

Local Development Plans and Local Transport Plans

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Agenda

- Accessibility Analyses
 - Portstewart Results
- Accessibility Toolkit
- Local Transport Strategy and Local Development Plans
- Next Steps

Accessibility Analyses

- Existing Conditions
 - Identifies locations with good accessibility and poor accessibility
 - Good = short travel times to key services (eg town centre)
 - Poor = long travel times to key services
 - Can apply to car or bus
 - Car analysis uses road speeds
 - Bus analysis uses Translink timetables
 - Bus accessibility will change by time of day and day of week depending on timetable provision

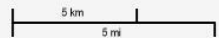
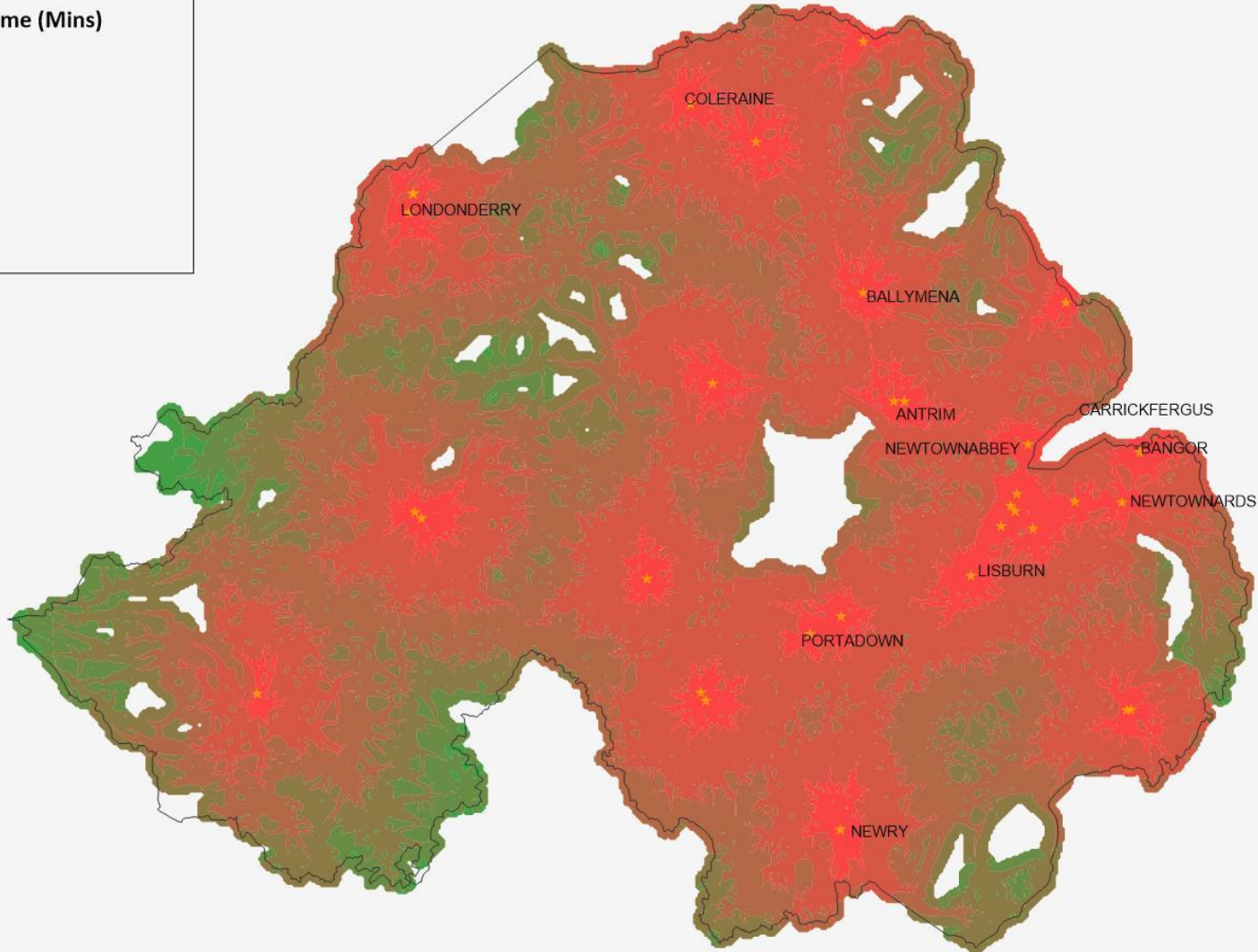
Accessibility Analyses

- Future Conditions
 - Map format allows consideration of any land use zoning location
 - Alternative analyses can consider
 - Worsening road congestion
 - New bus services / timetable
 - Range of service locations (out of town hospital, shopping centre or office development)

Accessibility Analyses

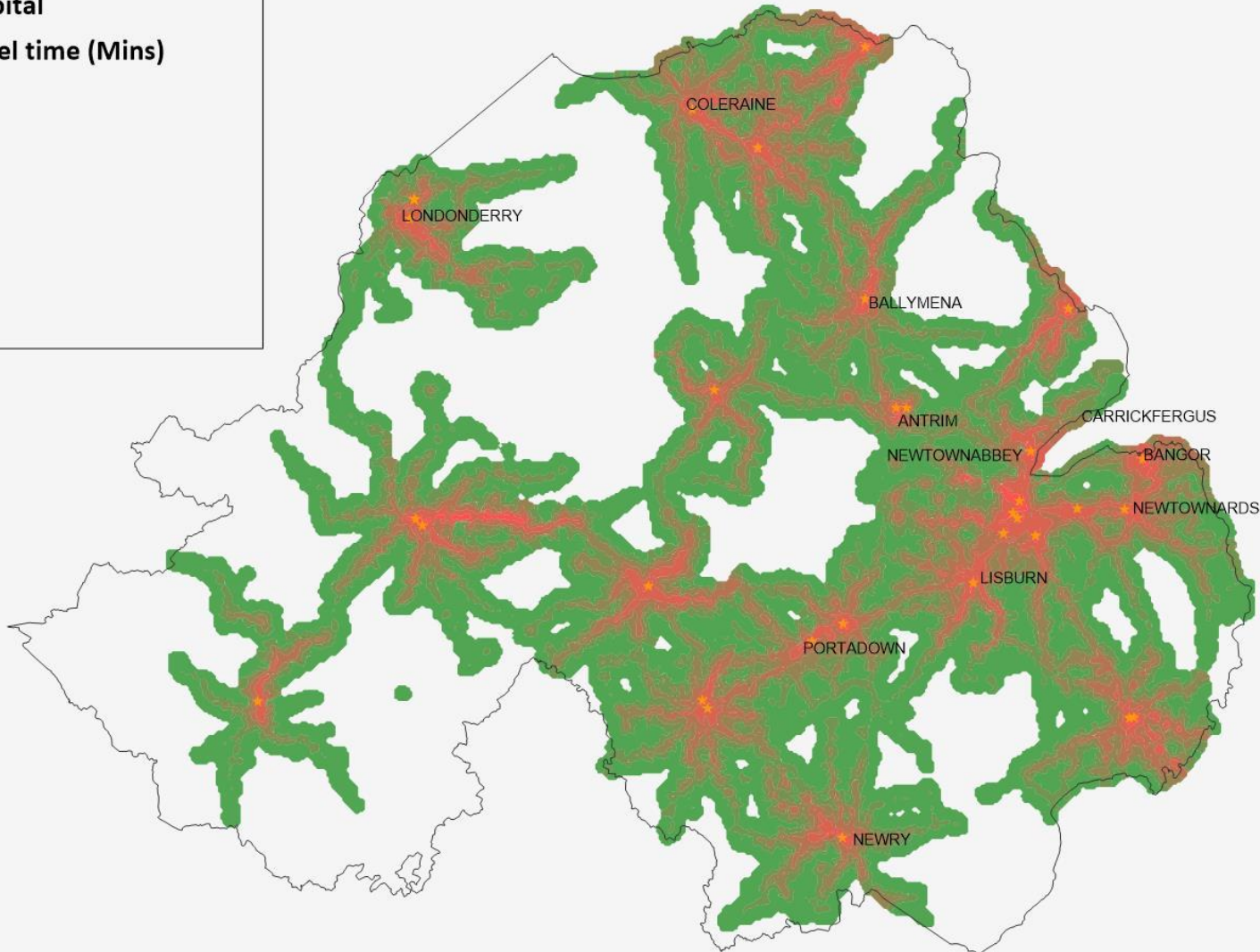
- Portstewart Results
- NI Regional Results

NI-wide Accessibility - Drive time to NI Hospital



All residents within 0 to 30 minutes of a Hospital is	1,716,097	94.77%
All residents within 0 to 60 minutes of a Hospital is	1,781,114	98.3%

NI-wide Accessibility - Bus Travel Time to NI Hospital



All residents within 0 to 30 minutes of a Hospital is	930,389	51.38%
All residents within 0 to 60 minutes of a Hospital is	1,498,244	82.73%

Accessibility Toolkit

- Allows user to specify 'central point'
 - Possible development site
- Allows user to edit networks
 - New footway / bridge
 - New cycle way / bridge
 - New bus service
- Allows user to specify multiple 'services points'
- Allows user to link with Census data

Accessibility Toolkit- Wizard

Northern Ireland Accessibility
TRACC Toolkit

Mott MacDonald

What would you like to do?
Please select an option from below:

- Use existing public transport timetables
- Add a new service to existing services
- Change existing services

Once you have completed the wizard (3-5 Questions)
we will guide you through the steps required in TRACC

Wizard
Question 2

← BACK START AGAIN NEXT STEP →



Northern Ireland Accessibility
TRACC Toolkit

Mott MacDonald

Calculative Wizard

Select PT Mode to use:

Select	Form
W	Bus
W	Station/Tram

Choose Day/Time Period:

- Monday
- Tuesday
- Wednesday
- Thursday
- Friday
- Saturday
- Sunday

Start time: 00:00

End time: 00:00

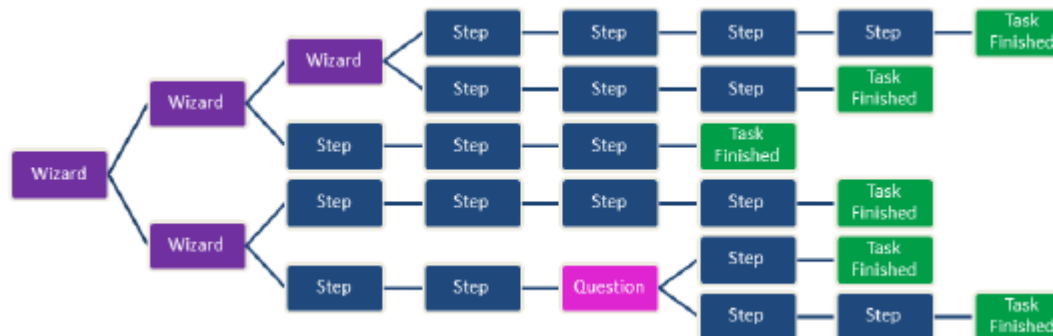
Set Frequency:
 Use the Day Frequency

Now, select the day of the week - we suggest Tuesday to represent a weekly

Previous Next Finish Cancel

Access to Sports Centres in Fermanagh
Step 5 of 14

← BACK START AGAIN NEXT STEP →

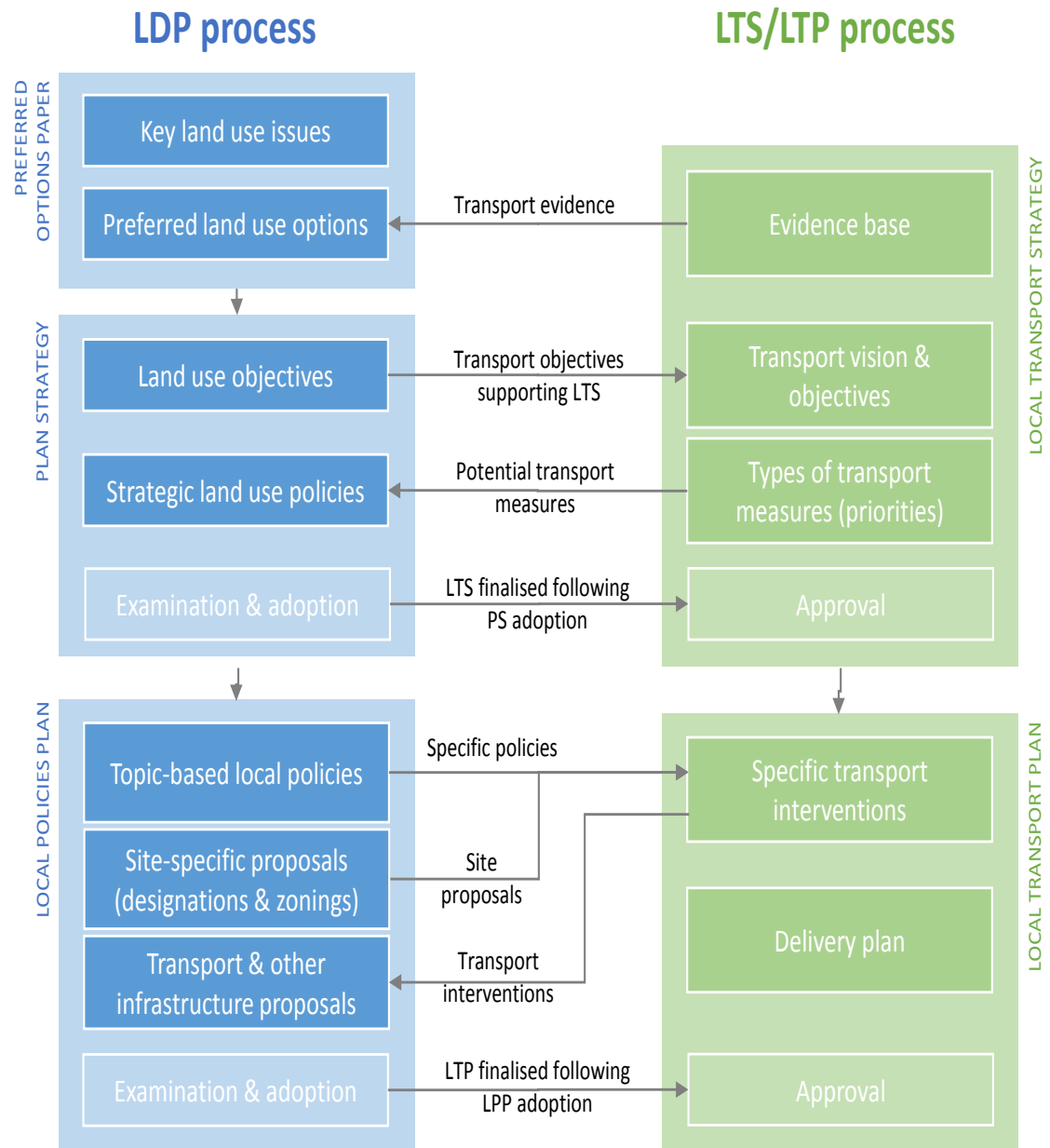


Accessibility Toolkit - Costs

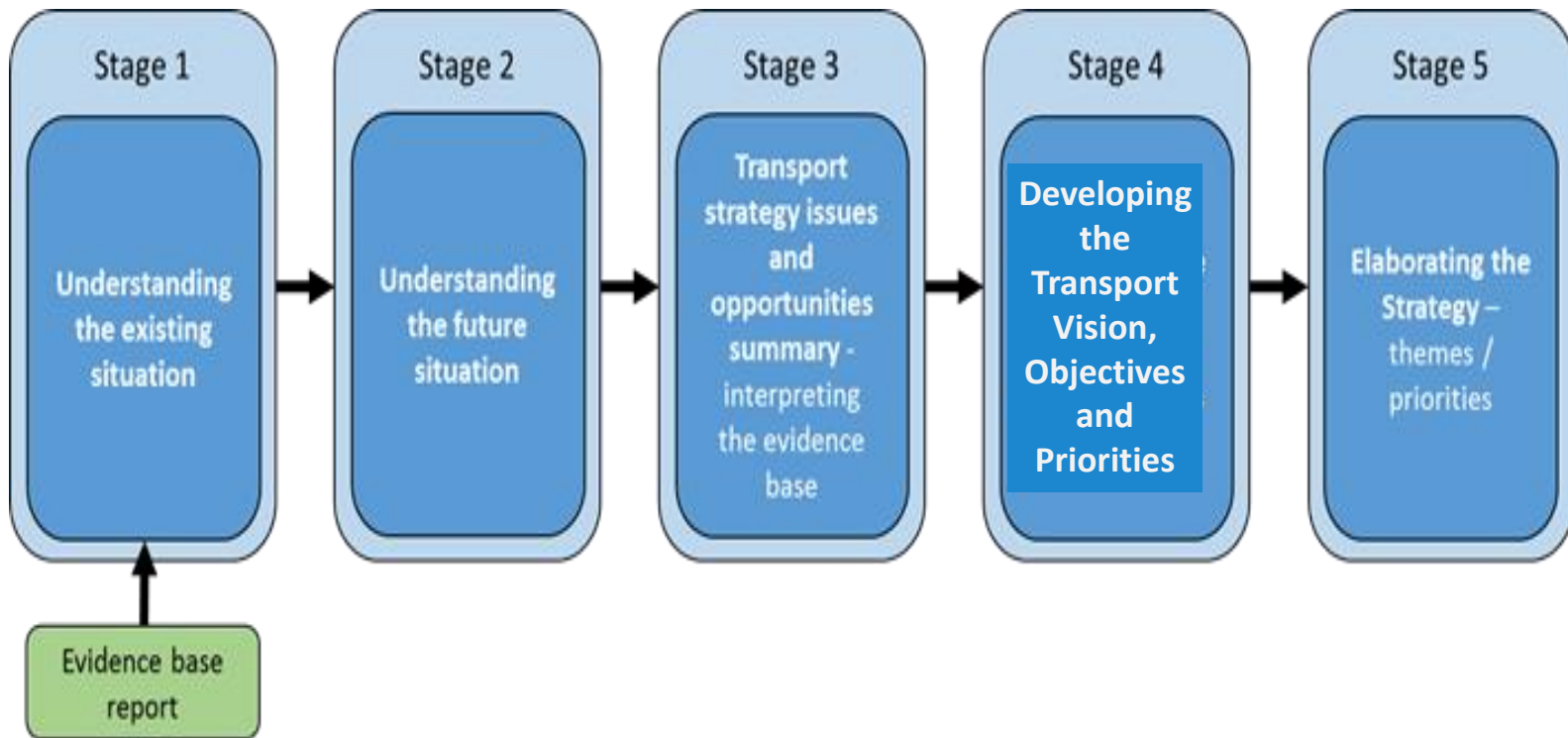
- The costs will be in the order of (may change for 'bulk' purchase):
 - TRACC purchase £1400
 - TRACC annual licence and maintenance £750
 - Digital road network annual licence (HEREMaps) £850

Local Transport Strategy and Local Development Plans

The LDP and
LTS/LTP
processes could
be closely linked



Local Transport Strategy - Stages

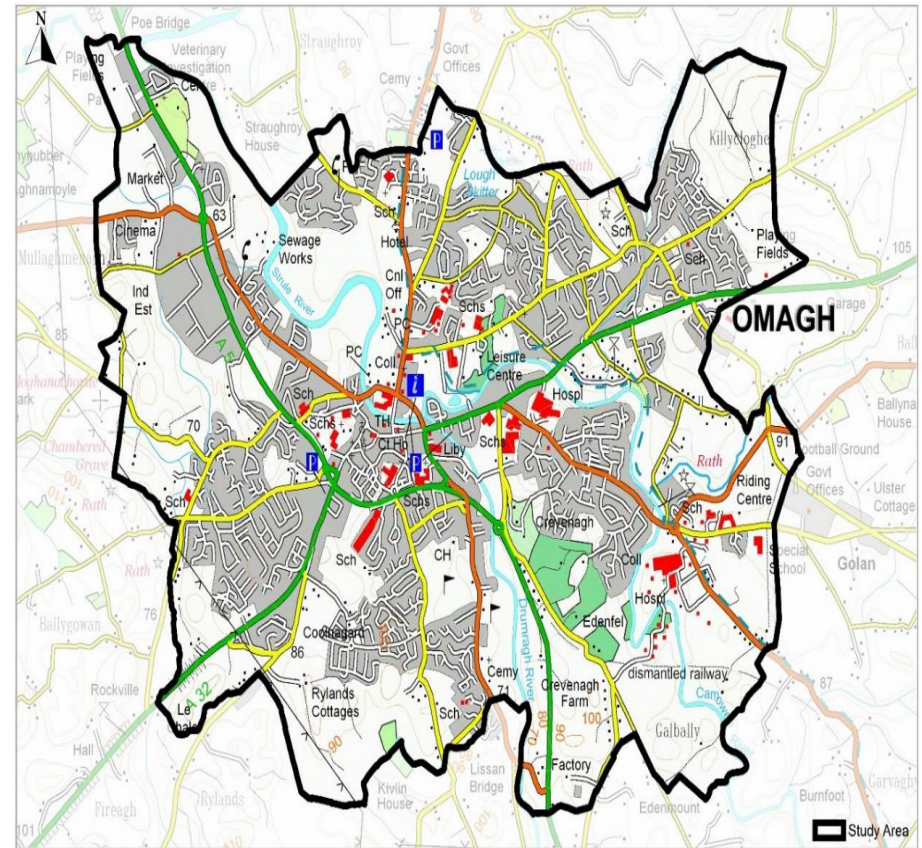


Note: No formal consultation

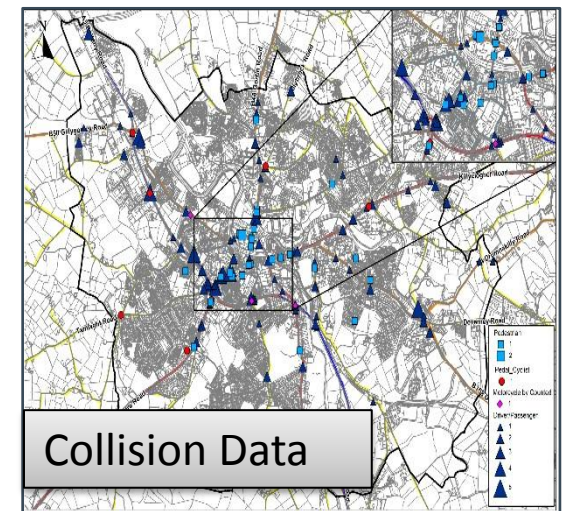
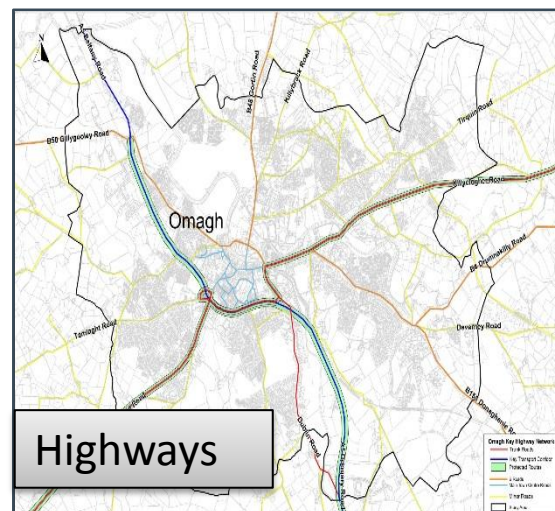
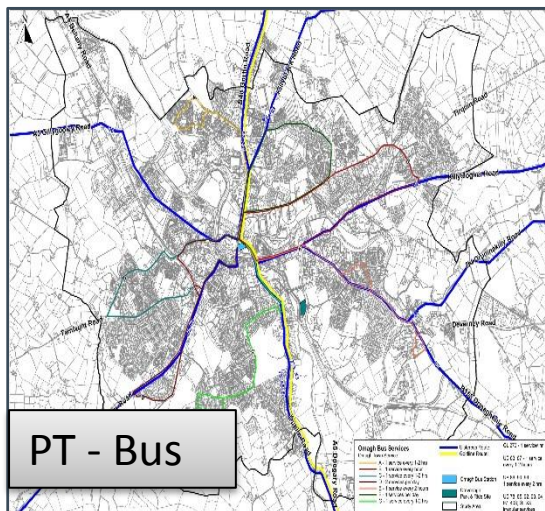
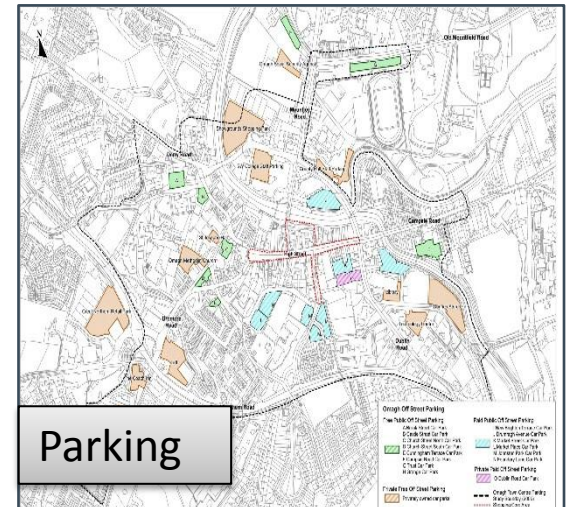
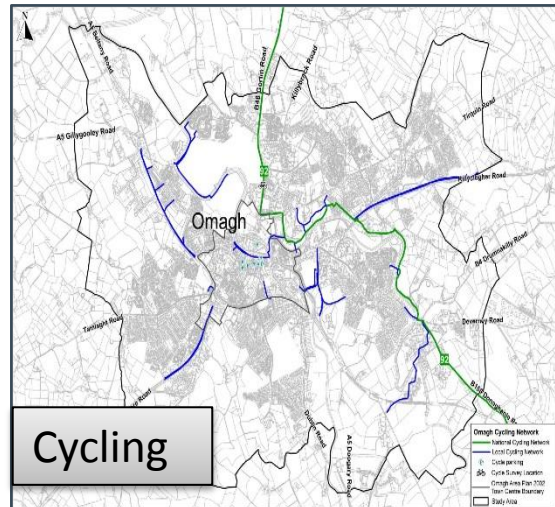
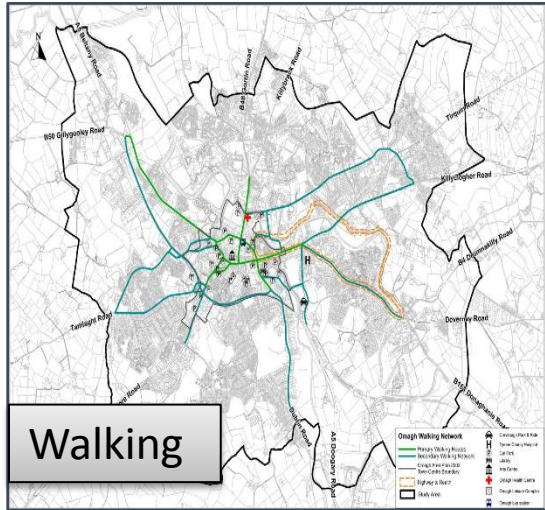
Local Transport Strategy – Stage 1



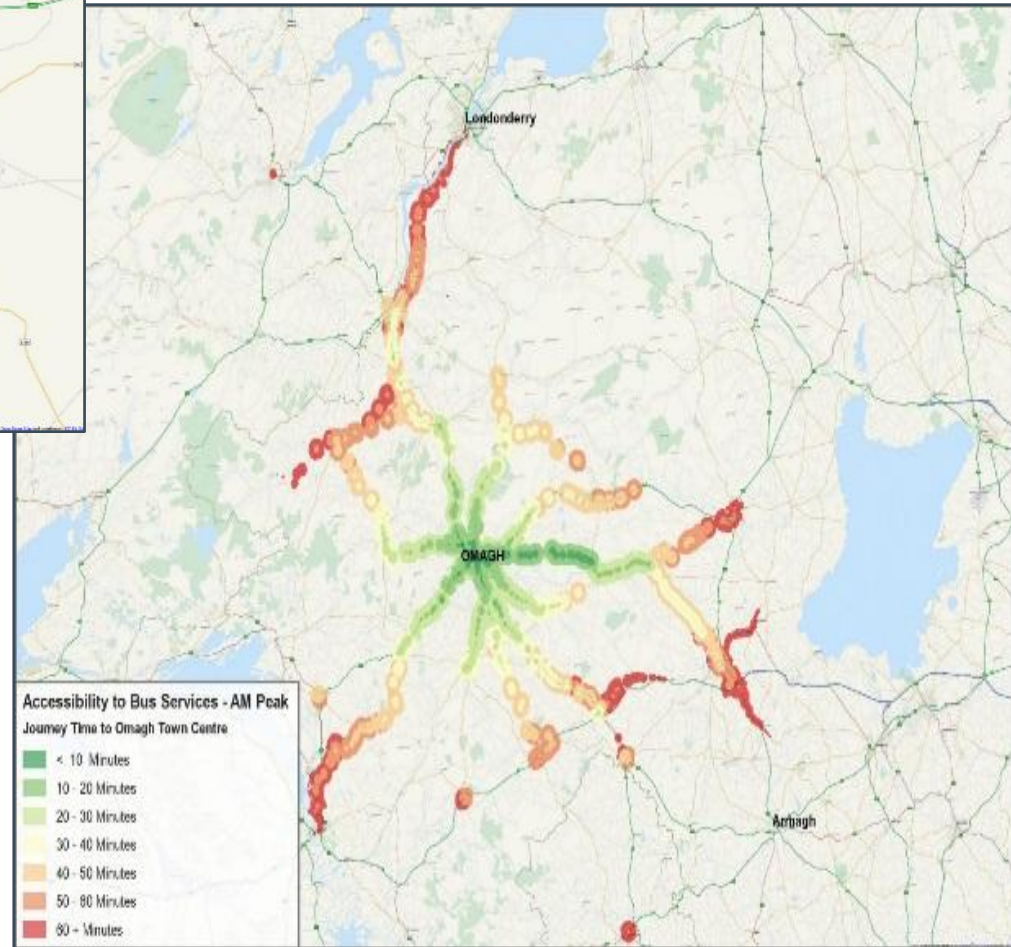
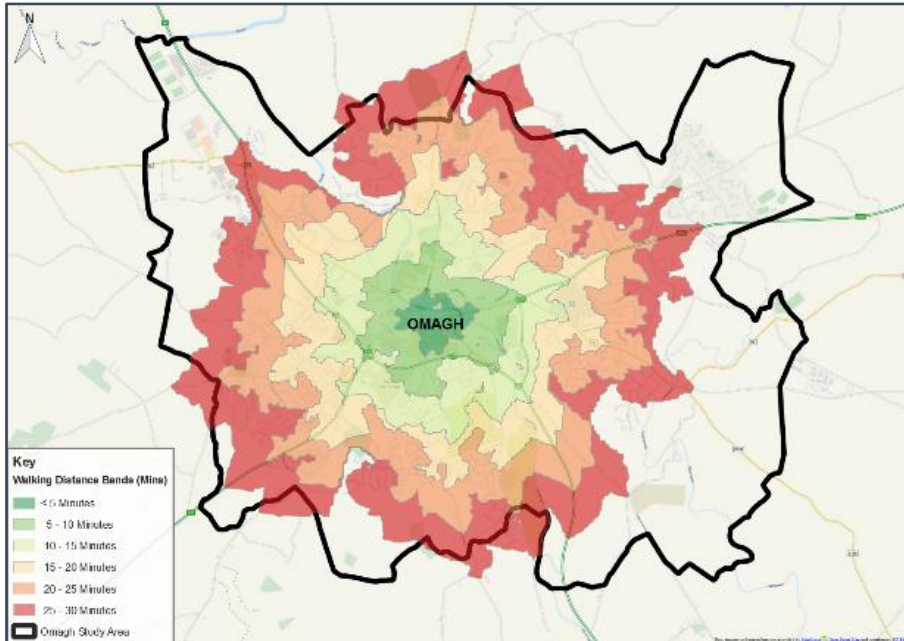
- Socio-economic characteristics
- Transport provision
- Patterns of demand for travel
- Travel conditions
- Externalities
- Accessibility Analyses



Evidence Base – Transport Supply

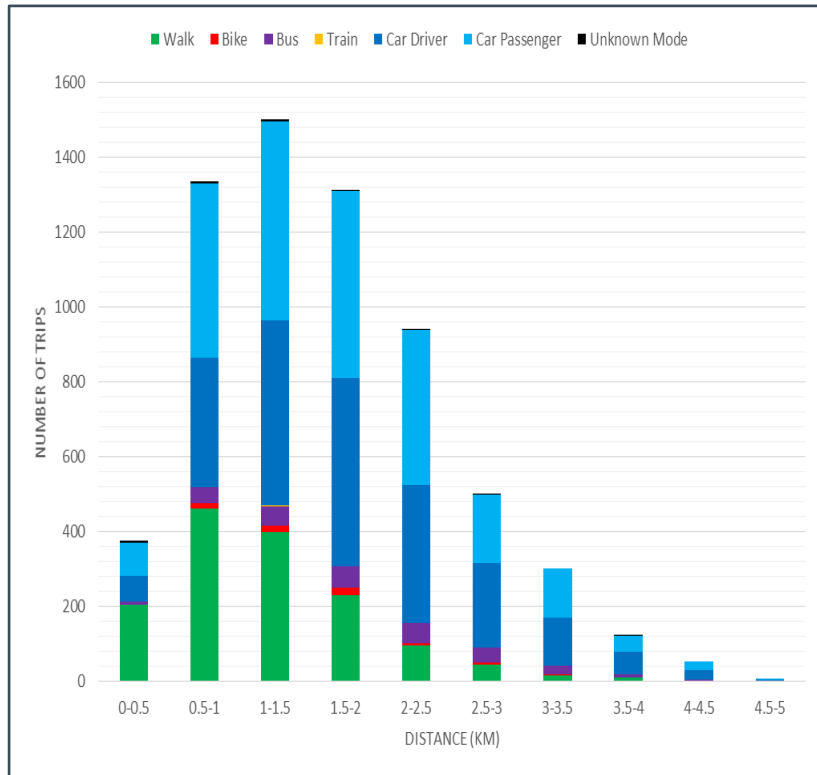


Evidence Base – Transport Supply

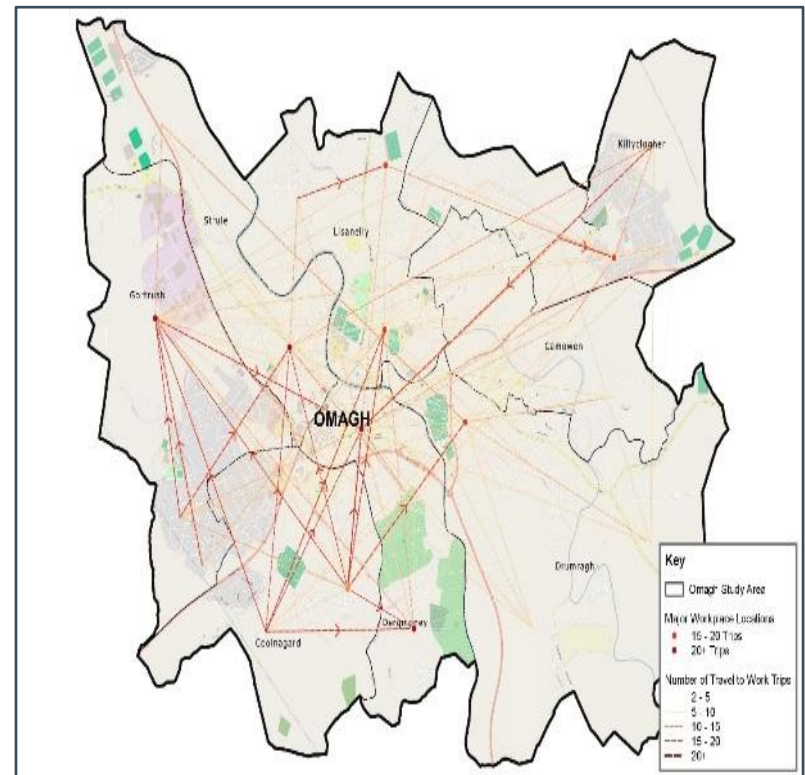


Evidence Base – Transport Demand

Census Analysis

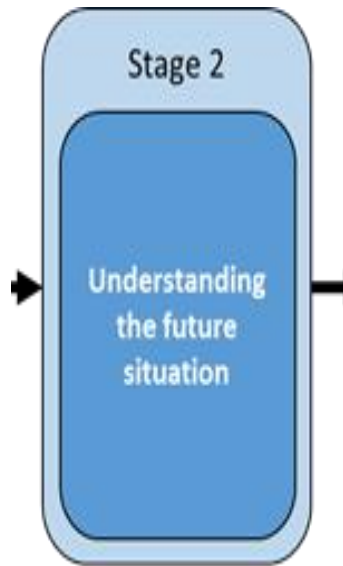


Travel to work data for Omagh residents – distance travelled by mode

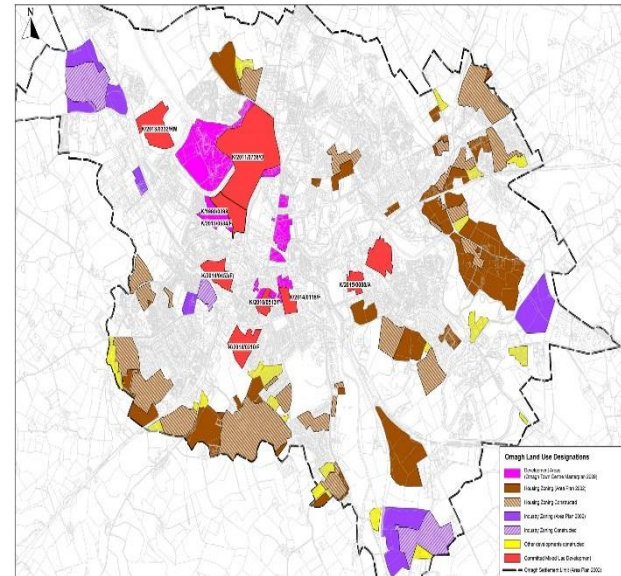


Travel to work data for Omagh residents – major ward to ward movements

Local Transport Strategy – Stage 2



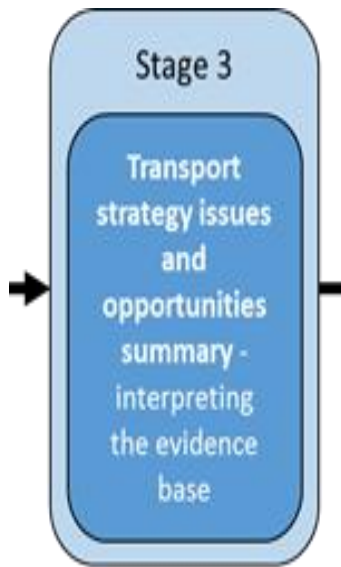
- Future land use development
- Any forecasts of future demand
- Other key drivers of change



Omagh District population and household projections (2012-2027)

		2012	2015	2018	2021	2024	2027
Population (2012-based, Oct 2015 release)	Children	11,659	11,329	11,160	11,032	10,727	10,297
	Working Age	32,144	32,362	32,727	33,193	32,995	32,825
	Pension Age	8,027	8,382	8,635	8,854	9,786	10,720
	Total	51,830	52,073	52,522	53,079	53,508	53,842
			0.5%	1.3%	2.4%	3.2%	3.9%
Households (Mar 2015 release)	Total	18,679	19,032	19,411	19,833	20,258	20,663
			1.9%	3.9%	6.2%	8.5%	10.6%

Local Transport Strategy – Stage 3



- Interpretation of evidence base
- Key issues affecting transport
- Opportunities to make improvements

Omagh example issues:

Walking - The river, with limited crossing points, running through the centre of the town is a barrier which affects pedestrian access.

Cycling - NCN count and Travel to Work Census information highlight low cycle use in the study area at present.

Public transport - Usage lower than average based on Travel to Work Census information.

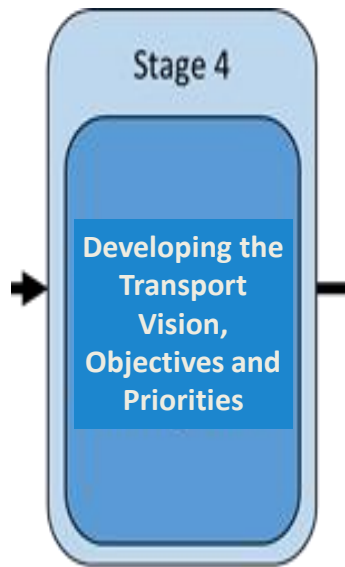
Highways - Peak period highway congestion issues are focused around the junctions with the A5, and the key gateway corridors into the town centre.

Parking - High supply parking with much of it being free to use. This can make driving to the town centre seem attractive.

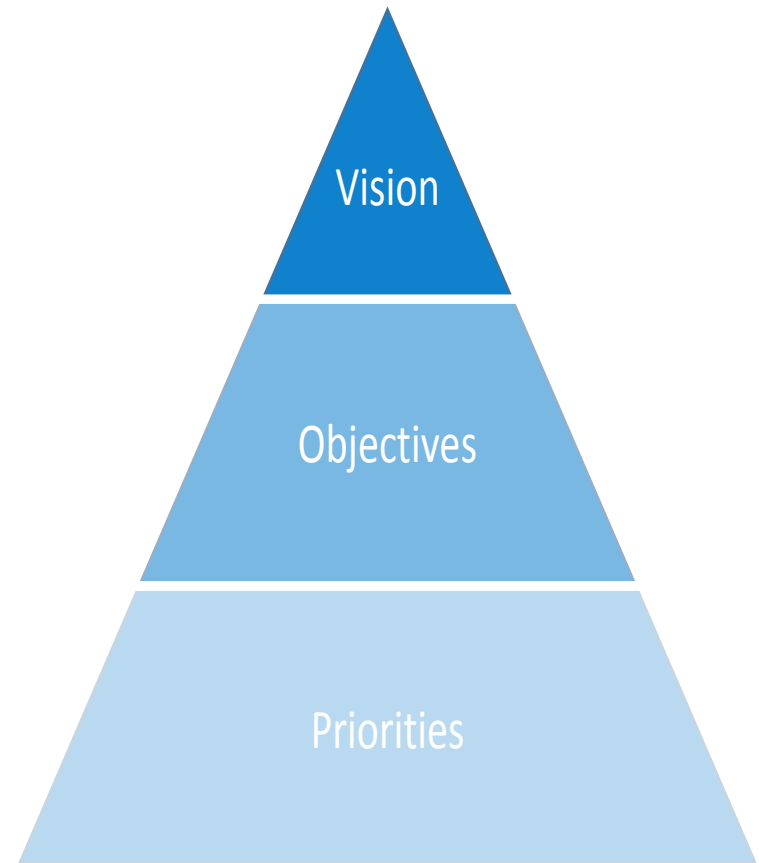
Travel patterns - Journey O-D analysis indicates ~72% of journeys to work by Omagh study area residents are made over a distance of less than 5km. Of these journeys, over 70% are made by car (as a driver or passenger).

Development impact - Relocation of 6 schools to the Strule Shared Education Campus will result in a major re-distribution of town traffic.

Local Transport Strategy – Stage 4



- A transport vision (what does the future look like?)
- Transport objectives (specific outcomes)
- Transport priorities (broad mechanisms for change)
- Key point for consultation



Local Transport Strategy – Stage 5



- Transport priorities (broad mechanisms for change)
- Key point for consultation



A - Reducing traffic in Omagh town centre



B - Town centre parking management



C - Supporting sustainable new development



D - Providing attractive alternatives to car travel



E - Creating pedestrian and cycle-friendly neighbourhoods



F - Delivering a more reliable highway network



G - Connectivity with Belfast and the surrounding key centres

The LDP and
LTS/LTP
processes could
be closely linked

