

MATCH-UP

Interreg Europe

Southern Regional Assembly Regional Action Plan

Regional Action

The Role of Modal Interchange
to Foster Low Carbon Urban Mobility



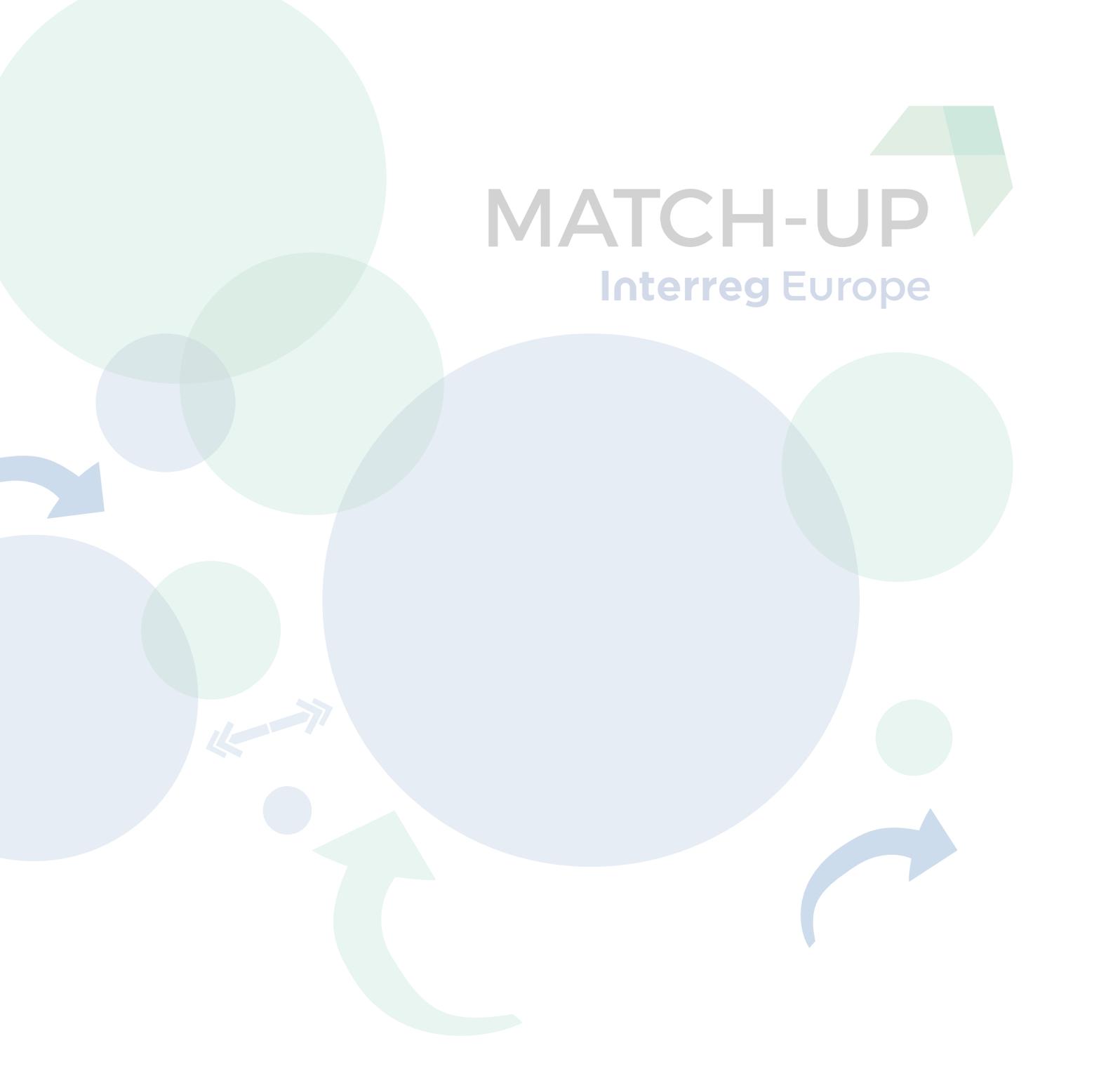
Tionól Réigiúnach an Deiscirt
Southern Regional Assembly



Ireland's European Structural and
Investment Funds Programmes
2014-2020
Co-funded by the Irish Government
and the European Union



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MATCH-UP

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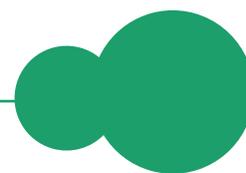
Southern Regional Assembly Links
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MATCH-UP Links
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Table of Contents



| | |
|---|----|
| Glossary of Terms | 2 |
| Part 1: General Information | 3 |
| 1.1 General Information | 3 |
| 1.2 Primary Policy Stakeholder | 4 |
| 1.3 Stakeholders involved in Development & Implementation of Policy | 6 |
| Part 2: Policy Context of Action Plan | 10 |
| Part 3: Stakeholder Involvement | 13 |
| 3.1 SRA Stakeholder Engagement for MATCH-UP Project | 13 |
| Part 4: Action 1 - Implementation of new recommendation stage | 15 |
| 4.1 Policy Description | 15 |
| 4.2 Policy Need | 16 |
| 4.3 Regional Action 1 | 17 |
| 4.4 Enablers and Barriers of Action Plan Development and Implementation | 21 |
| 4.5 Transferability Conditions and Factors | 21 |
| 4.6 Risks and Mitigating Actions | 22 |
| Part 5: Policy Description, Policy Need, Regional Action 2 and Timeframe | 23 |
| 5.1 Policy Description | 23 |
| 5.2 Policy Need | 24 |
| 5.3 Regional Action 2 | 25 |
| 5.4 Enablers and Barriers of Action Plan Development and Implementation | 29 |
| 5.5 Transferability Conditions and Factors | 29 |
| 5.6 Risks and Mitigating Actions | 30 |
| Part 6: Interregional learning that influenced policy instrument | 31 |
| Part 7: MATCH-UP Project Impact | 36 |
| Part 8: Regional Action Plan Endorsements | 37 |
| Appendix 1 | 38 |
| Appendix 2 | 40 |

Glossary of Terms

| ACRONYM | MEANING |
|---------|--|
| ABTA | Area Based Transport Assessment |
| CSO | Central Statistics Office |
| DCC | Dublin City Council |
| EU | European Union |
| LA | Local Authority |
| LTP | Local Transport Plan |
| MA | Managing Authority |
| NDP | National Development Plan |
| NPF | National Planning Framework |
| NTA | National Transport Authority |
| RPO | Regional Policy Objective |
| RSES | Regional Spatial and Economic Strategy |
| S&E | Southern & Eastern |
| SEROP | Southern & Eastern Regional Operational Programme |
| SRA | Southern Regional Assembly |
| TII | Transport Infrastructure Ireland |
| UN | United Nations |
| UNESCO | United Nations Educational, Scientific and Cultural Organisation |

Part 1: General Information

1.1 General information



MATCH-UP – The Role of Modal Interchange to Foster Low-Carbon Urban Mobility

| | |
|---|--|
| Project | MATCH-UP – The Role of Modal Interchange to Foster Low-Carbon Urban Mobility |
| Partner organisation(s) involved | Southern Regional Assembly (SRA) |
| Description | SRA is the Managing Authority (MA) for the Southern & Eastern Regional Operational Programme ¹ (SEROP). It has responsibility for managing and implementing the SEROP in accordance with EU Regulation. The SEROP is delivered in partnership with National, regional and local bodies. |
| Country | Ireland |
| NUTS2 region | Southern Region |
| Contact person | David Kelly |
| Email address | dkelly@southernassembly.ie |
| Phone number | +35351860707 |



Table 1.1: General information

1. <https://www.southernassembly.ie/eu-programmes/southern-and-eastern-regional-operational-programme-2014-2020>

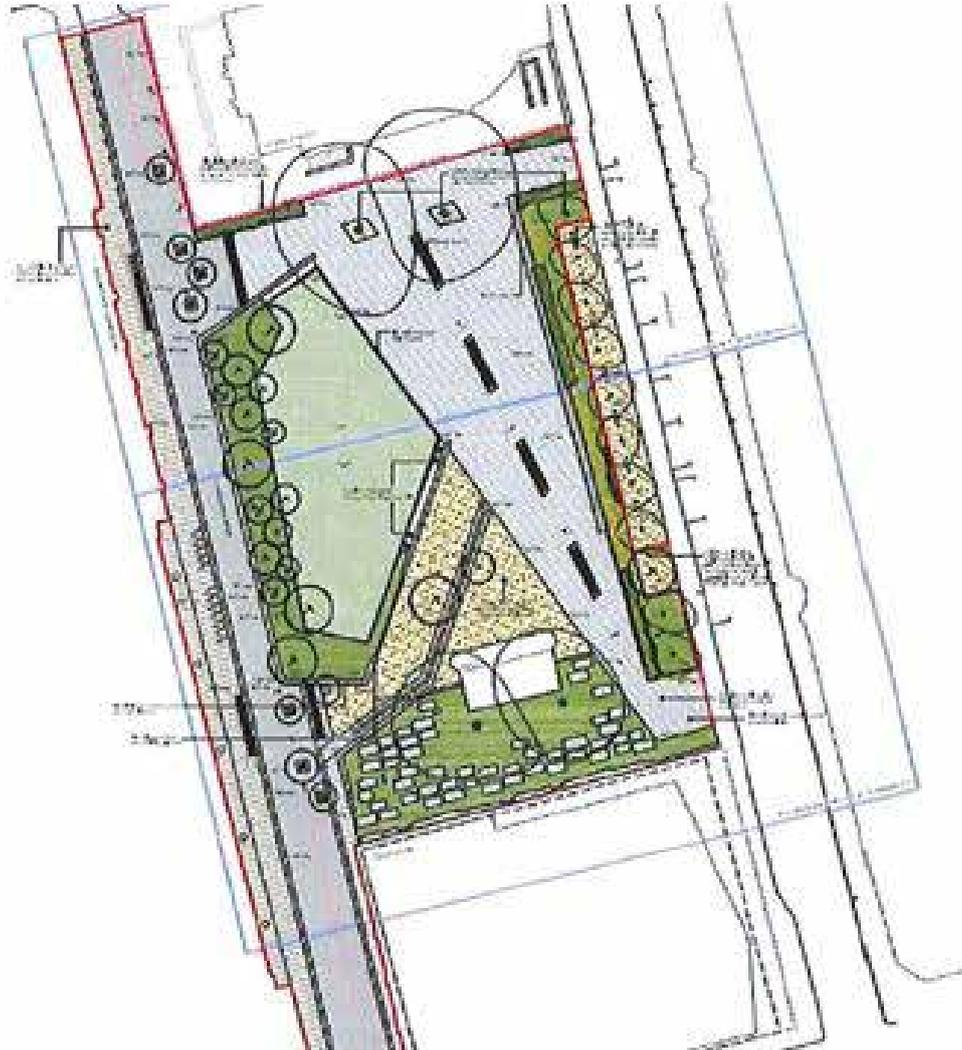
1.2 Primary Policy Stakeholder

| | |
|--|--|
| Name of stakeholder | Dublin City Council (DCC), Culture, Recreation & Economic Services Directorate |
| Type of stakeholder | Local Authority Responsible Person: Donncha O'Dulaing, Senior Executive Officer |
| Description | <p>🚲 DCC is the Local Authority responsible for housing and community, roads and transportation, urban planning and development, amenity and culture and environment in Dublin City.</p> <p>🚲 Dublin City, which is the capital and largest city in Ireland is located on the east coast of Ireland at the mouth of the river Liffey, it has a population of 550,000 as per the 2016 census².</p> <p>🚲 In 2010, Dublin was designated as a UNESCO City of Literature in recognition of its cultural profile and international standing as a city of literary excellence. 4 of Ireland's 8 universities are located in Dublin and it has been designated as a UNESCO learning city³. Dublin City is ranked 3rd European City of the Future 2020/2021 by fDi Intelligence (a service from The Financial Times Ltd)⁴.</p> <p>🚲 DCC is responsible for developing, maintaining and managing the city's road network, parking and road safety for the benefit of all citizens.</p> |
| Responsibilities/role within the development and implementation of the policy improvement | <p>🚲 DCC have obtained ERDF grant funding of €2.94 million to undertake public realm improvements under Priority 5 (6e) of the SEROP at Wolfe Tone Park, Temple Bar Square and Liffey Street costing €10 million to create a pedestrian friendly core and a North South pedestrian route linking key retail, tourism centres and transport connections. This will enable a greater balance between pedestrians and vehicles and create expanded pedestrian space.</p> |



Artists Impression - Temple Bar Square Refurbishment

2. <https://www.cso.ie/en/csolatestnews/presspages/2017/census2016profile2-populationdistributionandmovements/>
 3. <http://ui.unesco.org/lifelong-learning/learning-cities/members>
 4. <https://www.infoz.bg/doc/fDi-European-Cities-and-Regions-of-the-Future-2020-21.pdf>



Wolfe Tone Square Improvement Plan

🚲 DCC will obtain planning permission to undertake the public realm improvements, will tender for the construction and will oversee the construction phase to be completed by December 2021.

🚲 As part of this process, DCC will also integrate recommendations from SRA, arising from learnings from MATCH-UP, into these public realm improvements. This will involve participating in the new implementation stage SRA are now seeking to introduce for projects already approved under the SEROP Priority (6e) “Public Realm Improvements” to improve low carbon mobility and modal interchange as outlined under Action 1.

Does this organisation provide political backing to the implementation of the policy improvement? If yes, how?

🚲 Yes. The elected members are providing political support at a local level to DCC to improve the policy instrument by agreeing to incorporate SRA recommendations into these public realm improvements to improve low carbon urban mobility and modal interchange as outlined under Action 1.

Table 1.2: Details of Primary Policy Stakeholder participating in policy improvement design and implementation information

1.3 Stakeholders involved in development & implementation of policy improvement

| | |
|---|---|
| Name of stakeholder | Clare County Council, Planning Department |
| Type of stakeholder | Local Authority Responsible Person: Brian McCarthy, Senior Planner |
| Description | <ul style="list-style-type: none">  The Southern region comprises of 3 sub regions – Mid-West, South-West and South-East. County Clare is located in the Mid-West with a population of 118,817 in 2016 and is one of 9 Counties in the Southern Region located on the west coast of Ireland and the Wild Atlantic Way. It comprises several towns, the most important and largest is Ennis with a population of 25,276, which is the largest town in County Clare and is the 5th largest settlement in the Southern Region. The triangle of Limerick-Shannon-Ennis is recognised as the economic engine of the Mid-West.  Ennis is in close proximity to a number of internationally recognised tourism assets, including Cliffs of Moher, the Burren and Loop Head. It is a centre for culture, music, heritage and tourism. A review of travel, as part of the Regional Spatial and Economic Strategy⁵ (RSES), in Ennis shows that 73.6% of people travel by private car (higher than the region and state level), 3.2% by public transport and 15.9% walking/cycling.  Clare County Council is required to develop a Local Transport Plan, including mobility management, to facilitate the delivery/ development of key town centre opportunity sites and public realm enhancement initiatives. |
| Responsibilities / role within the development and implementation of the policy improvement | <ul style="list-style-type: none">  Clare County Council will assist SRA to undertake an evidence-based approach for proof of concept mapping for a “10 Minute Town” concept in Ennis whereby community facilities and services are accessible in short walking/cycling timeframes from homes or are accessible by high quality public transport services by connecting people to town centres or larger scaled settlements delivering these services.  This will allow SRA to create a new implementation tool resulting in an improvement to the selected policy instrument, the Regional Spatial and Economic Strategy (RSES). This initiative will consist of a framework and methodology to assist Local Authorities in undertaking a “10 Minute Town” assessment on their key towns incorporating low carbon urban mobility and modal interchange improvements in the selected key towns. |
| Does this organisation provide political backing to the implementation of the policy improvement? If yes, how? | Yes. The elected members are providing political support at a local level to Clare County Council to improve the selected policy instrument by agreeing to assist SRA to undertake a proof of concept mapping for a “10 Minute Town” concept in Ennis. |

Table 1.3: Details of organisation 2 participating in policy improvement design and implementation

5. <https://www.southernassembly.ie/uploads/general-files/Southern%20Regional%20Assembly%20RSES%202020%20FINAL%20High%20Res.pdf>

| | |
|---|--|
| Name of stakeholder | Carlow County Council – Planning Department |
| Type of stakeholder | Local Authority Person Responsible: Anita Sweeney, Senior Planner |
| Description | <ul style="list-style-type: none">  The Southern region comprises of 3 sub regions – Mid-West, South-West and South-East. County Carlow is strategically located in the South-East and comprises a number of towns and villages and has a population of 56,932 in 2016. Carlow town with a population of 24,272 in 2016 has a pivotal inter-regional role with strong interregional links to Midlands and Greater Dublin Area, supported by good access to transport infrastructure.  Carlow town is a regional centre for education, healthcare, public services, shopping and arts, culture, leisure and recreation for a wide area extending into Counties Laois, Kildare and Wicklow. Carlow is an attractive destination for Arts, Culture and Heritage located within Ireland’s Ancient East.  A review of travel as part of the RSES in Carlow shows that 64.7% of people travel by private car (higher than in the South-East region and state level), 3.4% by public transport and 23% walking/cycling.  Carlow County Council is responsible to improve the public realm and attractiveness of the Carlow town centre through development and connectivity of key urban regeneration locations in the town centre with improved accessibility from the historic town centre to the railway station. Seeking investment in sustainable transport solutions, improved walking and cycling connectivity routes throughout the town including provision of a town bus service through their Local Transport Plan are their priorities. |
| Responsibilities / role within the development and implementation of the policy improvement | <ul style="list-style-type: none">  Carlow County Council will assist SRA to undertake an evidence-based approach for proof of concept mapping for a “10 Minute Town” concept in Carlow towns whereby community facilities and services are accessible in short walking/cycling timeframes from homes or are accessible by high quality public transport services by connecting people to town centres or larger scaled settlements delivering these services.  This will allow SRA to create a new implementation tool resulting in an improvement to the selected policy instrument, the Regional Spatial and Economic Strategy (RSES). This initiative will consist of a framework and methodology to assist Local Authorities in undertaking a “10 Minute Town” assessment on their key towns incorporating low carbon urban mobility and modal interchange improvements in the selected key towns. |
| Does this organisation provide political backing to the implementation of the policy improvement? If yes, how? | Yes. The elected members are providing political support at a local level to Carlow County Council to improve the selected policy instrument by agreeing to assist SRA to undertake a proof of concept mapping for a “10 Minute Town” concept in Carlow town. |

Table 1.4: Details of organisation 3 participating in policy improvement design and implementation

| | |
|---|---|
| Name of stakeholder | Kerry County Council, Planning Department |
| Type of stakeholder | Local Authority Responsible Person: Damien Ginty, Senior Planner |
| Description | <ul style="list-style-type: none">  The Southern region comprises of 3 sub regions – Mid-West, South-West and South-East. County Kerry is located on the Southern and Western coast of Ireland in the South-West sub region and comprises a number of towns and villages. County Kerry had a population of 147,707 in 2016. Tralee town has a population of 23,691 in 2016 and is the largest town in County Kerry and in the South-West. It is an economic driver on the strategic road network and Atlantic economic corridor.  Tralee balances protection of exceptional natural environment, ecology and heritage with inherent strengths as an administrative capital, a strong performing centre of commerce, education, tourism and high order retail. A review of travel as part of the RSES in Tralee shows that 64.9% of people travel by private car (higher than the South-West region and state level), 4% by public transport and 23.3% walking/cycling.  Kerry County Council is responsible for active town centre public realm regeneration in Tralee and smarter/active travel initiatives and other transport measures through their Local Transport Plan. |
| Responsibilities / role within the development and implementation of the policy improvement | <ul style="list-style-type: none">  Kerry County Council will assist SRA to undertake an evidence-based approach for proof of concept mapping for a “10 Minute Town” concept in Tralee whereby community facilities and services are accessible in short walking/cycling timeframes from homes or are accessible by high quality public transport services by connecting people to town centres or larger scaled settlements delivering these services.  This will allow SRA to create a new implementation tool resulting in an improvement to the selected policy instrument, the Regional Spatial and Economic Strategy (RSES). This initiative will consist of a framework and methodology to assist Local Authorities in undertaking a “10 Minute Town” assessment on their key towns incorporating low carbon urban mobility and modal interchange improvements in the selected key towns. |
| Does this organisation provide political backing to the implementation of the policy improvement? If yes, how? | <ul style="list-style-type: none">  Yes. The elected members are providing political support at a local level to Kerry County Council to improve the selected policy instrument by agreeing to assist SRA to undertake a proof of concept mapping for a “10 Minute Town” concept in Tralee. |

Table 1.5: Details of organisation 4 participating in policy improvement design and implementation

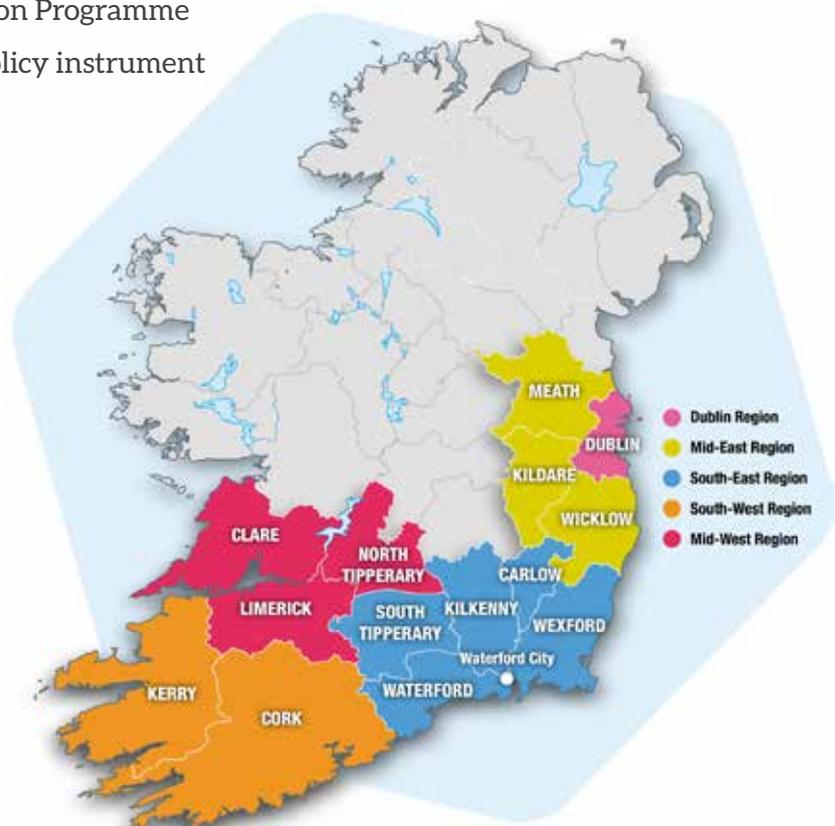


Part 2: Policy Context of Action Plan

1.1 General information

The Action Plan aims to impact:

- Investment for Growth and Jobs Programme
- European Territorial Cooperation Programme
- Other regional development policy instrument



Name of the policy instruments addressed:

- The Southern & Eastern Regional Operational Programme 2014-2020⁶ – Priority 5: Sustainable Integrated Urban Development: Priority (6e): “Taking action to improve the urban environment, to revitalise cities, regenerate and decontaminate brownfield sites (including conversion areas), reduce air pollution and promote noise-reduction measures.”
- The Regional Spatial and Economic Strategy 2020⁷ – Regional Policy Objective: (RPO) 176: “10 Minute Town and City concept to attain sustainable compact settlements, whereby, a range of community facilities and services are accessible in short walking and cycle timeframes from homes or are accessible by high quality public transport services by connecting people to larger scaled settlements delivering these services.”

6. <https://www.southernassembly.ie/eu-programmes/southern-and-eastern-regional-operational-programme-2014-2020>

7. <https://www.southernassembly.ie/uploads/general-files/Southern%20Regional%20Assembly%20RSES%202020%20FINAL%20High%20Res.pdf>

Description of the Description of the regional Policy Context

Project Ireland 2040⁸ is the long-term overarching government strategy that seeks to focus public spending on infrastructure in areas that will improve life in Ireland for its citizens. Project Ireland 2040 aims to accommodate an additional population of one million people by 2040. Under this strategy, the framework to guide development and investment on a national level is the National Planning Framework⁹ (NPF). The framework defines common goals on a national level, so that detailed policies adopted at regional and local levels are complementary to the NPF. Within the Southern Region, it is predicted that the population will increase by 340/380 thousand to around 2 million people, with the number in employment increasing by 225 thousand to around 880 thousand from 2018 to 2040. Coherent guidelines are essential to allow the development of regional and local policies that help deliver these aims in a structured and complementary way.

The physical form of urban development is one of the most important challenges to address in creating a culture of sustainable travel. Historically in Ireland, infrastructure and amenities have tended to play catch-up with new housing and employment, leading to dispersed and geographically fragmented developments. This creates greater distances between where people live and work, leading to car dependency and difficulty in providing sufficient public transport.

The extent of car dependency in the Southern Region is evident in the high percentage of the population who use private cars to commute to work or education. Across the region, 68% of the population in 2016 commuted as either a car driver or passenger, an increase from the 67% figure in 2011. In the same timeframe, cycling and public transport usage remained unchanged at 1% and 8% respectively, and walking declined from 14% to 13%¹⁰. Transport accounts for 20% of Ireland's GHG emissions, and emissions in the sector have increased by 135% from 1990 to 2018, contributing

more than any other sector to the increase in emissions nationally since 1990¹¹.

Data from the 2016 Census shows that the proportion of the population commuting by walking, cycling, or public transport into the major urban hubs in the Southern Region is 27% in Cork, 27% in Limerick, and 21% in Waterford. These are well below the national target figure of 55% by 2020 as set out in Ireland's Smarter Travel Policy. This policy highlights the need to focus future population and employment growth in sustainable urban areas and to prioritise walking, cycling, and public transport facilities and infrastructure.

The NPF proposes ten key National Strategic Outcomes, and three of these are especially relevant to creating sustainable cities, towns and villages and reducing GHG's and private car reliance as follows:

- Compact growth – managing growth in cities, towns, and villages to create places that are attractive for people to live and work, with access to all amenities and services;
- Sustainable mobility – reducing the environmental impact of transport through transition to sustainable travel modes;
- Enhanced amenities and heritage – creating attractive cities, towns, and villages with a good quality of life by investing in well-designed public realm, extensive amenities and recreational infrastructure, and integration with the built, cultural, and natural heritage.

Delivering sustainable transport systems and thereby reducing GHG emissions are important dimensions of Ireland's climate change agenda. The Southern and Eastern Regional Operational Programme (SEROP) 2014-2020 under Priority 5: "Sustainable Integrated Urban Development" supports low carbon sustainable, multimodal urban mobility in designated urban centres. The SEROP assists in meeting the minimum 20% of European

8. <https://www.gov.ie/en/policy/project-ireland-2040-policy/>
9. <http://npf.ie/wp-content/uploads/Project-Ireland-2040-NPF.pdf>
10. 2016 Census, Central Statistics Office

11. https://www.epa.ie/pubs/reports/air/airemissions/ghgprovemissions2018/Report_GHG%201990-2018%20Provisional%20Inventory%20October%202019.pdf

Regional Development Fund (ERDF) resources required to be invested nationally in the low carbon economy and will promote an increase in green jobs in Ireland in line with the Investment for Growth and Jobs Programme.

In addition, the Regional Spatial and Economic Strategy 2020 (RSES) advocates the provision of a well-functioning integrated public transport system, enhancing competitiveness, sustaining economic

progress and enabling sustainable mobility choices for citizens. In broader terms, the RSES addresses the effective integration of transport and land use planning in the metropolitan areas, large towns and settlements, smaller towns, villages and rural areas.

A more detailed description of how the above-mentioned policy instruments will be improved through the implementation of this Regional Action Plan is provided in Part 4 and Part 5.

Table 2.1: Current regional policy context



Part 3: Stakeholders Involvement

The European Commission has stated that they are “committed to listen more closely to citizens and stakeholders, as part of the Commission’s Better Regulation Agenda¹². Opening up policy making can help the EU to become more transparent, accountable, and effective.” The original Europe 2020 Strategy Communication of the European Commission underlined the importance of a partnership approach: “This partnership approach should extend to EU committees, to national parliaments and national, local and regional authorities, to social partners and to stakeholders and civil society so that everyone is involved in delivering on the vision.”

3.1 SRA Stakeholder Engagement for EMPOWER Project



Figure 3.1: SRA Stakeholder Engagement for MATCH-UP project

12. https://ec.europa.eu/info/law/law-making-process/planning-and-proposing-law/better-regulation-why-and-how_en

The SRA in keeping with the Europe 2020 Strategy Communication has over the past number of year's utilised extensive and broad ranging consultation and created key stakeholder groups for regional development and European projects. These stakeholders were invited to join the MATCH-UP stakeholder groups and included government departments, state agencies, higher education institutes, local authorities, enterprise support organisations, research institutions and public authorities, public participation networks, environmental groups, specialist interest groups and civil society.



“Building sustainable cities – and a sustainable future – will need open dialogue among all branches of national, regional and local government. And it will need the engagement of all stakeholders – including the private sector and civil society, and especially the poor and marginalized.”

Ban Ki-moon, Secretary-General, United Nations

Part 4: Action 1

Insert new recommendation stage into the implementation process of projects funded under SEROP Priority 5 (6e) – Public Realm Improvements

4.1 Policy Description

Description of the policy instrument selected for improvement - Action 1

The SEROP 2014-2020 is a funding package of €500 million, co-funded through the ERDF and the Irish exchequer, to be invested in the region over the programme period. €52 million of this funding package will be invested in Priority 5: sustainable urban development. Priority 5 has two funding strands as follows:

Priority 5 (4e):

“Promoting low-carbon strategies for all types of territories, in particular urban areas, the promotion of sustainable multimodal urban mobility and mitigation-relevant adaption measures.” A common challenge facing all urban centres is to increase non-private car commuting. Promoting modal shift plays an important part in reducing transport emissions so alternatives to the private car such as walking, cycling and improved access to public transport, the provision of cycleways, bus lanes and pedestrian priority areas can be supported under this priority.

Priority 5 (6e):

“Taking action to improve the urban environment, to revitalise cities, regenerate and decontaminate brownfield sites (including conversion areas), reduce air pollution and promote noise-reduction measures.” Most urban centres have areas that are in need of regeneration and revitalisation, which not only brings improvements in the built environment, but can also bring economic, social and/or cultural benefits. This MATCH-UP Regional Action Plan will be seeking to improve this Priority 5 (6e). (This Regional Action Plan will be seeking to improve this Priority)

Secondary objectives of this priority:

Improving the quality of the physical environment also has a number of positive secondary effects, including social benefits, contributing to improvements in the quality of life for all. Within the context of resource efficiency, the provision of social infrastructure, and support for community initiatives can provide new uses for existing vacant buildings and under-utilised open spaces.

SRA are now seeking to improve SEROP Priority 5 (6e) “public realm improvements” implementation process by creating a framework to review projects approved under this priority and incorporate recommendations for low carbon urban mobility and modal interchange improvements.

Table 4.1: Policy instrument

4.2 Policy Need

Description of the need(s) to be addressed through the policy improvement

The current SEROP Priority 5 (6e):

“Taking action to improve the urban environment, to revitalise cities, regenerate and decontaminate brownfield sites (including conversion areas), reduce air pollution and promote noise-reduction measures,” implementation process requires recipients of this funding to provide an annual progress report on the project which is submitted to the Monitoring Committee of the SEROP for review for all projects that are approved under this priority.

Through MATCH-UP, SRA is now seeking to improve the policy instrument by introducing a second stage in the implementation process under Priority 5 (6e), whereby following selection and approval of a project, a framework to review approved projects will facilitate the incorporation of recommendations for low carbon urban mobility and modal interchange improvements is created.

By introducing this additional implementation stage under Priority 5 (6e), SRA can ensure that public realm improvements funded under the SEROP also incorporate where possible, low carbon urban mobility and modal interchange improvements. The objective of this policy improvement is to ensure that every opportunity is taken to increase non-private car commuting by improving access to public transport, improving cycle lanes, increasing pedestrian priority areas and improving modal interchange, resulting in reduced carbon emissions.

Following the introduction of this recommendation stage, into the implementation process recipients of ERDF funding under Priority 5 (6e) of the SEROP that have approved funding but where projects have not commenced will be required to undergo this second stage in the implementation process and where possible integrate recommendations for low carbon and modal interchange improvements into their project. They will also be required to provide an update on progress on the implementation of these low carbon urban mobility and modal interchange recommendations as part of their progress report to the annual Monitoring Committee of the SEROP.

Table 4.2: Policy need(s)

4.3 Regional Action 1

Regional Action 1 - Implementation of new recommendation stage into the implementation process of projects funded under Priority 5 (6e) - Public Realm Improvements

Relevance to the Project

The current policy instrument, SEROP Priority 5 (6e), is concerned with improvements in the public realm. SRA are now seeking to introduce a second stage in the implementation process by creating a framework to review approved projects, which will incorporate recommendations to integrate low carbon urban mobility and multi modal improvements into projects funded under this priority.

With the assistance of SRA's Transport Consultants¹³, SRA designed a new framework for this implementation stage attached in Appendix 1. This framework was originally inspired by the County of Northeim good practice Revitalization "Ilmebahn" which has a 2-stage process that they used to assess the viability of each disused rail track and to decide on which rail tracks to bring back into service. This good practice was introduced to SRA at the site visit and staff exchange in Northeim, Germany in June 2019. Following a transferability workshop with SRA's stakeholders in October 2019, SRA sought further specific details on this process and in particular a copy of the comparative analysis and viability assessment framework from the County of Northeim.

The new framework also incorporated the good practice Intelligent Crosswalks - energetic efficiency and road safety from the Municipality of Funchal at points of high footfall by pedestrians/tourists to improve pedestrian and cycle safety. The intelligent Crosswalk will provide a means for improving connectivity close to public transport interface. This good practice was introduced at the site visit and staff exchange in Funchal, Portugal in February 2019. Following a transferability workshop with SRA's stakeholders in October 2019, SRA sought further specific details on costs for implementation and on the success of these good practices.

SRA also incorporated the Good Practice - Boosting Multi-Modality: universal and inclusive mobility for pedestrians from the Municipality of Funchal into the framework to include recommendations to the pedestrian network through the enlargement of pedestrian areas with pavements that meet the needs of pedestrians with mobility issues to create more accessible and inclusive pedestrian spaces. This good practice was introduced to SRA at the site visit and staff exchange in Funchal, Portugal in February 2019. SRA saw first-hand how Funchal, Portugal implemented universal and inclusive mobility for pedestrians. Following a transferability workshop with SRA's stakeholders in October 2019, SRA sought further specific details how this good practice increased inclusive mobility by requesting specific and additional details from the owner of this good practice.

13. <https://www.arup.com/offices/ireland>

At the Interreg Europe Policy Learning Platform Conference “Sustainable Mobility” in Manchester in November 2018, SRA got the opportunity to learn from the TRAM project in particular, on bike sharing policy in Pesaro, Italy, which is considered one of the most bike friendly cities in Europe. As a result, the new implementation stage for the selected policy instrument will ensure that bike sharing is incorporated where possible.

Finally, at the Interreg Europe Policy Learning Platform Conference “Fostering Citizen-Focused Urban Mobility” in Brussels in November 2019 SRA got the opportunity for further learning from the TRAM project. In this case on the pedestrianisation policy for the Baia Mare city centre, Northern Romania which was undertaken on a phased basis in order to ensure that the public and retail stores accept the pedestrianisation and see the benefits of it before they extended the pedestrianisation area. As a result, the new implementation stage for the selected policy instrument will include phased pedestrianisation into the recommendation framework.

All of these good practices, Interregional site visits and staff exchanges and Interreg Europe Policy Learning Platform conferences inspired SRA to improve the selected policy instrument by introducing a new implementation stage to the process to incorporate improvements to low carbon urban mobility and modal interchange under Priority 5 (6e) and to create a framework for this policy improvement.

Further details on the Interregional learning process are available in Part 6.

Nature of the Action

SRA with the assistance of a Transport Consultant will create a new framework to be used during the implementation process of projects approved for funding under the SEROP Priority 5 (6e) “Public Realm Improvements” to improve low carbon mobility and modal interchange.



This framework will incorporate all learning from the good practices and Interregional site visits and staff exchanges outlined above from the MATCH-UP project and from Interreg Europe Policy Learning Platform conferences.

SRA will introduce this framework for the SEROP Priority 5 (6e) Public Realm Improvements, which has a funding budget of €52 million. Much of this funding budget has already been allocated and works completed. However, there are projects where infrastructure improvements have not yet commenced and the framework will be applied to these. One such project is for DCC who have been approved funding of €2.94 million and where works have not commenced (total project costs €10 million – balance of €7.06 million will be funded by DCC). DCC will now be required to provide SRA with regular updates on progress on the implementation of these low carbon urban mobility and modal interchange recommendations.

| | Main Steps | Deadline | Result |
|---|--|----------|-----------|
| a | Tender for Transport Consultant to assist with the development of the MATCH-UP Regional Action Plan and Framework for implementation process under Priority 5 (6e) | 12/2019 | Completed |
| b | Execute contract with winning Transport Consultant | 02/2020 | Completed |
| c | Brief preferred Transport Consultant on all Good Practices from MATCH-UP project | 02/2020 | Completed |
| d | Design framework for improving low carbon urban mobility and modal interchange under Priority 5 (6e) | 03/2020 | Completed |
| e | Meet with DCC to present recommendations for improving low carbon urban mobility and modal interchange improvements as part of the new implementation process under Priority 5 (6e) for funding already approved for them for public realm improvements. | 04/2020 | Completed |
| f | Draft amendment to implementation plan of Priority 5: sustainable urban development - Priority 5 (6e) for noting which reflects the policy improvement. | 01/2021 | |

| | | | | |
|-------------------------------|---|--|---|--|
| | g | Present amendment to implementation plan of Priority 5: sustainable urban development – Priority 5 (6e) to Monitoring Committee for noting. | 05/2021 - Date of actual policy improvement implemented | |
| | h | DCC to provide regular reports to SRA on progress of project and low carbon urban mobility and modal interchange recommendations until project is completed. | 01/2022 | |
| Stakeholders Involved | Dublin City Council (CCC) | | | |
| Timeframe | Policy Improvement Deadline: 05/2021 Monitoring of recommended improvements deadline: 01/2022 | | | |
| Costs | Costs will be mainly SRA/DCC staff time estimated between €7,500 to €10,000. | | | |
| Funding Sources | SRA and DCC will cover their own staff costs. The construction/infrastructural costs of the low carbon urban mobility and modal interchange improvements will be funded by DCC with the support of exchequer funds. | | | |
| Performance Indicators | <ul style="list-style-type: none"> • Number of modal interchange improvements: Target 1 • % of low carbon urban mobility and modal interchange recommendations integrated into projects: Target 33% • Non private car commuting levels in the designated urban centres: Target 45% | | | |

Table 4.3: Action to develop and implement the policy improvement

4.4 Enablers and barriers of Action Plan development and implementation

| Enablers | | |
|---------------|--|---|
| Enabler title | Description of enabler | Importance of enabler and potential impact on development and implementation of policy improvement |
| 1. | Dublin City Council's consensus on the policy change | The continued support of DCC is pivotal to the successful implementation of this policy improvement to achieve the target performance indicators by adopting the low carbon transport and modal interchange recommendations in the public realm improvements project. |
| Barriers | | |
| Barrier title | Description of barrier | Importance of barrier and potential impact on development and implementation of policy improvement |
| 1. | Dublin City Council ability to implement the recommendations | The achievement of the target performance indicators are dependent of DCC progressing the construction of the project funded under Priority 5 (6e), securing planning permission and implementing the recommended low carbon urban mobility and modal interchange improvements. |

Table 4.4: Enablers and barriers affecting the development and implementation of the policy improvement

4.5 Transferability conditions and factors

| Transferability factor | | |
|------------------------|--|--|
| Factor title | Description of factor | Importance of factor and potential impact on regional transferability of policy improvement |
| 1. | There are no barriers envisaged to the transfer of the improvement in the policy Instrument to other regions. Once developed it is easily transferred. | There are no barriers so the impact is minimal as the policy improvement is easily transferable to other regions as most Regional Operational Programmes have a public realm improvement priority. |

Table 4.5: Factors affecting the regional transferability of the policy improvement

4.6 Risks and mitigating actions

| Risks and Mitigating Actions | | | |
|------------------------------|--|--|--|
| Title of risk | Description of risk | Level of probability (High, Medium, Low) | Description of mitigating action(s) |
| Planning Permission Risk | Planning permission for DCC project declined | Low | Planning permission has already been granted for 2 (Temple Bar Square and Wolfe Tone Square) of the 3 phases of this construction to date. Application for Liffey Street submitted for planning approval as this links to the other 2 phases is expected to be approved. |
| Timing Risk | Progress on project stalls and falls outside the programming period | Medium | Project is progressing well and currently at the detailed design stage. Regular updates on progress to be provided to SRA in order to ensure timing risk is kept to a minimum. |
| Monitoring committee Risk | There are no barriers envisaged to the transfer of the improvement in the policy Instrument to other regions. Once developed it is easily transferred. | There are no barriers so the impact is minimal as the policy improvement is easily transferable to other regions as most Regional Operational Programmes have a public realm improvement priority. | The political support and influence from the director of the SRA has been secured to advocate this change. |

Table 4.6: Potential risks and mitigating actions



5

Part 5: Action 2

Development of Framework and Methodology for implementation of “10 Minute Town” concept under the Regional Spatial and Economic Strategy (RSES) Policy Instrument

5.1 Policy Description

Description of the policy instrument selected for improvement - Action 2

Since January 2015, the SRA, in addition to its longstanding role as MA for the SEROP, has a responsibility for regional spatial and economic development, including oversight of Local Authority performance and local economic and community plans and implementation of national policy. As part of these enhanced responsibilities, SRA has developed the Regional Spatial and Economic Strategy¹⁴ (RSES) policy instrument for the Southern Region of Ireland, which sets out a 12-year strategic framework for the development of the region. This embraces all aspects of life including economic, environmental, connectivity, quality of life, etc. and identifies key priorities for investment to support delivery of this ambition.

The RSES does not have specific funding but is the regional expression of Project Ireland 2040, the National Planning Framework (NPF) and the National Development Plan 2018-27 (NDP). The NDP is a €116 billion investment package, with €14.5 billion earmarked to deliver housing and sustainable urban development and €8.6 billion allocated for sustainable mobility focused on public transport schemes and investment in improved infrastructure for pedestrian and cyclists. All Local Development plans must under statutory instrument comply with the objectives of the RSES outlining their development plans for the coming 6 years. Funding for these plans will be sought by the Local Authority from the NDP investment budget.

A key objective of the RSES is to improve low carbon urban transport and modal interchange by working closely with partners in the region to decarbonise the transport sector, transforming the transport systems towards well-functioning, sustainable integrated networks of walking, cycling, public transport, and electric vehicles in line with the United Nations (UN) Sustainable Development Goals¹⁵ and the MATCH-UP project objectives.

This ambition is reflected in a dedicated Regional Policy Objective in the RSES - RPO 176: “10 Minute” City and Town concepts, which is focused on attaining sustainable compact settlements. This would ensure that “a range of community facilities and services are accessible in short walking and cycle timeframes from homes or are accessible by high quality public transport services by connecting people to larger scaled settlements delivering these services.”

14. southernassembly.ie/uploads/general-files/Southern%20Regional%20Assembly%20RSES%202020%20FINAL%20High%20Res.pdf

15. <https://sustainabledevelopment.un.org/?menu=1300>

The RSES, in line with international best practice encourages Local Authorities (LA) to incorporate the compact “10 Minute Town” concept into their Local Transport Plans (LTP). LTPs give local expression to regional transport strategy and provide for local implementation of national-level land-use and transport policies across the region. LAs will prepare LTPs for their key towns, based on the Area Based Transport Assessment¹⁶ (ABTA) guidance produced by National Transport Authority (NTA) and Transport Infrastructure Ireland (TII).

Secondary objectives of this priority:

Implementing the “10 Minute Town” concept in key towns in the Southern region will lead to more sustainable and inclusive communities, reduce social exclusion, and improve the overall well-being and quality of life for citizens in these key towns. By improving transport connectivity, modal interchange and low carbon urban mobility, citizens will be more active and more connected, and will assist in reducing carbon emissions in the Southern region.

SRA are now seeking to enhance the RSES RPO 176 “10 Minute Town” concept by creating a new implementation tool consisting of a framework and methodology to assist LAs in undertaking a “10 Minute Town” assessment on their key towns which will incorporate low carbon urban mobility and modal interchange improvements.

Table 5.1: Policy instrument

5.2 Policy Need

Description of the need(s) to be addressed through the policy improvement

The typical suburban development pattern seen in recent decades in many Irish towns has consisted of individual housing areas delivered by independent landowners. This has often led to poor connectivity between these residential areas and key community facilities such as schools, shops, leisure, and healthcare facilities. In addition, the transport networks associated with this development pattern have been centred on private vehicles, with little attention paid to pedestrian and cycle accessibility, or access to the public transport network. This has fostered car dependency and tended to undermine the viability of towns and villages across the country.

More recent planning guidelines, such as the NPF and the Design Manual for Urban Roads and Streets¹⁷, have addressed the issues encountered in previous development pattern. There has been much more focus on improving permeability and the quality of the environment for pedestrians and cyclists in newer developments. However, there remains a challenge to retrofit existing towns and villages to provide a coherent transport network focused on sustainable mobility, in particular facilitating convenient access to community facilities by walking and cycling.

The emphasis on compact growth in the NPF for the delivery of new housing, employment, and community facilities will naturally promote access on foot or by bike as the resultant shorter distance trips are more convenient for these modes compared to the longer distance trips that result from less dense suburban areas.

16. <https://www.tiipublications.ie/library/PE-PDV-02046-01.pdf>

17. https://www.housing.gov.ie/sites/default/files/publications/files/design_manual_for_urban_streets_version_1.1_low_res.pdf

The RSES encourages LAs to incorporate the compact “10 Minute Town” concept into LTPs for their key towns. There are 14 key towns identified in the Southern Region – Ennis, Carlow, Tralee, Wexford, Clonmel, Killarney, Mallow, Nenagh, Thurles, Newcastle West, Clonakilty, Dungarvan, Gorey, and Kilkenny.

The “10 Minute Town” concept is about creating connected communities – understanding how neighbourhoods work to map out how a more compact and permeable urban form can provide high quality and safe links to public transport, shops, services, green spaces and to other neighbourhoods, reducing the need to travel and reducing carbon emissions. The policies, objectives, and measures, which emerge from the LTPs, will be incorporated into the relevant statutory land use plans pertaining to each settlement.

However, while the RSES encourages Local Authorities to incorporate the compact “10 Minute Town” concept into their LTPs, it does not currently provide any implementation support or framework for LAs to undertake an assessment of each of their key towns under the “10 Minute Town” concept.

Through MATCH-UP, SRA are seeking to improve the selected policy instrument by developing a new implementation tool to assist Local Authorities to undertake a “10 Minute Town” assessment for key towns. SRA will develop this implementation tool consisting of a framework and methodology with the assistance of a Transport Consultant.

Developing this implementation tool and creating a state of the art framework and methodology ensures consistency and that all LTPs include priorities for each settlement in terms of improvements to the pedestrian environment, cycle investment, public transport infrastructure and services, and road enhancements. This will assist the region in improving low carbon urban mobility and encourage modal shift.

Table 5.2: Policy need(s)

5.3 Regional Action 2

Regional Action 2 – Development of Framework and Methodology for implementation of “10 Minute Town” concept as part of a second policy instrument improvement – The Regional Spatial and Economic Strategy (RSES)

Relevance to the Project

SRA’s current policy instrument the RSES – RPO 176: is concerned with encouraging LAs to incorporate the “10 Minute Town” concept for their key towns into their Local Transport Plan (LTP); however, it does not provide any implementation assistance or guidance for the completion of this assessment. With the assistance of a Transport Consultants, SRA have designed a new implementation tool consisting of a framework and methodology for undertaking an assessment of a “10 Minute Town” concept that is attached in Appendix 2.

This framework was originally inspired by the County of Northmeim good practice Revitalization “Ilmebahn” including their comparative analysis and viability assessment framework. Their weightings put an emphasis on spatial planning – 20% weighting allocated to spatial planning including transport connectivity and 20% weighting allocated to sustainable mobility with a high emphasis on accessibility. This inspired SRA to improve the regions spatial policy instrument the RSES.

Relevance to the Project

In addition, the County of Northeim good practice Citizens Bus Bodenfelde is a community bus service for citizens with mobility difficulties to ensure they can reach local services from their homes – supermarket, doctors, town hall, other transport connections and SRA have used these essential services as the basis of the new implementation tool.

These good practices were first introduced to SRA at the site visit and staff exchange in Northeim, Germany in June 2019. Following a transferability workshop with SRA's stakeholders in October 2019, SRA sought further specific details on this process and in particular a copy of their comparative analysis and viability assessment framework.

All of the above good practices, Interregional site visits and staff exchanges inspired SRA to improve the policy instrument by developing a new implementation tool including a framework and methodology for assessing the "10 Minute Town" concept for key towns in the Southern region.

Further details on the Interregional learning process are available in Part 6.

Nature of the Action

SRA with the assistance of a Transport Consultant will create a framework to assist with the implementation of a "10 Minute Town" concept to improve low carbon urban mobility and modal interchange. This will be completed by firstly assessing the "10 Minute Town" concept in 3 key towns – Ennis, Carlow and Tralee to establish baseline conditions. Using available Census (2016) information, SRA will map current travel patterns of each of these towns. This will provide some guidance on current accessibility by mode particularly in terms of access to essential services.



SRA will then prepare an accessibility model for each of the 3 towns to first identify each of the following local community/services within the catchment, which will be validated with on-site observations.

- Convenience Shop
- Pharmacy/Doctor's Surgery/ Dentist Surgery
- Post Office/ Bank
- Café/ Restaurant/ Bar
- Library
- Public Transport Node (Train Station/ Bus Stop)
- National School/Secondary School

A visit will be undertaken of each of the three towns to establish the quality of the walking/ cycling and public transport networks serving each town to identify the required infrastructural upgrades needed.

After establishing the location of each of the above services, an accessibility model using GIS will be undertaken to define the accessibility to each of the above services based on the following criteria:

- 10-minute walk (approximately 600 metres)
- 10-minute cycle (approximately 1800 metres)
- 40 minute public transport journey (approximately 20 kilometres), the 40-minute journey time includes walking time between public transport stops.

The results of the accessibility assessment will identify for each of the three towns which set of services are within the required accessibility criteria and outline recommendations on the infrastructure required to support safe walking and cycling, on improved permeability, on the provision of additional public transport services and the provision of new community services.

| | Main Steps | Deadline | Result |
|---|--|----------|-----------|
| a | Tender for Transport Consultant to assist with the development of the MATCH-UP Regional Action Plan and Framework for implementation process under Priority 5 (6e) | 12/2019 | Completed |
| b | Execute contract with winning Transport Consultant | 02/2020 | Completed |
| c | Brief preferred Transport Consultant on all Good Practices from MATCH-UP | 02/2020 | Completed |
| d | Transport Consultant to design framework for "10 Minute Town" concept | 05/2020 | Completed |
| e | SRA to engage with the RSES policy owner officer to review the "10 Minute Town" concept framework | 07/2020 | Completed |

| | | | | |
|-------------------------------|--|--|---|--|
| | f | Obtain agreement from RSES policy owner officer to the “10 Minute Town” concept framework | 09/2020 | |
| | g | Directors Order from SRA to be signed to incorporate new framework for the implementation of RPO 176 in the RSES | 12/2020 - Date of actual policy improvement implemented | |
| | h | Present framework to all 11 LAs in the Southern Region responsible for key towns as detailed in the RSES | 03/2021 | |
| | i | Implement roll out the “10 Minute Town” concept assessment for key towns as detailed in the RSES | 03/2022 | |
| Stakeholders Involved | Clare County Council, Carlow County Council and Kerry County Council | | | |
| Timeframe | Policy Improvement Deadline: 12/2020 Review of “10 Minute Town” concept for key towns deadline: 03/2022 | | | |
| Costs | Costs will be mainly staff time as the policy improvement is to create a framework for the “10 Minute Town” estimated to be €10,000 to €12,500. Recommendations for infrastructural improvements identified from this framework and the implementation of these improvements by each town to be funded by each of the County Councils with the support of exchequer funds. These infrastructural costs associated with implementing the “10 Minute Town” concept can only be determined as the Local Authorities work through actual implementation. | | | |
| Funding Sources | All staff time costs to be covered by each individual institution. Recommendations for infrastructural improvements identified from this framework and the implementation of these improvements by each town to be funded by each of the County Councils with the support of exchequer funds. | | | |
| Performance Indicators | <ul style="list-style-type: none"> • Number of key towns who have implemented the framework within the Southern Region : Target 50% • Non private car commuting levels in the designated urban centres: Target 45% | | | |

Table 5.3: Action to develop and implement the policy improvement

5.4 Enablers and barriers of Action Plan development and implementation

| Enablers | | |
|---------------|---|---|
| Enabler title | Description of enabler | Importance of enabler and potential impact on development and implementation of policy improvement |
| 1. | Support from Clare County Council, Carlow County Council and Kerry County Council | The support of these LAs is critical to the development of the new implementation tool to improve the selected policy instrument. |
| Barriers | | |
| Barrier title | Description of barrier | Importance of barrier and potential impact on development and implementation of policy improvement |
| 1. | Lack of engagement of Clare County Council, Carlow County Council and Kerry County Council to support the policy change | The decision to create the new implementation tool by testing it on the key towns of Ennis, Carlow and Tralee may identify shortcomings in these key towns, which may reduce the support provided for the development of the new implementation tool to improve the selected policy instrument. |

Table 5.4: Enablers and barriers affecting the development and implementation of the policy improvement

5.5 Transferability conditions and factors

| Transferability factor | | |
|------------------------|---|--|
| Factor title | Description of factor | Importance of factor and potential impact on regional transferability of policy improvement |
| 1. | There are no barriers envisaged to the transfer of the improvement in the policy Instrument to other regions. Once the implementation tool and methodology is developed, it is easily transferred and implemented in other regions. | As there are no barriers to transfer then the impact is minimal as the policy improvement is easily transferable to other regions. |

Table 5.5: Factors affecting the regional transferability of the policy improvement

5.6 Risks and mitigating actions

| Risks and Mitigating Actions | | | |
|------------------------------|---|--|---|
| Title of risk | Description of risk | Level of probability (High, Medium, Low) | Description of mitigating action(s) |
| LA Support risk | The LAs responsible for the 3 key towns do not use the implementation tool to assess the “10 Minute Town” concept | Medium | Agreement is in place to test this implementation tool on 3 key towns and SRA will manage this relationship to ensure that they become advocates to other LAs. By securing the support of these 3 LAs this will ensure the ease of implementation across other LA’s |
| Policy Owner Risk | The SRA director does not sign the order to implement the policy change | Low | The political support and influence from the director of the SRA has been secured to advocate this change. |

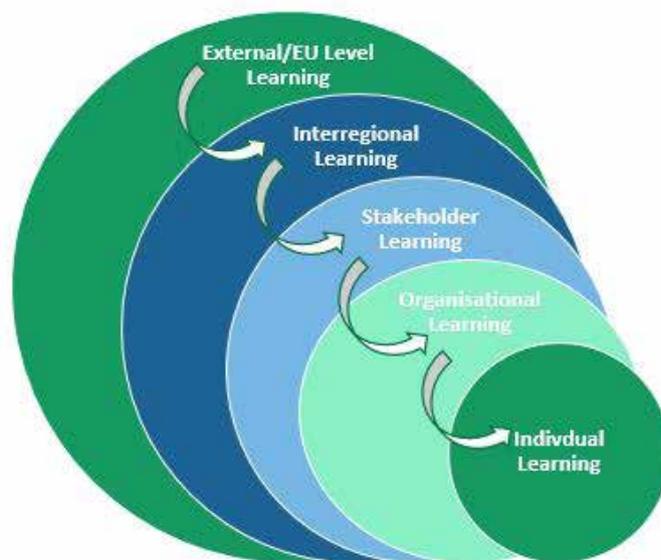
Table 5.6: Potential risks and mitigating actions



6

Part 6: Interregional learning that Influenced Policy Improvement

The good practices, site visits, staff exchanges and other learning inspired by SRA's participation in MATCH-UP have assisted in developing this Regional Action Plan. The MATCH-UP project facilitated learning at Individual, organisational, stakeholder, Interregional level and external/EU level.



Good Practice & Interregional Site Visit & Staff Exchange

| | |
|--|---|
| Title of Good Practice | Revitalization "Ilmebahn" |
| GP owner (region) | County of Northeim, Germany |
| Can this GP address the policy need(s) identified in Table 4.2 & 4.8? If yes, how? | <p>Yes. This good practice had a 2-stage process that they used to access the viability of each disused rail track and to decide on which rail tracks to bring back into service.</p> <p>Inspiration for Policy Improvement Action 1 - Policy Need 4.2 This has inspired SRA to improve the policy instrument by introducing a second stage into the implementation process by creating a framework to review approved projects to incorporate recommended improvements to introduce low carbon urban mobility and modal interchange under Priority 5 (6e) of the SEROP "Taking action to improve the urban environment, to revitalise cities, regenerate and decontaminate brownfield sites (including conversion areas), reduce air pollution and promote noise-reduction measures."</p> |

The Interregional site visit and staff exchange to Northeim, Germany in June 2019 provided SRA with the opportunity to see first-hand the Revitalization “Ilmebahn” good practice. SRA also viewed how this good practice was improving multi-modality and obtained more in-depth information on the 2-stage process for deciding on which rail tracks to bring back into services from the County of Northeim.

Following the transferability workshop with stakeholders in October 2019, SRA forwarded a request for additional information to the County of Northeim. In particular, seeking an English translation of their comparative analysis and viability assessment framework.

Inspiration for Policy Improvement Action 2 – Policy Need 5.2

SRA reviewed the comparative analysis and viability assessment framework discovered that the weightings put an emphasis on spatial planning – 20% weighting allocated to spatial planning including transport connectivity and 20% weighting allocated to sustainable mobility with a high emphasis on accessibility.

This inspired SRA to improve another policy instrument the RSES, in particular RPO 176 “10 Minute Town and City concept to attain sustainable compact settlements, whereby, a range of community facilities and services are accessible in short walking and cycle timeframes from homes or are accessible by high quality public transport services by connecting people to larger scaled settlements delivering these services” by creating a new implementation tool consisting of a framework and methodology for the “10 Minute Town” concept.

Table 6.1: Description of Good Practice 1 used in policy improvement process

| Good Practice & Interregional Site Visit & Staff Exchange | |
|---|---|
| Title of Good Practice | Citizens Bus Bodenfelde |
| GP owner (region) | County of Northeim, Germany |
| Can this GP address the policy need(s) identified in Table 4.8 If yes, how? | <p>Yes. This good practice provides a community bus service for citizens with mobility difficulties to ensure they can reach local services from their homes – supermarket, doctors, town hall, other transport connections.</p> <p>Inspiration for Policy Improvement Action 2 – Policy Need 5.2 The Interregional site visit and staff exchange to Northeim, Germany in June 2019 provided an opportunity to learn how this good practice was improving multi-modality and accessibility. Following the transferability workshop with SRA’s stakeholders in October 2019 SRA decided to use the above essential services as the basis of the services that citizens need to be connected to as part of the implementation tool created under the RSES RPO 176 “10 Minute Town” concept to improve low carbon urban mobility and modal interchange.</p> |

Table 6.2: Description of Good Practice 2 used in policy improvement process

Good Practice & Interregional Site Visit & Staff Exchange

| | |
|--|--|
| Title of Good Practice | Intelligent Crosswalks – Energetic Efficiency and Road Safety |
| GP owner (region) | Municipality of Funchal, Portugal |
| Can this GP address the policy need(s) identified in Table 4.2? If yes, how? | <p>Yes. By reviewing this good practice, SRA got the opportunity to learn about Intelligent Crosswalks, which improve pedestrian, and cyclists safety at busy junctions near public transport interface.</p> <p>Improvement Policy Improvement Action 1 – Policy Need 4.2</p> <p>As part of the policy improvement SRA are introducing a second stage into the implementation process creating a framework to review approved projects so that they can incorporate improvements to low carbon urban mobility and modal interchange under Priority 5 (6e) “Taking action to improve the urban environment, to revitalise cities, regenerate and decontaminate brownfield sites (including conversion areas), reduce air pollution and promote noise-reduction measures.”</p> <p>The Interregional Learning site visit and staff exchange to Funchal, Portugal in February 2019 provided SRA with the opportunity to see first-hand the Intelligent Crosswalk. SRA were also able see how pedestrians and cyclists interacted with this good practice and the opportunity to obtain more in-depth information and specifications from the Municipality of Funchal.</p> <p>Following the transferability workshop with SRA’s stakeholders in October 2019, SRA forwarded a request for additional information to the Municipality of Funchal. In particular, seeking further information on costs for implementation and further details on the success of this good practice in Funchal, Portugal.</p> <p>As a result of being introduced to this good practice, SRA have decided to include Intelligent Crosswalks where possible in the recommendations at points of high footfall by pedestrians/tourists to improve pedestrian and cycle safety and within the new framework. The intelligent Crosswalk will provide a means for improving connectivity close to public transport interface.</p> |

Table 6.3: Description of Good Practice 3 used in policy improvement process



“Power comes not from Knowledge but from knowledge shared”.

Bill Gates, Microsoft

Good Practice & Interregional Site Visit & Staff Exchange

| | |
|--|---|
| Title of Good Practice | Boosting Multi-Modality: Universal and Inclusive Mobility for Pedestrians |
| GP owner (region) | Municipality of Funchal, Portugal |
| Can this GP address the policy need(s) identified in Table 4.2? If yes, how? | <p>Yes. This good practice towards pedestrianisation of urban areas increases urban attractiveness by implementing restrictions to car access. In terms of pedestrian mobility, the enlargement of pedestrian lanes and the implementation of urban furniture and road markings to facilitate the circulation for people with sensorial disabilities have been extremely valuable.</p> <p>Improvement for Policy Improvement Action 1 – Policy Need 4.2</p> <p>As part of the policy improvement SRA are introducing a second stage into the implementation process to create a framework to review approved projects so that they can incorporate improvements to low carbon urban mobility and modal interchange under Priority 5 (6e) “Taking action to improve the urban environment, to revitalise cities, regenerate and decontaminate brownfield sites (including conversion areas), reduce air pollution and promote noise-reduction measures.”</p> <p>The Interregional Learning site visit and staff exchange to Funchal, Portugal in February 2019 provided SRA with the opportunity to see first-hand this good practice. SRA were also able see how pedestrians and cyclists interacted with this good practice and the opportunity to obtain more in-depth information and specifications from the Municipality of Funchal.</p> <p>Following the transferability workshop with SRA’s stakeholders in October 2019, SRA forwarded a request for additional information to the Municipality of Funchal. In particular, seeking further the attributes addressing accessibility and further details on the success of this good practice in Funchal, Portugal.</p> <p>SRA have been inspired by this good practice to include recommendations to the pedestrian network through the enlargement of pedestrian areas with pavements that meet the needs of pedestrians with mobility issues to create more inclusive pedestrian spaces within the new implementation stage and within the new framework.</p> |

Table 6.4: Description of Good Practice 4 used in policy improvement process

| Other Learning | |
|----------------|-----------------------------------|
| Title of Event | Key Factors Template |
| Location | Municipality of Funchal, Portugal |
| When | February 2019 |

| | |
|----------------------------------|---|
| What Learning took Place? | <p>The lead partner (University of Bologna) for the MATCH-UP project designed and presented the Key Factors for Success Good Practice Template to the Interregional partners at the Interregional Thematic Meeting in Funchal, Portugal in February 2019.</p> <p>This template was used as the basis to inform the framework to review projects approved under Priority 5 (6e) of the SEROP to incorporate recommendations for low carbon mobility and modal interchange improvements. (included in Appendix 1)</p> |
|----------------------------------|---|

Table 6.5: Description of Other Learning 1 used in policy improvement process

| Other Learning | |
|----------------------------------|---|
| Title of Event | Interreg Europe Policy Learning Platform Conference “Sustainable Mobility” |
| Location | Manchester, UK |
| When | November 2018 |
| What Learning took Place? | <p>This conference was an excellent opportunity to learn from other projects and a great opportunity for networking.</p> <p>In particular, as part of the TRAM Interreg Europe project Luca Barbadoro gave a presentation on good practice Bicipolitana – Bicycle Networks in Pescara, Italy. This good practice integrated bike sharing into their bicycle network assisted in making Pescara, Italy to be one of the most bike friendly cities in Italy.</p> <p>Policy Improvement Action 1 – Policy Need 4.2 SRA will ensure that bike sharing is incorporated into the framework for the recommendation stage of the implementation process under SEROP Priority 5 (6e).</p> |

Table 6.6: Description of Other Learning 2 used in policy improvement process

| Other Learning | |
|----------------------------------|---|
| Title of Event | Interreg Europe Policy Learning Platform Conference “Fostering Citizen-Focused Urban Mobility” |
| Location | Brussels, Belgium |
| When | November 2019 |
| What Learning took Place? | <p>This conference was an excellent opportunity to learn from other projects and a great opportunity for networking. In particular, as part of the TRAM Interreg Europe project Gergely TÖRÖK gave a presentation on pedestrianisation policy for the Baia Mare city centre, Northern Romania. Their pedestrianisation policy was undertaken on a phased basis in order to ensure that the public and retail stores accept the pedestrianisation and see the benefits of it before they extended the pedestrianisation area.</p> <p>Policy Improvement Action 1 – Policy Need 4.2 SRA will ensure that the framework for the recommendation stage of the implementation process under SEROP Priority 5 (6e) will ensure that pedestrianisation is implemented on a phased basis.</p> |

Table 6.7: Description of Other Learning 3 used in policy improvement process

Part 7: MATCH-UP Project Impact



Within the Southern Region, it is predicted that the population will increase by about 360,000 by 2040 this growth and the infrastructure to support this growth needs to be undertaken in a manner that reduces the reliance on private cars and creates compact growth so that Ireland can meet its future emissions targets.

Through MATCH-UP, SRA are introducing a new implementation process under the SEROP Priority 5 (6e), whereby following selection and approval of a project, SRA create a framework to review these projects and incorporate recommendations for low carbon urban mobility and modal interchange improvements. By introducing this additional implementation stage, SRA can ensure that all future public realm improvements also incorporate where possible low carbon urban mobility and modal interchange improvements. The objective of this policy improvement is to ensure that every opportunity is taken to increase non-private car commuting by improving access to public transport, improving cycle lanes, increasing pedestrian priority areas and improving modal interchange, which in turn will reduce carbon emissions.

In addition, SRA will be using the learning from MATCH-UP to assist in introducing a

new framework and methodology to assess the “10 Minute Town Concept” under the RSES for all the key towns in the Region. This will ensure that SRA map a range of community facilities and services that are accessible in short walking and cycle timeframes from homes or are accessible by high quality public transport services by connecting people to larger scaled settlements delivering these services and will highlight any deficiencies. Each LA will then use this as the basis for Local Transport Plans and seek funding for infrastructure improvements to address any deficiencies identified. This initiative will ensure that the growth in key towns adheres to the “10 Minute Town concept” and will assist in reducing the reliance on the private car by allowing people travel using low carbon sustainable transport options.

These initiatives also have a wider impact as they allow SRA to create more active, sustainable and inclusive communities that will improve the overall well-being and quality of life of citizens and supports community initiatives for new uses for existing vacant buildings and under-utilised open spaces. Making the Southern Region one of Europe’s most creative, innovative, greenest and liveable regions.

Part 8: Regional Action Plan Endorsements

The Southern Regional Assembly as Managing Authority acknowledge the added value of the MATCH-UP project and its contribution to the SEROP and the RSES, provided through the identification of Good Practice(s) and Interregional learning and the development of this Regional Action Plan.

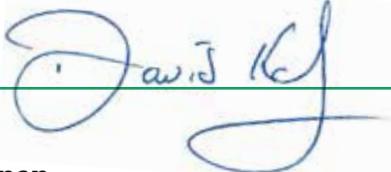
The Southern Regional Assembly consider the potential import of the Good Practice(s) and Interregional learning mentioned in this Regional Action Plan, with necessary adaption according to regional context, to represent a valuable input for further development of improved low carbon urban mobility and modal interchanges and reduction of CO² emissions in the Southern Region.

We hereby confirm our support for the import and implementation of the Good Practice(s) as described in this Regional Action Plan as well as for the implementation of the actions reported in Part 4 and Part 5 of this document.

Name & Organisation: Councillor John Sheahan,
Cathaoirleach of the Southern Regional Assembly

Date: 19/10/2020 **Signature:** 

Name & Function: Mr David Kelly,
Director, Southern Regional Assembly

Date: 19/10/2020 **Signature:** 

Name & Function: Ms Derville Brennan,
Assistant Director, EU and Corporate Affairs Division,
Southern Regional Assembly

Date: 19/10/2020 **Signature:** 

Name & Function: Mr Kevin Lynch, Assistant Director, Planning Division,
Southern Regional Assembly

Date: 20/10/2020 **Signature:** 

Appendix

Appendix 1 – Framework to review projects approved under Priority 5 (6e) of the SEROP to incorporate recommendations for low carbon urban mobility and modal interchange improvements

| Project Name: | | Yes / No | Current Score | Recommended Score | Recommendation |
|---|--|----------|---------------|-------------------|----------------|
| Means of transport affected (walking/cycling, public transport, rail transport, e-vehicles, etc.) | | | | | |
| Low Carbon Urban Mobility Improvements | Description | | | | |
| Safety and security | Urban design incorporating high levels of safety, especially in road crossing (lower speed limits near the stops, pedestrian crossings, intelligent crosswalks etc.) and security (video surveillance, etc.) | | | | |
| Cycle Lanes | Increased cycle lanes and/or segregated cycle lanes and cycle parking | | | | |
| Bike Sharing | Introduction and/or expansion of bike sharing schemes, bike sharing parking etc. | | | | |
| Modal Interchange Improvements | Description | Yes / No | Current Score | Recommended Score | Recommendation |
| Close proximity of modes | Design solutions that reduce both actual and perceived interchange distance among means of transport | | | | |
| Clear pedestrian routes | Presence of clear and direct routes for pedestrians connecting walking routes, public transport, facilities and destinations, as well as helping to select shortest-distance 'desire lines' within the interchange space | | | | |

| | | | | | | |
|-------------------------------|---|----------|---------------|-------------------|----------------|--|
| Low Carbon Parking facilities | Presence of cycle parking areas, cycle/e-car hiring spots near the interchange node | | | | | |
| Perception | Built and urban design solutions ensuring: direct sightlines among different parts of transport interchanges, Using the same architectural style to reinforce legibility, clear relationship with the urban realm | | | | | |
| Wayfinding | Ensure consistent, clear and comprehensible signage, to help passengers to navigate the interchange and connectivity to other transport modes and pedestrian areas (totem pole and entrance sign, platform signage, local area information, etc.) | | | | | |
| Improved Accessibility | Description | Yes / No | Current Score | Recommended Score | Recommendation | |
| Universal design | Interchange spaces designed for all passengers, particularly those with reduced mobility (presence of boarding equipment, ramps, assisted travel, escalators, staircase aids for bikes, wheelchairs, strollers, etc.) | | | | | |
| Pedestrian Areas | Increased wider pedestrian footpaths, pedestrian priority areas and phased pedestrianisation | | | | | |
| Accessible pedestrian routes | Ensure routes in the wider area are of the same accessibility standards as within the interchange facility | | | | | |

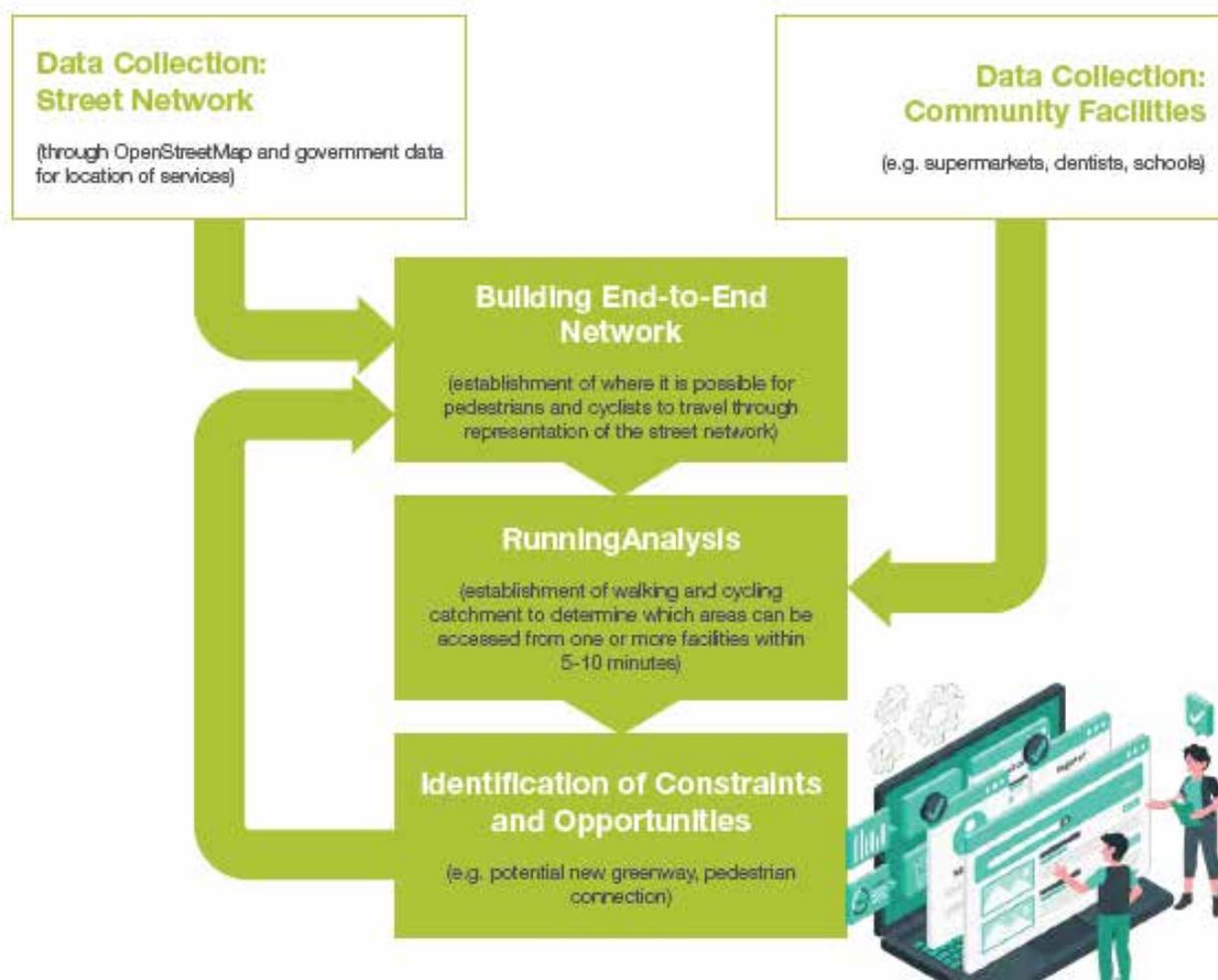
Appendix

Appendix 2 - Implementation Tool - Framework and Methodology for Undertaking a “10 Minute Town” Concept to Assist with the Implementation of the RSES

The Southern Regional Assembly (SRA) commissioned ARUP to undertake a “10 Minute Town Concept” accessibility and framework report with the key objective to map and identify infrastructural requirements to support ‘10 minute’ towns within the region. This framework will provide guidance to Local Authorities to assist them in the implementation of a “10 Minute Town

Concept” for their key towns. The “10 Minute Town” concept is about creating connected communities - understanding how our neighbourhoods work and to map out how a more compact and permeable urban form can provide high quality and safe links to public transport, shops, services, green spaces and to other neighbourhoods, which will reduce carbon emissions.

10 Minute Town Framework



“10 Minute Town Methodology”

The methodology is divided into two main strands: establishment of baseline conditions; and accessibility and infrastructure requirements as detailed below.

1. Data collection

Two main pieces of geographic data are required to conduct the analysis, namely:

- The street network of the town; and
- The location of facilities in the town, such as healthcare, education, retail, and leisure.

The analyses have indicated the key importance of obtaining comprehensive information for the existing street network and facilities in the town, as the desktop analyses were only based on information from government open data portal (i.e. data.gov.ie), as well as OpenStreetMap (OSM) data. It is important to obtain the most up-to-date data from site visits or from Local Authorities to compile robust data and avoid multiple updates of the street network and location of facilities.

If OpenStreetMap (OSM) is to be used for the existing street network, it is recommended that a detailed review of the network is undertaken through a combination of local knowledge, site visit(s) and desktop analysis (e.g. Google StreetView).

It is also important to obtain information on future infrastructure schemes for the town from sources such as local plans and county development plans. Adding future infrastructure schemes to the existing road network helps to inform understanding of the maximum potential that could be achieved for the 10-Minute Town concept.

2. Wider Public Transport Connectivity Analysis

The value of integrating analysis of public transport interchanges and connections to the wider region within the 10 Minute Town should be noted. It is important to understand the wider public transport connectivity as the concept of a 10-minute town is important not only for those living and working within

a given town, but also for facilitating access to public transport routes to a wider range of destinations.

In addition, each town serves as a hub for its hinterland, and public transport routes between larger towns and their surrounding area can both open access to services and activities that are not available in the smaller towns and villages and facilitate onward connections to regional and national destinations.

3. Understanding Baseline Conditions

The study included an analysis of the baseline conditions which are as follows:

- Demographics (population and car ownership);
- Location of existing services (i.e. healthcare, education, retail, leisure and public transport);
- Current travel patterns (i.e. means of travel for the town); and
- Catchment analysis (i.e. 10-minute walking and cycling catchment for each existing service or facility).

The analysis above gives an understanding of the existing situation, as well as any trends in the town regarding demographics, travel patterns and walking and cycling catchment. Additionally, it gives an indication of underlying issues that may act as a constraint to achieve the “10-Minute Town” concept. This may indicate that the physical infrastructure may be adequate, but there may be underlying issues that need to be addressed which may need potential interventions such as promotion of cycling usage in the town.

4. Geographic Information System (GIS)

It is recommended that Geographic Information System (GIS) be used in the analysis as mapping adds value to the study. The majority of work undertaken in this

study was through the use of GIS, in which an end-to-end walking and cycling network was created from the polylines (street network) and points (location of facilities) collected for the study. The package used in this study was the Network Analyst extension within the Esri ArcGIS package.

5. Building a routable network

The routable network defines where it is possible to travel (indicated by the polylines representing streets), where it is possible to move between streets (indicated by the nodes where streets intersect), and how fast it is possible to move through the network (by defining an average speed for walking and cycling). Once these parameters are defined, the GIS package will be able to determine both the range that can be traversed and the time taken to do so within the extent of the network. Given that this is a pedestrian and cycle study, it is important to remove roads on which pedestrians and cyclists are not permitted (such as motorways) before creating the routable network.

It is also possible to include public transport accessibility in the routable network using timetable information in General Transit Feed Specification (GTFS) format, which is useful for locations with frequent public transport services.

6. Running the catchment analysis

Once the routable network has been created, the catchment analysis of facilities in the given town can be conducted. The points representing the facilities of interest are defined, and then the parameters for the catchment analysis are specified, such as the time intervals (5 and 10 minutes in this case) and the modes (walking and cycling). The analysis is then run, determining which areas can be accessed from one or more facilities within the given time interval by the given mode, and polygons representing the catchment are produced. These can then be inserted into maps for visualisation or used

to calculate the number of people resident or employed within the catchment. The latter is conducted by using the catchment areas to clip 2016 Census data for Small Areas and Workplace Zones, available from the Central Statistics Office.

The catchment analysis will indicate areas of a town which are not within the catchment of facilities despite being close 'as the crow flies'. These are areas where it is possible to improve accessibility by adding new links. Polylines representing these links can be added to the street network, and a new routable network can be created. The process can then be repeated to assess how the catchment of facilities improves with the addition of new links.

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