



Border, Midland & Western
Regional Assembly
Shaping the Region

Submission to Consultation on
Investing in our Transport Future:
A Strategic Framework for Investment in
Land Transport

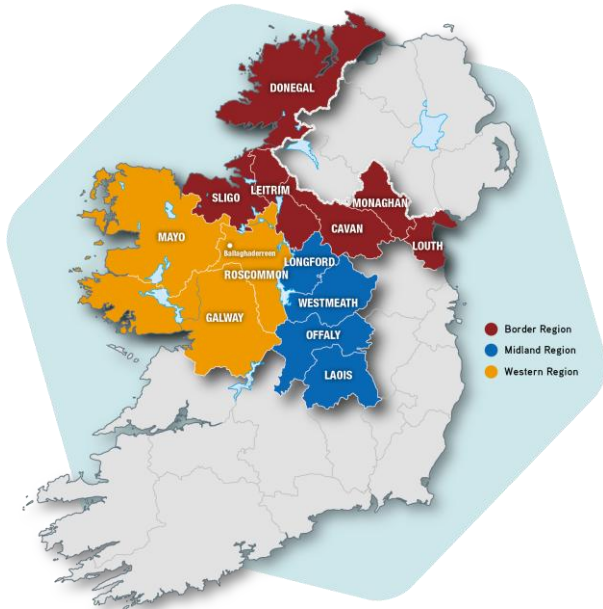
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Introduction

The Border Midland and Western (BMW) Regional Assembly¹ welcomes this opportunity to make a submission to this consultation on the Department of Transport, Tourism and Sport's *Investing in our Transport Future: A Strategic Framework for Investment in Land Transport*.

Border, Midland and Western Region of Ireland



It is acknowledged that the *Framework for Investment in Land Transport* is a high level strategic planning framework rather than an investment plan with prioritised projects and this approach is reflecting in the main body of the submission. It is however important that the projects selected for progression over the coming years are consistent with the overall strategy and with other overarching national and regional strategies, including the relevant Regional Planning Guidelines and the National Spatial Strategy and their future iterations in the process of preparation. For this reason this submission refers to a number of strategically relevant transport projects (see Annexes 1-3) that have been agreed as part of policy adopted at Regional level (former NUTS III), based on the policies and priorities contained within the NSS. These priorities should be progressed by the Department and the agencies acting under its aegis over the lifetime of the strategy.

As set out in *Putting People First: Action Programme for Effective Local Government*, three re-configured Regional Assemblies will be responsible for the formulation of Regional Spatial and Economic Strategies, to be in place by 2016, based on an updated National Planning Framework. These RSES strategies will provide the strategic regional framework within which transport projects can be identified, evaluated and prioritised for investment, based on engagement between regional bodies and the (mostly) national authorities responsible for transport policy. The BMW Regional Assembly looks forward to working with the relevant transport authorities in formulating these strategies and co-producing the investment plans that will follow from them. Part 10 of the Local Government Reform Act

¹ The BMW Regional Assembly was established in 1999 in order to give effect to the designation of two regions in Ireland for EU structural funds purposes. The BMW Region covers thirteen counties which represents 47% of the land mass of Ireland, 27% of the population and produces less than 19% of Ireland's GDP. The Regional Assembly acts as the Managing Authority for the BMW Regional Operational Programme 2007-2013 (which included significant investment in National Roads and Public Transport) and 2014-2020. The Assembly also monitors the expenditure and impact of NDP and EU funds in the region and seeks to ensure that national programmes and policies take regional issues into account.

2014 requires engagement between public authorities in the formulation, implementation and monitoring of the RSES strategies.

As the body responsible for Regional Spatial Planning, we recognise the need for more effective spatial planning. However, recognition should also be given to improvements in spatial planning in recent years, and particularly with the introduction of the Planning and Development (Amendment) Act 2010, adoption and implementation of the existing suite of Regional Planning Guidelines 2010 – 2022 and subsequent Regional Indicators Report – Monitoring Framework for Implementation of Regional Planning Guidelines 2010-2022. **Land use and transport planning are inextricably linked, and all future national strategy and policy documents must recognise and deal with both transport and spatial planning in unison.**

1. The BMW Region and the Role of Transport in Regional Economic Development

In our submission to previous transport strategies (e.g., 2007 and 2011) we highlighted the fact that to be competitive in regional locations, enterprises must have access to infrastructural facilities that are at least on a par with their competitors. Quality access to and within the BMW Region via radial corridors, linking corridors and international access points that attract and promote domestic and foreign direct inward investment to a region, will be a major factor enabling it's future development. It is acknowledged that while significant progress in addressing transport infrastructure deficits in the BMW Region has been made in recent years, there are still vital gaps which inhibit regional competitiveness and hinder the establishment and competitive operations of both indigenous and foreign enterprises. These deficits create obstacles for inward investment and enterprise development and reduce the overall quality of life for people in the region.

The *Investment Framework* should recognise that the existing transport infrastructure is not just a legacy of previous investment and economic activity, it is also an important determinant of future economic potential. The spatial implications of all investment decisions should be taken into account, consistent with all of the NSS (and its successor's) objectives and with the existing RPGs.

Regional economic development should not be conceived of as merely addressing peripherality (or as a redistributive/welfare policy along with social inclusion, as it is in the foreword of the document). Rather more balanced **regional economic development is an essential driver of overall national economic prosperity**. If Ireland's regional economies underperform, the national economy will underperform. **It is an economic imperative therefore, to ensure that the transport network promotes regional competitiveness and more balanced economic development, not just in the 'congested' vicinities of cities.** Basing future investment priorities primarily on addressing anticipated urban congestion fails to take adequate account of transport's role as an enabler/driver of regional economic performance. Due to the constrained public finances since 2008, the BMW region in particular has been left with an incomplete and inadequate network which does not serve the transport needs of the region. The economic development prospects and potential of the region have been severely impaired by the inadequate road, rail and public transport networks in place, and ineffective linkages between these and adjacent regions.

2. Understanding the Impact of Radial vs. Nodal Road Networks

The ESRI² recommended more than a decade ago that national investment as a whole should shift away from radial networks towards nodal networks, thus reflecting the objectives of the National Gateway Strategy in the NSS 2002-2020 and also leading to more sustainable settlement patterns. This introduction of nodal networks would facilitate connectivity within regions, link Gateway and Hubs and would benefit regional development.

A high proportion of investment in the past decade has been used to construct and re-enforce radial transport networks into Dublin, which primarily meets the needs of the Greater Dublin Area. What is now required is transport investment that is tailored to promote economic development in the other regions. While previous investment priorities were consistent with Dublin's role as an international gateway, they failed to promote other objectives of the National Spatial Strategy, namely to counterbalance the economic dominance of the Greater Dublin Area and promote more balanced regional development. A shift towards nodal networks would imply significant improvements in the connectivity of the designated Gateways to each other, to the designated hub towns and to their regional hinterlands and not just their links to Dublin. A study by Dall'erba and Le Gallo³ (2003), found that investment in transport infrastructure that is increasingly composed of hub-and-spoke interconnections, "do not systematically benefit the region where they are implemented," and that such networks exacerbate disparities between regions. This point is apposite to the recent investment programmes supported by the Department of Transport. Similarly, Rosik⁴ (2006) finds that richer regions benefit proportionately better from improved inter-regional transport networks, and that such investment may in fact widen disparities, while providing overall efficiency gains.

Accessibility to a region and connectivity within a region are key determinants of regional attractiveness and competitiveness. Poorly connected regions are at a competitive disadvantage. The framework document recognises the role of cities and other gateways as key drivers of the economies of their regional hinterlands. The economic 'reach' of these growth centres is both a factor of their economic strength and the ease of access to them. If these designated growth centres are to fulfil their regional economic role it is essential that extensive radial networks with an appropriate level of service, as already identified and prioritised in the respective Regional Planning Guidelines (see Annexes) be put in place as a priority. The only region currently with an extensive radial network is Dublin, which is a clear support to its relative economic strength.

As a counterbalancing measure, the establishment of radial road networks around underdeveloped Gateway towns would facilitate their development. **The Framework for Investment should place an increased emphasis on identified nodal networks throughout**

² Fitzgerald, J., Kearney, I., Morgenroth, E. and D. Smyth (1999) National Investment Priorities for the Period 2000-2006 Policy Research Series No. 33 Economic and Social Research Institute Dublin.

³ Dall'erba, S., and J. Le Gallo (2003) 'Regional Convergence and the Impact of European Structural Funds over 1989-1999: A Spatial Econometric Analysis' European Union Studies Association Biennial Conference, March 2003.

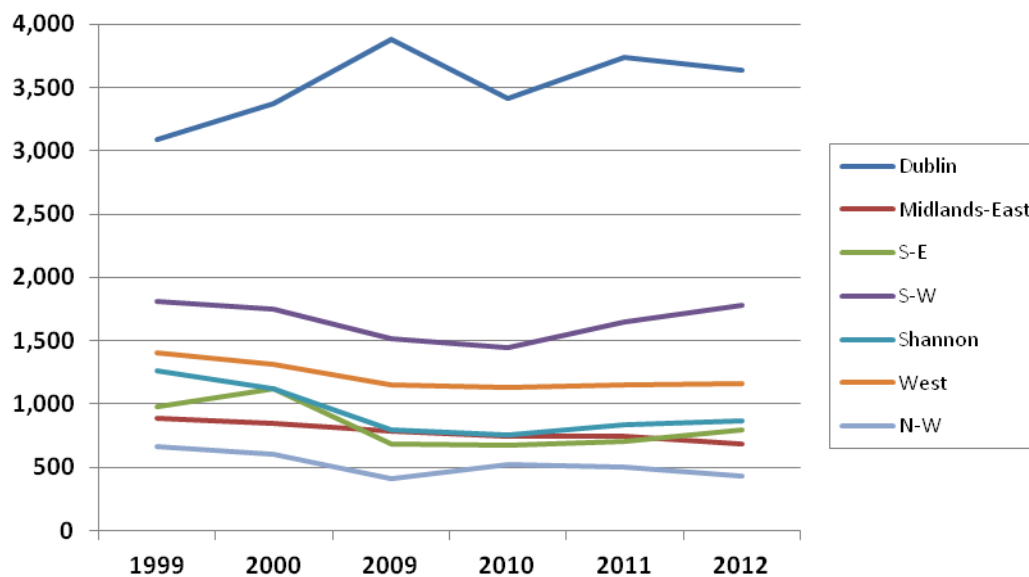
⁴ Rosik, P. (2006) 'Transport Infrastructure, Public Capital and Regional Policy – Review of Studies' Paper presented at the Regional Studies Association Conference Shaping EU Regional Policy: Economic Social and Political Pressures, Leuven, Belgium 8th-9th June 2006, Regional Studies Association: UK.

the BMW Region (and other regions) and prioritised interlinked networks around the Gateways in order to facilitate greater competitiveness and the concept of more balanced regional development as set out in the NSS.

3. Benefit/Cost Ratios for Transport Investments in Regions

We would not disagree with the proposition when relating to Transport Investment and Regional Development (Section 2.6) that ‘although investment can mitigate some of the effects of peripheralty, it cannot eliminate them’ (p.16). However, defining what is meant in this section by regional development should be re-visited. We need to be clear here that the concept of regional development does not only apply to those areas on the periphery. In fact, regional development applies to all of Ireland’s regions. When we speak about regions, we are looking to the NSS as the current Framework and its proposed successor in the National Planning Framework, as translated by the respective RPGs, to guide how regions can fulfil their potential. Infrastructure that enables Gateways (and to a lesser extent Hubs) interact with their wider urban and rural hinterland and thus perform as effective regional economic drivers should be a focus. Where the existing transport infrastructure deficits is found to have a negative and detrimental impact on the development of a city (such as Galway City), investment to promote more sustainable transport patterns and choices should be prioritised.

The analysis in relation to the benefits of the M4/M6 (p.13) is a case in point. Information such as ‘on balance, it has been positive for tourism in the west coast..most visitors will inevitably arrive via Dublin....’ requires further elaboration. Data from Fáilte Ireland illustrated below in figure 1 does not show evidence of an increase in the share of overseas visitors to either the North-West or West Regions. It is therefore difficult to link a positive outcome as purported. The West Region’s share of overseas visitors has remained stagnant at 12.5% in 2009 and 12.4% in 2012.

Figure 1: Total Overseas Visitors by Tourist Region (000s) 2009-2012

Source: Fáite Ireland

There is a concern that basing transport investments solely on benefit-cost ratios will not take adequate account of the over-arching public policy objectives, such as the National Spatial Strategy and the forthcoming National Planning Frameworks which will inform the new Regional Spatial and Economic Strategies. These will have the benefit of an holistic and integrated adopted policy base and transparent assessment process in the context of associated areas of the environment (SEA/HAD). There is a risk that solely Benefit-Cost considerations will always favour investments in congested or heavily trafficked areas, without addressing the fundamental causes of the congestion, i.e., ineffective regional policies, poorly articulated live-work relationships, legacy of poor land-use planning policy and lack of investment in public transport. A ‘predict and provide’ model is no longer appropriate as this essentially follows and does not drive future economic and spatial planning. The spatial impacts of transport investment need to be given greater attention. **The economic analysis of projects undertaken by or on behalf of the Department of Transport should be reviewed in order to incorporate spatially based multiple criteria analysis and wider socioeconomic considerations.**

4. International Connectivity

The framework document stresses the importance of accessibility to the main airports and ports as a key priority for enabling the flow of tourists into and out of Ireland. **It fails completely to address issues of tourist dispersion across Ireland and the need to gain access to important regional destinations and develop new and interlinked networks across a range of modes.** Many of these destinations are solely reliant on the existing inadequate road network to meet the need for ease of access. The *Framework* also overlooks the emerging role of touring routes such as the Wild Atlantic Way as key elements of Ireland’s tourism offering, which relies on coastal routes. Clearly the provision of air access (as can be seen from Figure 1 above) is a prerequisite for developing a thriving international tourism sector.

The Irish Government is responsible for supporting economic and tourism development in all regions. It is vital that Ireland's first Aviation Strategy is implemented in a way that meets regional development needs and national development priorities. Opportunities also exist for the development of Ireland's Ports as international hubs for industry and as tourism destinations those in the BMW Region are further identified in the Annex.

5. Public Transport

Public transport in the BMW Region is relatively underdeveloped. Investment in public transport will play an important role in facilitating intra and inter regional access. Emanating from the rural character of the BMW Region, it has a widely dispersed population and settlement pattern, therefore transportation is critical. Commuting in the Region, whether it is for economic or social purposes, generally involves relatively longer distances, in many instances along poorer quality non-national roads. Moreover, such travel requires private means of transport because of a lack of satisfactory regional and local public transport systems.

The framework document does not acknowledge the importance of improvements in the road network to facilitating fast, efficient bus services across the country. Nor is it recognised that private bus operators are providing new regular services to the public (e.g., Galway to Dublin Airport) at no cost to the exchequer.

Strategic investment in the provision of rail services along with road infrastructure can significantly reduce the geographic marginalisation, particularly in the West and North West of Ireland. Rail is a more energy efficient method of transport than road-based alternatives, has a better safety record and has the potential to reduce congestion costs. In parallel to this investment, adequate provision of park and ride facilities will encourage the use of rail as an alternative means of transport. However the Assembly acknowledges that a business case for the development of rail should be determined only via economic rigour along with more wide-ranging multi-criteria analysis as here-to-fore outlined.

A long term public transport strategy should be developed for each region to identify where demand/gaps currently exist and where there are opportunities to provide services in a more comprehensive efficient basis. Existing budgetary constraints should not be used as a barrier to developing this strategy as a long term vision and strategy will provide certainty and a prioritisation of new infrastructure required to allow regions to fulfil their potential. The role of multi-modal networks – transport hubs and links to walking/cycling connections particularly with regard to tourism and workplace transport planning in the case of large scale employers should be developed to enhance the efficiency and broaden the reach of existing transport provisions. The old model of 'predict and provide' is not appropriate or relevant to this type of planning.

6. TEN-T

The recent TEN-T programme adopted by the European Commission is a matter of grave concern to the BMW Regional Assembly, as it designates Belfast-Dublin-Cork as the core transport inter-nodal link and proposes to concentrate investment in this link in line with EU-level priorities. The Assembly is concerned with the implications of this for road, rail, airport and seaport infrastructure in the region, attraction of inward investment and further loss of competitiveness. **Concentrating investment in this corridor only would be contrary to the**

National Spatial Strategy 2002-2020 and would reinforce the existing wide disparities in the transport network on this island and exacerbate existing gaps in regional economic performance.

7. Integration with Northern Ireland Transport Planning

In reviewing the draft Strategic Framework, one of the most fundamental problems identified is the exclusion of any reference to Northern Ireland and the need for consideration of transport in its broadest sense. It is the view of the Assembly that it should be considered in the context of an island economy. The spatial context and issues identified in section 1.1 does not include reference to transportation planning in Northern Ireland or refer to any potential cross border issues regarding transport provision that arise as a result. Recognition should at least be provided within the context setting of the document. We are after all an island economy.

8. Priorities

The priorities proposed in the *Framework* document do not adequately reflect the role of land transport in driving regional economic development, as set out in this submission. It gives higher prominence to addressing urban congestion than to ensuring that the transport network extends the economic reach of the designated growth centres by putting in place a more extensive radial network, with an appropriate level of service. It treats the needs of poorly served regions and completing missing links as sub-priorities only. The BMW Regional Assembly proposes that addressing the transport needs of poorly served regions to be identified in the forthcoming National Planning Framework and RSES Strategies and completing key missing links, should be given a higher priority in the framework document.

The transport needs of the 3 NUTS III Regions as identified in the current Regional Planning Guidelines are annexed to this submission to demonstrate the extent of the works needed to address transport deficits across the BMW Region.

The *Framework* document acknowledges that there are no comprehensive strategies currently in place for Irish cities, with the exception of Dublin. This deficiency should be addressed as part of the RSES process in conjunction with the Regional Assemblies.

9. Summary of Proposals and Recommendations

1. **Optimising the Impact of Forthcoming National Planning Framework and Regional Spatial and Economic Strategies:** It is essential that transport bodies engage fully and constructively with the re-configured Regional Assemblies to formulate regional transport strategies as part of the new Regional Spatial and Economic Strategies and co-produce investment plans which meet the future needs of each region;
2. **Land use and transport planning** are inextricably linked, and all future national strategy and policy documents must recognise and deal with both transport and spatial planning in unison.
3. **Transport as and Enabler of Regions:** Regional economic development is an essential driver of overall national economic prosperity - therefore it is an economic imperative to ensure that the transport network is an enabler of overall regional economic development and not just in the 'congested' vicinities of cities;
4. **Greater Emphasis on the Role of Nodal Networks:** The *Framework for Investment* should place an increased emphasis on nodal networks throughout the BMW Region (and other regions) and enhanced connections between the Gateways and their broader urban and rural network in order to facilitate the priorities set out in the NSS;
5. **Greater Application of Multi-Criteria Analysis:** The economic analysis of projects undertaken by or on behalf of the Department of Transport should be reviewed in order to incorporate spatially based multiple criteria analysis and wider environmental and socioeconomic criteria, including spatial impacts;
6. **Imbalanced Tourism Sector can be Aided by Greater Recognition of Regional Infrastructural Deficits:** The *Framework* should address issues of tourist dispersion across Ireland and recognise the need to gain access to important regional destinations, in particular on the north-west and west coasts and poorly linked remote areas through greater modal integration;
7. **Review TEN-T Programme Priorities:** The Department of Transport, Tourism and Sport should not concentrate land transport investment in the Belfast-Dublin-Cork inter-nodal link as suggested by the EU's TEN-T Programme;
8. **Public Transport Optimisation:** A public transport strategy should be developed for each region to identify where demand/gaps currently exist and where there are opportunities to provide services in a more comprehensive efficient basis, on the basis of adopted priorities and subject to current budgetary constraints; and,
9. It is the view of the Assembly that **transport should be considered in the context of an island economy**, taking account of transport planning in Northern Ireland.

Annexes

Annex 1: Border Region Planning Guidelines

Draft Strategic Framework for Investing in our Transport Future

1. Introduction

The purpose of this paper is to supplement the main submission from the Border Midlands and Western Regional Assembly on the Draft Strategic Framework for Investing in our Transport Future. The paper includes summary information from the Border Regional Planning Guidelines 2010-2022, the Irish Central Border Area Network (ICBAN) Regional Strategic Framework and other relevant publications.

2. Border Regional Planning Guidelines 2010 – 2022

Section 1.17 of the RPGs identified the key challenges for the region. As land use and transportation planning are inextricably linked, and with the increasing alignment of spatial planning and economic development, all challenges have been outlined here as they are as relevant today as they were when the RPGs were drafted in 2009-2010. Those challenges that relate directly to the Draft Strategic Framework for Investing in our Transport Future have been highlighted in bold.

2.1 Challenges for the Border Region

1. **The Region is diverse in terms of economic activity and settlement patterns. The Guidelines must build on the strengths and opportunities identified in the Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis outlined in Appendix 3 ;**
2. **There are now two emerging corridors in the Region with the eastern corridor anchored on the three key settlements of Drogheda, Dundalk and Newry. The emerging western corridor anchored on the Derry/Letterkenny linked Gateway, and extends south towards Sligo and beyond towards the Galway Gateway. The central Border Region, between the above two corridors, presents significant challenges in terms of realising its potential;**
3. *There is a need to develop a clear, concise and simplified settlement framework at regional level, which can further be developed at Local Authority level through County and Town Development Plans and local Area Plans. This includes an evidence based approach to land use planning;*
4. **The three Gateways in the Border Region can be considered as ‘developing’ Gateways, relative to other designated Gateways on the island, followed by the development of the Hubs as supporting centres. All analysis points to their increasing importance as drivers for future development of the Region;**
5. *Future economic growth in the Region will rely heavily, (though not exclusively), on the performance of the indigenous sector, with enhanced competitiveness, innovation, productivity, and renewal, (in terms of new firm formation and transformation of existing firms), being key elements;*
6. *Internationally traded services have gained a foothold in the Region over recent years. Recent connections into international broadband infrastructures are a positive development for realising future potential in this area, but requires more investment;*

7. *The strong food sector in the Region offers potential for further growth, with added value and increased productivity being key challenges. Similarly, tourism offers significant untapped potential;*
8. *The changing sectoral profile of the Border, (decline in construction and manufacturing activity in particular), alongside legacy issues in relation to educational attainment and early school leaving and distance learning, will require a key focus on skills development;*
9. *The electricity grid infrastructure, in the North West (NW) in particular, requires upgrading if the potential for renewable energy generation is to be realised;*
- 10. Continued emphasis will need to be given to enhancing physical connectivity, specifically in relation to facilitating international access (incl. road links to Dublin and Belfast); the strategic radial and linking corridors which link the Region's Gateways and other important settlements; and other strategically important intra-regional and cross-border transport links;**
- 11. Out-migration and a 'brain drain' as well as daily commuting to other regions, including Northern Ireland, present significant challenges in providing sustainable and balanced regional development for the Region;**
12. *A significant challenge for the Border Region will be growing the share of energy derived from renewable sources, whilst conserving and protecting the extensive ecological and environmental assets of the Region;*
- 13. Future population growth must be developed in parallel with employment growth in appropriate locations, so that these settlements and areas become self-sustaining and do not contribute to unsustainable commuting patterns.**

2.2 Future Investment Priorities

Section 1.16 of the Guidelines is entitled 'Key Future Investment Priorities for the Border Region'. These key strategic infrastructure priorities are identified for the region as a whole (table 1.9) and specific priorities for key settlements (Table 1.8). Only those priorities that relate to transport are listed here and are as follows:

Table Error! No text of specified style in document. Future Investment Priorities for Key Settlements in the Region

Settlement	Future Investment Priorities	Time Scale	Progress
Letterkenny	Relief Road		
Dundalk	Western Infrastructure (Major Internal Distributor Road Network including Bus Corridor)	-	At Planning Stage
Sligo	Western Distributer Road	2011	Phase One Under

			Construction
	Eastern Garavogue Bridge and Approach Roads	2012	Planning Complete – Awaiting Funding
	N4/N15 upgrade to Borough Boundary including widening of Hughes Bridge	2012	At Planning Stage
Cavan	Inner Relief Road into Town Centre	-	At Planning Stage
Monaghan	Extension of By-pass onto N54, Cavan Road	-	At Planning Stage
Drogheda	Improve Port Access	-	At Planning Stage
Carrick-on-Shannon	By pass	Completion 2015	Project upgrade currently at route selection stage

Table 2 Future Investment Priorities for the Border Region

Priorities for the Region (Intra & Inter-regional)	Time Scale	Progress
Development of the N2/A5 Dual Carriageway	Completion by 2015	At Planning Stage
Development of all Strategic Radial Corridors and Strategic Link roads (see transport section)	Period of the Guidelines 2010 - 2022	At Planning And Under Construction

2.3 Sustainable Transport Strategy for the Region

The key aims of the Sustainable Transport Strategy for the Border Region are identified as follows:

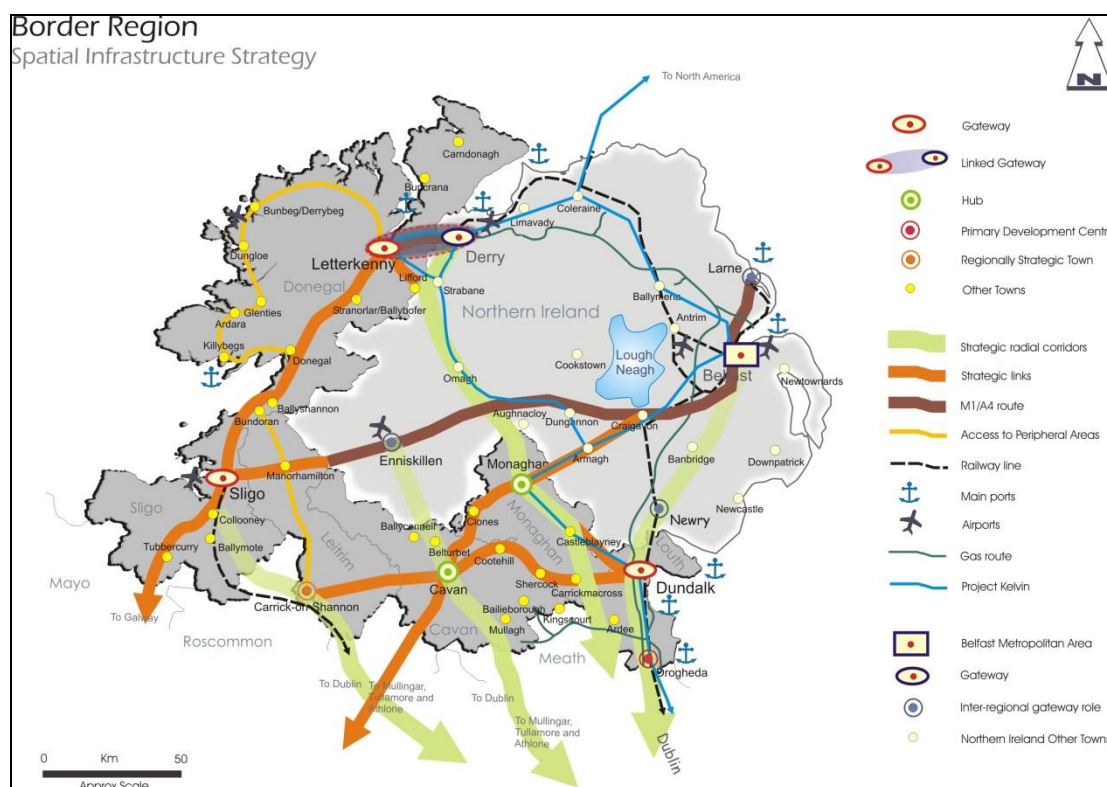
- establish investment priorities that will enhance the accessibility of the Gateways;
- identify particular infrastructural bottlenecks/ weaknesses within the Gateways and set out strategies to address them;
- establish a hierarchy of Public Transport needs and identify strategies to address them;
- establish strategies to assist in the development of Ports and Airports in the Region;
- identify strategies to protect existing infrastructure.

Roads

In line with the National Spatial Strategy (NSS), the roads within the region are categorised into the following:

- strategic radial corridors;
- strategic links;
- strategic international access points.

These key regional strategic routes are identified on Map 5.2 ‘Spatial Infrastructural Strategy’



2.4 Strategic Radial Corridors

Northern Radial Route (M1, A1/M1): Links Dublin with Belfast via Drogheda and Dundalk and is the primary access route for the eastern part of the Region. This route is included in the Major Interurban roads network and has seen substantial improvement in recent years. This route is also included as a Key Transport Corridor in the RDSNI and provides access to the three international access hubs serving the Region. This route has already been developed to a high standard and the protection of the operation and efficiency of this route is considered a priority.

North-western Radial Route (N2, A5): Links Dublin with Letterkenny/Derry via Ardee, Monaghan, Omagh and Strabane and is the primary access route to the Northwest of the Region and forms a significant part of the Northern Cross (See Section 3.7.4.3). This route is also included as a Key Transport Corridor in the RDSNI. This route has seen significant investment in recent years. The priorities for this route are:-

- N2 Monaghan to the border with Northern Ireland;
- The N14 from Letterkenny to the border with Northern Ireland;
- The A5 in Northern Ireland provides essential access to the Letterkenny/Derry Gateway. The Government remains committed to its financial contribution to the development of the A5 corridor in Northern Ireland, despite the difficult current economic situation. Work on the A5 project is progressing to further develop the preferred route and to meet the next project milestone – publication of Draft Orders in late 2010. The procurement process has been completed and contractors have been appointed to the three sections of the route (Section 1: New Buildings to south of Strabane; Section 2: south of Strabane to south of Omagh; Section 3: south of Omagh to the border at Aghnacloy). This investment will serve the North West Gateway of Letterkenny/Derry, which will, in turn, support economic prosperity and development, both in Northern Ireland and in the cross-border areas as a whole.

Central Radial Route (N3/M3/A509): Links Dublin with the Hub Town of Cavan and onward to Enniskillen. This is the primary access route to the central part of the Region. This route from Dublin to the Cavan county boundary has seen substantial investment in recent years. Further improvements to the route from Edenburt to Cavan By pass are necessary as a medium/long term priority for the Region. The development of the recently approved Belturbet by-pass will further improve travel times on what is currently a significant bottleneck on this route.

Western Radial Route (M4/N4): Links Dublin with Sligo via Mullingar (which forms part of the Midlands linked Gateway along with Athlone and Tullamore. Longford and Carrick-on-Shannon and is the primary access route to the west of the Region. This route has seen significant investment in recent years in areas outside of the Region, however, two significant substandard sections remain and their improvement is a priority for this route:-

- N4 Carrick-on-Shannon Bypass;
- N4 Collooney – Castlebaldwin;
- Upgrading of N4 from Carrick-on-Shannon to Castlebaldwin {from single carriageway to 2+2} this however is located in the Western Region [Co Roscommon]

2.5 Strategic Links

Atlantic Corridor (N13/N15/N17): Links the Gateways of Letterkenny/ Derry, Sligo and Galway. This route has seen limited investment in recent years and as a result, in many locations, the quality of the route falls far short of that necessary to provide good interconnectivity between the Gateways. The priorities for this route within the Region are:-

- N17 Tubbercurry to Collooney;
- N15 Sligo to Leitrim County Boundary;
- N15/N13 Ballybofey/ Stranorlar Bypass

West/North Central Corridor (N16/A4): Links the Gateway of Sligo and the Gateway of Enniskillen in Northern Ireland and forms part of the Northern Cross (See Section 3.7.4.3). The Sligo to Enniskillen route also provides access to the international access point of Belfast/Larne and links to the Key Transport Corridor of Enniskillen/ Dungannon/ Craigavon/ Belfast, as identified in the RDS. Improvements to this route in recent years have been limited to short isolated sections. The route requires substantial investment as a matter of priority. Key priority for this route is:-

- N16 Sligo to Enniskillen (including Manorhamilton Bypass and the southern Bypass at Enniskillen (outside the Border Region))

Midlands Corridor (A3/N54/N55): Links the City of Armagh to the Hubs of Monaghan and Cavan, which continues onto the linked Gateway of Athlone/Tullamore/Mullingar. This link is also a critical north/south route for freight transport both intra and inter-regional

N53/N2 Dundalk - Monaghan: Links the Gateway of Dundalk to the Hub town of Monaghan via Castleblayney

R178/R192/R188 – Dundalk – Cavan: Links the Gateway of Dundalk to the Hub town of Cavan via Carrickmacross, Shercock and Cootehill

Cavan – Carrick-on-Shannon (R209 / R202 / R199 / R198): Links the Hub of Cavan with the Regional Strategic Town of Carrick-on-Shannon. Carrick-on-Shannon is then linked to the Gateway of Sligo via the N4. This remaining link completes the Strategic Links between the key settlements in the Border Region which aim to improve connectivity and accessibility of the key urban centres.

2.6 Sustainable Transport Modes

Bus and Rail

Chapter 5 of the RPGs support smarter travel and seeks to ensure that future growth is sustainable and facilitated through appropriate and relevant transport modes that include bus and rail. Bus services have improved in recent years between larger towns and the greater Dublin area, but problems remain in terms of service provision and frequency between second tier towns within the region such as those between Monaghan and Cavan.

Rail provision is poor within the region and is absent from the central border region and the north west. This coupled with no recent developments on the N2/A5 proposed dual carriageway, leave the central border region and the north west, classified as the most inaccessible parts of the island of Ireland. This must change if the region is to realise its assets and potential.

Ports

The RPGs supported and recommended that development of a Ports Strategy for the island of Ireland was required to identify the future priority locations for port development. This has not yet happened and remains a recommendation going forward. The Drogheda, Greenore, Dundalk and Killybegs ports are important to the future development of the region and should receive the

necessary supports to ensure they facilitate the efficient movement of goods into and out of the region

Airports

Dublin, Belfast and Shannon airports provide international air access to the Border Region. The West and Northwest of the Region is relatively well served by airports which include City of Derry Airport, Sligo Airport and Donegal Airport. These services are considered vital to the overall accessibility of the West and Northwest of the Region.

3. ICBAN Regional Strategic Framework

On Friday 22nd November 2013 representatives of the governments of Ireland and Northern Ireland together launched the Regional Strategic Framework for the Central Border Region (RSF). The key addresses given at the event were made by Minister of State in the Republic of Ireland, Fergus O'Dowd T.D., along with senior officials from the Department of Environment (Northern Ireland) and the Department for Regional Development (Northern Ireland). <http://www.icban.com/The-RSF/Download-the-Regional-Strategic-Framework>

The Framework was developed as part of the Irish Central Border Area Network's (ICBAN) Spatial Planning Initiative which received funding through the European Union's INTERREG IVA programme, managed by the Special EU Programmes Body. ICBAN is a local authority-led Cross Border development group, comprising representatives from local authorities in both the Republic of Ireland and Northern Ireland. The RSF has been driven by ICBAN's 10 local authorities through partnership working with ICBAN.

The RSF is a Framework for the development of the Central Border Region, for the period up to 2027 and embraces the opportunities that regional thinking might create. The document aims to inform and effect policy change, and create a region that can make a distinctive contribution to regeneration and growth of the island economy. This is emphasised within the Vision of "*A sustainable region that delivers the best quality of life for its people and makes a distinctive contribution to economic and social renewal and growth on the island*".

The RSF has been developed to influence the Government of Ireland and Northern Ireland to consider the Central Border Region as an investment priority. It also seeks to address the inequalities and social outcomes between the Central Border Region and other regions of Ireland and Northern Ireland. Alongside addressing inequalities that exist within the Central Border Region, the RSF will ensure that this Region plays a more involved role within Europe through networking and engaging, as well as securing investments for key initiatives and projects.

In order to achieve these benefits, the framework is structured through four objectives linked to the European Union's EU2020 Strategy: a smart and internationally competitive region; a people centred and inclusive region; a sustainable region; and an accessible and connected region

There were six key strands of the Spatial Planning Initiative (SPI) and strand 4 relates directly to the key infrastructure for the region.

STRAND 4: Roads to Opportunity Business Case

It is more important than ever to keep a focus on this area of work and to be in a state of readiness if and when the opportunity for funding arises. To this end the East – West Corridor e.g. A5/N2 and A4/N16 are the important routes that dissect the cross border region. We wish to develop a strategic analysis of the potential economic benefits of these key transportation routes and highlight the opportunities missed by not having them. These routes are not merely important to the island as a whole but to links with Europe. It is important to get the infrastructure improved now as we are aware of Sustainable Future Transport Initiatives led by Europe will see a reduction on spend in this area. The main goal is to influence policy & spending priorities.

In developing the RSF, a supporting document was developed entitled 'RSF Infrastructural Supporting Document' which outlined the detail and rationale for the transport strategy included in the RSF. The report may be downloaded using the following link <http://www.icban.com/The-RSF/Download-RSF-Supporting-Documentation>

Relationship of the RSF to the Draft Strategic Framework for Investing in Our Transport Future

The RSF is a particularly important document as it builds upon the content, detail and principles of the Border RPGs, but more importantly, outlines the key cross border issues and challenges and identifies key infrastructure priorities on a cross border basis. It also aligns closely with the Regional Development Strategy for Northern Ireland 2035 and the supporting recent publication '*Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation*'. As outlined in the introduction, this is a small island of circa 6.4 million people therefore; future transport planning and infrastructure development must be done on the basis of an island population and one unit as it is not feasible or viable to do otherwise. The All Island Research Observatory (AIRO) have already done substantial work and analysis on spatial planning and transport on an all island basis and this work could be used to develop the suggestions made here in future. <http://airo.maynoothuniversity.ie/>

Annex 2: Midland Region Planning Guidelines

The Midland Regional Planning Guidelines were adopted in June 2010 and set a planning framework for the Counties of Longford, Laois, Offaly and Westmeath for the period up to 2022. Government reform and associated legislative changes have resulted in the Midland region (NUTS III EU classification) being absorbed into the Border Midland and Western Assembly (NUTS II EU classification) as an interim measure. The four counties will be incorporated into a new Dublin-Mid-East region to be established by January 2015. The current RPGs (NUTS III level) will remain in force until the 2016, and will be replaced with Regional Social and Economic Strategies based on the new National Planning Framework which will be prepared to replace the current National Spatial Strategy.



The objectives for the Midland Region are set out in the Midland Regional Planning Guidelines (RPGs) 2010–2022. A central concept in the development of the Midland Region is the generation of critical mass in the linked-Gateway, consisting of the towns of Athlone, Mullingar and Tullamore. The physical separation between the centres that make up the Gateway means that significant infrastructural investment is required, in particular relating to transport, to facilitate the development of critical mass.

The Midlands Region occupies a central position within the country and functions as a corridor linking gateways and hubs on the west coast with the Dublin region. The identified priority to upgrade the N4 from Mullingar to Rooskey illustrates this extra-regional significance, connecting the Sligo Gateway with Dublin. The need to develop links in a north-south direction nationally and through the region are also acknowledged with the prioritisation of the N52 and N80 which provide an important regional links within and to the gateway and on to the ports of the southeast.

The main inter and intra regional priorities for the region are outlined in the diagram above and are supported by the walking and cycle networks also identified as part of these guidelines.

The Transport Strategy for the Region is set out at Chapter 5 of the Midland Regional planning Guidelines, Adopted in June 2010. These include the following detailed priorities set out to address inter and intra-regional road connectivity, public transport and the shift towards networks that support the defined spatial planning hierarchy and promote more sustainable transport patterns. Investment priorities are outlined under the following headings.

Key Inter Regional Road Investment Projects:

These projects are strategically important at a national level, linking the region to its broader context and, given its central location, linking regions nationally. Crucially, these routes connect the four

Midland Counties with ports and airports on the eastern and western seaboard and international accessibility.

N4 Mullingar Bypass to Longford County Border- nationally strategic arterial route between Dublin and Sligo gateway, links between gateway town of Mullingar and Principal town of Longford N5 - Bypass of Longford Town (completed 2013) – essential in ensuring Longford can function as an economic driver in the north of the region and provides nationally strategic link between Dublin and West coast

N51 – from N52 junction at Delvin – critical north-south road link

N52 – (improvements carried out to date) identified nationally strategic route, also important link between gateway towns of Tullamore and Mullingar

N55 – From Athlone to Cavan – important connection to border region and onto Northern Ireland

N61 From M6 Junction at Athlone to N4 at Boyle – important link to Galway gateway and border region

N62 – link between M6 and M8

N63 links N17 to N5 – west region and north midlands

N77 – link from Portlaoise onto South-east region

N80 – element of national “central spine” linking Athlone, Tullamore, Portlaoise onto southeast and Rosslare Port in particular

N78 – Joins N80 with M9

Key Intra- regional Road Priorities

The linked-gateway concept creates specific transportation challenges in the four midland Counties, reflected in the prioritisation of the following intra-regional routes, some of which overlap with inter-regional route priorities identified above. Works have been completed on a number of these priorities such as the N4 east of Mullingar and the Longford Bypass. The remaining priorities outlined below are required to build on investment to date, providing the connectivity required within the region, enhancing competitiveness and quality of life.

N4 – Mullingar- Rooskey

N51- Westmeath County Boundary to Delvin

N52 – Riverstown to Westmeath County Boundary

N55- Athlone to Longford/Cavan County Boundary (including bypasses of Ballykeeran, Glasson Edgeworthstown and Granard

N62 – Athlone to Roscrea including Birr bypass

N63 – Longford to Lanesboro including bypasses of Killashee and Lanesboro

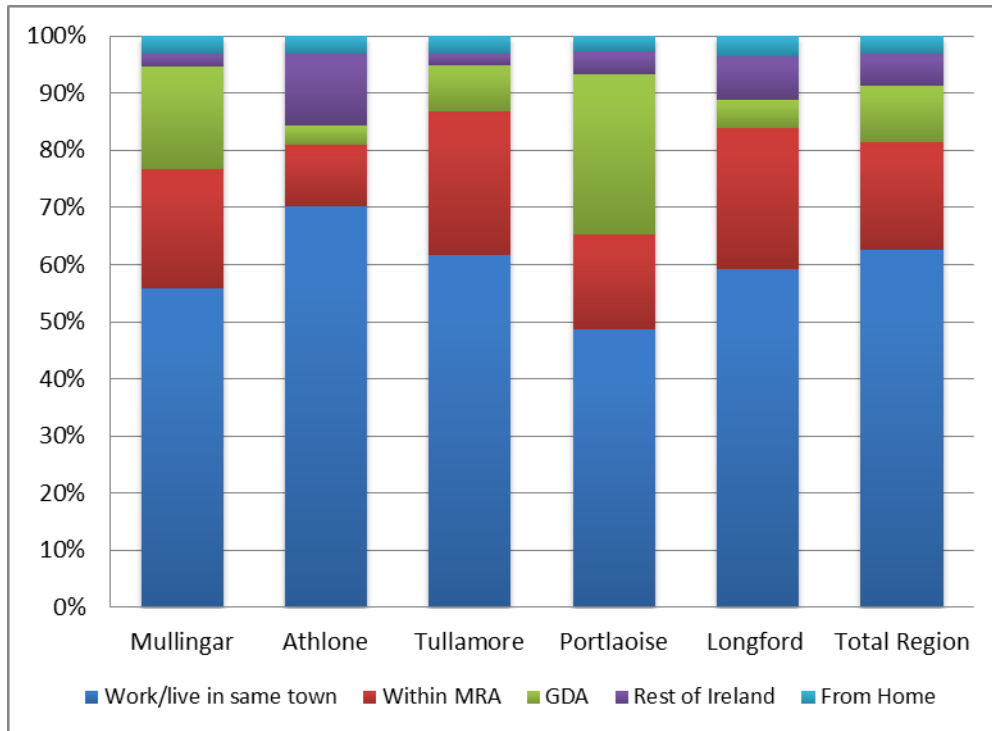
N77 – from Portlaoise to Laois County boundary

N78- From Laois/Kildare County Boundary to Laois Kilkenny County Boundary

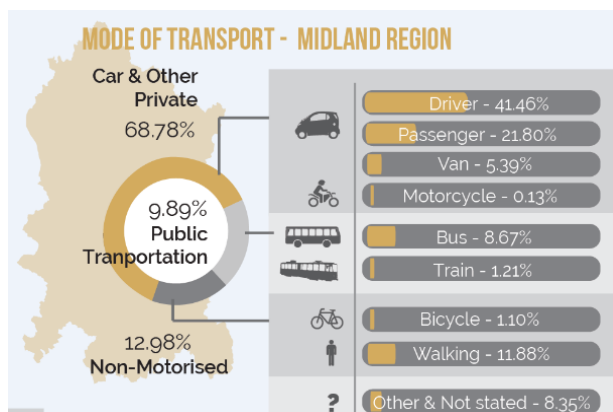
N80 – Tullamore to Carlow including Bypasses of Killeigh, Mountmellick, Portlaoise, Mountmellick, Stradbally, Arles and Ballickmoyler

Public Transport

Commuting patterns throughout the region are diverse and highly influenced by the weak urban structure and dispersed rural nature of a significant proportion of the population in the Midland counties as illustrated by the diagram below.



MRA % travel to work destinations 2011 (prepared by MRA with NTA analysis and CSO Census 2011 POWSCAR data) Taken from "MRPGs Implementation Report 2010-14"



The diagram above is taken from "Regional indicators report – monitoring framework for the implementation of the regional Planning Guidelines, 2014" and illustrates the dominance of the private car as a transport mode in the four midland counties.

The challenges associated with the promotion of the polycentric development model are also evident, and how a public transport system can be supplemented with strategic road investment (outlined above in). The importance of an integrated transport system in the four counties is recognised in the support of establishing a strategic transport node at Portlaoise to facilitate more sustainable transportation choices, particularly in the relationship between walking and cycling, private car, bus and rail, and capitalise on its central location.

The national rail network traverses the Midlands and provides opportunities to connect the Sligo-Dublin and Galway/Mayo-Dublin rail lines and increase capacity through reopening of the Athlone-Mullingar connection.

Smarter travel policy is also considered with measures to reduce demand through the land-use planning system and the promotion of walking and cycling routes on national, regional and local scales for commuting, leisure and tourism purposes.

Specific Policies and Objectives relating to transport are contained at TIP1-19 and TIO1-9 of Chapter 5 Transport and infrastructure strategy of the Midland Regional Planning Guidelines, 2010-2022.

Annex 3: Western Region Planning Guidelines

Introduction

The Regional Planning Guidelines (RPGs) for the West Region 2010-2022 set out the transport infrastructure priorities for the region. The West NUTS III region is ranked seventh in terms of urbanisation in this country, just below the Midlands region⁵ (slightly more urbanised) and above the Border region⁶ (slightly less urbanised) at a ratio of 38.1 (urban): 61.9 (rural).

The peripheral nature of the region means that a good transport infrastructure is vital to promote economic and social well-being. The road network is by far the most used for inter-regional and intra-regional transport movement of goods and people and the need to upgrade the national road network is recognised by the inclusion in Transport 21 of projects to upgrade the N5 Dublin Mayo route, the N17 and N/M18 (sections of the Atlantic Road Corridor), extending through Sligo, Claremorris, Tuam, Galway, Gort to Limerick. Work on the construction of the new motorway between Gort and Tuam in Co. Galway began in 2014 with completion expected in 2018.

The *Spatial Transport and Infrastructure Map*⁷ as set out in the RPGs is found at Figure 1. It highlights the main access routes, potential Galway Bypass, interregional routes, regional airport and rail.

Western Rail Corridor

The Guidelines support the development of the Western Rail Corridor (WRA) in the hope that rail would play an increasing transport role within the region with improved services and greater use of rail freight.

Regional Airport and Former Airport Site

The region's airport - Ireland West Airport Knock as Galway Airport ceased to operate commercial flights in 2013, though is presently being used by business customers and for flight-training. Galway County Council and Galway City Council purchased the airport site in 2013 in a joint venture to ensure that the site remains a viable opportunity for the region, given its strategic location adjacent to the M6 motorway, future M17/M18 motorway, Galway City, the rail network, IDA site at Oranmore and Parkmore Enterprise Park. The site has access to gas and electricity infrastructure with nearby access to the Metropolitan Area Network.

In August, 2015, tenders for a feasibility study to appraise and examine the Galway Airport site for future potential uses and development to ensure the maximum economic return to the region. The study will consider the former and current aviation activities on the site; and examine potential uses for the facilities and the overall site in the short, medium and long term. It is expected that a broad range of options across all development sectors will be explored to determine potential ways to maximise economic development.

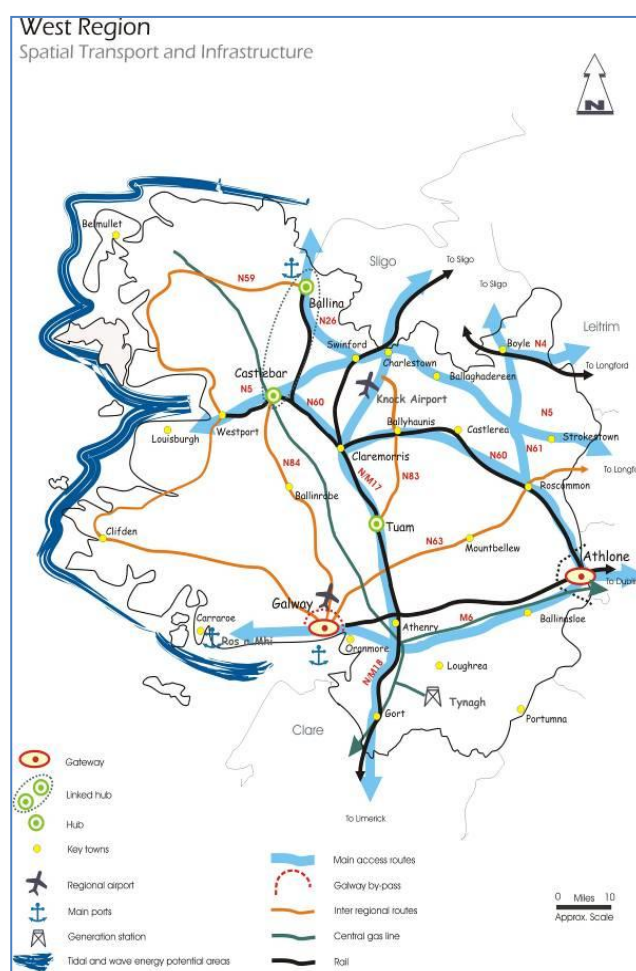


Figure 1: Spatial Transport & Infrastructure (West Region)

⁵ 44.8 (urban) : 55.2 (rural)

⁶ 37 (urban) : 63 (rural)

⁷ West Regional Authority (2010) *Regional Planning Guidelines for the West Region 2010-2022*.

Galway City Outer Bypass

One of the major infrastructural requirements identified in the RPGs for Galway City is the Galway City Outer Bypass (GCOB). The RPGs support the sustainable development of an integrated transportation system for Galway City and County areas including the GCOB. The project has been the focus of intense scrutiny at national and European level as the provisions of the Habitats Directive (Article 6(3)) had not been adhered to. In 2014, the Supreme Court overturned a decision of An Bord Pleanála to grant planning permission for part of the project. A new proposal is being managed by the National Roads Project Office on behalf of Galway City and County Councils.

Transport Infrastructure linking with Ports

Galway Port is the only commercial port catering to cargo traffic in the region with Ros a Mhíl a designated fishing port also catering for passenger traffic to the Islands. While the DTTS Strategic Framework focuses on 'land transport', it is necessary to ensure that important ports are well served via land-based transport networks.

Rural Transport Programme

The Rural Transport Programme is designed to address social exclusion in rural areas arising from unmet transport needs and is vital for the West Region where national public transport providers have reduced the number and/or extent of their services.

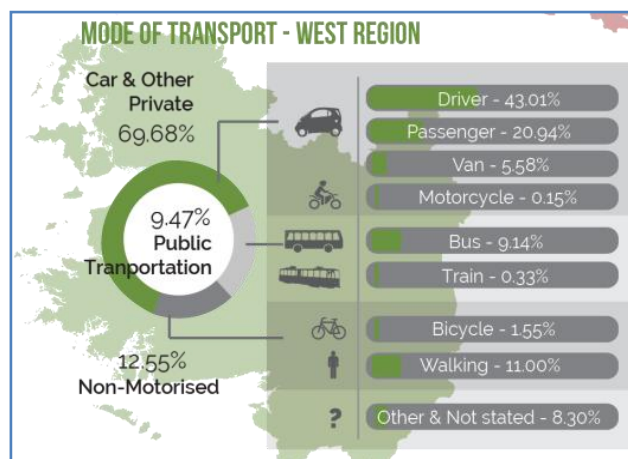


Figure 2: Work related commuting in the West⁸

The West Region remains highly dependent (at almost 70%) on car and other private transport (as shown in the image below), with public transportation uptake at 9.47% and walking or cycling at 12.55%. This is represented at Figure 2 above.

Smarter Travel

Chapter 5 of the RPGs supports *Smarter Travel* and seeks to ensure that future population and employment growth (particularly trip-intensive developments) is targeted towards urban areas which are developed in a compact and rational order - to discourage dispersed development and long distance commuting; and reduce green house gas emissions. By consolidating population growth, there is greater opportunity for increasing sustainable travel and public transport options. The scale and density of new developments must be consistent with existing and planned transport availability (particularly public transport).

The goals, targets and actions of 'Smarter Travel' must be an integral part of landuse planning in the Gateway, Hub, Linked Hub and larger urban areas. Local Area Plans for new developments (e.g. Ardaun to the east of Galway City) should dynamically support these objectives by ensuring such areas are served and support commuter rail (wherever possible), bus routes, walking and cycling routes. Residential and commercial design layouts must also fully integrate public transport routes.

Bus and rail are critical in achieving modal shift and Transport 21 goals. Improvements in journey times are evident from bus lanes through Claregalway and on the approaches to Galway City, making these forms of travel more attractive and a realistic alternative to the private vehicle. Other examples include the provision of adequate and suitable car parking at existing train stations and the provision of bus lanes.

The BMW Regional Assembly is publishing a *Study on Outdoor Recreation in the West* which recognises the importance of implementing the *National Cycle Policy Framework*⁹. This framework highlights how towns and cities must be designed in a cycling and pedestrian friendly manner. The *Framework* advocates cyclist-friendly

⁸ Regional Authorities of Ireland (2014) *Regional Indicators Report 2014 – Monitoring Framework for Implementation of the Regional Planning Guidelines*. p. 48. The data is sourced from 2011 POWSCAR data (CSO – Census, 2011).

⁹ http://www.smartertravel.ie/sites/default/files/uploads/0902%2002%20EnglishNS1274%20Dept.%20of%20Transport_National_Cycle_Policy_v4%5B1%5D.pdf

traffic management (refer to Figure 3), the designation of a rural cycle networks especially for visitors and recreational cycling, safe routes to schools, parking, maintained surfaces, signposting, integration of cycleways with public transport, public bikes in cities (such as the scheme being rolled out in Galway City), promotional campaigns and improving safety for cyclists on the road, among a number of other objectives.



Figure 3: Public Transport, Cycle and Pedestrian Footpaths on Seamus Quirke Road/ Bishop O'Donnell Road¹⁰

The Statutory role¹¹ carried out by the Regional Authorities (now dissolved with functions transferred to the BMW Regional Assembly) continues with all Local Authority Development Plan in the NUTS III areas closely monitoring to ensure that they contain suitable policies and objectives which support the integration of land use and transportation and which will affect a modal shift to sustainable travel.

The RPGs highlight the following transport developments as a priority. Each proposal is subject to the requirements of the Habitats and Environmental Impact Assessment Directives, ensuring the environmental impacts are avoided or appropriately mitigated:

Roads

The RPGs seek to:

- ⊕ Upgrade and improve all roads within the Gateway, Linked Hub and Hub within the West Region
- ⊕ Atlantic Road Corridor - M18 and M17 and N17 from Gort to Charlestown
- ⊕ Galway City Outer ByPass
- ⊕ N5 Westport to Roscommon/Longford borders
- ⊕ N26 Ballina – Bohola Phase II
- ⊕ Critical By-passes on National Secondary routes such as N59 Moycullen, N59 Ballina Relief Road, N84 Ballinrobe Relief Road, N83 Ballyhaunis Relief Road and N17 Claregalway Bypass
- ⊕ Provision of an R336 along a new alignment between Galway and Scríob via Ros a Mhíl
- ⊕ Reclassify and upgrade the N60/N61 as a National Primary route, Athlone to Castlebar via Roscommon and the upgrading of the N61 Roscommon to Boyle

Upgrade and improve National Secondary Roads, in particular:

- ⊕ N59 Galway to Ballina route serving the west of the Region
- ⊕ N84 Galway to Castlebar connecting the Gateway to the Linked Hub towns
- ⊕ N63 Galway to Roscommon connecting the Gateway to the County town of Roscommon
- ⊕ N67 Kilcolgan to North Clare

Upgrade the following Regional Roads:

- ⊕ R312 Castlebar to Bellacorrick
- ⊕ R313 Bangor to Belmullet
- ⊕ R321/R323 Bohola to Knock (including the bypass of Kiltimagh) linking the N5 to the N17

Rail & Bus Services

The RPGs support:

- ⊕ The opening of the entire Western Rail Corridor route from Athenry to Collooney
- ⊕ The development of commuter services on the Galway and Mayo Railway Lines

¹⁰ <http://www.jbbarr.ie/projects/traffic/bishop-road.html#> - Road Improvement Scheme

¹¹ Planning and Development Act 2000, as amended.

- ⊕ The Rural Transport Programme and support its extension
- ⊕ The investigation of potential integrated transportation hubs in the Gateway, Hub, Linked Hub and other appropriate urban locations
- ⊕ The extension of the public transportation options available to the travelling public
- ⊕ On-going traffic management policies and plans in the Gateway, Hub and Linked Hub with particular emphasis on measures to facilitate public transport, walking and cycling
- ⊕ the construction of new Railway Stations to facilitate commuter and freight services subject to a feasibility study being undertaken
- ⊕ proposals for the laying of dual track between Galway and Athenry and the sustainable development of new commuter stations along the new Western Rail Corridor as appropriate
- ⊕ the redevelopment of Ceannt Station and adjacent lands
- ⊕ the installation of freight handling equipment and extended passing loops at key rail stations to facilitate the greater usage of rail to transport freight generally subject to a feasibility study being undertaken
- ⊕ the provision of rural bus shelters as a necessary component of a good rural public transport system
- ⊕ the development of appropriate settlement patterns and sustainable higher densities around rail stations that support the existing and proposed rail corridors, including intensification of development around rail stations in accordance with the *DECLG Sustainable Residential Guidelines for Urban Areas*
- ⊕ the preparation of Integrated Land Use and Transportation Studies for Hub towns
- ⊕ Support measures to improve bus services and accessibility to bus services within the Galway Gateway, to link the region's main urban centres and to improve rural public transport services

Airports & Surrounding Industrial Areas

The strategic importance of Ireland West Airport Knock (IWAK) as a transportation link is recognised in the RPGs, as a key facilitator of regional growth and connectivity. The Guidelines support the designation of a Strategic Development Zone at IWAK and in 2013 Mayo County Council adopted a Local Area Plan to facilitate any future designation.

The RPGs identify the need for sustainable development of industrial and commercial lands adjacent to the airport and supports the preparation of a feasibility study to examine a potential airstrip/port in East Roscommon in consultation with the DTTS.

There are also airstrips serving islands off the coast. The RPGs support the provision of improved access to all airports and the upgrading of air transportation infrastructure including services between the mainland and the islands.

Cycling and Walking

Cycling and walking contribute to improved quality of life, a stronger economy and business environment and an enhanced environment. The RPGs seeks to:

- ⊕ Promote the region as a premier destination for cycling and walking and promote a strong cycling culture
- ⊕ Promote a better environment for pedestrians, cyclists in the city, towns, villages and rural areas to facilitate increased mobility and access for citizens
- ⊕ Support the establishment of a network of interlinked cycle ways in urban and rural areas with roads (excluding motorways) designed or retrofitted to ensure they are pedestrian and cyclist friendly
- ⊕ Support measures to identify the potential for sustainable cycling tourism
- ⊕ Promote the development of safe and convenient pedestrian and cycling facilities in Galway City, towns and villages of the Region to minimise the dependence on private motor vehicles and to encourage an active and healthy lifestyle
- ⊕ Ensure that all designated cycle paths are maintained to a high standard.
- ⊕ Ensure that cycling facilities are provided in accordance with the National Cycle Framework

Regional Indicators

The 2014 *Regional Indicators – Monitoring Framework for Implementation of the Regional Planning Guidelines 2010-2022* was prepared by the eight Regional Authorities to provide an instrument to assess the impact of the implementation of the Regional Planning Guidelines in each of the NUTS III regions (or the former Regional Authority areas) in Ireland. The report examined a number of transport-related indicators and conducted a gap in analysis. Unfortunately a number of transport-related indicators are currently unavailable or those indicators considered did not present appropriate information at the regional level for RPG monitoring. These indicators are discussed in the Appendix of the report. In particular, there is a lack of origin and

destination indicators, which the National Transport Authority are seeking to address by developing national (including city) travel models expected to be available in 2014/2015. Accessibility indicators (modal split, journey time and network capacity); and origin/ destination (trip purpose) indicators will be essential for future regional spatial monitoring.