



Blessington Local Area Plan Submission - Report

Who are you:	State Body
Name:	Transport Infrastructure Ireland
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Topic

Infrastructure - Sustainable Movement - Transportation
Submission

Please see attached submission. TII ref. TII24-126328.

File

TII24-126328 - Blessington Local Area Plan 2024 Pre - Draft consultation_issued
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Blessington LAP
Administrative Officer
Planning Department
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Online submission: <https://blessington-wicklow.hub.arcgis.com/>

Dáta | Date

28/02/2024

Ár dTag | Our Ref.

TII24-126141

RE: Blessington Local Area Plan (LAP), Pre- Draft consultation

Dear Administrative Officer,

TII acknowledges notice of the pre-draft stage of the preparation of the Blessington Local Area Plan (LAP) 2024 – 2030 that will replace the current Blessington LAP 2013 – 2019. The current LAP area is bisected north to south by the N81, part of the national road network.

TII's observations, provided in the following submission, seek to address the safety, capacity, and strategic function of the national road network in accordance with TII's statutory function and the provisions of official policy.

1.0 Strategic Development Context

TII's observations seek to address the safety, capacity and strategic function of the national road network in accordance with TII's statutory functions and the provisions of official policy outlined in the Section 28 Guidelines *Spatial Planning and National Roads Guidelines for Planning Authorities* (DoECLG, 2012) and the *EMRA Regional Spatial and Economic Strategy* (RSES) that identifies the LAP lands outside the *Dublin Metropolitan Area Strategic Plan* (MASP) in the *Core Region*.

The maintenance and protection of the strategic function of the national road networks and associated junctions are amongst the guiding principles of the transport strategy of the RSES at *Regional Policy Objective* (RPO) 8.1. RPO 8.1 promoting integration of land use and transportation planning includes the Integrated Land Use and Transportation Guiding Principle set out at section 5.6; *"The strategic transport function of national roads and associated junctions should be maintained and protected."* RPO 8.2 promotes the management and enhancement of strategic land transport networks, including by travel demand management. In addition, RPO 8.3 requires future development is to be planned and designed in a manner that *inter alia* maximises the efficiency and protects the strategic capacity of the metropolitan area transport network both existing and planned and further protects and maintains regional accessibility. This RPO reinforces RPO 5.2 to support the delivery of key sustainable transport projects.

Future Luas, Metro and BRT alignments are a matter for the NTA.

Official policy for development at or near national roads is set out in the DoECLG *Spatial Planning and National Roads Guidelines for Planning Authorities (2012)*. The NTA *Greater Dublin Area Transport Strategy 2022-2024* at Measure ROAD2 sets out *National Roads Requirements* explicitly complementary to the Guidelines and includes provision “1. The primary function of national roads is to cater for strategic traffic and this function must be protected”.

2.0 Strategic Transport Context

The Council are reminded that national road network caters for Ireland’s inter-urban and inter-regional transport requirements and give access to regional and international markets through strategic airport and port locations. As part of this network, the N82 is an important inter-regional route. The Authority’s priorities are the maintenance of the existing national road network, including junctions and safeguarding Exchequer investment in national roads to date.

Project Ireland 2040, National Development Plan (NDP) 2021 - 2030, sets out the key sectoral priority of maintaining Ireland’s existing national road network to a robust and safe standard for users. Government also includes the objective to maintain the strategic capacity and safety of the national roads network, including planning for future capacity enhancements, in National Strategic Outcome 2 of the *National Planning Framework*. This requirement is further reflected in the existing Statutory Section 28 *Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012)*. TII seeks to ensure that these official national objectives are not undermined and that the anticipated benefits of the investment made in the national road network are not jeopardised.

The Council are aware that the implementation of all national road schemes is subject to budgetary constraints and is subject to prioritisation and adequacy of the funding resource available to the Authority in accordance with the NDP and subject to National Investment Framework for Transport in Ireland (NIFTI). In these circumstances, and taking account of the Exchequer financial position and levels of funding available to the Authority, the relative priority or timeframe for national road schemes may be subject to alteration.

Prior consultation with TII and compliance with TII Publications (Standards) in accordance with relevant TII Publications (Technical) will be required for any contemplated works that may impact the national road network including pavement, structures and infrastructure including drainage.

3.0 Landuse and Transport Integration

Having regard to the N81 bisecting the current LAP area, TII is of the opinion that land use transportation assessment necessary to any future Local Area Plan should be prepared on the basis of an evidence-based area transport assessment in accordance with the requirements of the *Spatial Planning and National Roads Guidelines* and the *Greater Dublin Area Transport Strategy* for demonstration of their compatibility with the strategic function of the national road network.

Section 1.4 of the TII *Traffic and Transport Assessment Guidelines (2014)* addresses Area Based Transport Assessment (ABTA) for Forward Planning. In addition, guidance is also available in TII Publications PE-PDV-02046 (*Area Based Transport Assessment (ABTA) Guidance Notes*), jointly prepared by TII and the NTA. TII strongly recommends that any land use transportation assessment to support the LAP should be prepared in accordance with the ABTA Guidance.

4.0 Greenways and National Cycle Network (NCN)

TII has a limited remit, designated by the Department of Transport, which includes greenways and the development of a plan for an inter-urban cycle network, recently published as the National Cycle Network Plan (NCN).

Therefore, in relation to any Greenway and National Cycle Network Plan (NCN) proposals in the vicinity of the LAP, consultation with the local authority internal project and/or design staff is recommended.

5.0 Conclusion

TII is a statutory consultee under the Planning and Development Act 2000, as amended. Having regard to the important strategic transport role of the N81 and its position within the current and future plan area creating the potential for impacts from objectives of the LAP on the maintenance the safety, capacity and strategic function of the national road network which TII is statutorily required to protect, TII requests that it is formally recognised as a critical stakeholder in the draft LAP process. Furthermore, having regard to TII ABTA Guidance, it is requested that TII be formally engaged in any ABTA process to be undertaken to inform the Draft LAP.

TII welcome and support consultation alongside the NTA during the preparation of the Local Area Plan informed by the ABTA methodology where there may be implications for the national road network in the area and greenways.

Please acknowledge receipt of this submission.

Yours faithfully,



Cliona Ryan, Land Use Planner
on behalf of
TII Land Use Planning Unit