

NATIONAL ROADS AND GREENWAYS CONFERENCE 2024

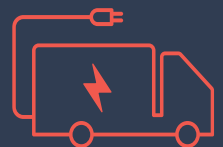
Session One: Welcome to the TII National Roads and Greenways Conference
Chair: Helen Hughes, Director of Professional Services, TII



Programme: Session 1

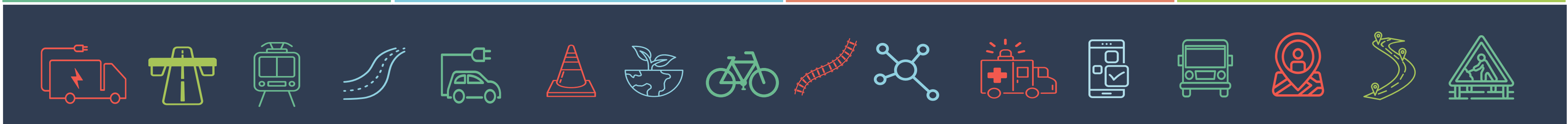
Session 1: Welcome to the TII National Roads and Greenways Conference *Chair: Helen Hughes, Director of Professional Services, TII*

10.00am	Welcome Address	<i>Barry Kehoe, Chief Executive, Westmeath County Council</i>
10.10am	Conference Overview and Aspirations	<i>Peter Walsh, Chief Executive, Transport Infrastructure Ireland</i>
10.30am	Northern Ireland Transport Experience	<i>Sian Kerr – Director of Transport Planning and Policy, Department for Infrastructure Northern Ireland</i>
10.50am	‘Moving Together’: A new national demand management strategy for transport	<i>Denise Keoghan, Head of Sustainable Mobility Management and Implementation, Department of Transport</i>
11.10am	Q&A	
11.20am	Tea & Coffee	
11.50am	End of Session 1	



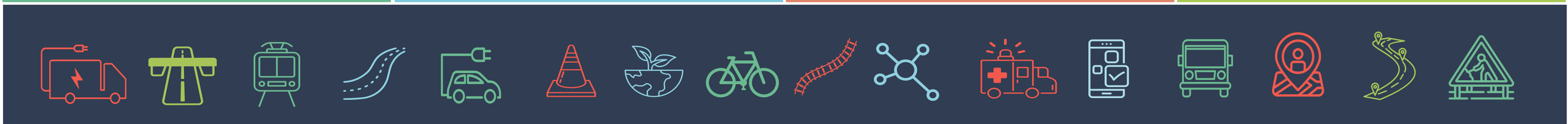
Welcome Address

Barry Kehoe, Chief Executive, Westmeath County Council



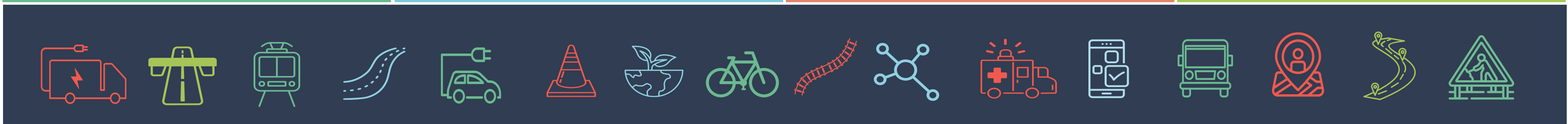
Conference Overview and Aspirations

Peter Walsh, Chief Executive, TII



Northern Ireland Transport Experience

*Sian Kerr – Director of Transport Planning and Policy,
Department for Infrastructure Northern Ireland*





Department for
Infrastructure

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Infrastruktur

Northern Ireland Transport Experience

Our Transport Journey

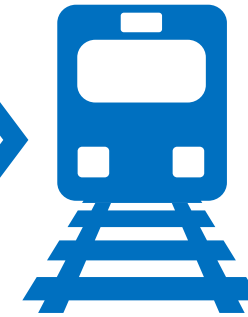


Our Transport System

60.6m
bus passenger
journeys



73.5m journeys
Trains and buses travelling
some 44m miles



~223 route
miles across five
lines with 22 stations
and 32 halts.



25,000km of public roads
9,700km of footways
5,800 bridges
290,000 streetlights

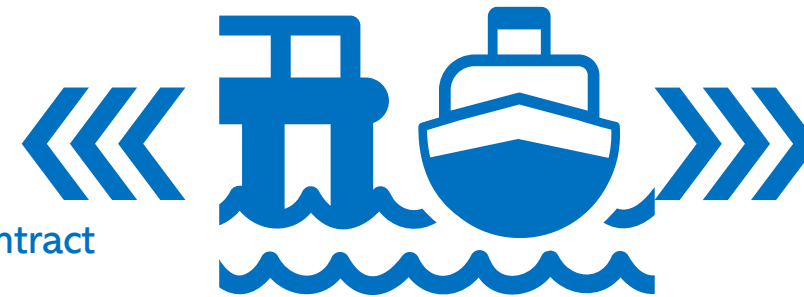


network of signage, traffic
signals, controlled
pedestrian crossings, and
other traffic monitoring
and management
infrastructure.



Strangford Ferry

Rathlin Island Ferry Contract



Five commercial ports

27.5m tonnes of
freight

661,000 non-freight vehicles



Three main airports

6,455,283

passenger movements in and out

The Problem



Health and **Wellbeing**



Congestion -
Lost productivity

Air Quality



Urban Quality



Car dominance
69% of all journeys were made by private car



The Solution



A focus on the movement of people rather than cars

PLACE

PEOPLE PLACES

Neighbourhood areas including residential streets that prioritise active travel

TRAFFIC FREE ROUTES

Traffic-free transport routes facilitating active travel connections, including along greenways

PEOPLE AND MOVEMENT PLACES

Mixed use places that serve the local community

CITY AND TOWN CENTRES

Destination people places that also facilitate high volumes of access movements

MOVEMENT

CONNECTING MOVEMENT ROUTES

Routes that facilitate connecting movement

QUALITY MASS MOVEMENT ROUTES

Routes that facilitate high volume movement, focused on public transport

STRATEGIC MOVEMENT ROUTES

Routes that facilitate movement between the local and regional transport network

Reduce number and length of trips

Shift to Public Transport and Active Travel

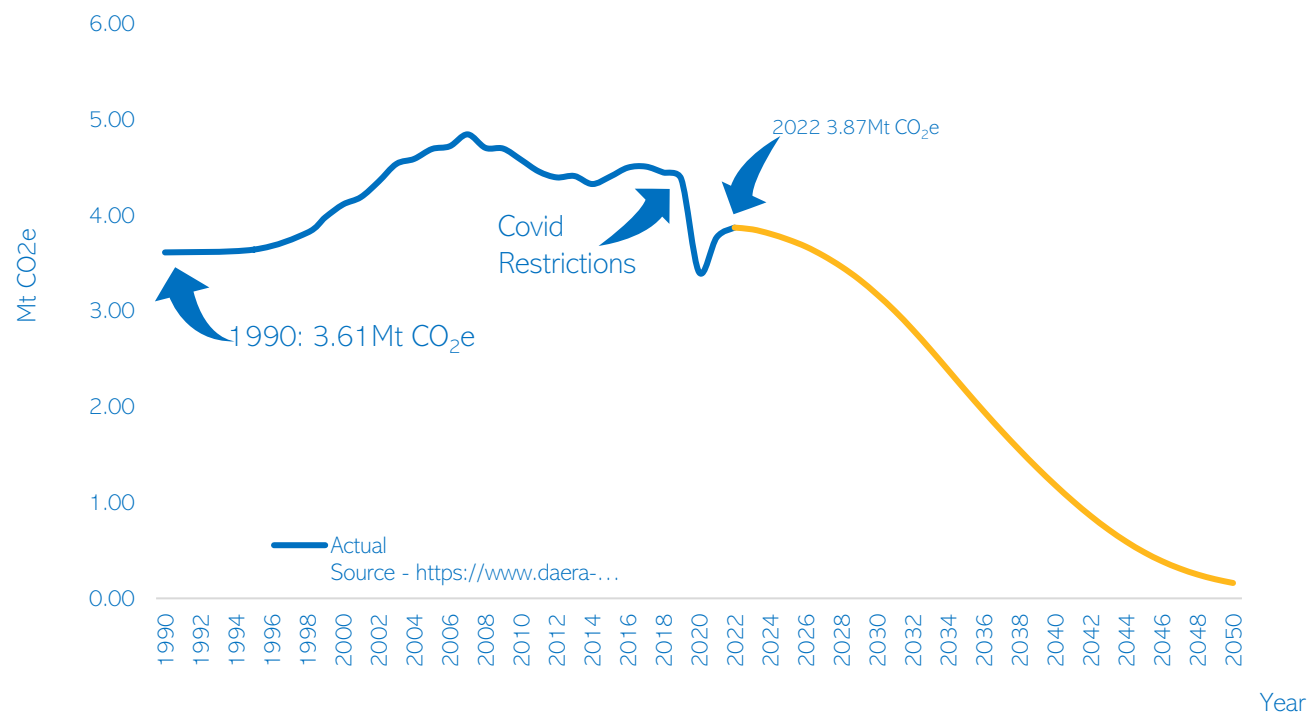
Switch fuels away from petrol and diesel to zero emission

And then...

Climate Change Act



GHG emissions from transport and projected reductions to meet 2050 target



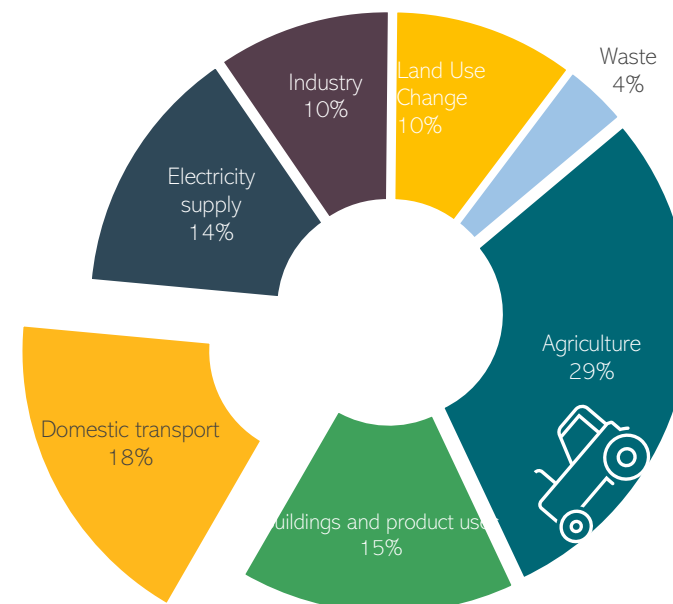
Reducing the Carbon Impact of Transport

Reduce journeys

Shift modes

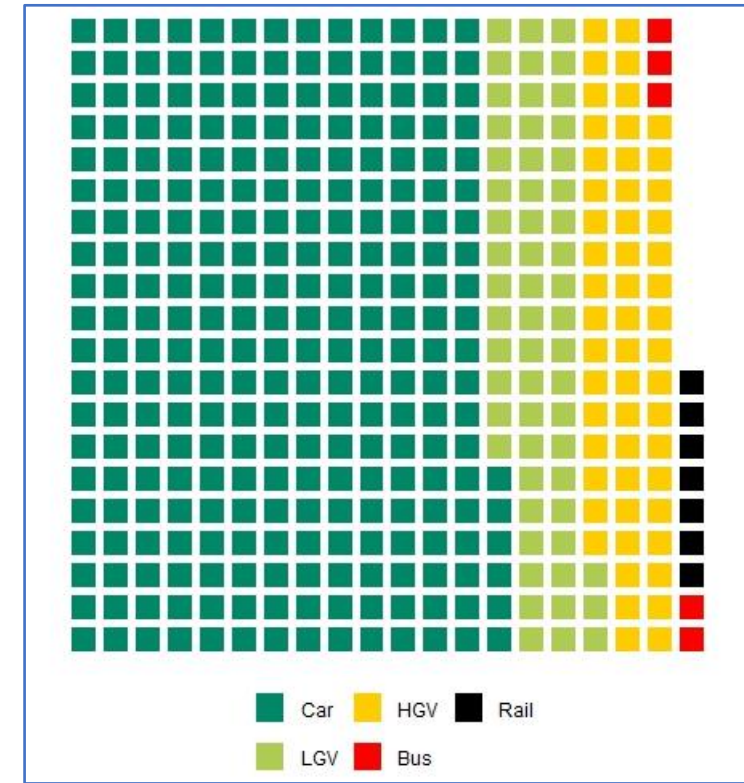
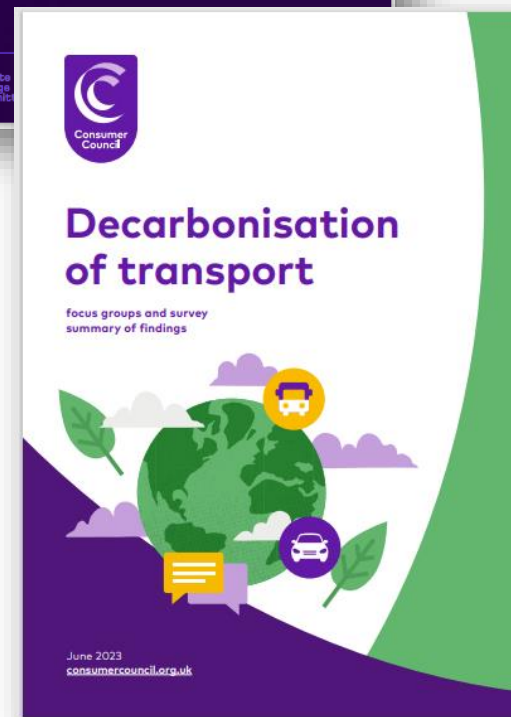
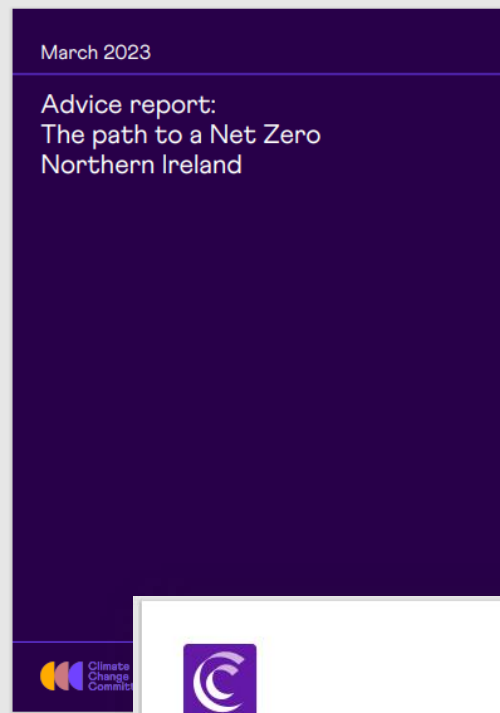
Switch fuels

NI GHG Emissions by Sector 2022



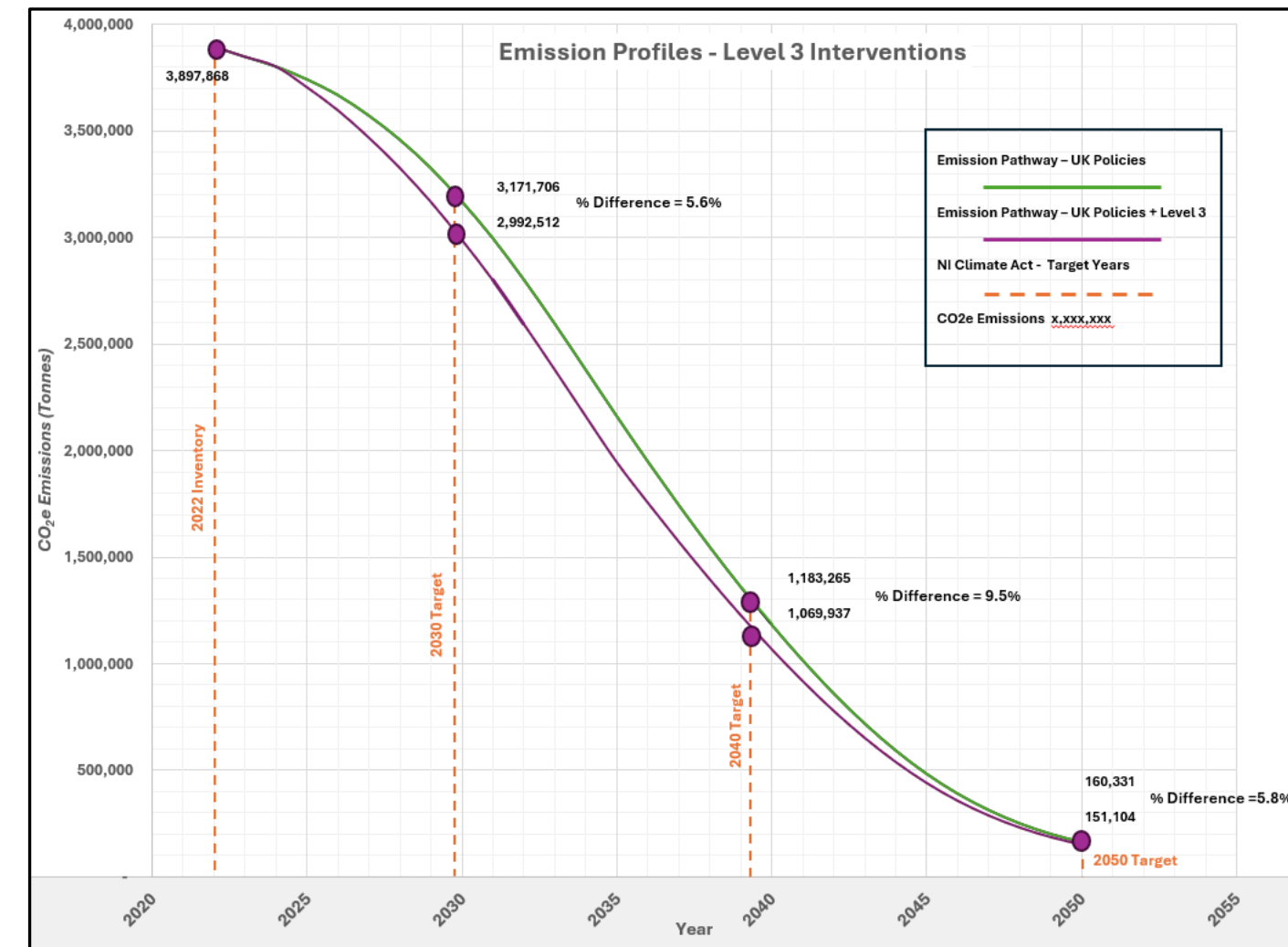
Sector	Mt CO ₂ e
Agriculture	6.21
Buildings and product uses	3.27
Domestic transport	3.87
Electricity supply	2.98
Fuel supply	0.00
Industry	2.07
Land Use Change	2.16
Waste	0.77
Total	21.33

The Data!



63%
of transport
emissions come
from **private
cars**

Transport Emissions Model



A focus on 'Switch'



Northern Ireland EV Drivers
Survey 2024

 **AutoTrader**

No Driver Left Behind:
Women and the journey to electric

In 2024 YTD - 15.3% of new car sales are EVs

The role of the ZEV Mandate / VETS

EV Infrastructure Task Force

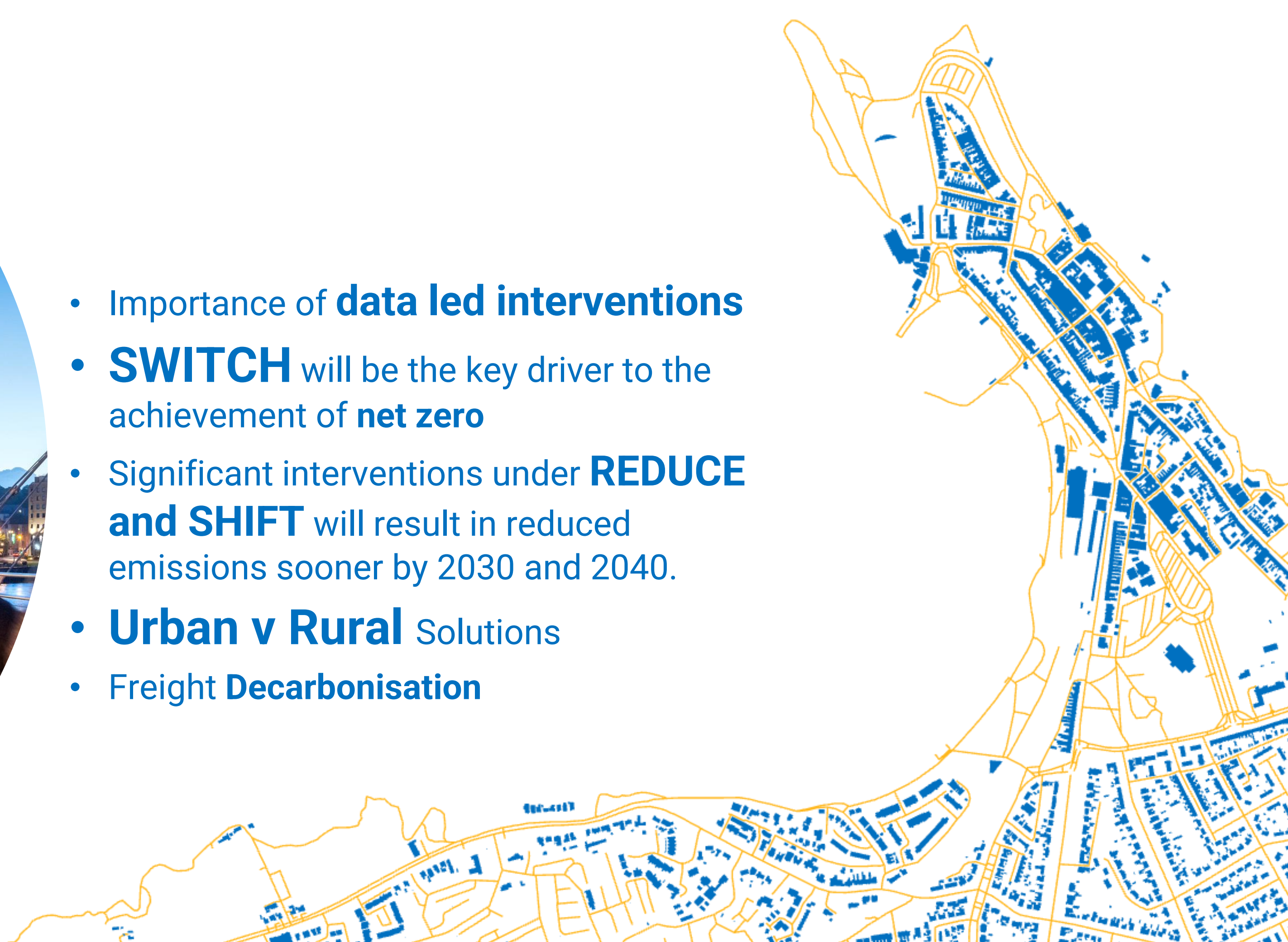
625 publicly available CPs – 60.5% growth

Freight Decarbonisation

Public Transport – Bus, Rail

Conclusion

- Importance of **data led interventions**
- **SWITCH** will be the key driver to the achievement of **net zero**
- Significant interventions under **REDUCE and SHIFT** will result in reduced emissions sooner by 2030 and 2040.
- **Urban v Rural** Solutions
- Freight **Decarbonisation**



Contact



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Thank you!

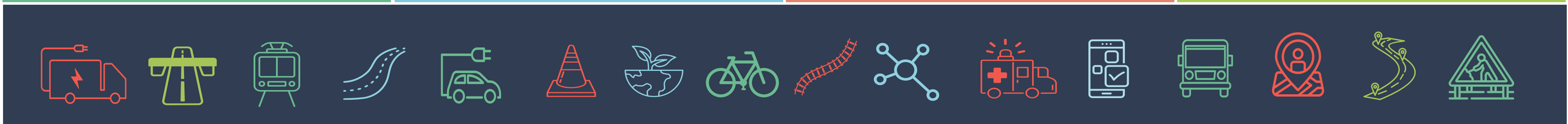
Contact

sian.kerr@infrastructure-ni.gov.uk



‘Moving Together’: A new national demand management strategy for transport

Denise Keoghan, Head of Sustainable Mobility Management and Implementation, Department of Transport





An Roinn Iompair
Department of Transport

Moving Together

A Strategic Approach to the Improved Efficiency of the Transport System in Ireland

Moving Together – Key Qs Answered

- What is it?
- Why do we need it?
- What does it hope to achieve?
- What did we take into account when developing it?
- What will it mean for local authorities and others?
- When will it be implemented?

What is it?

- It's a national demand management strategy – as per action in CAP 23
- It's a first – nothing comparable elsewhere
- Demand management is improving efficiency rather than building capacity

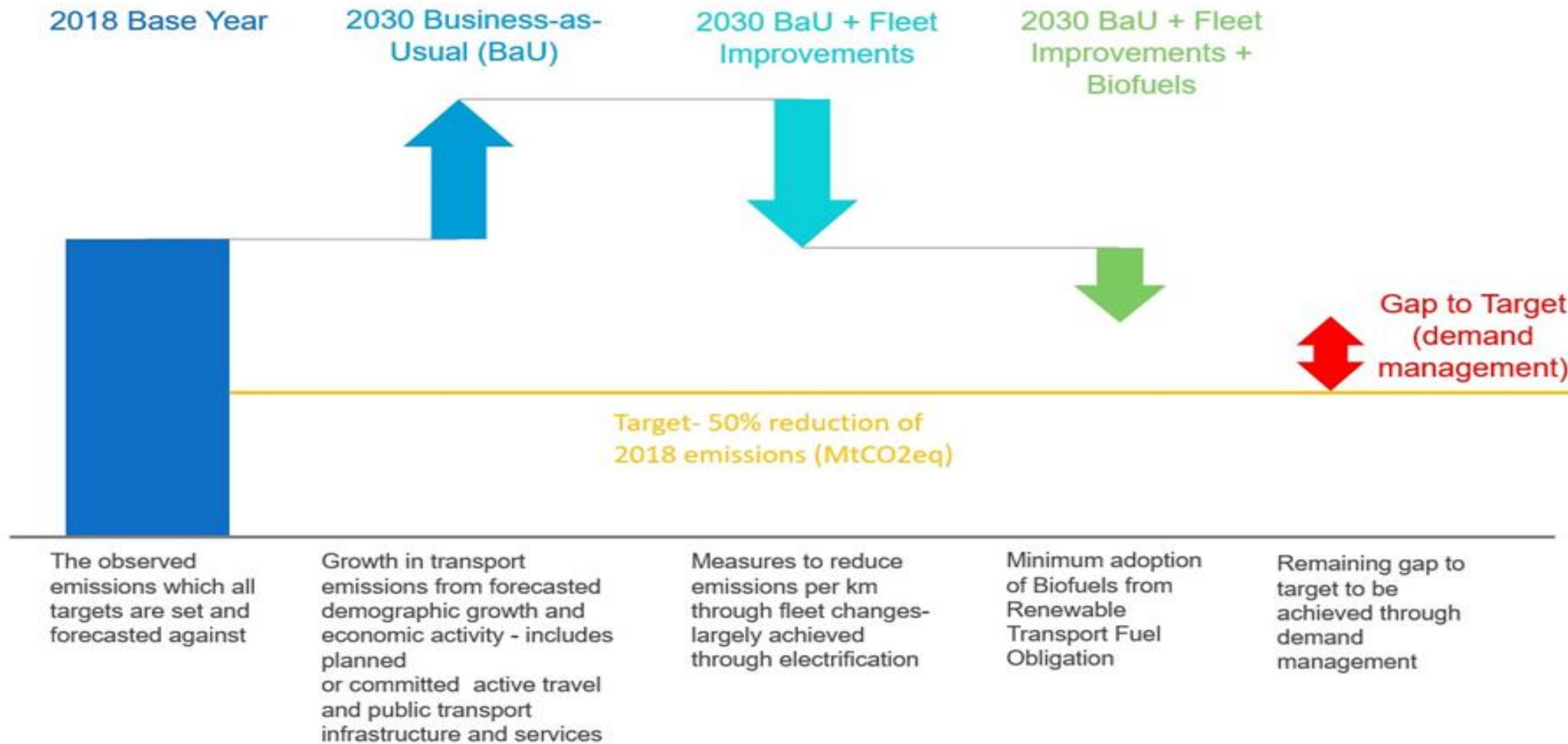


Why do we need it?

- Scope for more car dependency – project population growth 6m by 2040
- Inefficient network leads to costs – congestion, non-compliance, competitiveness, opportunity, social and environmental
- System change needed – OECD
- Strategy provides for incremental change



Why do we need it?



What does it hope to achieve?



- To **support** the health, safety and wellbeing of people, and to minimise the social, and environmental costs of transport and car dependency including those related to congestion, air and noise pollution.
- To **improve** the efficiency of the existing transport system, by reducing demand for less sustainable journeys, by people and by freight
- To **encourage** compact, mixed use and transport-orientated development, reinforcing the role of the city, town and village centres as attractive, walkable, accessible destinations.
- To **support** economic and financial sustainability in the just transition to net zero.
- To **contribute** to the national target of halving transport emissions, by reducing total vehicle kilometres travelled by 20% by 2030.

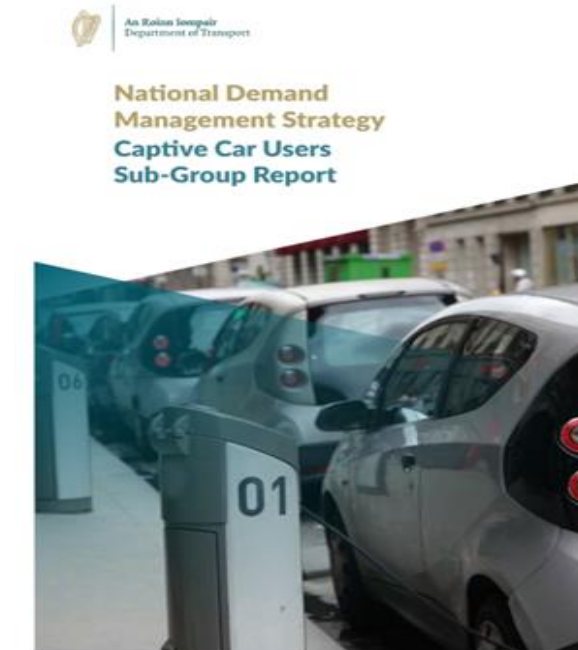
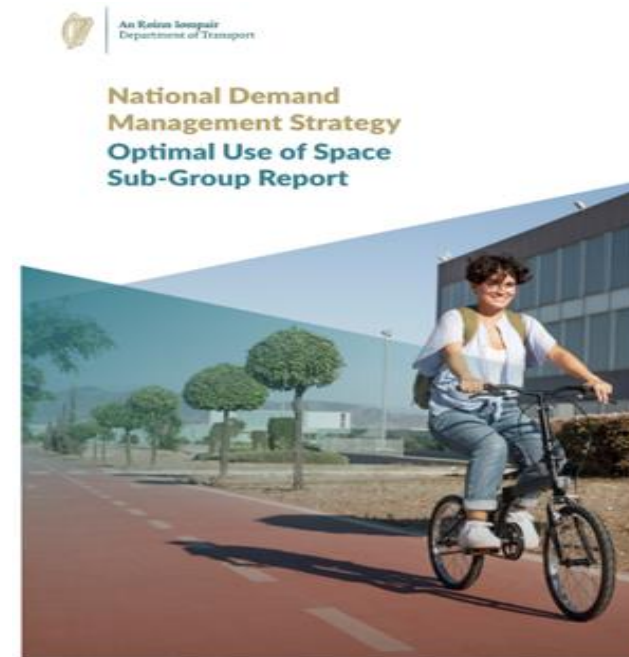
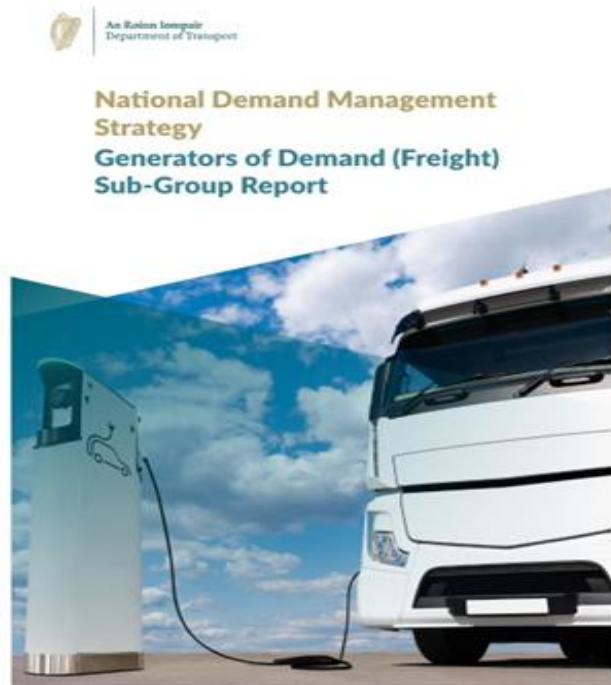
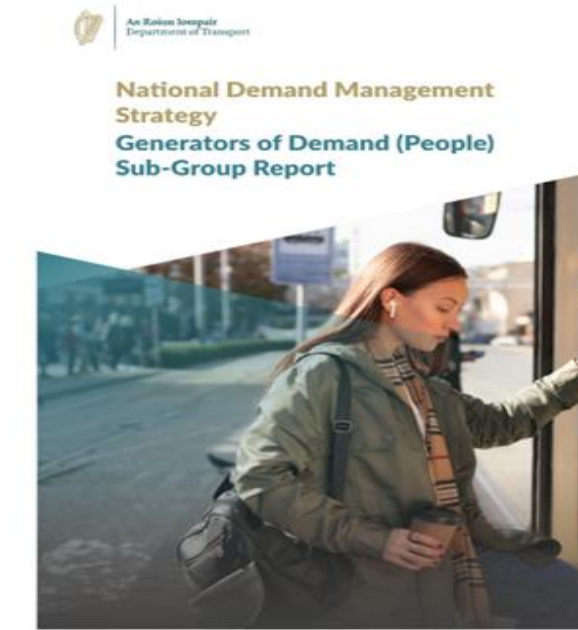
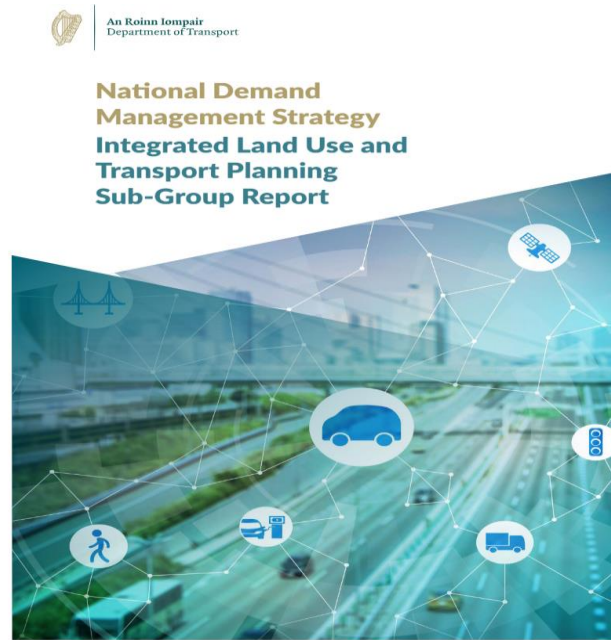


What does it hope to achieve?

- Contribute to 20% reduction in vehicle kilometres travelled by 2030
- Take pressure off the road network
- Support more efficient journeys
- Help to reduce infrastructure wear and tear as well as environmental and air quality impacts of road transport
- Support safety objectives



What did we take into account when developing it?



What did we take into account when developing it?

Recommendation Themes

- | | | | |
|-------------------------------------------------------------------------------------|------------------------------|---------------------------------------------------------------------------------------|--------------------------------|
|  | National Planning |  | Public Sector |
|  | Enabling Legislation |  | Long-term Approach to Taxation |
|  | Empowering Local Authorities |  | Strengthening supports |
|  | Engaging Business & Industry |  | Freight Efficiency |
|  | Citizen Engagement |  | Engaging Education and Sport |
|  | Building the Evidence Base |  | |
|  | Implementation |  | |



What will it mean for local authorities?

- Actions of interest from a road network perspective
 - Review of taxation based on user/polluter pays principle - road user charging pilot
 - Demand management schemes
 - Freight distribution strategies and strategic rail freight interchanges
 - SMP Action Plan e.g. Shared Mobility/Hubs
 - Legislation for congestion charging or LEZs



Empowering and Supporting Local Authorities



What will it mean for local authorities?

- Recognises challenge for local authorities
- Recommends support through:
 - Guidance
 - Building Capacity and Expertise (Multi-disciplinary teams)
 - Communications and Engagement
 - Establishment of fund for demand management pilots and initiatives



What will it mean for others?

- This Strategy represents a call to action across all sectors of the economy and all cohorts of society
- While it's a national strategy, action will mostly be bottom-up
- A system and cultural change requires everyone and every sector to have a role
- Existing policy levers, programmes and funds will be tweaked to support this

•



When will be implemented?

- Consultation concluded in August
- Targeted stakeholder engagement sessions concluded in September
- Final edits being incorporated to reflect key suggestions from the above
- Expect to bring back to Government shortly with implementation to commence asap



Ensuring Strong Implementation and Review Mechanisms are in Place



Thank you

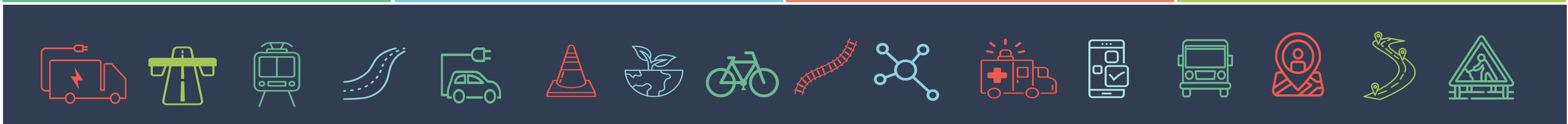
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Questions: Session 1 Panel

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End of Session 1

Tea & Coffee Break

Session 2 commences at 11.50am

