



Pre Draft Bray LAP Submission - Report

Who are you:	State Body
Name:	National Transport Authority
Reference:	BRAYLAP-164745
Submission Made	December 17, 2024 4:49 PM

Topic

Infrastructure - Sustainable Movement – Transportation

Submission

Please see attached a submission on behalf of the National Transport Authority.

File

NTA_Submission_WCC_Issues_Paper_Bray_LAP_FINAL.pdf, 0.32MB

Bray MD LAP,
Administrative Officer,
Planning Department,
Wicklow County Council,
County Buildings,
Station Road,
Wicklow Town.
A67 FW96.



17th December 2024

Re: Bray Municipal District Local Area Plan – Pre-Draft Issues Paper

Dear Sir/Madam,

The National Transport Authority ('the NTA') welcomes the opportunity to comment on the *Pre-Draft Issues Paper for the Bray Municipal District Local Area Plan* (hereafter, LAP), and based on the *Greater Dublin Area Transport Strategy 2022 – 2042* (hereafter, the Transport Strategy), which is a consideration material to the proper planning and sustainable development of the Greater Dublin Area (GDA), would submit the below comments and recommendations for consideration.

1. National Policy

Under the *Climate Action and Low Carbon Development (Amendment) Act 2021*, emissions from transport are required to be reduced by 50% by 2030, setting a path towards a zero net-emissions scenario by 2050. There are three main actions required that should inform the policies, objectives and measures of the Local Area Plan, namely:

- Reducing the demand for travel;
- Increasing use of public transport, walking and cycling and a reduction in trips by car;
- Conversion of the transport fleet to zero emissions vehicles.

The *National Sustainable Mobility Policy*, sets out a strategic framework to 2030 for active travel and public transport to support Ireland's overall requirement to achieve the 50% reduction in carbon emissions by the end of this decade. The Policy sets out to deliver at least 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fuelled cars by 2030.

The *National Investment Framework for Transport in Ireland (NIFTI)* is the strategic framework for future investment decision making in land transport. It will guide transport investment in the years ahead to enable the National Planning Framework; support the Climate Action Plan; and promote positive social, environmental and economic outcomes throughout Ireland. NIFTI sets out the road user modal hierarchy in Ireland as: 1. *Active Travel (Walking & Cycling)*; 2. *Public Transport*; 3. *Private Vehicles*. It also outlines an intervention hierarchy which is: 1. Maintain; 2. Optimise; 3. Improve; 4. New.

NTA Recommendation

The NTA recommends that the Draft LAP, and associated LTP should set out how its policies and objectives align with national policy for transport planning and investment, and land use and transport integration.

2. GDA Transport Strategy

The Transport Strategy includes the following transport measures which are relevant to the Bray Municipal District Area:

- Delivery of a comprehensive cycle network and supporting measures;
- Delivery of DART+ Coastal South;
- Delivery of Luas Bray;
- Delivery of new park & ride facilities including at Fassaroe;
- Delivery of the BusConnects Network Redesign programme which will improve connectivity in the plan area;
- Delivery of an enhanced Regional Bus Corridor on the M11; and
- The Preparation of Local Transport Plans (LTP).

The Transport Strategy includes the following principles for the integration of land use and transport planning:

- Consolidate development into city, town, suburban and village centres in accordance with the 15-minute city and neighbourhood concept.
- Consolidate development around existing and proposed public transport services and facilities.
- Increase densities in future residential and employment developments.
- Prioritise mixed-use development which reduces the need to travel.
- Ensure that all new development areas will be fully permeable for pedestrians and cyclists through the application of the principle of filtered permeability whereby through traffic by private car is discouraged.
- Deliver schemes to improve permeability for walking and cycling in existing developed areas.
- Ensure that the layout of new developments will prioritise walking and cycling and enable the efficient provision of public transport services.

The Transport Strategy also includes a wide range of measures in the areas of school planning and design, freight movement, traffic management and integration of transport infrastructure and services, all of which should be considered as part of the preparation of the Draft LAP.

NTA Recommendation

The NTA recommends that, in preparing the Draft LAP and supporting LTP, the local authority incorporates the transport priorities and measures; principles for the integration of land use and transport planning; and supporting measures as appropriate, from the GDA Transport Strategy.

3. Local Transport Plan

It is important that the future transport needs of the Bray Municipal District Area are considered during the LAP process as part of an iterative and integrated approach through the preparation of an associated Local Transport Plan. The LTP should be prepared with reference to the *Guidance Note on*

Area Based Transport Assessment (published by the NTA and TII), and the *Supplementary Advice Note* (published by the NTA in 2024) with the following of particular importance:

- Identification of transport weaknesses and constraints;
- Collation and analysis of relevant transport data;
- Establishment of mode share ambitions;
- Early engagement with key stakeholders such as Transport Infrastructure Ireland;
- Establishment of the transport networks for each mode;
- Identification of measures required to deliver the transport networks;
- Iteration between the LTP and LAP in terms of land use objectives, including zonings;
- Phasing, implementation priorities and monitoring; and
- High-quality presentation of material.

The key outputs of the LTP would be the following:

1. Map of Proposed Permeability and Walking Interventions;
2. Cycling Network Map;
3. Map of Proposed Cycling Schemes graphically represented by Short-Term, Medium-Term and Long-Term Priority;
4. Proposed Public Transport Services Route Map;
5. Map of Proposed Public Transport Interventions;
6. Road Network Map;
7. Traffic Circulation Map; and
8. Map of Proposed Roads and Traffic Management Interventions, including Car Parking.

In turn, the Draft Local Area Plan should include the following:

- A Comprehensive stand-alone Transport Chapter;
- A set of transport policies and objectives which explicitly reflect the National Sustainable Mobility Policy (NSMP); the National Investment Framework for Transport in Ireland (NIFTI); the Design Manual for Urban Roads and Streets (DMURS); the Cycle Design Manual (CDM); any relevant regional or metropolitan Transport Strategy; and the accompanying Local Transport Plan; and
- All 8 Key Outputs of the Local Transport Plan as set out in section 2.4 fully and explicitly expressed in text and figures.

The NTA can support Wicklow County Council throughout the preparation of the LTP.

NTA Recommendation

The NTA recommends that Wicklow County Council begin the preparation of an LTP for the Bray Municipal District Area as part of an iterative and integrated approach with the preparation of the LAP. The NTA would recommend that the LTP and LAP are reviewed together at each stage of the LAP process and that the LTP is undertaken in line with the ABTA guidance note.

4. National Transport Authority Guidance Documents

The NTA recommends that the preparation of the Draft LAP is informed by the following NTA guidance, available on the NTA website:

- The National Cycle Design Manual;
- Planning Cities and Towns for Successful Bus Services;
- Permeability: A Best Practice Guide;
- Rapid Build Active Travel Facilities Advice Note;
- Achieving Effective Workplace Travel Plans: Guidance for Local Authorities;
- Workplace Travel Plans: A Guide for Implementers; and
- Toolkit for School Travel.

5. Conclusion

We trust that the views of the NTA will be taken into account by the Council in the progression of the Bray Municipal District Local Area Plan, and we look forward to continued engagement with the Council during the preparation of both the LAP and any future LTP.

Yours sincerely,



Michael Mac Aree
Head of Strategic Planning