

TII Land Use Planning – National Roads & Employment

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TII's Duty and Function: National Roads

- To secure the provision of a safe and efficient network of national roads
 - Implementing policy established by Government
 - Investor
 - Managing state assets
 - Statutory consultee/prescribed body



What it looks like?

5,400 km comprised of

998km

Motorway

318km

Dual Carriageway



4,043km

Single Carriageway



TII Core Data Layers

PPP Schemes



MMaRC Data

MMaRC Normal Service Area

network



A



B



C



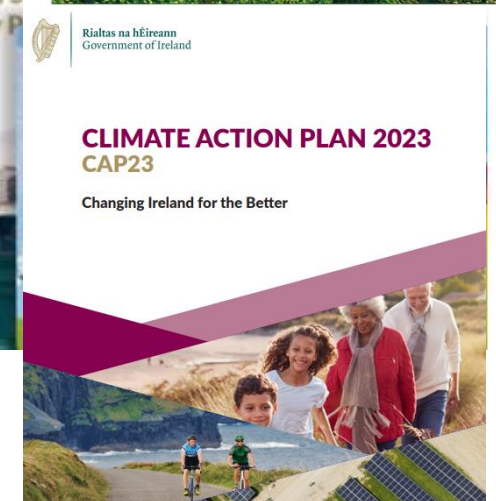
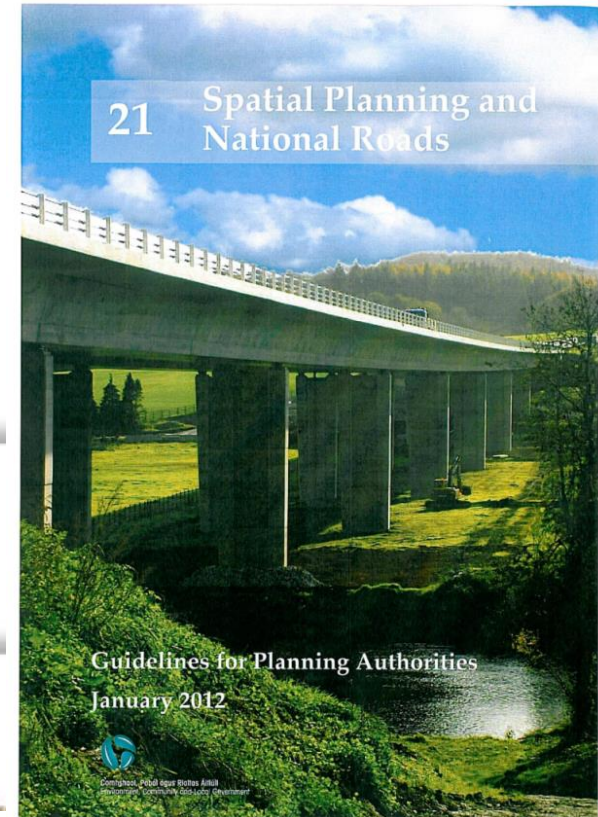
others

MMaRC Tasked Service Area



TII Framework for Response

- Statutory & Government Policy
 - NPF
 - NDP
 - Climate Action Plan
 - NIFTI
 - National Sustainable Mobility Policy
 - Spatial Planning & National Roads Guidelines
 - NR2040
 - Road Safety Strategy
 - RSES
 - NTA Strategy for Greater Dublin Area
 - Metropolitan Strategies
- Road Status-Speed limits & Eu Ten-T
- Standards/Policies
 - TII Publications (formerly NRA DMRB)
 - TII Service Areas (online only)
 - Departures
- TII Projects Impacts



Goals for TII –Land Use Planning

- Early consultation
- Safeguarding investment
- Standards for safety
- Planning and reservation of new routes and/or upgrades
- Compact development, reduction of overall demand for transport and encourage modal shift
- Interventions and mitigation measures

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Spatial Planning and National Roads

Guidelines for Planning Authorities
January 2012



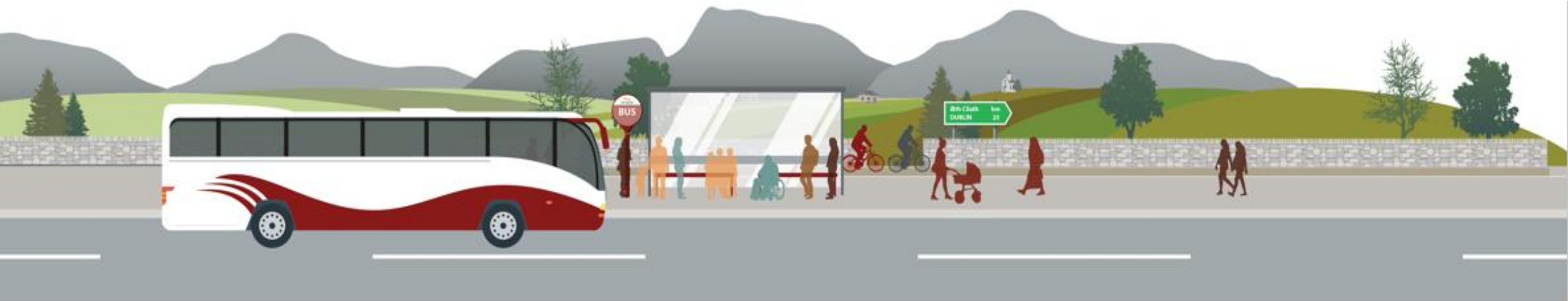
Comhshaoil, Pobal agus Rioltas Áitiúil
Environment, Community and Local Government

Department of Environment
Community and Local Government

Section 28 Guidance

Purpose

Planning policy considerations relating to development affecting national roads outside the 50-kph speed limit zones for cities, towns and villages, including motorways, national primary and national secondary roads.



Key Principles

- Development should be plan-led
- Development management is the key to implementing plans
- Integrating land-use and transportation policies
- Ensure safety & maintenance of State investment
- Ensuring Adequate Future Design Capacity
- Planning Authorities, TII and NTA must work closely together

Main Issues for Employment

- Appropriate Access to National Roads 50- 60-80-100kph
- Exceptional Circumstances
- Interchanges
- TII Road Projects
- Compact growth & Consolidation

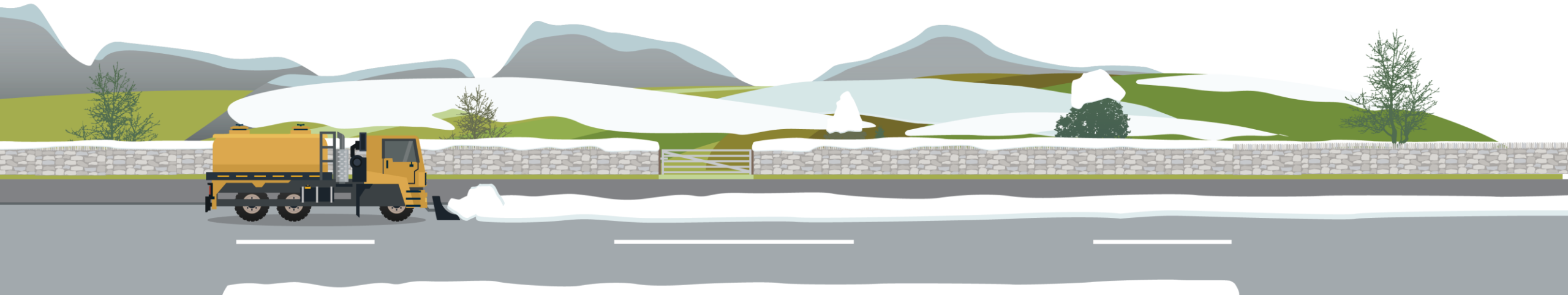


Section 2.5 Required Development Plan Policy on Access to National Roads

With regard to access to national roads, all development plans and any relevant local area plans must implement the policy approaches outlined below.

- **Lands adjoining National Roads to which speed limits greater than 60 kmh apply:**

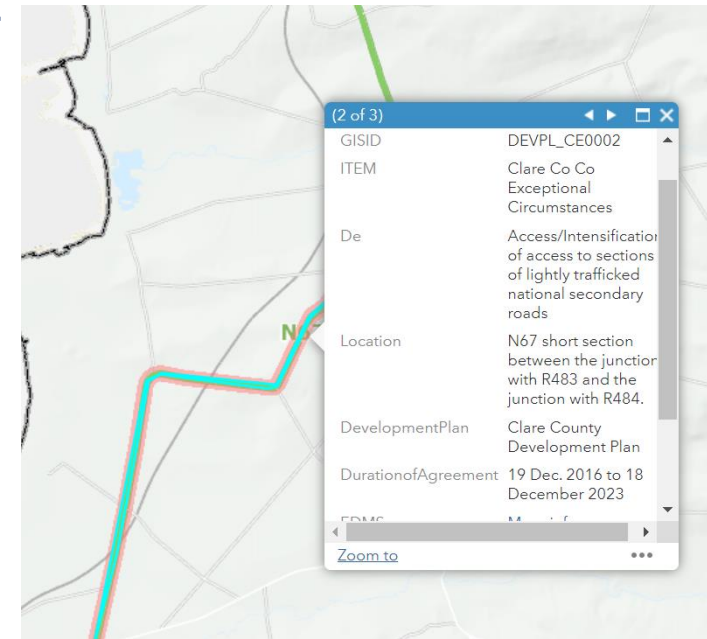
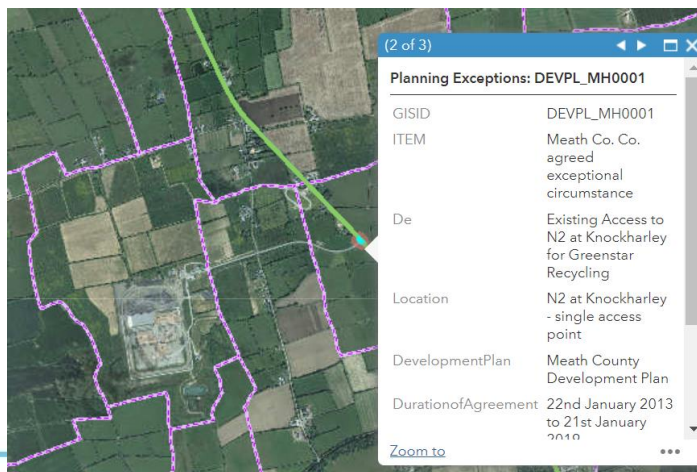
The policy of the planning authority will be to avoid the creation of any additional access point from new development or the generation of increased traffic from existing accesses to national roads to which speed limits greater than 60 kmh apply. This provision applies to all categories of development, including individual houses in rural areas, regardless of the housing circumstances of the applicant.



Section 2.6 Exceptional Circumstances

Notwithstanding the provisions of Section 2.5 above, planning authorities may identify stretches of national roads where a less restrictive approach may be applied, **but only as part of the process of reviewing or varying the relevant development plan and having consulted and taken on board the advice** of the NRA and having followed the approach outlined in the Guidance.

- Developments of National and Regional Strategic Importance
- Lightly-trafficked Sections of National Secondary Routes



EVIDENCE BASED APPROACH EMPLOYMENT?

Section 2.6 Exceptional Circumstances National & Regional Importance

Only as part of the process of reviewing or varying the relevant development plan the **planning authority and the NRA (Now TII)** should take the following matters into account:

1. Relevance and appropriateness of proposed development in supporting the aims and objectives of the National Planning Framework (NPF) and Regional Spatial and Economic Strategy (RSES);
2. Requirements of other planning guidelines issued under Section 28 of the Act
3. Nature of proposed development and the volume of traffic to be generated by it,
4. Any implications for the safety, capacity and efficient operation of national roads;
5. Any plans for future upgrades of national roads and other transport infrastructure/services;
6. Suitability of the location compared to alternative locations;
7. Pattern of existing development in the area;
8. Satisfactory details of the proposed demand management measures;
9. Acceptable funding and delivery proposals for any road improvements required, and,
10. Precedent that could be created for cumulative development in the area and the potential implications for the national road network.

INTERCHANGES/JUNCTIONS

Section 2.7 Development at National Road Interchanges or Junctions

- ❖ Interchanges/junctions are important elements of national roads infrastructure that development plans and local area plans must take account of and carefully manage.

 - ❖ Planning authorities must:
 - exercise particular care in their assessment of development/local area plan proposals relating to the development objectives and/or zoning of locations at or close to interchanges which could generate significant additional traffic;
 - **make sure** that such development which is consistent with planning policies can be catered for by the assumptions underpinning such junctions and interchanges, avoiding potentially compromising the capacity and efficiency of the national road/associated junctions and possibly leading to the premature and unacceptable reduction in the level of service available to road users.

 - ❖ **Taking account of this:**

In certain circumstances, additional junctions, or enhancements to existing junctions on national roads, may become necessary to service development needs of national and strategic importance or in cases where a **proposed development is demonstrated by the planning authority** to be more appropriately located proximate to such junctions.
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**EVIDENCE BASED APPROACH FOR DEVELOPMENT
AT
INTERCHANGES**

Section 2.7 Development at National Road Interchanges or Junctions

The following criteria are met:

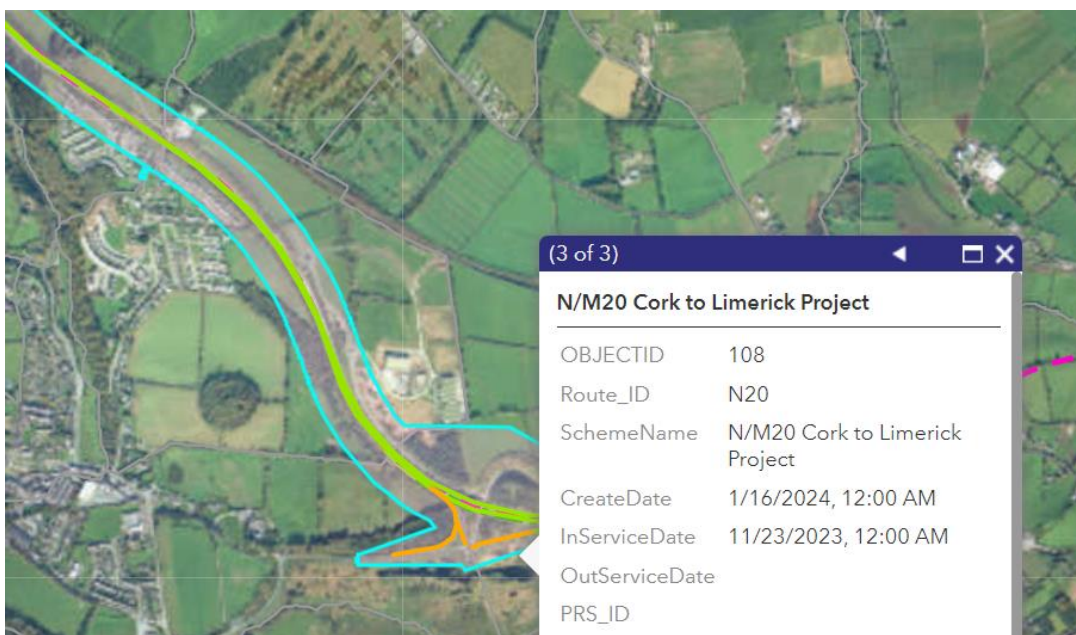
- **Demonstration** of the **need for additional connectivity** by reference to policy considerations such as the National Planning Framework (NPF), Regional Spatial and Economic Strategy (RSES) and in the Greater Dublin Area, the National Transport Authority's Transport Strategy.
- **Consistency** between the relevant development plan and the relevant plans and strategies mentioned above;
- **Early identification**, through the plan-making process, **of appropriate strategic land uses**, which will benefit from high quality access, such as nationally or regionally important employment clusters or intermodal transfer facilities (but excluding retail and residential development);
- **Demonstration** that **all other options for servicing** the development needs and, in particular, the regional and local roads network and the use of public transport solutions, have **been examined and exploited** to the fullest extent practicable;
- **Demonstration** that the additional traffic loading can be **satisfactorily accommodated** at the junction concerned and on the national road network;
- Ensuring that the proposed development will not give rise to **an undesirable precedent** for further traffic generating development at or in the vicinity of the proposed development;
- **Demonstration** that design complies with **TII Publications** (formerly NRA Design Manual for Roads and Bridges (DMRB) standards);
- Satisfactory details of the proposed **demand management measures**; and
- **Acceptable funding and delivery proposals** for any required improvements.

Transport Schemes

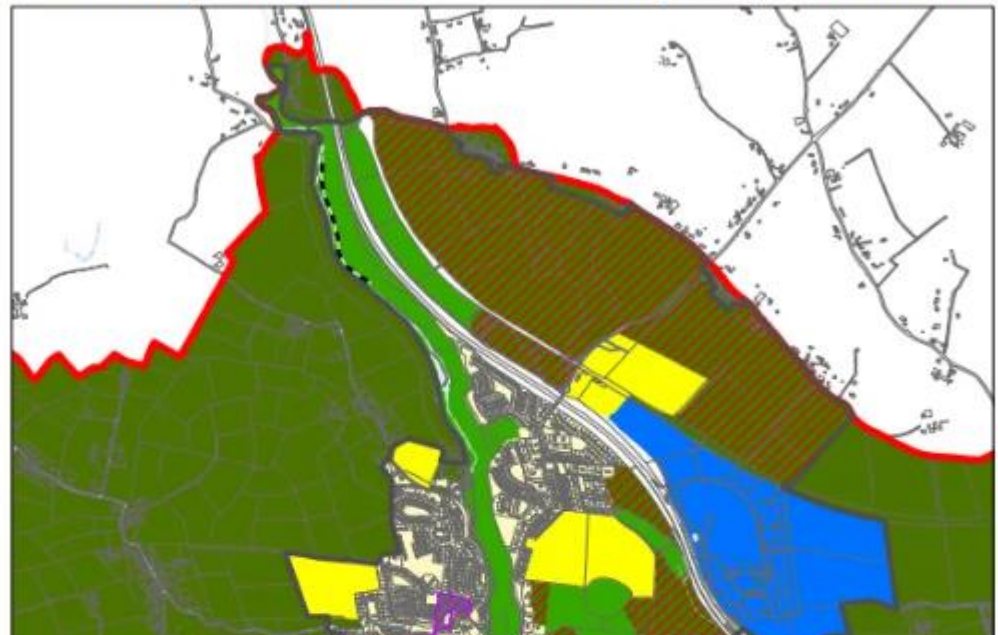
Section 2.9 Protection of Alignments for Future National Road Projects

Development objectives, including the zoning of land, must not compromise the route selection process, particularly in circumstances where road scheme planning is underway and potential route corridors or upgrades have been identified and brought to the attention of the planning authority.

NOTE: Inappropriate zonings could make projects uneconomic, potentially lead to significant material alterations or even the abandonment of the scheme as well as negating the planning work undertaken and the investment made in the proposed scheme.



MAP 11 Blarney and Hinterland Cork City Development Plan 2022 - 2028



Source Material for Development Plan Policies

- Section 28 Guidance
- Role of the National Road : Eu Ten-T , NR2040
- Speed Limit Review
- TII Publications
 - Road Safety
 - Design Reports
 - Structures & Assets
- TII Library
- TII Open Data
- TII Traffic Count Data
- ABTA TII/NTA – Local Transport Plans

The image is a composite screenshot of the Transport Infrastructure Ireland (TII) website. At the top, the TII logo is visible alongside navigation links for 'ABOUT US', 'NEWS', 'ROADS & TOLLING', 'ACTIVE TRAVEL', 'PUBLIC TRANSPORT', 'TECHNICAL SERVICES', and 'SEARCH'. Below this, there are three main sections:

- Speed Limit Review:** A section featuring the Department of Transport logo and the text 'Speed Limit Review'.
- TII GeoHub:** A search interface with the text 'TII's online suite of Standards and Technical publications related to National Road, Greenway and Light Rail networks in Ireland.' It includes a search bar and a 'SEARCH' button.
- Outline of TII Publications:** A text-based overview of the publication system, categorized into 'Standards' and 'Technical' documents.

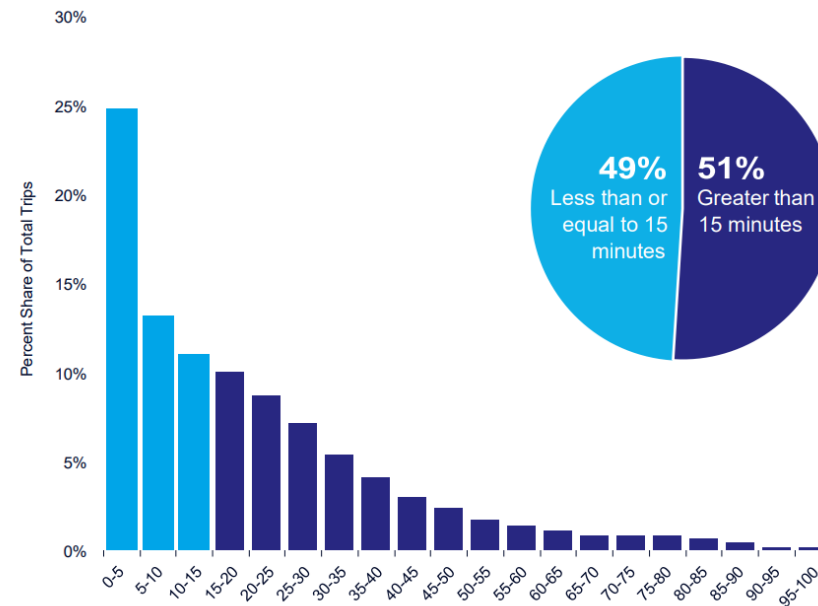
On the right side, there is a map of Ireland with various colored markers (green triangles, blue circles, green circles) indicating data points. A legend below the map identifies these markers: 'All' (white square), 'Motorway National Primary' (blue circle), and 'Other National Primary' (green circle). A 'Library' button is also visible at the top right of the map area.

At the bottom, a dark banner reads 'Welcome to the TII Open Data Portal' and states: 'This site hosts data sets published by Transport Infrastructure Ireland. All data sets here are licensed under the Creative Commons Attribution 4.0 International (CC BY 4.0) licence unless otherwise indicated. Details about how TII shares data with the Public can be found here. The search facility for this site is provided by National Open Data Portal and includes datasets not hosted here. Click the Search Datasets button below for a listing of all datasets published by TII. Only datasets hosted here are listed below.'

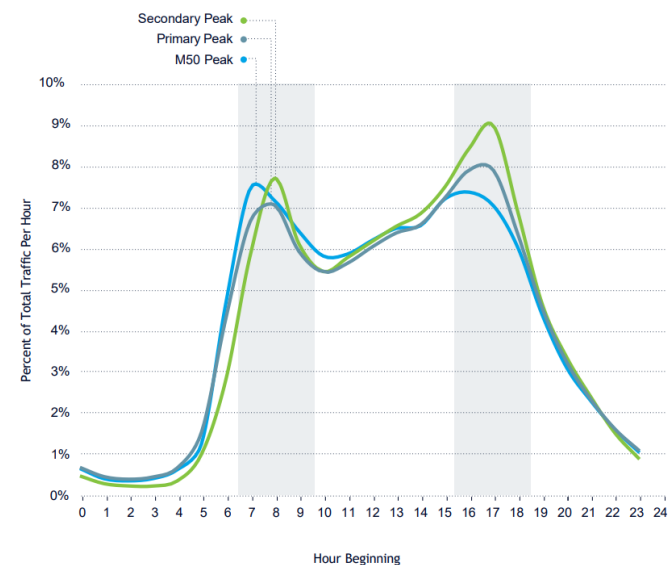
Index of Vehicle Kilometres of Travel on All National Roads and Gross National Income*



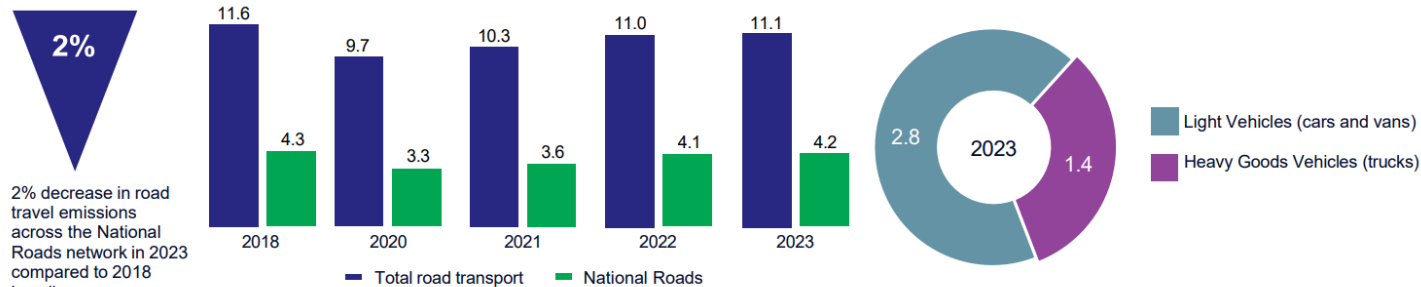
Trip Duration on National and Regional Roads - Light Vehicles AM Peak



Average Daily Traffic Profile and Peak Periods on the National Roads Network (2023)



5. Emissions - Annual Road Travel Emissions on National Roads per Vehicle Class (mega tonnes CO₂e)



Goal

- Responsive not reactive
- Co-operation
- Build Relationships
- Ensuring
 - Inter urban connectivity
 - safety and efficiency
 - protecting investment
 - climate action



Thank you

