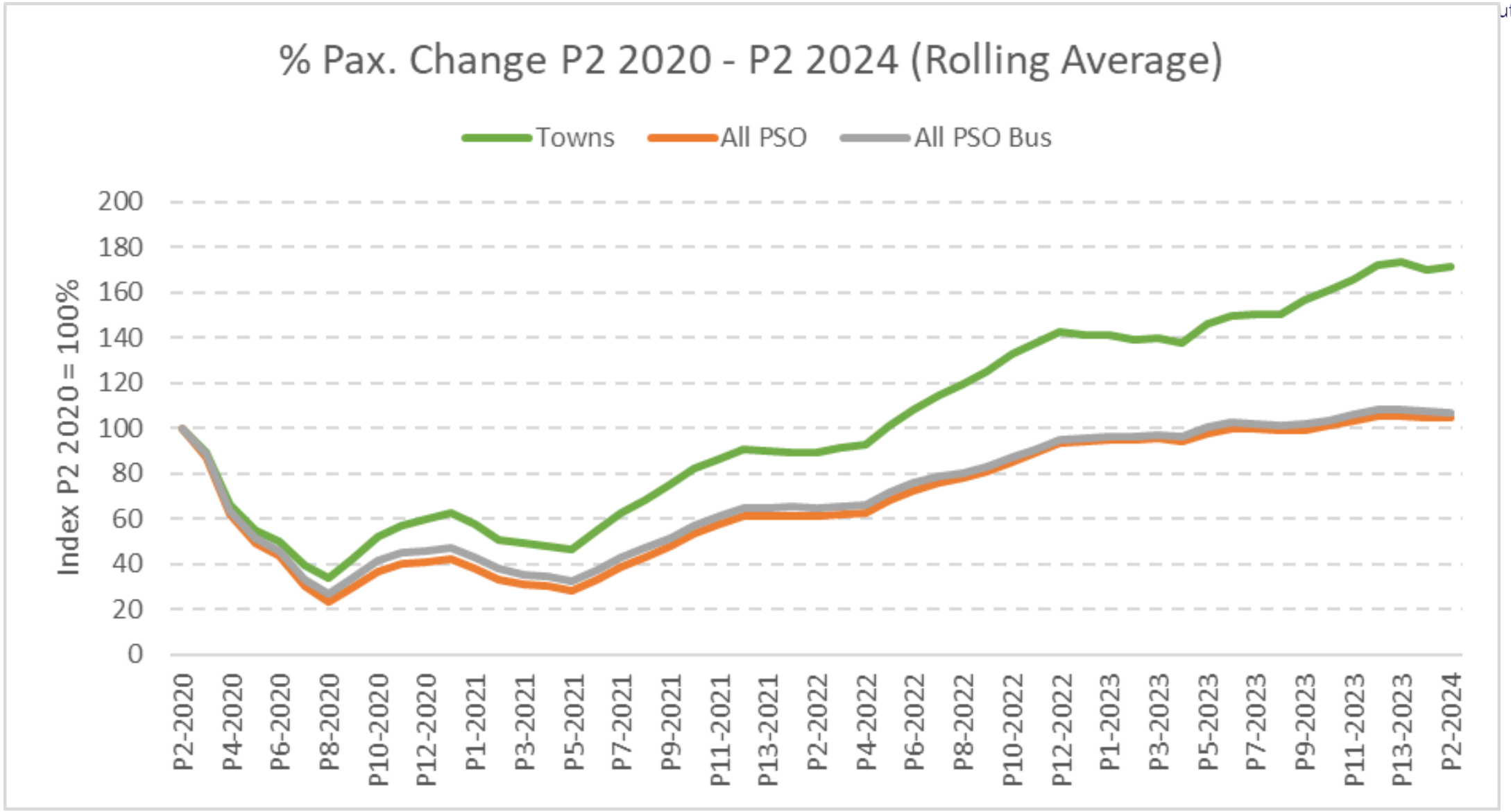
Town Bus Services



Other Supporting Activities

Bus Stop delivery

- Approval of bus stops is a function of Roads Authority
- Locating bus stops safely on national, regional and local roads is challenging
- Accessibility of bus services is increased the more bus stops that can be provided on the route
- However it has to be balanced with keeping journey time as short as possible
- NTA needs the support of every Local

Bus Stop delivery

Bus Stop delivery

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Active Travel

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Active Travel Investment Annual Outturn

Active Travel Implementation

- Large Increase in Investment
- Active Travel Teams in all local authorities
- Network Plans designed for each county & city
- TII developing national network and greenways

Investment can be seen all around Ireland

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Transport Emissions are increasing

More than ever, we need to work in partnership with Local & Regional Authorities, to deliver sustainable transport solutions for Ireland

Help us to deliver more efficient public transport

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Questions

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