

*The role of integrated land use  
and transport planning in  
informing the Assessment of  
Enterprise and Employment  
Lands*



# Structure of Presentation

- The Role of Transport
- Role of the NTA
- Hierarchy of Plans and the *Integration of Land Use and Transport*
- *Guiding Principles* relating to the Location and Intensity of Employment Uses
- Informing Employment Location through better integration between Land Use and Transport Planning – *The Role of Local Transport Plans in informing the Employment Land Assessment Process as presented in PN04*
- Use of *Connectivity Tools* as an aspect of the LTP process, in illustrating the potential and suitability of locations for Employment
- Concluding Remarks



# Introduction – The role of Transport

Economic and social activity is heavily based on transport connectivity.

A good transport network:

- Links people to jobs;

- Links people to services;

- Delivers products to markets;

- Underpins supply chains and logistics networks; and

- Facilitates domestic and international trade.



# The NTA: What we do

Bus, Rail & Light Rail Services



Taxi & Bus Licensing



Investment Projects



Personal Travel Choices



Integration & Technology



Transport Planning & Policy



smartertravel >>>  
>>> campus

smartertravel >>>  
>>> workplaces

# The NTA: Transport Planning and Policy

## Strategic Transport Planning

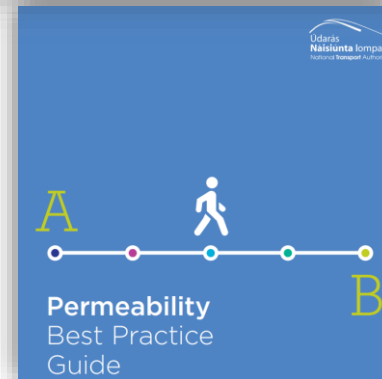
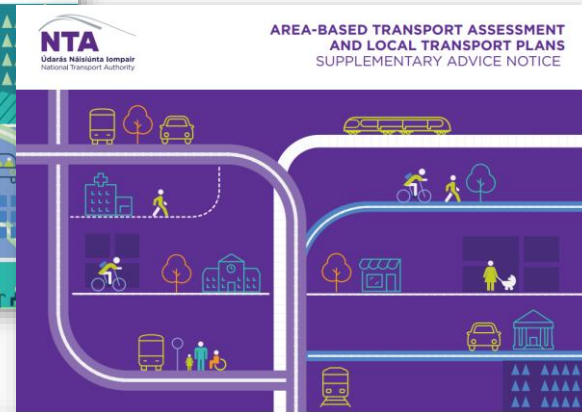
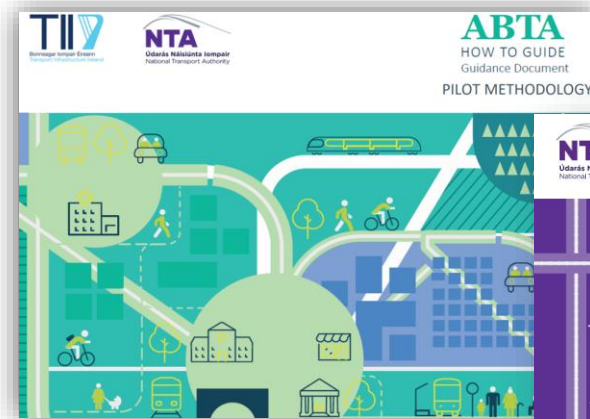
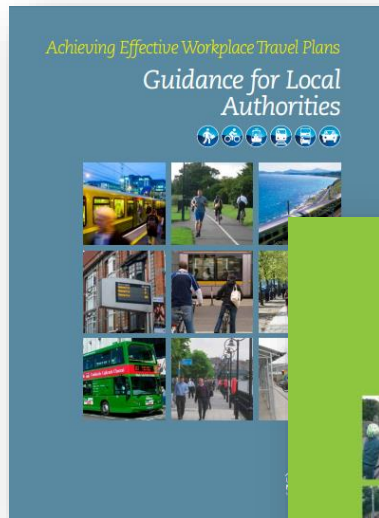
- NTA Transport Strategy for the Greater Dublin Area
- Other Metropolitan Area Transport Strategies
- Input into National & Regional Transport Policy
- Input in Local Transport Policy through LTPs



# The NTA: Policy Development

## Transport Policy

- General Transport Policy Development



# Hierarchy of Plans & the Integration of Land Use and Transport Planning

National Planning Framework (NPF)



National Development Plan (NDP)

RSES and MASP

Transport Strategies

Implementation Plan (GDA)

County Development Plans

LAPs/Urban Area Plans

Local Transport Plans

- NPF, RSES current Government policy are generally well represented in Development Plans
- The effectiveness of delivery of the objectives may be difficult if the plans are too vague on the “how” and “why”.
  - The “how” in relation to transport is the means by which the travel demand generated by the development is expected to be served.
  - The “Why” is the reasoning for particular transport measures or approaches being adopted by the plan to achieve the plan objectives.



# Guiding Principles relating to the location and intensity of Employment Uses

## NTA Policy Focus

For urban-generated development, the ***development of lands, within or contiguous with existing urban areas should be prioritised*** over development in less accessible locations.

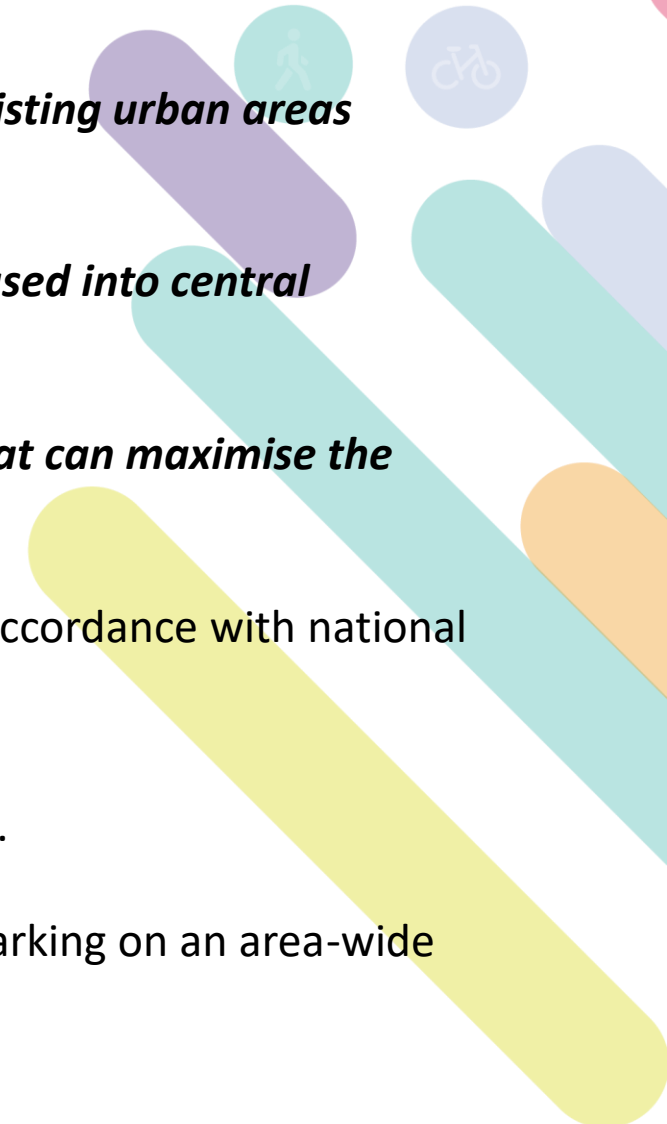
Larger scale, ***trip intensive developments***, such as offices and retail, should primarily be ***focused into central locations*** in urban areas.

Trip destinations, including ***employment intensive uses*** should be developed at locations that can maximise the ***potential for accessibility by walking, cycling and public transport***.

The ***strategic transport function of national roads*** should be ***maintained and protected*** in accordance with national policy.

All non-residential development proposals should be subject to maximum parking standards.

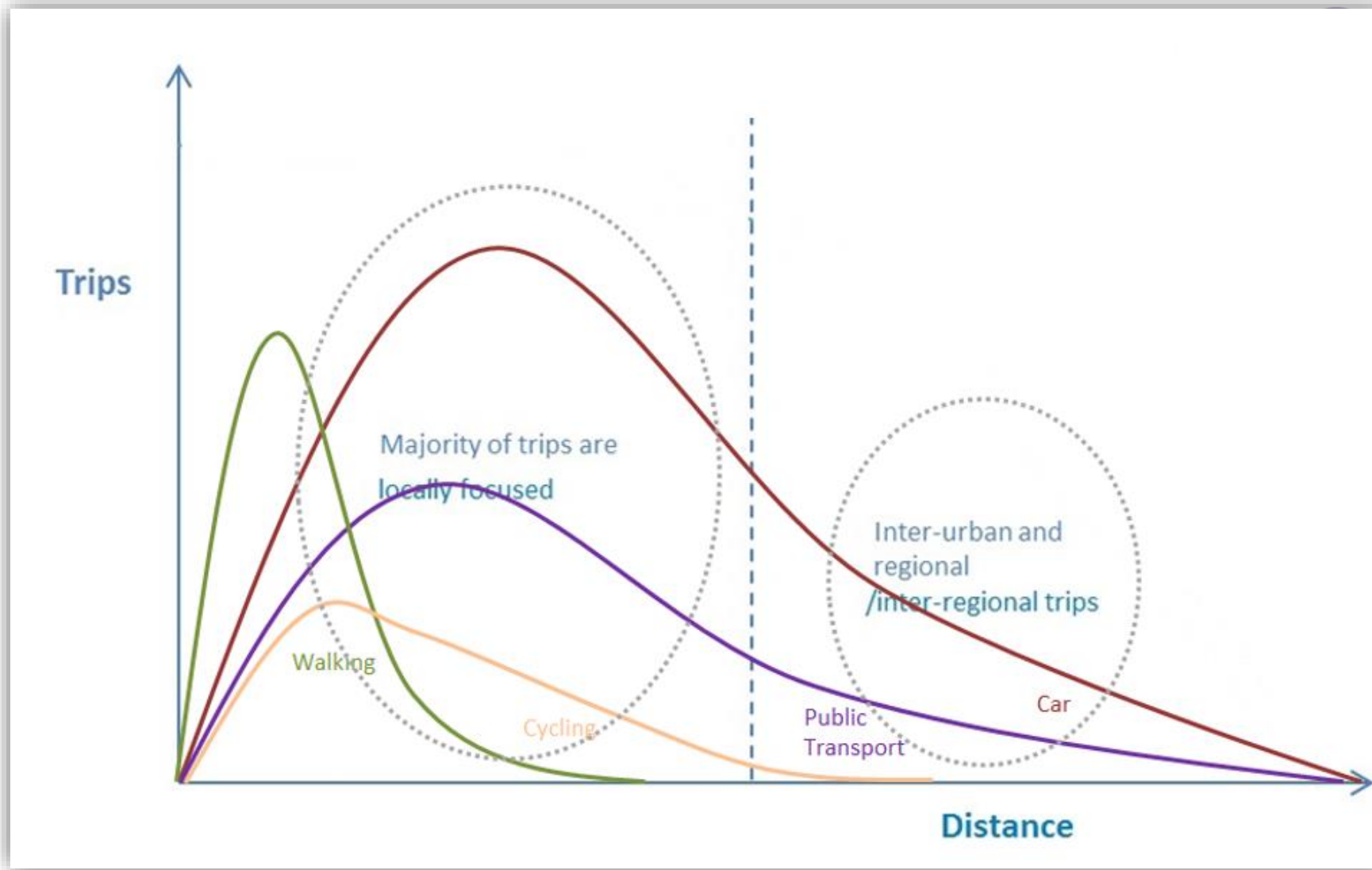
In locations where the highest intensity of development occurs, an approach that caps car parking on an area-wide basis should be applied.





# The Majority of Trips are Locally Focused

## NTA Policy Focus



# Informing Employment Land Assessment Process through better integration between land use and transport planning

## Local Transport Plans (LTP) Context

**PN04** highlights the importance of LTPs, stating that '*consideration should be given as to how the (Enterprise and Employment Land) Assessment can be integrated with the LTP preparation process*' and ABTA.

LTPs being prepared by local authorities, **based on the ABTA methodology** as set out in NTA/TII Guidance Note

### What is ABTA?

- 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 through the preparation of an LTP, with an emphasis on enabling sustainable transport outcomes for the Plan area.

### Context for the PN04 Assessment of Employment Land

- Consistent with the PN04 Assessment process, the LTP process enables a policy-led, evidence-based approach to the identification of suitable sites for employment development and can inform the identification of sites, no longer considered appropriate for employment.

# Informing Employment Land Assessment Process through better integration between land use and transport planning

## Local Transport Plans (LTP) Process

The LTP represents the lowest tier of the NPF's framework for the integration of land use and transport planning and its purpose is to inform the preparation of LAPs by:

- **Identifying and understanding current travel patterns;**
- Using **Analysis of Baseline Conditions** to identify strengths, weaknesses, opportunities and threats;
- 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;
- **Formulating measures that will achieve the objectives** identified and that can be incorporated into the relevant Development Plan or LAP;
- 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.

### Context for the PN04 Assessment of Employment Land

The iterative process involved in the LAP/LTP preparation can inform the Employment Land Assessment Process as presented in PN04, **as an aspect of this iterative process**.

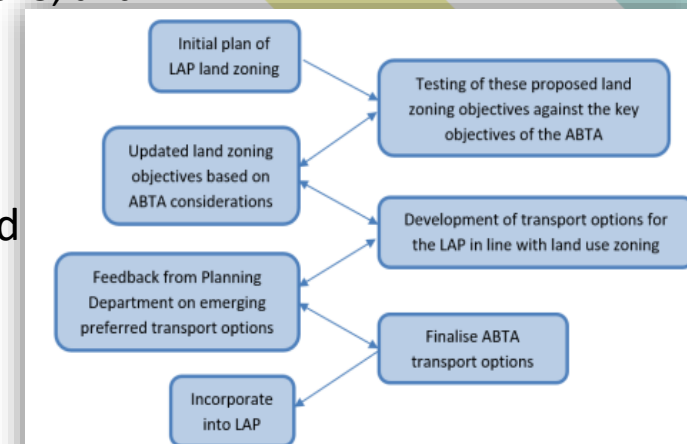
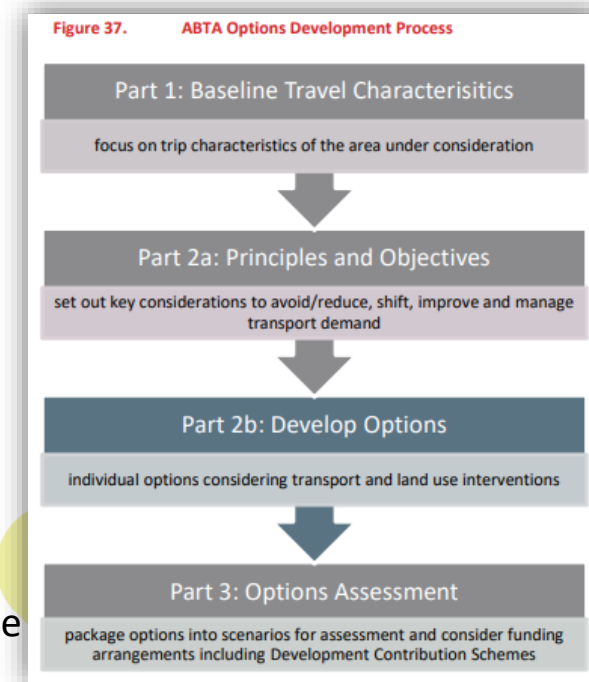


Figure 1: ABTA Interaction with Developing LAP

# Informing Employment Land Assessment Process through better integration between land use and transport planning

## Comprehensive **Baseline Study** incl. SWOT/C

- Evidence based – Transport Demand / Demand Patterns, Existing Transport
- Baseline ATOS / PTALS analysis

## Establishing Context – **What are we planning for?**

- Guiding Principles and Objectives
- **Future Population, Employment, Schools etc. & Forecast Transport Demand**
- Major planned schemes

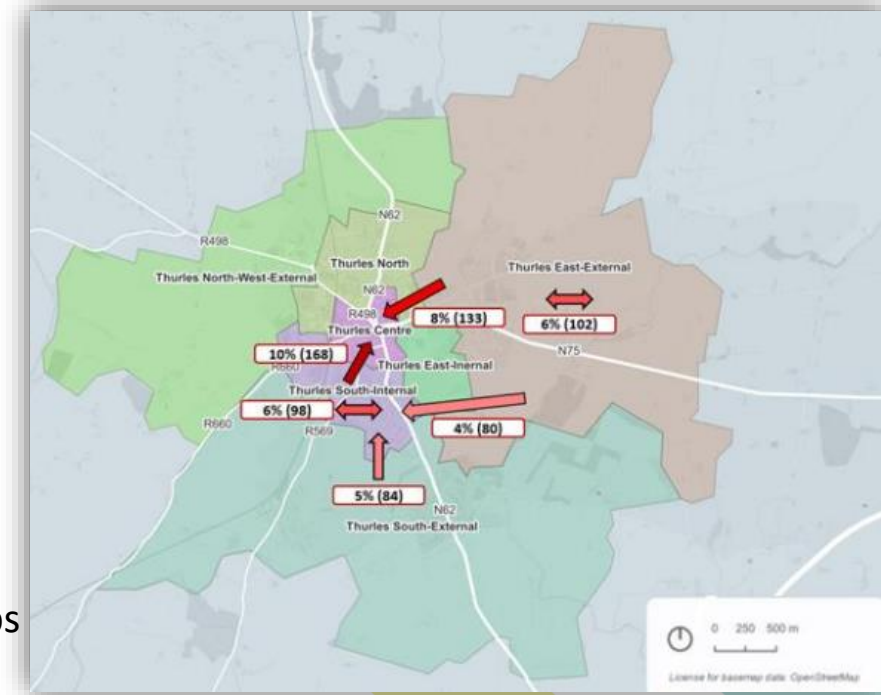
## Transport Options, Measures and the Draft Plan

- 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.
- ATOS / PTALS analysis

## Context for the PN04 Assessment of Employment Land

Employment Land Assessment process / outcomes could be represented in LTP content.

## Local Transport Plans (LTP) Content



## Thurles & Environs Local Area Plan 2024 - 2030

Appendix 2 Local Transport Plan

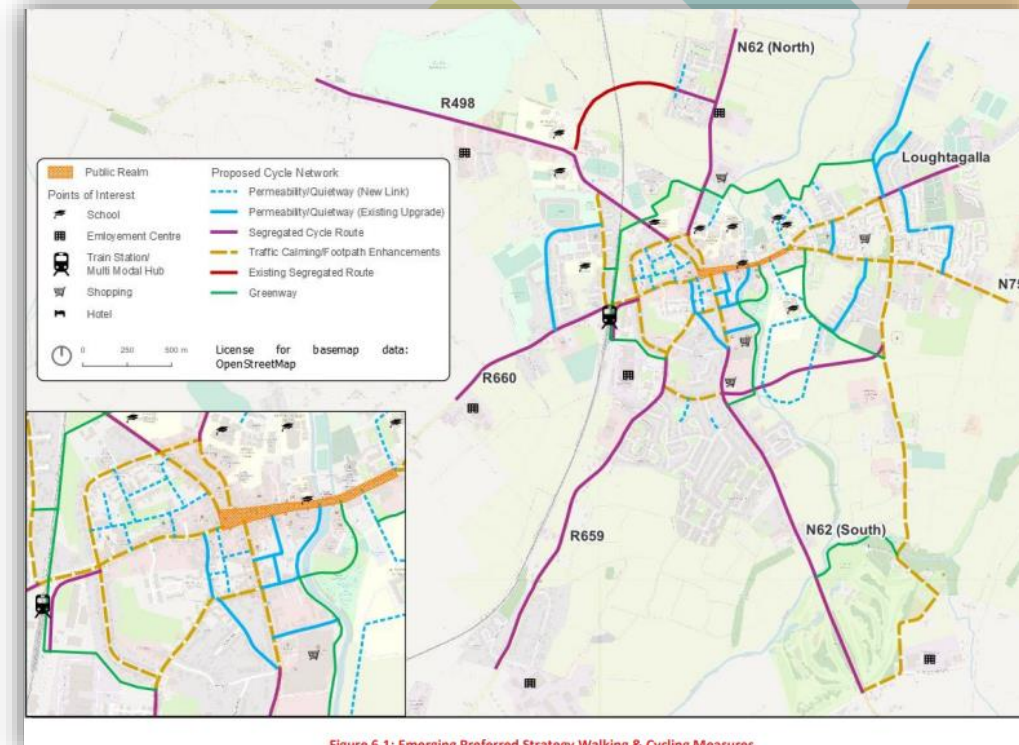
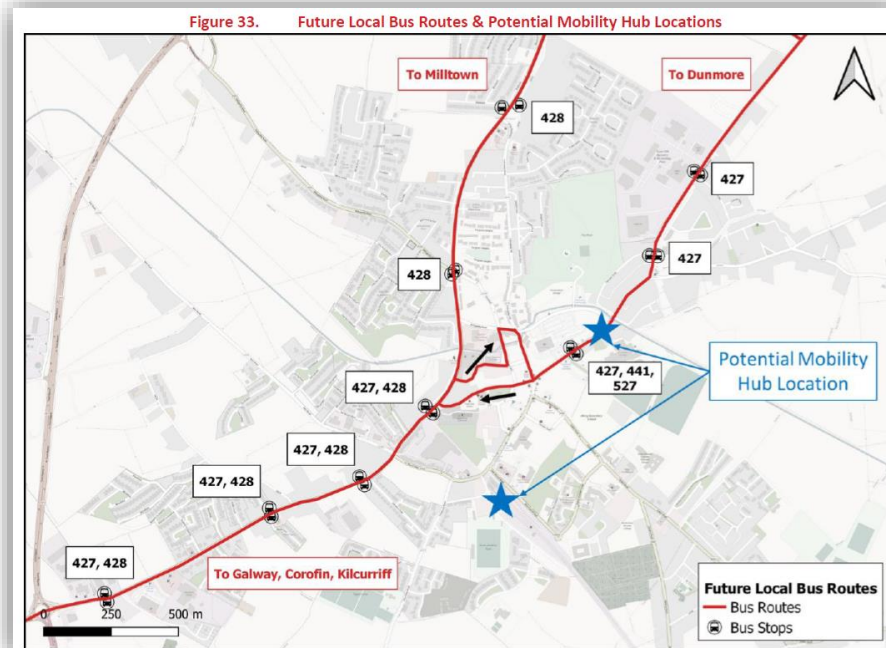
# Informing Employment Land Assessment Process through better integration between land use and transport planning

## Local Transport Plans (LTP) Outcomes

Development Plans and Local Area Plans play a crucial role in informing transport investment priorities in alignment with development objectives and in avoiding a piecemeal approach to the delivery of transport infrastructure.

When an LTP is prepared in conjunction with a LAP/Urban Area Plan, it enables 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



# Informing Employment Land Assessment Process through better integration between land use and transport planning

## Networks for each mode

- Walking and Wheeling - Quality and Permeability
- Cycling
- Public Transport (including Town Services)
- Traffic Management and General Vehicular Movement
- Goods and Deliveries

## Priority Investment Areas

- Short (LAP) / Medium / Long Term
- Current Active Travel Schemes
- Current Public Transport proposals

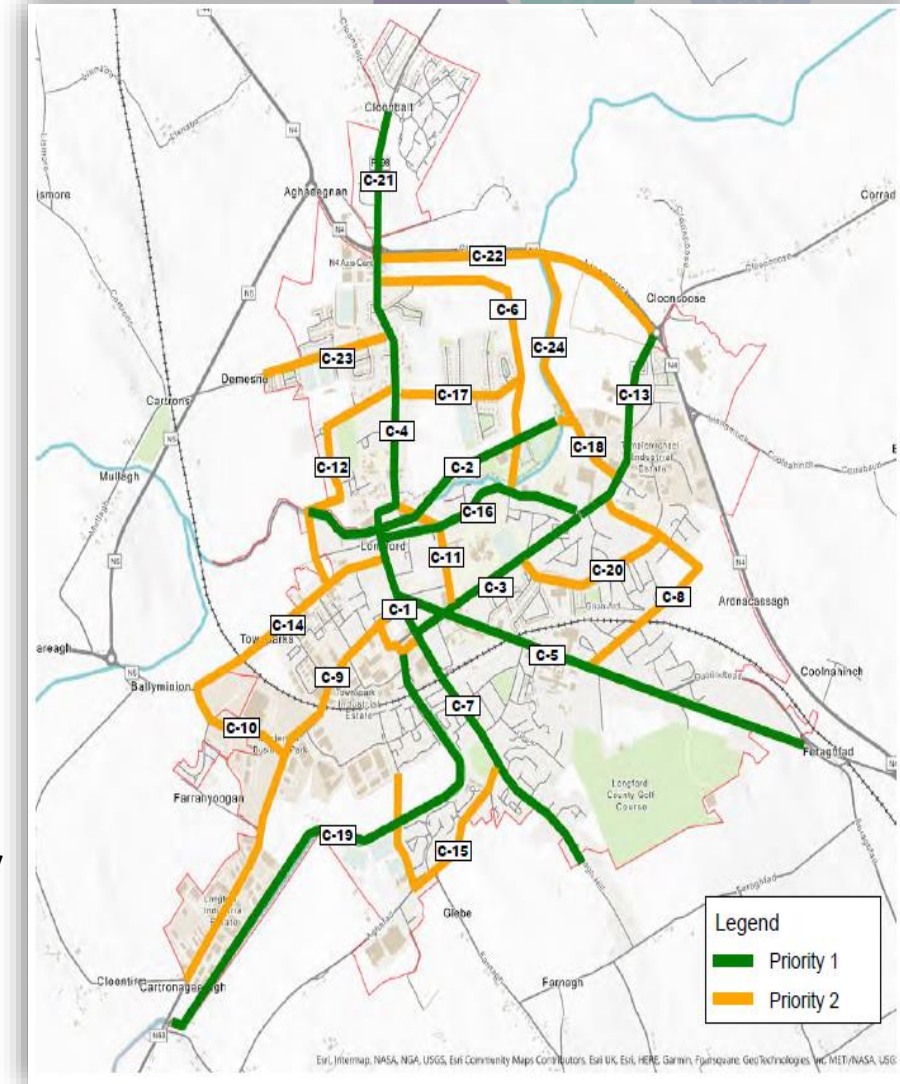
## Travel to Schools and other Key Destinations

- Major generators of demand
- Essential for cultural shift

## Context for the PN04 Assessment of Employment Land

Clear indication of how selected employment lands are going to be serviced by transport, in accordance with assumed level of employment intensity and assumed trip patterns.

# Local Transport Plans (LTP) Key Deliverables





# Informing Employment Land Assessment Process through better integration between land use and transport planning

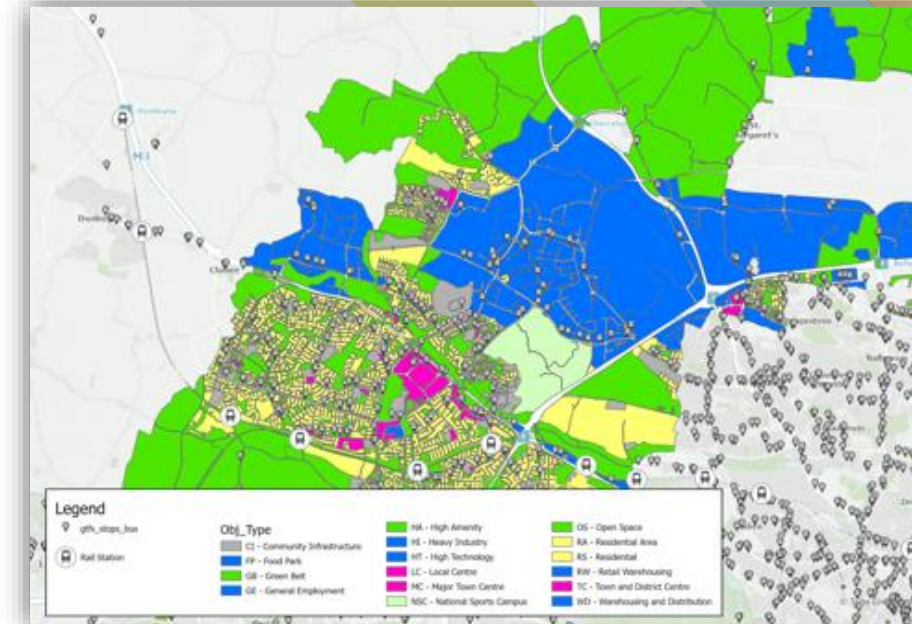
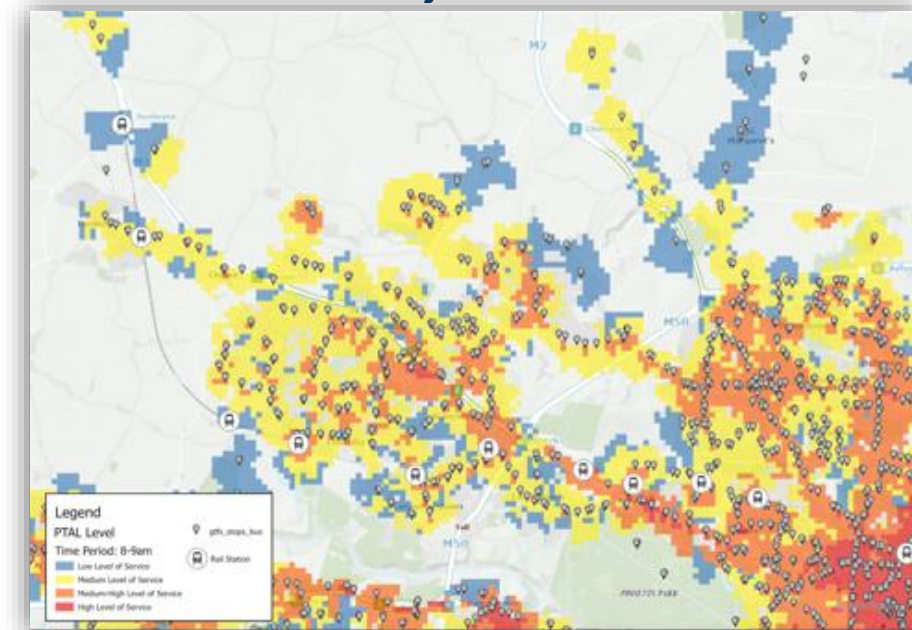
## Local Transport Plans (LTP) Application of *Connectivity Tools*

### Application of PTALS (Public Transport Accessibility Level)

- At the Development Plan level, the PTAL values for existing PT services can be combined with zoning maps
- The PTAL, through its use in the preparation of LTPs can inform the zoning and phasing of development, equally it can point to areas where the PT network needs to be improved
- At the local level it is possible to use PTAL for more in-depth analysis
- A poor PTAL score or a sudden change from a high to a low score could indicate where there is opportunity to improve permeability in the local network or where the public transport frequency level could be improved

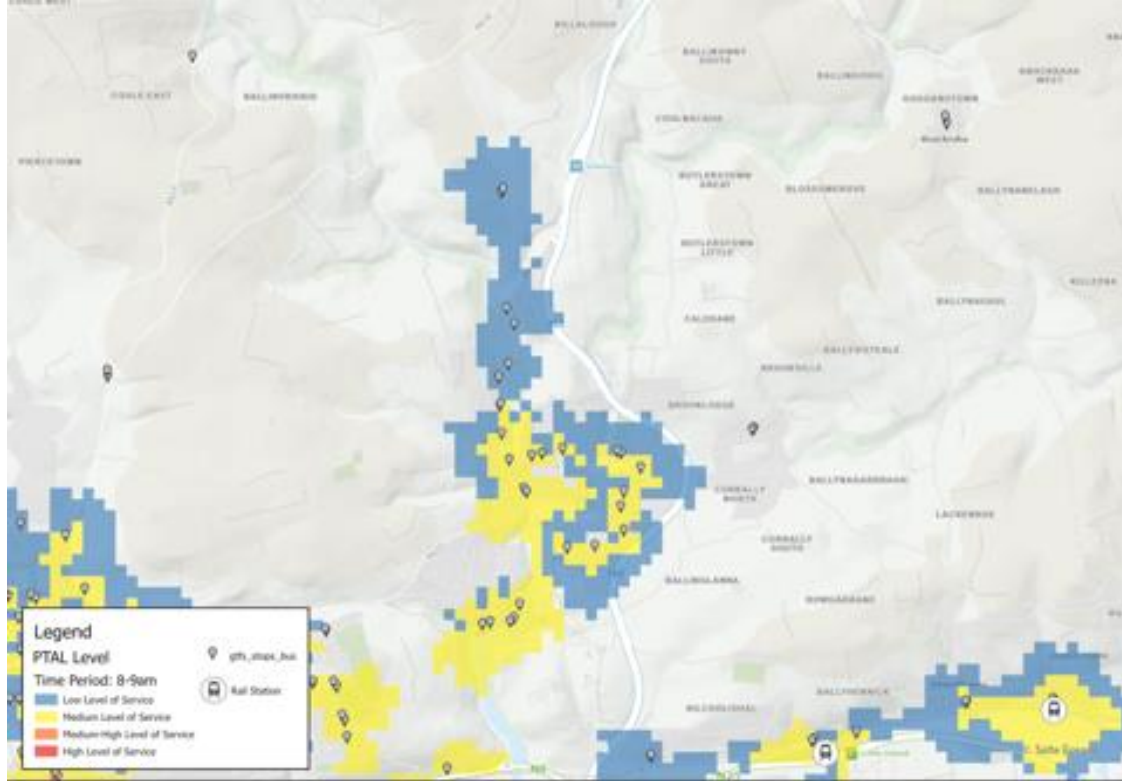
### Context for the PN04 Assessment of Employment Land

The use of PTALS as part of the LTP and Employment Land Assessment Process can inform the location, density, connectivity requirements and phasing of employment development in combination with the planning of supporting public transport services.



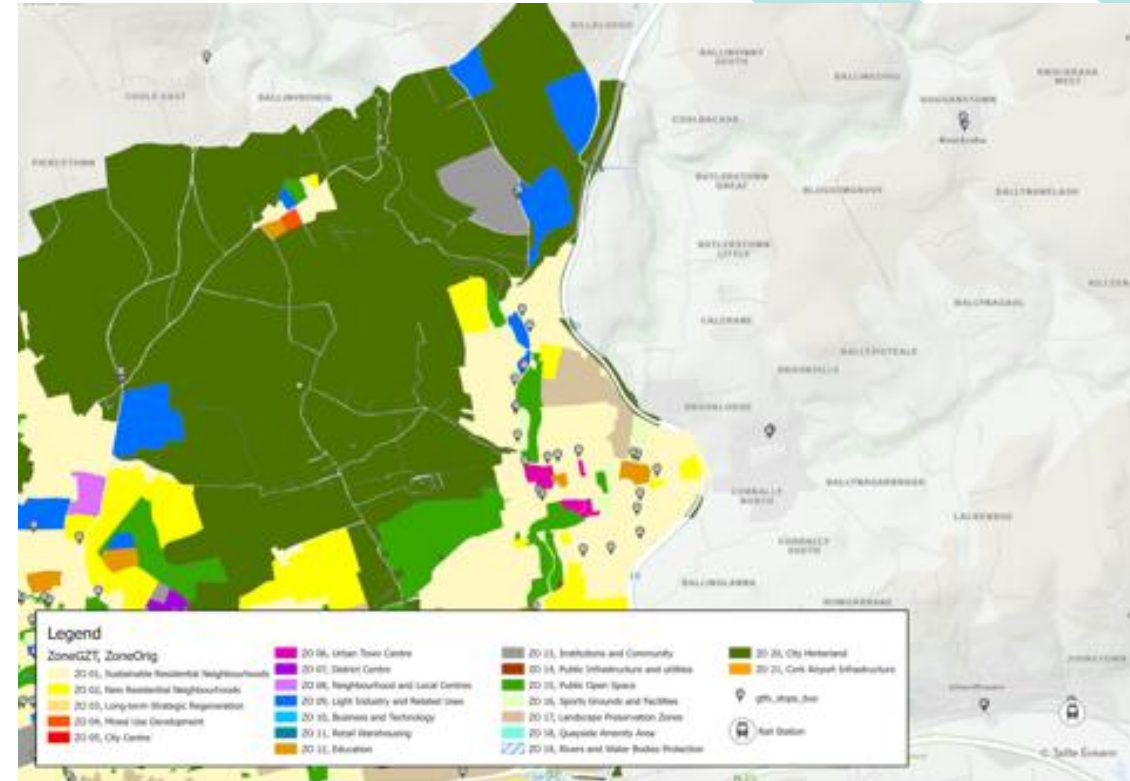


# Informing Employment Land Assessment Process through better integration between land use and transport planning



# Local Transport Plans (LTP) Application of *Connectivity Tools*

*PTALS analysis can highlight strengths and weaknesses of zoned employment locations*



# Informing Employment Land Assessment Process through better integration between land use and transport planning

## Local Transport Plans (LTP) Application of *Connectivity Tools*

### Application of ATOS (Access to Opportunities & Services)

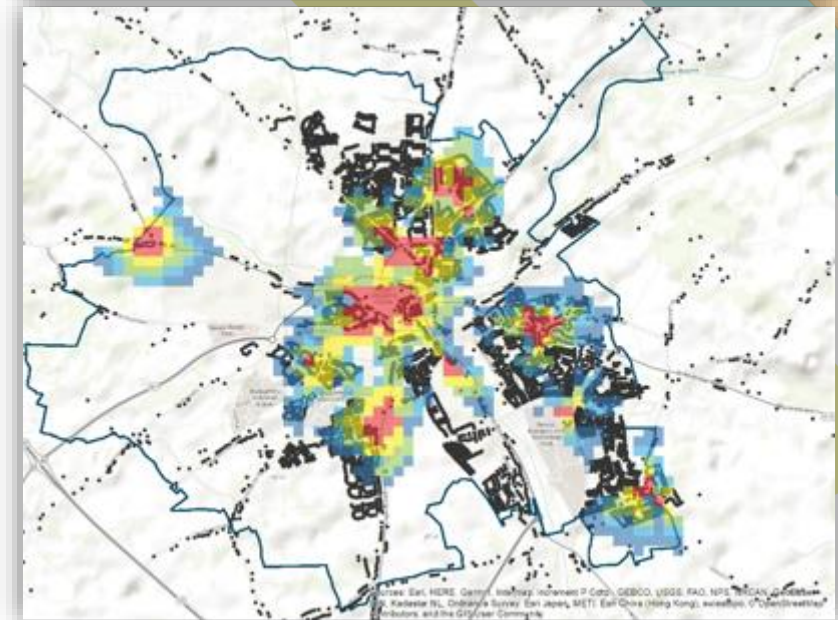
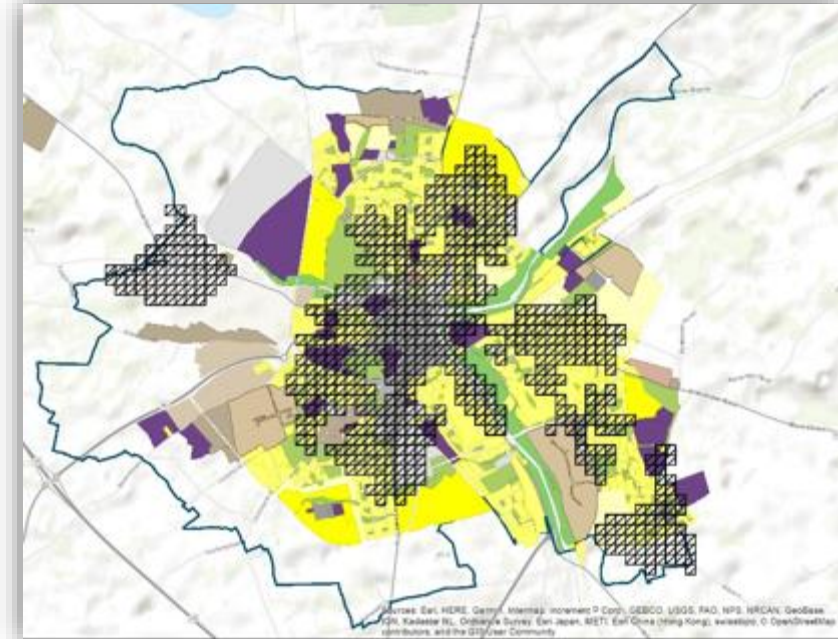
- Measure of how connected areas are, to their local services and to employment
- Current focus on connectivity through walking and cycling
- The ATOS calculation and score is relative to other areas within a defined area.
- Poor ATOS scores can indicate where permeability measures may help to improve overall connectivity.
- Calculated for six service types, including Employment

#### Application to Employment Sites

- Calculate the number of jobs within a chosen walk or cycle journey time
- Calculation uses grid covering a defined area
- Creates a Network Service Area within the journey time from each grid centroid
- Using the employment data from the CSO Workplace Zones, the number of accessible jobs is calculated

### Context for the PN04 Assessment of Employment Land

The use of ATOS as part of the LTP and Employment Land Assessment Process can inform strengths/weaknesses of employment locations and the permeability & connectivity measures required to improve accessibility.



# Informing Employment Land Assessment Process through better integration between land use and transport planning

The spatial distribution of employment and other land uses is a fundamental factor in the generation and pattern of transport demand and is an important contributor to car dependency for journeys to work and other journey purposes.

Integrated Land Use and Transport Planning, as part of the Plan Making Process provides the basis for greater development consolidation and improved accessibility to employment locations by walking, cycling and public transport.

Of central importance is the relationship between employment location & other land uses; the associated travel patterns that arise from this; density, connectivity, layout & phasing; and the ability to service appropriately.

The LTP and the PN04 Assessment of Employment Land processes, as part of the Plan Making Process, can play a critical role in the identification of appropriate locations for a range of employment types and the transport networks and services required to support them.

## Concluding Remarks



**Thank you**

