



**Greater Dublin Area
Draft Transport Strategy 2011-2030
2030 Vision**

Stakeholder and Public Consultation Submissions Report

National Transport Authority
Dun Scéine
Harcourt Lane
Dublin 2

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1. Introduction

In accordance with Section 12 of the Dublin Transport Authority Act 2008, the National Transport Authority is responsible for preparing the Strategic Transport Plan for the Greater Dublin Area (the Strategy).

In accordance with Section 12(8) of the Act, the Authority is required to consult with and consider the views of the Minister for the Environment, Heritage and Local Government, the regional authorities within the GDA, the NRA, the Dublin Docklands Development Authority, the Grangegorman Development Agency, local authorities, the Garda Síochána, local communities, transport users, public transport operators, port and airport authorities or companies and other interested parties in the GDA and shall invite and consider written public submissions.

The consultation is required to take place during the preparation of the Strategy, and following preparation of a preliminary draft of the Strategy for stakeholder and public consultation. During the preparation of the Strategy, the Authority engaged in two rounds of public consultation and five rounds of stakeholder consultation.

Following these consultations, the Authority prepared a preliminary draft of the Strategy. Public and stakeholder consultations on the preliminary draft Strategy commenced on the 28th February 2011 and concluded at 5.00pm on the 11th April 2011.

This report summarises the consultation comments received from the public and stakeholders on the preliminary Draft Strategy, the responses of the Authority to those comments and the proposed amendments to the Strategy to take these comments into account.

The Board of the Authority has reviewed and approved the amendments to the Draft Strategy in advance of submission to the Minister of Transport Tourism and Sport for his approval.

2. Overview of Submissions

There were a total number of 210 unique consultation submissions. Organisations or stakeholders made 107 submissions and members of the public made 103 submissions.

In certain cases the same person or organisation made supplementary comments – these are recorded as separate submissions. There were two blank submissions, and several duplicate submissions. Several submissions were received after the closing date for submissions, but were taken into account in any case.

The large majority of submissions were made on-line.

A large range of stakeholders and organisations made submissions, including government departments, transport agencies, council members, professional bodies, industry bodies, community and voluntary/NGO groups, residents associations transport user groups and others

A list of submissions received from stakeholders and organisations is contained in Appendix A.

Of those private individuals who provided addresses, 73% were from Dublin, 14% were from Kildare, Meath or Wicklow, 10% were from the rest of Ireland and 3% were from elsewhere.

A list of submissions from private individuals is contained in Appendix B.

A summary of all submissions and amendments made to the preliminary Draft Strategy arising from consultation submissions is contained in Appendix C.

In addition to the amendments made arising from the statutory consultation process, the Board of the Authority separately approved additional amendments to the preliminary Draft Strategy.

A full record of all amendments made is contained in a separate document “Record of changes to preliminary Draft Strategy for public and stakeholder consultation.”

3. Submission analysis and categorisation of issues

Each consultation submission was examined to identify the issues raised. Each issue raised was then assigned to an issue category. These issue categories were in turn assigned, insofar as possible, to the appropriate Chapter heading of the draft Strategy in which they are, or will be, addressed.

The issues raised are categorised as follows, in Appendix C of this report.

Chapter 1: Introduction

- No issues were categorised under this heading

Chapter 2: Context

- Legislative context
- Policy context

Chapter 3: Strategy vision and objectives

- Vision and objectives

Chapter 4: Travel in the Greater Dublin Area

- Population, housing, employment and economic forecasts

Chapter 5: Transport challenges

- Environmental

Chapter 6: Strategy options and assembling the Strategy

- Environmental Assessment (SEA)

Chapter 7: Strategy overview

- Transport user hierarchy

Chapter 8: Planning for sustainable living

- Planning policy
- Planning process
- Parking standards

Chapter 9: Walking and cycling

- Walking – general pedestrian issues
- Walking – 30 km/h limit
- Walking – improved pedestrian environment
- Walking - specific pedestrian issues
- Walking – weather issues
- Cycling – policy
- Cycling – infrastructure
- Cycling – rental schemes
- Cycling – legal and safety, including training

Chapter 10: Public transport

- General
- Areas served
- Accessibility for mobility impaired and disabled people
- Bus general
- Bus services – general
- Specific bus services
- Bus infrastructural general
- Bus priority
- Bus Rapid Transit (BRT)
- Bus stops and shelters
- Bus parking
- Luas/ Metro general
- Luas Line BXD
- Luas Green Line
- Luas via Kimmage
- Luas Line F (Lucan)
- Luas Red Line
- Metro North
- Heavy rail general
- DART general
- DART Underground
- Kildare, Maynooth and Navan rail
- Northern rail corridor
- Wicklow rail
- Taxi general
- Taxi accessibility
- Taxi regulation
- Community transport
- Rural transport schemes
- Public transport integration – general
- Public transport integration – travel information
- Public transport integration – Park and Ride
- Public transport integration – fares

Chapter 11: Roads, freight and travel demand management

- Roads – policy
- Roads – management
- Roads – vehicular restrictions
- Roads – increase capacity
- Roads – alternative fuels
- Roads – other
- Freight – HGV strategy
- Freight – rail
- Freight – technology
- Freight – distribution

- Freight – ports and airports
- Freight – other issues
- Demand management – road charging
- Demand management – complementary measures

Chapter 12: Expected outcomes

- Modelling approach and costs

Chapter 13: Next steps

- Implementation
- Funding
- Monitoring

Other issues raised are also summarised as follows

- Motorbikes
- Mobility impaired and disabled general
- Alternative fuels
- Travel and health
- All other issues

4. Taking account of issues raised

Each issue raised in submissions was considered, and where appropriate a comment was made, together with a Strategy response, either recommending an amendment to the Strategy or recommending no change.

This is fully documented in Appendix C.

5. Proposed amendments

Approximately 70 amendments are recommended on foot on consultation submissions made. The proposed amendments have been incorporated into the final Draft Strategy for submission to the Minister.

6. Next Steps

Following approval of the amended draft Strategy by the Board, in accordance with Section 12 of the Dublin Transport Authority Act Ac 2008 (as amended), the Authority now submits a final draft copy of the Strategy to the Minister for Transport Tourism and Sport for his approval. Copies of the

draft Strategy are also issued to the Greater Dublin Area regional authorities and the Joint Oireachtas Committee for their attention.

APPENDIX A: List of consultation responses from organisations and stakeholders

Submission No.	Name	Organisation/Stakeholder
25	Cormac Moloney	Vantastic
33	Arun Asan	IWA, Enable Ireland, Age Action Ireland
56	Des O'Brien	Wicklow County Council
59	Sgt. Gerard Meally	An Garda Siochana
60	Sarah Flood	Dublin Airport Authority
64	Stephen Little	Stephen Little Planning Consultants
65	John Hanratty	Dundalk IT
68	Stephen Little	Stephen Little Planning Consultants
69	John Heuston	Strategy Unit, Office for Older People
74	Con McCarthy	Chairman GT Energy Ltd.
81	Cian Gallagher	Galwaybikes.ie
83	Gerry Mullins	Coach Tourism & Transport Council
85	Brendan Lennon	DeafHear and Irish Hard of Hearing Organisation
86	Alex Sinclair	RIAC
87	Kathleen Keary on behalf of Paddy Doherty	Dublin Bus
93	Michael O'Brien	Cabinteely Residents Association
94	Patrick Koucheravy	CB Richard Ellis Ireland
95	Philip McDonald	Cambridge University
96	Mary Tubridy	Mary Tubridy and Associates
98	Eric Conroy	An Taisce
100	Raymond Ryan	Skerries Cycling Initiative
102	Cllr. Marie Baker	Member of Dun Laoghaire Rathdown County Council
103	Teresa O'Reilly	West Regional Authority
106	Marc Rafferty	GoCar CarSharing Limited
112	Dr. Chloe Galley	Trinity College Dublin
116	Councillor Derek Mitchell	Member of Wicklow County Council
117	Gearóid O Byrne	MAG Ireland
118	Councillor Derek Mitchell	Member of Wicklow County Council
120	Conor Byrne	Green Property Limited
121	Edel Byrne	Irish heart Foundation
122	Stephen Coyne	Dublin Civic trust
124	Conor Byrne	Green Property Limited
125	Jaime del Álamo	NGVA Europe
126	Patricia Corker	Department of the Environment Northern Ireland
128	Josephine Dwyer, Tony Maher	Irish Wheelchair Association
129	Eddie Whelan	NVD Ltd
130	Paul O'Neill	GVA Planning and Regeneration Ltd on behalf of Tesco
131	Senan McGrath	ESB
133	Tom O'Mahony	Department of Transport
134	Alan Whelan	Tiros Resources Limited on behalf of Aldi Stores (Ireland)
135	Richard Guiney	Dublin City BID
136	Lincoln Shields	Tram Power Ltd
137	Val Mulligan (Payne)	Kilcock and Districts Community Council

Submission No.	Name	Organisation/Stakeholder
138	Tom Newton	National Transport Users Association and ACRA
139	Paddy Matthews	Matthews Coach Hire Ltd.
141	Paddy Matthews	Matthews Coach Hire Ltd.
142	Hal Ledford	Dun Laoghaire Rathdown Chamber
143	Patricia Potter	Dublin Regional Authority
144	Paul McMahon	Department of the Environment, Heritage and Local Government
146	Carol Kavanagh	Engineers Ireland, Roads and Transportation Society
147	Gerry Lawlor	The Chartered Institute of Logistics and Transport
148	Fiona Cummins	Sandyford Business Estates Association
149	Deirdre Fallon	Meath County Council
150	Han Nie	Competition Authority
151	Tom Coffey	Dublin City Centre Business Association Ltd.
152	Mike Goodliffe	PAMBO
153	Anne Kelly	Kildare Network PWDI
154	Susana Costello	Wicklow Town & District Chamber
155	Will Andrews	Dublin Cycling Campaign
157	Tom Walsh on behalf of Connon Family	Muir Associates Ltd
158	Olivia Morgan/Tara Spain	National Roads Authority
159	Robert O'Mahony	Bus Eireann
160	Mary Twomey	Forfás/IDA Ireland/ Enterprise Ireland
161	James Leonard	Castlethorn Construction
162	Gilbert Power	Fingal County Council
163	Bronagh Clarke	Shannon Homes Drogheda
165	Carmel Conaty	Department of Communications, Energy & Natural Resources
166	Michael Hand	Grangegorman Development Agency
167	Matt Donnelly	Border Regional Authority
168	Eoin McLoughlin	Comhar SDC
169	Martin Naughton	DFI
170	Wessel Badenhorst	DLR County Development Board
171	Sinead O'Malley	Dublin Docklands Development Authority
173	Christy O'Sullivan	Bovale Developments
174	Christy O'Sullivan	Dunloe Ewart
175	Sorcha Walsh	Wicklow County Council
177	Pádraig Ó Ruairc	Pobal
178	Patrick Callanan	Bord Gais
179	Cormac Maloney	Vantastic
180	Tom Mahon on behalf of Owen Keegan	Dun Laoghaire Rathdown County Council
181	Catherine McCabe	Dublin Chamber of Commerce
183	James Cotter	Courtown Park residents' Association Kilcock
184	Darrell Kavanagh	Image Now Consultants
185	Pat Ivory	IBEC
186	Yvonne Dalton	DAA
189	Sorcha Turnbull	Bremore Ireland Port
190	Cormac Rabbitt	Dargan Project
191	Tiago Oliveira on behalf of	UCD

Submission No.	Name	Organisation/Stakeholder
	Donal Mc Daid	
192	Elaine Heffernan	Ballymun Regeneration Ltd.
193	Antoin O Lachtnain	Swords Express
194	Noelle Cotter	Institute of Public Health
195	Donal Hodgins	Kildare County Council
196	Peter Scallan	Celtic Linen Ltd.
197	Sara Treacy on behalf of Michael Stubbs	Dublin City Council
198	Gerry Farrell	Irish Concrete Federation
200	Emma Mitchell	SIMI
201	Emer Begley	Age Action
202	Colm Moore	Rail Users Ireland
203	Declan Allen	Dublin Institute of Technology
204	Declan McKeon	Freight Transport Association Ireland
205	Tadhg O'Mahony	Environmental Protection Agency
207	S.A.McLoughlin	Dublin Port Company
208	Siobhán Barron	National Disability Authority
210	Patricia O'Connor	Department of Education and Skills
211	Vinny Kearns	Xpert Digitaxis
213	Patricia Potter	Dublin & Mid East Regional Authorities
215	Matthew Coleman	Member DLRCC Strategic Policy Cttee on Transport

APPENDIX B: List of consultations from private individuals

Submission No.	Name	Address
1	Anthony Quinn	Dublin 7
2	Ian Wardle	N/A
3	John Dooley	N/A
4	Brendan Cullen	Dublin 24
6	Joe O'Neill	Co. Dublin
7	Patrick Corley	Dublin 6W
8	Cormac McGahon	Co. Wicklow
9	David Stanley	Dublin 15
10	Anne O'Connor	Dublin 8
11	Denisa Casement	Dublin 3
12	Ted	N/A
13	John Murphy	N/A
14	Martin Mooney	N/A
15	CR	Co. Meath
16	Patrick Malone	N/A
17	Anonymous	N/A
18	Marcus Layton	N/A
19	Peter McCarron	Derry City
20	Paul Tighe	Dublin 2
21	Damien McAdam	Kildare
22	Anonymous	N/A
23	Catriona Varini	Dublin
24	Ciara Murphy	Co. Kildare
25	Carl	Co. Roscommon
27	Anonymous	N/A
28	Derek Queally	N/A
29	Aoife Courtney	Dublin 12
30	Ian D'Alton	N/A
31	Shane	Cork
32	Ciaran	Co. Meath
33	Frank Sheerin	Co. Dublin
35	Lucille Redmond	Dublin 6W
36	Linde Lunney	Dublin 16
37	Joseph O'Donovan	Co Roscommon
38	Deane McElree	N/A
39	Anonymous	N/A
40	Giles Hayes	N/A
41	Martin Hoey	Dublin 11
42	Martin Lonergan	Co. Tipperary
43	Diana Walsh	N/A
44	Kate Moran	Co. Galway
45	Alan O'Connor	N/A
46	Cian Gallagher	Galway
47	Fergal Duffy	Dublin 1
48	Andrew Murphy	N/A
49	Sinead Cahir	N/A

Submission No.	Name	Address
50	John Cahir	Dublin 15
51	Vincent Nordell	Dublin 3
52	Oliver Maher	N/A
53	Richard A. Browne	Dublin 2
54	Terence Maguire	Dublin 22
55	Jacinta Dixon	Dublin 2
57	Kieran Fagan	Co. Dublin
58	Feilim O'Connor	Dublin 14
61	Andrew Murphy	28Dublin 5
62	Henry Warren	Dublin
63	Stephen Loughnane	Co. Kildare
66	Kevin Cannon	Dublin 24
70	Gary Worn	Co. Kildare
71	Irfan Younus	Co. Dublin
72	Peter O'Brien	Dublin 6W
73	Mary Jenkins	Co. Offaly
75	Jonathan Dowling	Dublin 24
76	Irish and Proud	Meath
77	Peter Comiskey	Dublin 18
78	Moyra O'Reilly	Dublin 24
79	Ciaran Blackall	Co. Dublin
80	John Joseph Dooley	N/A
82	Feilim O'Connor	Dublin 14
84	Killian Brennan	Dublin 17
88	Brendan Cullen	Dublin 24
89	Michael Nolan	Dublin 12
90	Kevin	Dublin 9
91	Jose Mata	Dublin 1
92	David Monaghan	Madrid, Spain
97	Eric Conroy	Dublin 12
99	Roy Harford	Co. Dublin
101	Patrick Brophy	Co. Dublin
104	Joe Seymour	Co. Dublin
105	Naula Kelly	N/A
107	Gary Stephens	N/A
108	Louise	N/A
109	Padraig Mc Morrow	Co. Dublin
110	Niall Haslam	Dublin 6
111	Astrid Fitzpatrick	Co. Dublin
113	Adam Watts	N/A
114	Jack Hyland	Dublin 3
115	Conor Gilsenan	Dublin 6W
119	Michael Boyle	Dublin 14
123	Conor Murphy	Dublin 1
127	Lisa Cavern	Dublin 1
132	Kieran Rose	Dublin 8
140	Bernard H Allan	N/A
156	Fran Kitson	Co. Meath
164	Warren Whitney	Dublin 16

Submission No.	Name	Address
172	Christy O'Sullivan	Co. Meath
182	Sean O'Neill	Dublin 7
187	Padraig O'Flynn	Raheny
188	Mark Keogh	Dublin 5
206	Tom Kelly	Co. Meath
209	Donal O'Brolchain	Dublin 9
212	Brendan Finn	Dublin 14
214	Anthony Gray	Co.Louth

APPENDIX C: Summary of consultation issues raised and response

Amendments to the preliminary Draft Strategy for public consultation are in **bold** text

Chapter 2: Context

Legislative context

Category	Issue	Number	Submission no.	Summary	Comment	Response
Context	Legislative	OTH 1-56	181	New Government should have the opportunity to present their transport programme in advance of the public responding to such a critical Strategy	The Dublin Transport Authority Act specifies that the Authority shall endeavour to publish the transport strategy within twelve months of the Regional Planning Guidelines (i.e. by June 2011). This required the Authority to consult on the draft Strategy at this time. The draft Strategy will be submitted to the Minister of Transport, who can approve, amend or reject it.	New text in Section 1.4 and end of Section 2.3.
Context	Legislative	OTH 1-21	205	Section 2.4 Legislative context should be amended to refer to S.I. No. 435 of 2004 rather than S.I. No 436 of 2004 in relation to this application of SEA for this Strategy.	This was an error and will be corrected.	Section 2.4 Legislative context will be amended to refer to S.I. No. 435 of 2004 rather than S.I. No 436 of 2004 in relation to this application of SEA for this Strategy

Policy Context

Category	Issue	Number	Submission no.	Summary	Comment	Response
Policy	European policy	POL 1-1	131	Update to include policies contained in new European White Paper on Transport	This policy document was published while the draft Strategy was being consulted upon. Section 2.5 of the Strategy report will be updated to include reference to its policies	<p>Replace heading of subsection “Transport White Paper – ‘European transport policy for 2010 – time to decide’” with the following text: “European Transport White Paper” and the entire text underneath with: “The Transport White Paper ‘Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system’ was published by the European Commission in March 2011. The paper, which has a strong environmental theme, will heavily influence transport policy within the EU for years to come. A key aim of the paper is to break the transport systems dependence on oil without sacrificing its efficiency and compromising mobility.</p> <p>The paper sets out 40 initiatives for the next decade to build a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment. These initiatives will also dramatically reduce Europe’s dependence on imported oil and cut carbon emissions in transport by 60% by 2050. The key goals of the paper include:</p> <ul style="list-style-type: none"> • No more conventionally-fuelled cars in cities. • 40% use of sustainable low carbon fuels in aviation; at least 40% cut in shipping emissions. • A 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport.

						<ul style="list-style-type: none"> • To connect all core network airports to the rail network <p>All of which will contribute to a 60% cut in transport emissions by the middle of the century.</p> <p>The EU Transport White Paper provides an important policy context for the GDA transport strategy in that it clearly identifies transport issues that are common to all member states. It acknowledges that transport has to use less and cleaner energy, better exploit modern infrastructure and reduce its negative impact on the environment through more efficient use of existing resources and new technologies. “</p>
Context	Policy	OTH 1-55	180	‘Smarter Travel’ policy includes car sharing in the 55% mode share target. The strategy includes it in the car mode share.	This is noted. Text in Section 12.5 will be amended accordingly to fully reflect the Smarter Travel objective wording.	<p>Amend “Smarter Travel” Chapter 2 page 5, 4th bullet point under “In order to address the unsustainable nature of ...” to read “Work-related commuting by car will be reduced from 65% to 45%”</p> <p>Amend 1st bullet point of Section 12.5 to read “work-related commuting by car to be reduced to 45%”</p>

Chapter 3: Strategy Vision and Objectives

Category	Issue	Number	Submission no.	Summary	Comment	Response
Vision + objectives	Objectives	PLAN3-21	122,127	Supports objectives to improve built environment	Noted	No change required.
Vision + objectives	Vision	OTH 1-61	181	Vision needs to be more aspirational.	The vision and objectives were subjected to extensive consultation and agreed at an earlier stage of the Strategy development.	No change required
Vision + objectives	Vision + objectives	OTH 1-57	181	Strategy vision and strategic objectives are vague and require further elaboration.	The vision and objectives were subjected to extensive consultation and agreed at an earlier stage of the Strategy development.	No change required
Vision + objectives	Objectives	OTH 1-58	181	Objectives under the Strategy must be ranked in order of priority	This approach was considered, but rejected as it was felt that it would be overly subjective, and may lead to an emphasis on particular objectives to the unnecessary detriment of others.	No change required
Vision + objectives	Objectives	OTH 1-9	3	Revise Objectives	Objectives were derived following extensive stakeholder and public consultation.	No change required
Vision + objectives	Vision + objectives	OTH 1-59	181	Vision and objectives listed need to have a more dominating and clear customer/user focus	The vision, objectives and sub-objectives were developed with transport users in mind, and were subjected to public consultation. Amendments following this consultation led to an even greater emphasis on improving transport users' experience.	No change required
Vision + objectives	Objectives	OTH 1-45	201	Strategy needs a stronger focus on social objectives	Noted. One of the high level objectives, by which the Strategy is appraised, is to "Build and Strengthen Communities." There are 4 sub-objectives underneath this. Additionally the SEA Topics of Human Health and Population address social issues. The planning measures set out in Chapter 8, the walking and cycling measures set out in Chapter 9, and the public transport measures set out in Chapter 10 of the draft Strategy should all contribute towards this objective.	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
Vision + objectives	Objectives	OTH 1-20	80	Objectives need to be changed as they are based on poor climate change science.	Objectives were derived following extensive stakeholder and public consultation. The Strategy has been prepared in the context of national climate change policies.	No change required

Chapter 4: Travel in the Greater Dublin Area

Population, Housing and Employment Forecasts and Census 2011

Category	Issue	Number	Submission no.	Summary	Comment	Response
Forecasts	Population	PLAN1-1	63, 139, 146, 147, 151	Population Forecasts and use of M2F1 CSO projection queried	<p>The Draft Strategy is required to be consistent with the Regional Planning Guidelines for the Greater Dublin Area (RPGs). Population Forecasts for the Strategy are derived from regional target forecasts produced by the Department of the Environment Heritage and Local Government, which were used in the preparation of the RPGs.</p> <p>As part of the Strategy development, downside and longer-term scenarios were tested and are reported in Chapter 12.</p> <p>The Strategy – which has a 20 year horizon – will be reviewed every 6 years and changes in population trends and forecasts will be taken into account at each review.</p>	No change required
Forecasts	Population	PLAN1-2	146, 94	Need to incorporate Census 2011 when published	Census 2011 information will not be available until Q3 2011, and detailed information will not be available until 2012. Under the legislation, the Authority is expected to submit a draft Strategy to the Minister of Transport for approval within one year of approval of GDA Regional Planning Guidelines (i.e. by June 2011). However future implementation plans for the Strategy will need to take into account Census 2011 and any alterations to the forecasts which may arise from it.	No change required
Forecasts	Location of growth	PLAN3-16	147	Forecasted growth centres in Chapter 4 do not correspond to RPGs	The Strategy is aligned with the RPGs. The focus of forecast growth presented in Chapter 4 is the larger RPG Growth Towns and Metropolitan Consolidation	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
					Towns. However growth is also forecast to take place in other parts of the Metropolitan Area, and in some smaller towns, as permitted by the RPGs in the period up to 2022. The settlement hierarchy for the GDA used in the Strategy (i.e. the RPG settlement hierarchy) is set out in Figure 8.1 of Chapter 8.	
Forecasts	Housing allocations	PLAN3-13	161	Concern that RPG Housing Allocations have been changed	RPG Housing allocations have not been changed. After 2022 (the end of the RPG planning period), it is assumed that a greater share of development takes place in areas well served by rail.	No change required
Forecasts	Employment	PLAN3-17	149	Use of same jobs ratio across GDA masks variations	Spatial variations in the jobs to population ratio within the GDA are utilised - for example Dublin city centre has a significantly higher jobs to population ratio than suburban or rural parts of the GDA.	No change required.
Forecasts	Economic factors	OTH 1-1	30, 32, 147, 150	Economic factors should be considered	<p>A scenario assuming 20% lower forecast population and employment in 2030 was used to consider the impact of significantly lower rates of growth on need for transport infrastructure (see draft Strategy Section 12.8). Analysis of this lower growth scenario suggests that certain schemes could be retimed to be implemented later than would otherwise be the case.</p> <p>In terms of money available for investment, this Strategy is for 2030, the phasing of implementation is a matter for the six-yearly Integrated Implementation Plans.</p>	Additional text (Section 1.4 and end of Section 2.3) added to address this. Additional text on impact added of lower growth on scheme timing has been added to Section 12.8.
Forecasts	General	OTH 1-3	25,153	Forecasts should be revised in light of more recent trends	See comment on issue OTH 1-1 above. See also comment on issue PLAN 1-1	No change required

Chapter 5: Transport Challenges

Category	Issue	Number	Submission no.	Summary	Comment	Response
Transport challenges	All	OTH 1-22	205	The issues highlighted in the SEA Environmental Report in relation to NO ₂ and PM10 as well as noise could also be highlighted in page 8 of Chapter 5.	Local air quality and noise issues are already identified as issues in Chapter 5.	No change required

Chapter 6: Strategy options and assembling the Strategy

Category	Issue	Number	Submission no.	Summary	Comment	Response
Strategy options	All	OTH 1-23	205	Mention that the options examined were subject to SEA.	Section 6.9 states that the options were subjected to an SEA.	No change required

Chapter 7: Strategy Overview

Transport User Hierarchy

Category	Issue	Number	Submission no.	Summary	Comment	Response
Hierarchy	All	HIER1-1	20, 44, 108, 109, 110, 111, 112, 113, 114, 115, 119,123,127,155,	Agree with hierarchy of users set out in Measure OVR 1	Noted.	No change required
Hierarchy	All	HIER1-2	185	Concerns over hierarchy - public transport should come first in development design. Situation should dictate hierarchy	The Strategy takes the approach that while public transport users needs should be considered in advance of other vehicle users, the needs of those using the most vulnerable and sustainable modes of travel (walking and cycling) should be considered first.	No change required
Hierarchy	All	HIER1-3	181	Concerns over hierarchy – insufficient recognition given to needs of goods movement and of car based users critical to city's economy	See comment on HIER1-2 above. The Hierarchy will not preclude access to the city centre car parking or any other centre by private car. In relation to freight movements, the hierarchy recognises the importance of commercial freight movement to the GDA economy by seeking consideration of freight needs ahead of those of car users.	No change required
Hierarchy	All	HIER1-4	181	Insufficient weight given to Freight in the Hierarchy	See comment on HIER1-3 above.	No change required
Hierarchy	All	HIER1-5	211	Failure to recognise taxis as part of the hierarchy	Taxis are a form of public transport.	No change required.

Chapter 8 - Planning for Sustainable Living

Parking standards

Category	Issue	Ref	Submission no.	Summary	Comment	Response
Planning	Parking	PLAN2-1	135, 134, 185, 192	Parking restrictions [set out in Measure LU 4] are opposed, particularly in Town Centres and Dublin City Centre. Restrictions in central areas may make peripheral areas more attractive for development and lead to stagnation in central areas.	<p>The control of parking is a key measure in managing the demand for car travel. The maximum parking standards included in Measure LU 4 seek restriction of parking at new developments that are likely to attract many people, on a region wide basis. This should encourage the location of these developments in town centres and areas with good public transport accessibility.</p> <p>The Authority is in the process of producing more detailed location specific guidance on parking. This will address specific issues raised in consultation.</p>	No change required
Planning	Parking	PLAN2-2	79, 148, 162, 175, 197	Parking, if restricted, should only be restricted where alternatives exist and standards should reflect public transport accessibility	See PLAN2-1 above	Amend start of Section 8.5 to include text in bold, as follows 'The supply and management of parking at a destination is a key mechanism by which development can be encouraged to locate in the most appropriate areas from a sustainable transport point of view. The use of floor space thresholds above which the standards apply enables flexibility for small- medium scale developments – particularly those that generate

Category	Issue	Ref	Submission no.	Summary	Comment	Response
						<p>local employment – to occur in areas which are not as well served by public transport and not as accessible by walking and cycling. These standards are a positive measure to promote proper and sustainable development in the right locations.</p> <p>The application of maximum parking standards is also central to the management of transport demand.</p>
Planning	Parking	PLAN2-3	130, 185, 186	Area wide parking caps cause concern, especially at Dublin Airport	These caps would only apply where the highest intensity of development occurs. There is a need to clarify that in such circumstances, good quality public transport alternatives should be made available. See PLAN2-1 above	At end of Measure LU4, bullet point 4, insert “ where good quality public transport alternatives are available ”
Planning	Parking	PLAN2-4	192, 134	Maximum parking standards are both supported and opposed	See PLAN2-1 above	No change required
Planning	Parking	PLAN2-5	131	Electric vehicles should be considered in Parking Standards	This is a matter for local authorities – they may wish to mandate a minimum percentage of parking spaces for electric vehicles in their development plan parking standards.	No change required
Planning	Parking	PLAN2-6	86, 130, 134	Car-dependent businesses / land uses should be considered.	The parking standards included in the Strategy for new developments will not affect parking spaces already in place, used by existing businesses. The parking standards set out in the Strategy relate to specific land uses that need not be car dependent, providing they are appropriately located.	No change required

Category	Issue	Ref	Submission no.	Summary	Comment	Response
Planning	Parking	PLAN2-7	117	Parking policy for Powered Two wheelers (motorbikes) should be considered	This is a matter for local authorities – they may wish to mandate a minimum percentage of parking spaces for motorbikes in their development plan parking standards.	No change required

Planning Policy

Category	Issue	Number	Submission no.	Summary	Comment	Response
Planning	Policy	PLAN3-1	72, 160, 181	Seek better integration of land use and transport.	The Measures in Chapter 8 seeks to do this	No change required.
Planning	Policy	PLAN3-2	72	Should consider finger-type expansion (as in Copenhagen)	This approach has been adopted in forecasting the distribution of population growth, whilst seeking to remain consistent with the settlement policies set out in the Regional Planning Guidelines for the Greater Dublin Area.	No change required
Planning	Policy	PLAN3-3	158	Avoid motorway based development	Measure LU3 seeks to limit development that would give rise to local traffic on the national road network. This should be emphasised by a specific reference to Motorways. Measure ROAD 5 seeks to prevent inappropriate development to protect the role of the strategic road network.	Add “including motorways” into final point in Measure LU3 after “national roads”
Planning	Policy	PLAN3-4	199	Development should decrease in density as one moves away from the centre	This approach is supported in Measure LU3, which seeks to increase development densities in Dublin City and at rail stations in Designated Towns and District centres, as well as in infill areas in centres.	No change required.
Planning	Policy	PLAN3-5	199	Maintain green belts	This is a matter for the Regional Planning Guidelines and local authority development plans.	No change required
Planning	Policy	PLAN3-6	175	Large district centres should not always look to towns for services and transport - there is a mismatch between the	It is proposed to amend Strategy text in Chapter 8 to acknowledge that certain larger district centres provide a wider range of services.	In Chapter 8, Page 3 2 nd paragraph, remove the word “smaller” from 5 th line. On 11 th line of this paragraph, replace “larger towns may have a wider level of service” with “some

Category	Issue	Number	Submission no.	Summary	Comment	Response
				strategy and the RPGs		larger Designated Districts constitute major population and employment centres and provide a wider range of services to those living within their catchment.”
Planning	Policy	PLAN3-7	170	Strategy should acknowledge importance of linkages within the polycentric gateway as in RPG (particularly within Metropolitan Swords, Blanchardstown, Tallaght and Sandyford)	Several Strategy measures address this, including BUS 6, RAIL 7, RAIL 8 and RAIL 9.	No change required.
Planning	Policy	PLAN3-8	161	Concern over increased densities due to vagueness of policies	No specific densities are stated in the Strategy, although the minimum residential densities set out in the DoEHLG Residential Density Guidelines, should be noted.	No change required.
Planning	Policy	PLAN3-9	162	Development will always be driven by needs other than transport	Noted. RPGs and local authority development plans address the wider issues.	No change required.
Planning	Policy	PLAN3-10	167	Concern that the Draft Strategy will continue to allow traditional housing policy to continue	Noted. This is a matter for the RPG and LAs. The preferred approach is clear in the Strategy measures set out in Chapter 8.	No change required
Planning	Policy	PLAN3-12	161	Concern that any push for higher densities will stall development	Higher residential densities are essential to ensure that good quality public transport services have sufficient patronage for viable operations. This approach is consistent with the Regional Planning Guidelines. The Strategy also seeks that existing Government guidance on densities should be adhered to.	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
Planning	Policy	PLAN3-14	149,175,180	Clarification of "Transport Plans" is required	It is proposed to amend the Strategy text to clarify the need for Transport Plans.	Chapter 8, Page 10, replace 2 nd last paragraph with 'Transport planning, for each of the Designated Towns and Designated Districts, is an integral part of the preparation of local authority Development Plans and Local Area Plans. As part of this process, it is recommended that these plans are made in consultation with the Authority and address the implementation of the relevant measures contained in the Strategy.'
Planning	Policy	PLAN3-15	147	Role of Economic Corridors not highlighted	It is proposed to clarify that employment distribution took into account the RPG policy on Economic Corridors when distributing employment growth up to 2030.	Chapter 8, Page 4, add new paragraph immediately before LU1 as follows: "In terms of employment distribution, the Strategy takes into account the RPG and Local Authority policies of developing in certain areas along "Economic Corridors" served by public transport. These primarily comprise the City Centre and the Designated Towns but in some instances other areas are also included such as Cherrywood, Sandyford, City West, and other areas along the Naas Road (Luas) and Metro North corridors"
Planning	Policy	PLAN3-18	147	Importance of Planning Policies in achieving strategy objectives should be highlighted	Agreed. Chapter 8 emphasises this point.	No change required.

Category	Issue	Number	Submission no.	Summary	Comment	Response
Planning	Policy	PLAN3-19	147	Requires greater consistency with the County and City Development Plans including Dublin City Council	The Strategy was developed in full consultation with all the GDA Local Authorities. The Strategy, was developed to be consistent with the Regional Planning Guidelines for the GDA, and local authority development plans will also be developed to be consistent with the RPGs.	No change required.
Planning	Policy	PLAN3-20	119,181	Supports overall principles	Noted.	No change required.
Planning	Policy	PLAN3-22	76	Large towns should become employment centres to reduce commuting	Noted and agreed.	No change required.
Planning	Policy	PLAN3-23	191	Colleges and Universities should be overlaid onto District and Town centre model	The Strategy acknowledges the importance of Colleges as major trip attractors (Ch 8, P.12). However, the range of services and land uses within a college campus does not fit into the definition of “centre” or “settlement” and their inclusion would therefore not be appropriate.	No change required.
Planning	Policy	PLAN3-24	180	Text changes suggested for Rail Based Development Areas section to inter alia, include Blackrock and Cherrywood as inner suburbs	This should be addressed - Cherrywood is to be included but as an Outer Suburb due to its peripherality. It may be inside the M50 but it is not an Inner Suburb as envisaged by this categorisation. Blackrock is not to be mentioned as it is not considered a major potential growth area.	Chapter 8 Page 9, Rail based development areas: Outer Suburban Nodes – 1 st line, delete “outside the M50”. Inner Suburban Nodes – Replace 1 st line with ‘These Areas are generally located outside the Canal ring, inside the M50 on existing heavy rail lines’ . 2 nd line, insert text in bold ‘Such nodes have existing social, community and commercial infrastructure and are

Category	Issue	Number	Submission no.	Summary	Comment	Response
						ideally suited for regeneration and significant intensification of a mixed use nature with an emphasis on residential. In addition, add Cherrywood as an example in the 2 nd line of “Outer Suburban Nodes”
Planning	Policy	PLAN3-25	195	All town centres and district centres should be designated as per the RPGs	The Strategy settlement category nomenclature is used to simplify, but not change, the RPG categories.	No change required
Planning	Policy	PLAN3-26	205	Clarify “all development areas” in LU3, Point 3 (3)	This should be addressed.	Remove the word “development” from the statement
Planning	Policy	OTH 1-63	210	Strategy should include the sustainable siting and location for school facilities	Agreed	Reword Measure LU2 1 st bullet to read “Local services such as convenience stores, doctors’ surgeries, and schools are located...”

Planning Process

Category	Issue	Number	Submission no.	Summary	Comment	Response
Planning	Process	PLAN4-1	72	Chapter 8 should refer to what development is permissible	The NTA planning policy is clear from the Chapter 8 and it is by these principles that the Authority will work within the planning process in order to promote sustainable development from a transport perspective. However the Authority has no remit beyond that prescribed in legislation. As such, the matter of what is or is not permissible is one for the Local Authorities	No change required.
Planning	Process	PLAN4-2	79	Employers should be incentivised to provide end user facilities for cyclists	The Authority will continue to work through the Smarter Travel Workplaces scheme with employers to provide facilities and to bring about a culture of walking and cycling through the travel planning mechanism. This has been very successful in recent years and it is intended to continue this approach	No change required.
Planning	Process	PLAN4-3	94	Incentivise public transport based development including using the development levy system and rates	Whereas incentives to develop in areas with good public transport accessibility may be appropriate, it would require changes to planning legislation and is outside the remit of this Strategy.	No change required.
Planning	Process	PLAN4-4	130	There is a need to provide sites adjacent/proximate to existing established centres which can deliver retail stores of a sufficient	This is covered under Measure LU2, point 1, and Measure LU3, points 4 and 5	No change required.

				size both in terms of the physical layout and the infrastructure required to service same.		
Planning	Process	PLAN4-5	130	Deliveries must be considered when zoning land for retail.	Covered in Measure LU2, 5 th bullet point, and in Measure FRT 3.	No change required
Planning	Process	PLAN4-6	130	Strategy should recommend retail is considered in zoning of public transport accessible lands.	As PLAN4-4.	No change required.
Planning	Process	PLAN4-7	155	Strategy should state that bad planning decisions will be challenged	The Authority will engage in the planning system as it considers appropriate, to seek consistency of planning decisions with the policies and measures set out in the Strategy.	No change required.
Planning	Process	PLAN4-8	174	Include new measure that all town centres and district centres have a range of services	As PLAN4-4.	No change required.
Planning	Process	PLAN4-9	205	Clarify the nature of possible solutions constraints on development in established suburban areas identified in Chapter 8 Page 9.	The constraints referred to relate to fragmentary ownership patterns, the low density nature of existing development and the car-oriented layout of these areas. It is the role of local authorities to identify possible solutions on a case by case basis in the preparation of Development Plans and Local Area Plans, consistent with the measures set out in this Strategy	No change required

Location specific issues

Category	Issue	Number	Submission no.	Summary	Comment	Response
Planning	Specific	PLAN5-2	146, 180	Use Sandyford as a “Sustainable Economic Cluster” and focus more on the area	Addressed under point PLAN3-15.	See PLAN3-15.
Planning	Specific	PLAN5-3	149	Concern that assumptions will maintain unsustainable employment profile in Meath	This comment relates to the jobs to population ratio and is addressed under point PLAN3-17	No change required.
Planning	Specific	PLAN5-4	149	Ashbourne, Dunboyne and Kells should feature in future employment growth distribution.	Employment growth is assumed in these locations, but they are not the focus of large scale employment growth as they are not RPG Large Growth Towns.	No change required.
Planning	Specific	PLAN5-5	149, 164	Drogheda should be included in Strategy maps.	Most of Drogheda is outside the GDA, however since southern suburbs of Drogheda are in Meath, it is appropriate to include it.	Include Drogheda in all GDA maps.
Planning	Specific	PLAN5-6	162	Porterstown is not regarded as a major development area.	Although it is appropriate to develop at higher intensities around rail interchange points, including employment uses, it is acknowledged that Porterstown is not an RPG Metropolitan Consolidation Town, and as such it should not be included as an example of a town centre under “Rail Based Development Areas” (Chapter 8 page 9).	Remove Porterstown from “Town Centres” example in Chapter 8 page 9.
Planning	Specific	PLAN5-7	171	“Travel within Dublin City” should be considered in a separate category within Section 8.4	This was considered during the preparation of the Strategy but it was not considered necessary as the principles applying to Dublin City	No change required.

Category	Issue	Number	Submission no.	Summary	Comment	Response
					(centre), are already set out in the "Travel within Designated Towns and Designated Districts" sub-section and in Measures LU2 and LU3.	
Planning	Specific	PLAN5-8	173	Swords town centre should be developed with Metro North	This is a matter for Fingal County Council, through the development plan process.	No change required.
Planning	Specific	PLAN5-9	174, 180	Include Measure LU5 to include the prioritisation of development within Designated Districts served by existing rail network such as Cherrywood and to specifically speed up the development of Cherrywood	This is addressed in general terms in Measure LU3.	No change required.
Planning	Specific	PLAN5-10	174	Include new measure to remove infrastructural planning conditions for Clonburris SDZ.	Amendments to the SDZ are a matter for the Local Authority, An Bord Pleanála and the Minister for the Environment, Heritage and Local Government.	No change required.
Planning	Specific	PLAN5-11	189	Bremore Port should be considered.	The Strategy does not preclude the provision of Bremore Port, but it is outside the remit of the Strategy to recommend or decide upon port locations.	No change required.
Planning	Specific	PLAN5-12	197	Need to recognise historical constraints of the City Centre – especially Canal Bridges	The historical constraints in the region are acknowledged in the Strategy objective to "protect the built environment" and in the Strategic Environmental Assessment. Specific text will be added in relation to Dublin city.	Add a 4 th paragraph to section 7.4, 4 th "It is recognised that in constrained urban environments such as in parts of Dublin city, available road space is a scarce resource, with many historic streets and bridges requiring particular consideration in any proposal intervention. In such areas

Category	Issue	Number	Submission no.	Summary	Comment	Response
						there is a need for a careful and measured approach to be taken, that balances competing demands in a manner that seeks to deliver the optimal outcome.”
Planning	Specific	PLAN5-13	197	Implementation Plan needs to assess impact on the city	Noted.	No change required.
Planning	Specific	PLAN5-14	175	Welcome rail based transport. Where do Rathdrum and Arklow fit in to four Strategy settlement categories identified in Figure 8.1	Noted, the designation of Arklow and Rathdrum are consistent with the Regional Planning Guidelines.	No change required.
Planning	Specific	OTH 1-39	185	Regionally important leisure and tourism role of Dún Laoghaire Harbour needs to be acknowledged.	Noted. Many locations in the Greater Dublin Area have regionally important leisure and tourism roles. It is not necessary to list them all in the Strategy.	No change required.
Planning	Specific	OTH1-AA	197	Key national and regional role of Dublin city centre, in retail and commercial terms, should be recognised	Agreed.	Add to end of Section 8.3 “The Strategy recognises the need to protect the key role of Dublin City.”
Planning	Specific	OTH1-AB	197	Recognise role of car borne shopping in city centre economy	Agreed. Comment is made in context of proposed restrictions to through car traffic in the town centres section of the Chapter 9 – Walking and Cycling.	In Section 9.2, under Measure WCY1, add “Appropriate access to visitor car parking is required for those visiting Dublin city centre, Car borne shopping currently plays an important role in supporting the city centre economy.”

Chapter 9 – Walking and Cycling

Walking - 30 km/h limit

Category	Issue	Number	Submission no.	Summary	Comment	Response
Walking	30 km/h limit	WK1-1	137,146	Support targeted implementation of 30km/h limit	Noted. This is the approach taken in the Strategy (targeted at town centres, schools and residential areas).	No change required
Walking	30 km/h limit	WK1-2	146	30km/h for new schemes or on a phased basis on existing due to implementation cost considerations	The costs of additional signage and redesign of streets to accommodate lower speeds are more appropriately dealt with at the scheme-specific stage. Implementation is likely to be phased, but this should not alter the policy.	No change required
Walking	30 km/h limit	WK1-3	180	Suggest alternative speed limit of 35km/h for town centres and residential areas	The introduction of speed limit of 35 km/h would require a change in traffic regulations. The case for a small change such as this is not obvious.	No change required
Walking	30 km/h limit	RD3-1	13, 16, 17, 27, 30, 32, 62, 117, 204	Restrict or abandon 30 kph limit or lowering of limits - or provide evidence of need/benefits	Lower speed motor traffic has a significant impact on pedestrian and cyclist safety, and severity of accidents when they occur, and improve sense of security for pedestrians and cyclists as well as leading to reduced traffic noise levels. The exact locations and extents of any individual proposal will be assessed as part of each individual scheme proposal.	No change required
Walking	30 km/h limit	RD3-2	123, 127, 132, 155, 178	Support for 30 kph limit or lowering of limits	None.	No change required

Walking - General pedestrian issues

Category	Issue	Number	Submission no.	Summary	Comment	Response
Walking	General	WK2-1	44	Supports principle of "people movement"	Noted.	No change required
Walking	General	WK2-2	110, 121	Support the focus on sustainable transport	Noted.	No change required
Walking	General	WK2-3	100, 117, 121, 122, 123, 127, 147, 149, 180, 192	Support walk and cycle policy and identify further potential in this area.	Noted.	No change required
Walking	General	WK2-4	119	Walking measures must be fully integrated and taken account of in planning	Noted (see Strategy Chapter 8)	No change required
Walking	General	WK2-5	121, 147	Include ambitious targets for growth in walking and cycling and monitor performance	A mode share target for cycling of 10% by 2020 is included in the Department of Transport Smarter Travel document and National Cycle Policy Framework. This is an ambitious target, which the Strategy policies and measures seek to support. No specific targets for walking are proposed – in practice it may be difficult to set targets for this mode due to the short length of many walking trips, and the fact that walking is often one leg of a longer journey made by other modes (e.g. public transport). The forthcoming Integrated Implementation Plan will need to include indicators to monitor Strategy performance in relation to mode share.	Include monitoring of walking and cycling mode share in forthcoming Implementation Plan.
Walking	General	WK2-6	121	Measure WCY7 - Use existing Sli na Slainte routes and develop additional routes	Support for existing leisure walking routes should be noted in the Strategy.	In Measure WCY 7 1 st bullet, after "Support" add "existing leisure walking routes and..."

Category	Issue	Number	Submission no.	Summary	Comment	Response
Walking	General	WK2-7	121	Provide Real Time travel information for walking and cycling	An online journey planner is included in the Strategy (Measure WCY 9), which incorporates walk times. The inclusion of walk times on pedestrian signposts is worthy of consideration.	Revise Measure WCY 9 to read "...direction signage including walk times , for those travelling on foot to key destinations..."
Walking	General	WK2-8	128	Support universal design for all citizens	The walking measures in the Strategy (in particular WCY1 to WCY6) are intended to achieve this goal.	No change required
Walking	General	WK2-9	146	Measure WCY1 should be reword "...diverting through traffic onto suitable alternative routes"	Agreed	Insert " suitable " before "alternative routes" in Measure WCY 1
Walking	General	WK2-11	153	Needs of pedestrians and mobility impaired should be considered in early planning.	Measure WCY 8 is intended to achieve this goal.	No change required
Walking	General	WK2-12	154	Support GDA as walking cycling region	Noted. Measures in Chapter 9 are intended to provide this support.	No change required
Walking	General	WK2-13	154	More pedestrian/ cycling links linking populations away from roads.	Agreed. Chapter 9 seeks better links, in particular Measures WCY 8 and WCY 17	No change required
Walking	General	WK2-14	154	Support leisure cycle routes	See Measure WCY 13	No change required
Walking	General	WK2-15	168	Further curtailment of private cars is sought	Noted. Targeted restrictions are proposed (see Measure WCY 1)	No change required
Walking	General	WK2-16	168	Appraisal of infrastructure should be broadened to include social and environmental costs	The Department of Transport's Common Appraisal Framework for transport projects and programmes, and the Strategy appraisal process include assessment of social and environmental costs and benefits.	No change required

Walking – Improve pedestrian environment

Category	Issue	Number	Submission no.	Summary	Comment	Response
Walking	Pedestrian environment	WK3-1	20	Greater priority for pedestrians needed at signalised junctions.	Noted. The Strategy supports improved traffic signal priority in favour of walking (Measures WCY 6 and ROAD 4)	No change required
Walking	Pedestrian environment	WK3-2	20	More covered walkways should be provided.	This is a design issue for local authorities.	No change required
Walking	Pedestrian environment	WK3-3	42	Supports shared space and naked streets	Noted. Section 9.3 of the Strategy states that consideration will be given to provision of 'shared space' streets	No change required
Walking	Pedestrian environment	WK3-4	108, 109, 111, 112, 113, 114, 115	Support the reconfiguration of streets and traffic lights to allow more space & time for pedestrians and cyclists	Measures WCY 3, WCY 6 and WCY 12 support this aim.	No change required
Walking	Pedestrian environment	OTH 1-25	146	Need to balance removal of clutter with legal requirements for signage (Measure WCY 3)	Noted.	No change required
Walking	Pedestrian environment	WK3-5	128, 132, 135	Pedestrian environment should be accessible, user friendly/ improve public realm	Noted. Chapter 9 Measures support this aim	No change required
Walking	Pedestrian environment	WK3-6	128, 132, 135, 153	Larger and well maintained footpaths free of barriers/obstructions are needed.	Noted. Measure WCY 5 supports this aim.	No change required
Walking	Pedestrian environment	WK3-7	128, 153	All road crossings should incorporate dropped kerbs/ path gradients/ appropriate design	Measure WCY 6 addresses these points	No change required
Walking	Pedestrian environment	WK3-8	135	Support pedestrian loops for circulation of shoppers	This is a scheme specific design issue for local authorities	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
Walking	Pedestrian environment	WK3-9	135,168	Supports pedestrianisation of certain streets/redistribution of road space	Measures WCY1 to WCY 6 seek to redistribute street space to pedestrians. Specific pedestrianisation schemes are a matter for local authorities.	No change required
Walking	Pedestrian environment	WK3-10	135	Pedestrianise city centre core	See WK3-9 above	No change required
Walking	Pedestrian environment	WK3-11	137	Measure WCY 5 public lighting should be included	Agreed	Revise 1 st bullet point of Measure WCY 5 to read "The provision of adequately lit footpaths..."
Walking	Pedestrian environment	WK3-12	137	Provide standard footpath width on access roads (WCY 8)	This is a design issue, best addressed through design guidelines (either as part of forthcoming Manual for Streets or Walking Facilities Manual to be prepared by the Authority).	No change required
Walking	Pedestrian environment	WK3-13	146	Zebra crossings are not acceptable to the Gardai	Zebra crossings are permitted in traffic regulations.	No change required
Walking	Pedestrian environment	WK3-15	147	WCY10 supported (enforcement on footpaths)	Noted.	No change required
Walking	Pedestrian environment	WK3-16	153	Correct use of tactile markings is required.	Noted. See Measure WCY 6	No change required
Walking	Pedestrian environment	WK3-17	153	Provide audible signals at crossings	Agreed, where appropriate to do so.	Include " and audible signals at controlled crossing points where appropriate " after "tactile paving" in Measure WCY 6
Walking	Pedestrian environment	WK3-18	153	Provide an "all cross" opportunity for pedestrians	Acknowledged as possible solution in Section 9.4.2 (reference to diagonal crossings at junctions)	No change required
Walking	Pedestrian environment	WK3-19	153	Tactile signals needed at Zebra crossings	See Measure WCY 6	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
Walking	Pedestrian environment	WK3-20	208	Wheelchair and family friendly pedestrians island should be provided	Agreed	Add bullet point to Measure WCY 6 “Provision of wheelchair and buggy friendly pedestrian islands where islands are provided at crossing points”
Walking	Pedestrian environment	WK3-21	201	Provide longer signal times at crossings for older pedestrians	See Measure WCY 6 (4 th bullet point).	No change required
Walking	Pedestrian environment	WK3-22	153	Information regarding walking routes, destination signage etc. should be in clearly printed, well contrasted and in plain English, with pictorial additions where possible.	Noted. Walking sign design is currently an issue for local authorities and the Department of Transport’s Traffic Signs Manual. The Authority’s forthcoming on-line journey planner will be accessible to visually impaired.	No change required
Walking	Pedestrian environment	WK3-23	153	No footpath/cycle path sharing should be permitted	In certain limited circumstances, this may be necessary due to space constraints. This is a design matter addressed in the Authority’s Cycle Manual.	No change required
Walking	Pedestrian environment	WK3-24	188	Include diagonal pedestrian crossings.	See WK3-18 above	No change required
Walking	Pedestrian environment	WK3-25	199	Consideration of safe crossing facilities everywhere	Measure WCY 6 aims to improve pedestrian crossing facilities throughout the Greater Dublin Area.	No change required

Walking – Specific pedestrian measures

Category	Issue	Number	Submission no.	Summary	Comment	Response
Walking	Specific measures	WK4-1	20	Importance of city centre environment for pedestrian movement	Noted, this is reflected in WCY1 which states that once in the city centre or a town centre, people movement needs to take priority over vehicle movement.	No change required
Walking	Specific measures	WK4-2	135	Civic Plaza sought at College Green	The general principle of the full pedestrianisation of a street or group of streets where there is likely to be significant all day pedestrian activity is stated in the draft Strategy (Section 9.2). The provision of a civic plaza at College Green is a matter for the local authority.	No change required
Walking	Specific measures	WK4-3	137	Upgrade Royal Canal walkway between Maynooth and Kilcock (Measure WCY 7)	Measure WCY 7 supports the provision of additional leisure walking routes along river and canal corridors and in the countryside together with provision of facilities for leisure walkers. The improvement of the Royal Canal walkway is a matter for the local authority and Waterways Ireland.	No change required
Walking	Specific measures	WK4-4	171	Three proposed docklands pedestrian bridges should be considered in Strategy or subsequent Dublin city transport plans.	In principle, improved walking linkages are supported by the Strategy (Measure WCY 7). The need to provide new pedestrian bridges to improve links in certain areas will be acknowledged.	After Measure WCY 8 2 nd bullet point add: “including new pedestrian bridges where appropriate”
Walking	Specific measures	WK4-5	175	Support coastal route from South Dublin along the Wicklow Coast	Measure WCY 7 supports the provision of additional leisure walking routes along river and canal corridors and in the countryside together with provision of facilities for leisure walkers. The provision of a coastal route from South Dublin along the Wicklow Coast is a matter for local authorities.	No change required
Walking	Specific measures	WK4-6	195	Better walking/ cycling provision in Kildare	Noted. The measures in Chapter 9 support better walking and cycling provision throughout the	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
					Greater Dublin Area.	
Walking	Specific measures	WK4-7	201	Pedestrian safety on rural roads is a concern.	Agreed.	Amend Measure WCY5 to include an additional bullet point after 1 st bullet, to read “The provision of footpaths alongside roads in rural areas where pedestrian safety is a concern, subject to pedestrian demand.”

Walking - Weather

Category	Issue	Number	Submission no.	Summary	Comment	Response
Walking	Weather	WK5-1	194, 199, 201	Consideration of winter conditions on walking policies / consider all conditions/ consider measures to clear footpaths in poor weather.	This has been a significant concern in recent winters. It is largely a funding and resource issue and can be addressed further in the other plans to follow this Strategy.	Np change proposed.

Cycling - Policy

Category	Issue	Number	Submission no.	Summary	Comment	Response
Cycling	Policy	CYC1-1	28	Cycling not an option for office workers (facilities not provided)	While cycling may not be a solution for some office workers, a significant percentage of people commute to work especially over shorter distances. Facilities such as showers at workplace will support cycle commuting and Measure WCY 16 refers to “supporting facilities” for cyclists – examples are given in supporting text.	No change required
Cycling	Policy	CYC1-2	62	Cyclists should be licensed	There appear to be few obvious benefits to this proposal. Any obligation for cyclists to be licensed is likely to act as a serious disincentive to cycling, contrary to Strategy policies.	No change required
Cycling	Policy	CYC1-3	96, 97, 98, 105, 108, 109, 110, 112,113,114, 123, 182	Support for National Cycle Policy Framework must be at heart of any strategy	Agreed, this is reflected throughout Chapter 9 of the Draft Strategy.	No change required
Cycling	Policy	CYC1-4	96, 97, 98, 100, 105, 122, 171, 182, 192	Support Strategy cycle policies	Noted.	No change required
Cycling	Policy	CYC1-5	105, 146	Greater integration of local government agencies and more inter county cooperation on cycle routes required.	Agreed.	Amend WCY 11 to include an additional bullet point: “Seek cooperation of Local Authorities and other relevant agencies in taking an integrated approach to cycle network implementation”

Category	Issue	Number	Submission no.	Summary	Comment	Response
Cycling	Policy	CYC1-6	108, 109, 112, 113, 114, 115	Sustainable modes must be prioritised/ cycle lanes needed.	The measures in Chapter 9 seek this, including provision of cycle lanes where required.	No change required
Cycling	Policy	CYC1-7	117	Cycle policy should include powered two wheelers	The role of powered two wheelers will be dealt with in the Roads section (Chapter 11)	No change required
Cycling	Policy	CYC1-8	119,121	Cycle measures must be fully integrated into physical planning.	Agreed, WCY 17 covers the integration of cycling into physical planning.	No change required
Cycling	Policy	CYC1-9	147	Strategic cycle network should be specified in Strategy	Measure WCY 11 deals with principles in relation to improving the cycling environment in areas where there is greatest potential for trips in cycle distance range and WCY 13 addresses leisure cycle routes. The Strategic network will be elaborated upon in the forthcoming Integrated Implementation Plan	No change required
Cycling	Policy	CYC1-10	151	There should be less focus on cycling as it is unsuitable for suburban based shoppers/commuters	The Strategy envisages that cycling will have a growing role to play in transporting people in the Greater Dublin Area, including many suburban areas.	No change required
Cycling	Policy	CYC1-11	152	Cycling no solution to transport problem	There has been a significant increase in cycling in Dublin city in recent years. The Authority envisages that cycling will have a growing role to play in transporting people in the Greater Dublin Area.	No change required
Cycling	Policy	CYC1-12	155	Supports WCY12	Noted	No change required
Cycling	Policy	CYC1-13	155	Strategy should support bike week, car free day, etc.	Measures, such as bike week, which promote cycling are	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
					supported by the Authority (Measure WCY19). However, it would not be appropriate to include specific events in a 20 year Strategy.	
Cycling	Policy	CYC1-14	168	Local authorities need to move to a "system oriented approach"	Noted.	No change required
Cycling	Policy	CYC1-15	168	Account should be taken of user needs, with high quality data informing policy, and sufficient budgets and formal partnerships	Noted. The Strategy measures seek to take into account user needs. In relation to partnerships, see proposed amendment to Measure WCY11 under comment CYC1-5 above.	See CYC1-5
Cycling	Policy	CYC1-16	168	Strong political commitment is necessary to ensure prioritisation and implementation of measures identified	Noted	No change required
Cycling	Policy	CYC1-17	210	Cycling on school curriculum opposed - too much pressure on curriculum.	The National Cycle Policy Framework provides that cycling education and training should be part of the school curriculum for all primary and secondary levels in the Greater Dublin Area by 2020.	No change required
Cycling	Policy	CYC1-18	121	Supports information on health in relation to walking & cycling	Noted. This could be included in cycling information or promotional campaigns undertaken in keeping WCY 19	No change required
Cycling	Policy	CYC1-19	147	Include trip lengths for cyclists to help policy measures	See CYC1-18 above	No change required

Cycling - Infrastructure

Category	Issue	Number	Submission no.	Summary	Comment	Response
Cycle	Infrastructure	CYC2-1	4, 88	Support for dedicated off street cycle network/ Dodder Route/ parks.	Noted, Measure WCY13 seeks the provision of leisure/off street cycle routes, including a Dodder route and cycling through parks.	No change required
Cycle	Infrastructure	CYC2-2	58	Provide for cyclists when designing Luas.	Where practical, and subject to space constraints, providing for cyclists alongside certain Luas corridors is supported by the Authority. This should also apply to bus lanes.	At the end of Measure WCY 12, add a final bullet point “Subject to feasibility and space constraints, the provision of cycle lanes alongside bus lanes and certain light rail corridors where this would form a useful addition to the cycle network”
Cycle	Infrastructure	CYC2-3	78	Issue with gates on Firhouse to Templeogue cycle paths	This is a design matter and is an issue for the local authority.	No change required
Cycle	Infrastructure	CYC2-4	105	Importance of cycle routes in areas traversed by national roads (Phibsborough).	Agreed. Areas on the approach to Dublin city centre (such as Phibsborough) are targeted for measures to improve the cycling environment (see Measure WCY11).	No change required
Cycle	Infrastructure	CYC2-5	115	Locating on-street parking areas in cycle lanes should be halted	There is a need to balance the needs of cycling with the needs of commercial premises in the city and town centres and in some cases this will mean parking is allowed at certain times in certain cycle lanes.	No change required
Cycle	Infrastructure	CYC2-6	117	Oppose cycle contraflows	The introduction of contra-flow	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
					cycle facilities on an urban one way system can significantly improve directness of cycle routes. The National Cycle Manual provides for contra-flow cycle lanes in certain circumstances.	
Cycle	Infrastructure	CYC2-7	135/199	Cycle parks/off street cycle parking should be provided, with CCTV.	Agreed, provision of off street public cycle parking may be appropriate in certain circumstances.	In Measure WCY15, 2 nd bullet point, after "Secure sheltered on-street" add " or public off-street "
Cycle	Infrastructure	CYC2-8	137	Support Royal Canal cycle route/ Galway Dublin cycle route.	See Measure WCY 13.	No change required
Cycle	Infrastructure	CYC2-10	146	Consider cross links also i.e. Dun Laoghaire to Tallaght, Swords to the city, Blanchardstown to Swords, Sandyford to Sutton could be extended between Bray and Balbriggan.	WCY 11 emphasises the need to target measures to improve the cycling environment at areas where there is greatest potential to trips in the cycling distance range.	No change required
Cycle	Infrastructure	CYC2-11	155	Include Dutch innovations such as cycle priority on residential streets.	This is dealt with in the National Cycle Manual.	No change required
Cycle	Infrastructure	CYC2-12	168	Provide bicycle-friendly infrastructure.	See Measures in Chapter 9.	No change required
Cycle	Infrastructure	CYC2-13	171	Welcomes inclusion of Sutton to Sandycove route.	Noted.	No change required
Cycle	Infrastructure	CYC2-14	188	Provide Liffey side segregated cycle way	Although not specified in the Strategy, the 2 nd paragraph of Section 9.5.2 supports riverside cycle routes in principle.	No change required
Cycle	Infrastructure	CYC2-15	195	Better cycle provision needed in	The Measures in Chapter 9	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
				Kildare	apply throughout the GDA.	
Cycle	Infrastructure	CYC2-16	197	Secure covered bike parking is required.	See Measure WCY16.	No change required
Cycle	Infrastructure	CYC2-9	137	Transport of bikes included as an objective	Agreed, for certain rail services. See text preceding Measure INT 5 in Section 10.5.5	No change required
Cycle	Infrastructure	PT7-1	9	Support for front mounted cycle carriers on buses	This is likely to be inappropriate for many scheduled bus services operating in the Greater Dublin Area, for safety reasons and because of the delays it would impose on bus services. It may be appropriate on certain Intercity buses for example, but it is not considered that a general Strategy policy in this regard would be useful.	No change required.

Cycling - Bike rental schemes

Category	Issue	Number	Submission no.	Summary	Comment	Response
Cycle	Bike rental	CYC3-1	4, 88, 91, 135, 147, 171	Supports Dublin bike scheme/ support extension of bike scheme/ could be strengthened/ extension to Docklands	Measure WCY14 supports the expansion of the city centre cycle hire scheme, and the consideration of schemes in other town centres where shorter trips are common.	No change required

Cycling - Legal and safety including training

Category	Issue	Number	Submission no.	Summary	Comment	Response
Cycling	Legal/safety/training	CYC4-1	36, 135	Need to address safety and security issues for cyclists	Measures WCY1, WCY2, WCY4, WCY 11 and WCY 12 all seek improvements to the cycling environment intended to enhance cyclist safety. Measure WCY 20 supports enforcement of traffic regulations that support cyclist safety. Measure WCY 15 and WCY 16 seeks provision of secure cycle parking. Measure WCY 18 seeks cycle training for schoolchildren and for adults.	No change required
Cycling	Legal/safety/training	CYC4-2	105	Resources should be concentrated on cycle facilities, safety, education & robust implementation, rather than on Bike to Work Scheme.	The Bike to Work scheme is a matter for the Department of Finance	No change required
Cycling	Legal/safety/training	CYC4-4	155	Supports emphasis on cycle training, but should also include driver training to boost consideration of cyclists	Noted	Add bullet at end of WCY 18: “Support driver training to encourage consideration of cyclists”
Cycling	Legal/safety/training	CYC4-5	168	Need to reverse legislation on mandatory use of cycle paths	The National Cycle Policy Framework includes a policy to revoke the Statutory Instrument that requires cyclists to use cycle tracks where they are provided. The objectives of the National Cycle Policy Framework are fully supported by the Strategy.	No change required
Cycling	Legal/safety/training	CYC4-6	146	WCY20 needs strengthening	The Authority is not responsible for enforcement of traffic regulations. However, it will support the responsible authorities in enforcing traffic regulations relating to cycling.	No change required

Chapter 10 – Public Transport

General

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public Transport	General	PT23-1	89	Projects with greatest strategic importance in increasing use of public transport should be prioritised	Noted. This is a matter for the Integrated Implementation Plan	No change required
Public Transport	General	PT23-2	13	Public transport is not an option for most people outside of Dublin	Whilst the Strategy seeks to dramatically improve public transport, including in areas outside Dublin city, it is accepted that many more remote areas will have poorer access to good public transport. Measures such as better management of road traffic to minimise delays and improve journey reliability (Measure ROAD 5) and provision of Park and Ride facilities (Measure INT 5) are proposed in this regard.	No change required
Public Transport	General	PT23-3	25	Inadequacy of public transport services in Boyle, Roscommon	Outside the geographical area covered by the Greater Dublin Area Strategy	No change required
Public Transport	General	PT23-4	28	The public transport network is inadequate and poorly designed.	The measures in Chapter 10 of the Strategy seek to address this matter.	No change required
Public Transport	General	PT23-5	29	Need for 24 hour public transport service	Public transport services will be provided to meet demand – see Measure BUS1	No change required
Public Transport	General	PT23-6	30	Bus should provide basis for public transport provision in most of GDA	Section 10.2.1 notes that over the lifetime of the Strategy, bus will continue to be the predominant public transport mode in terms of network coverage throughout the Greater Dublin Area.	No change required
Public Transport	General	PT23-7	34, 42, 44, 93, 195	Improvements to public transport system needed/Inadequate public transport and inefficient bus services	The measures in Chapter 10 of the Strategy seek to address this matter.	No change required
Public	General	PT23-8	50	Overcrowding on train services/ bus	Measure BUS 10 and RAIL 15 seek to tailor	No change

Category	Issue	Number	Submission no.	Summary	Comment	Response
Transport				services is a serious issue	provision of public transport fleet to passenger demand.	required
Public Transport	General	PT23-9	50	Issues with use of UK plans.	This Strategy has been tailored to address the transport needs of the Greater Dublin Area.	No change required
Public Transport	General	PT23-10	50	Cannot restrict car use until public transport is improved	The measures in Chapter 10 of the Strategy seek to improve public transport.	No change required
Public Transport	General	PT23-11	69	Support for community car schemes, pooling and voluntary drivers	Community transport is included in TC4. Schemes such as car clubs are included in Measure TDM 4	No change required
Public Transport	General	PT23-12	83	No mention of positive role of privatisation of public transport	The manner of procurement of public transport services is not a strategic transport planning matter	No change required
Public Transport	General	PT23-13	87	Support increased investment in public transport	Noted.	No change required
Public Transport	General	PT23-14	87	Improved access to public transport network can be gained through improved permeability.	Noted and addressed under Measure LU2	No change required
Public Transport	General	PT23-15	92, 182	Supports Strategy	Noted	No change required
Public Transport	General	PT23-16	93	Merge all transport companies	The management of public transport companies is not a strategic transport planning matter	No change required
Public Transport	General	PT23-17	94, 181	Improve consultation on public transport infrastructure/ route changes	Noted. In relation to infrastructural schemes, extensive public and stakeholder consultation already takes place in areas affected by infrastructural schemes. Consultation also takes place with those affected by substantial bus route changes. No additional measures are proposed in the Strategy.	No change required
Public Transport	General	PT23-18	93	Buses leading to city centre and around city, rail in city centre.	The Strategy broadly supports this approach. The measures in Chapter 10 seek a radically improved rail network, which would reduce the need for buses in the city centre area, whilst their role would be maintained in many suburbs and outer areas of the Greater Dublin Area.	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public Transport	General	PT23-19	104	There are limited out of peak hour services	The Strategy ambition, subject to funding availability, is that public transport services will be provided to meet demand – see Measure BUS1	No change required
Public Transport	General	PT23-20	119	Public transport measures detail should be left to implementation plan	The details of which public transport measures will be implemented in the first 6 years of the Strategy period will be left to the Integrated Implementation Plan	No change required
Public Transport	General	PT23-21	132	Encourage and enforce better behaviour on public transport	Addressed under Measure INT6	No change required
Public Transport	General	PT23-22	139	Focus on existing transport infrastructure shortcomings to address current public transport system	The Strategy does seek to enhance existing infrastructural assets (including roads, existing QBCs and suburban rail corridors).	No change required
Public Transport	General	PT23-23	142	Current public transport system is unsuited to GDA polycentric form	Noted and addressed in the strategy (see Measures BUS 1 to BUS 5 in particular).	No change required
Public Transport	General	PT23-24	146	Improve level of public transport services for long distance commuter	The Strategy recommends minimum levels of rail and bus services to key Hinterland towns (Measures BUS 5 and RAIL 6).	No change required
Public Transport	General	PT23-25	147	What is evidence basis for selection of modes	Selection of schemes was made following appraisal of Strategy options (see Chapter 6 of the draft Strategy), taking into account modelling work undertaken by the Strategy team, and subsequent analysis of demand, outline cost, and degree to which a scheme was likely to contribute to meeting key Strategy objectives. Additional text proposed.	Additional text on modelling in Section 6.9 and Chapter 12.
Public Transport	General	PT23-26	147	To what extent is selection of a scheme or the mode choice dependent on supporting policies such as land use or introduction of travel demand management?	The draft Strategy makes clear that its success is dependent on these supporting policies for it to be successful.	No change required
Public Transport	General	PT23-27	147	Fleet replacements needs to be addressed	An operational matter. Covered by BUS10 and RAIL 15	No change required
Public	General	PT23-28	147	Large amount of orbital trips not	Metro West (Measure RAIL 7) and Orbital QBCs	No change

Category	Issue	Number	Submission no.	Summary	Comment	Response
Transport				served by Strategy proposals	(see Measure BUS 6) serve orbital trips. It is not possible to provide public transport to serve every trip made in the Greater Dublin Area, especially where development densities are lower, and in more rural areas.	required
Public Transport	General	PT23-29	152	Swords and Airport should be linked to radial points and Luas networks	Metro North will interchange with Metro West, Luas Green and Red lines, DART and all buses in the city centre.	No change required
Public Transport	General	PT23-30	152	Modern technologies need to be endorsed in Strategy	They are supported by the Strategy – for example, real time passenger information, integrated ticketing (Smartcards), travel alerts, journey planner, on-board displays, electric vehicles	No change required
Public Transport	General	PT23-31	154	Strategy should examine third level colleges	The Strategy measures will provide much improved public transport access to many third level institutions	No change required
Public Transport	General	PT23-32	159	Public transport links to health, hospitals, retail, leisure as important as to work/education	The Strategy seeks to provide public transport links to major facilities, wherever feasible, and to locate such facilities in Dublin city centre and other town centres, where public transport will be focussed.	No change required
Public Transport	General	PT23-33	161	Over reliance on radial routes	Although orbital public transport routes are included in the Strategy, radial routes to Dublin city centre and other larger destinations in general have significantly higher levels of public transport demand.	No change required
Public Transport	General	PT23-34	164	No provision to protect public transport alignments (unlike roads)	The basis for protecting alignments derives from the development plan process. In the case of the two roads projects (Eastern Bypass and Leinster orbital Route) the rationale for protecting the corridor is that these projects are not envisaged for completion during the Strategy period.	No change required
Public Transport	General	PT23-35	168	Public transport services should be driven by demand and social policy	Noted. These factors were taken into consideration in developing the Strategy.	No change required
Public	General	PT23-36	180	Measure RAIL 14 overly restrictive -	Full priority at junctions or level crossings is	In RAIL 14

Category	Issue	Number	Submission no.	Summary	Comment	Response
Transport				should be caveated "to the extent practicable"	considered to be an essential requirement for heavy rail and Metro services. However amendment is proposed in respect of tram vehicles.	insert "(to the extent practicable)" in front of "tram vehicles"
Public Transport	General	PT23-37	181	Need timeline for delivery of major projects	Noted. This is a matter for the Integrated Implementation Plan	No change required
Public Transport	General	PT23-38	181	Need clear indication of sources of funding for major projects	Noted. This is a matter for the Integrated Implementation Plan	See new Section 1.4 and end of Section 2.3
Public Transport	General	PT23-39	181	Need to prioritise higher capacity modes on limited road space	Noted. The Strategy does include a hierarchy of transport users which favours those using higher capacity public transport modes over car users.	No change required
Public Transport	General	PT23-40	186	Support efficient and functioning PT network	Noted.	No change required
Public Transport	General	PT23-41	186	Consideration should be given to the choice of modes needed to support Airport	Noted	No change required
Public Transport	General	PT23-42	193	Customer experience should be more central to the Strategy	The Authority considers customer experience is a core element of the Strategy. The measures in Chapter 10, particularly those set out in Section 10.5 "Making public transport easier to use" are key in this regard.	No change required
Public Transport	General	PT23-43	197	Better Bicycle/ public transport Interchange	Provision for bicycle parking is included in Measure BUS 9 and Measure RAIL 16.	No change required
Public Transport	General	PT23-44	199	Against public transport for the sake of public transport	Noted. However the Strategy proposes those public transport measures considered necessary to meet objectives, and Smarter Travel targets.	No change required
Public Transport	General	PT23-45	202	Support overall Strategy objectives and approach	Noted.	No change required
Public	General	PT23-46	205	Chapter 10 should be included in	Noted	Amend the

Category	Issue	Number	Submission no.	Summary	Comment	Response
Transport				title page		title page by adding "Chapter 10".
Public Transport	General	PT23-47	201	Concerns over cut backs in Dublin Bus, Bus Eireann & HSE transport services	Noted. The Strategy is a long term plan for the period up to 2030.	No change required
Public Transport	General	PT23-48	146	Suggest inclusion of Measure such as: "The Authority will liaise with Local Authorities with a view to promoting identified economic centres and will seek to implement/improve public transport to these".	The measures in the Strategy, in particular those in Chapter 10 "Public Transport" seek to improve access to key centres identified in the Regional Planning Guidelines.	No change required
Public Transport	General	PT23-49	201	Improvements in accessibility to health services & further integration between health services & policy and transport services & policy is needed.	See Measure TC4 - "the Authority will work in partnership with agencies responsible for the provision of school and community transport...including the Department of Health/Health Services Executive to explore potential for improved services, better integration with scheduled public transport, and efficiency savings."	No change required
Public Transport	General	OTH 1-13	43	Use horses for public transport	Unlikely to reduce congestion in the manner that modern higher capacity public transport can.	No change required
Public Transport	General	OTH 1-41	193	Innovation can brought about by new public transport providers	Noted. The procurement of public transport services is not a matter for the Strategy	No change required
Public transport	General	PT12-2	7	Improve passenger environment	Noted and covered under Measure BUS 9, RAIL 16 and INT 6	No change required

Public transport general - areas served

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public Transport	Areas served	PT24-1	94	Improved public transport in South Docklands needed in advance of Luas.	Measure RAIL 10 seeks to extend the Lucan Luas/BRT to the south Docklands/Poolbeg area. Measure BUS 1 seeks regular reviews of the bus network, which will include review of services to the Docklands area.	No change required.
Public Transport	Areas served	PT24-2	101	Public transport gap in Dalkey environs	The potential for appropriate service changes or improvements can be considered in forthcoming bus network reviews (see Measure BUS 1).	No change required.
Public Transport	Areas served	PT24-3	137	There is a public transport deficit in Kilcock.	Kilcock is served by a hourly rail services in the peak travel period, as well as bus services to Dublin. The potential for appropriate bus service changes or improvements can be considered in forthcoming bus network reviews (see Measure BUS 1).	No change required
Public Transport	Areas served	PT24-4	139	Strategy should consider large population centres outside of GDA e.g. Drogheda	The remit of the Strategy is within the GDA. However in its public transport regulation role, network reviews will take place on a national basis, and public transport services for population centres outside the GDA will be considered in these reviews.	No change required.
Public Transport	Areas served	PT24-5	167	Co-ordination of services from Dublin region to Louth	See comment on issue PT23-4	No change required.
Public Transport	Areas served	PT24-6	183	Importance of public transport in Hinterland	The importance of public transport in the Hinterland has been addressed within the Strategy through the measures proposed in Chapter 10 of the draft Strategy.	No change required.

Public transport general - accessibility for mobility impaired and disabled people

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Accessible transport	PT1-1	21, 69, 128, 153, 208	Public transport should be wheelchair accessible/ more wheelchair accessible/friendly	Agreed. This is reflected in sub objective 1.2 of the draft Strategy which includes an objective of improving access for disadvantaged people (including physical access for mobility impaired people). Measure BUS 10 states that all vehicles on services procured by the Authority will be fully wheelchair accessible. This should be strengthened, in keeping with disability legislation and the Department of Transport Tourism and Sport’s sectoral response to this legislation.	Amend Measure BUS 10 to add “ Over time and in keeping with the Department of Transport, Tourism and Sport sectoral plan under the Disability Act 2005, the Authority will seek that large public transport vehicles will be predominately wheelchair accessible and incorporate facilities to assist people with mobility, sensory and cognitive impairments ”
Public transport	Accessible transport	PT1-2	179	Acknowledgement should be given to Community Transport having a continuing role in both rural and urban areas.	Noted (see Measure TC 4). Community transport can be provided anywhere in the region, but it is especially important in rural areas where other public transport options are less viable.	No change required
Public transport	Accessible transport	PT1-3	179	An additional Measure should be included in the Strategy with respect to the introduction of	This would require legislative change. It is outside the remit of this regional transport Strategy, and is a matter for the Department of Transport.	No change required.

Category	Issue	Number	Submission no.	Summary	Comment	Response
				appropriate licensing of Community Transport.		
Public transport	Accessible transport	PT1-4	69	Better planning for the specific needs of older people when designing transport infrastructure and routes.	This is addressed in Chapter 8 (walking) and Chapter 10 of the draft Strategy (particular Measures WCY 5, WCY 6, BUS 9, BUS 10, and RAIL 16).	No change required
Public transport	Accessible transport	PT1-5	69	Address needs of older people as articulated in the consultation on National Positive Aging Strategy	Comprehensive stakeholder and public consultation has been carried out at key stages during the development of the strategy, to help ensure that a strategy that meets desired objectives and addresses key issues is prepared. . This consultation included stakeholder groups representing older people. Needs identified in the GDA Strategy consultation overlap with the needs identify as part of the National Positive Aging Strategy consultation, and are addressed in the strategy measures set out in Chapter 9 (see walking section) and Chapter 10 (public transport, including taxi and community transport) of the draft Strategy.	No change required
Public transport	Accessible transport	PT1-6	69	Wheelchair accessible taxis should prioritise mobility impaired passengers	There are requirements for such taxis to particularly serve mobility impaired and disabled passengers.	No change required.
Public transport	Accessible transport	PT1-7	69	Enforcement of priority seats on public transport.	The Authority supports the principle of greater enforcement of priority seats on public transport. However, this is a matter for the individual public transport operator.	No change required.
Public transport	Accessible transport	PT1-8	206	Interchange and timings should consider mobility	Noted and agreed	No change required.

Category	Issue	Number	Submission no.	Summary	Comment	Response
				impaired		
Public transport	Accessible transport	PT1-9	139	Cost of wheelchair vehicles significant, need supporting infrastructure	Noted.	No change required
Public transport	Accessible transport	PT1-10	153	Uniformity of access to public transport services is essential in relation to disability.	Noted – see comment on issue PT1-1	See PT1-1 above.
Public Transport	Accessible transport	PT2-1	128	Ensure that all Dublin Bus fleet are wheelchair accessible by 2012.	Current fleet is already predominately wheelchair accessible and all new vehicles being purchased are fully wheelchair accessible.	No change required.
Public Transport	Accessible transport	PT2-2	128	Support legislation that only accessible bus operators get licence	Measure BUS 10 (as amended – see PT1-1) seeks that all licensed buses will, over time, be wheelchair accessible. In its sectoral plan under the Disability Act 2005, the Department of Transport Tourism and Sport envisages that by 2015 “practically all... vehicles to be used for stage carriage and rural services will be wheelchair accessible and incorporate facilities to assist people with mobility, sensory and cognitive impairments.”	See PT1 -1
Public Transport	Accessible transport	PT2-3	21, 128	Buses should accommodate more than one buggy/ wheelchair at a time.	Measure BUS 10 states that the Authority will seek the procurement of bus vehicles tailored to meet passenger demand and requirements, which will vary by service and area of operation. Specification of one particular bus design in the Strategy would not be appropriate.	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public Transport	Accessible transport	PT2-4	83	Clarity required on wheelchair funding for private bus services.	Competition issues would make it difficult for the Authority to provide grants for wheelchair accessible bus services.	No change required
Public Transport	Accessible transport	PT2-5	128	Efficient system needed for deployment of ramps at rail station.	Measure RAIL 16 provides that the Authority will seek the provision of... stops, stations and trains that are fully accessible by mobility impaired and disabled people. Ramp deployment arrangements are an issue for the rail operator.	No change required
Public Transport	Accessible transport	PT2-6	128	Rail station refurbishment need high standard of accessibility	Measure RAIL 16 provides that the Authority will seek the provision of... stops, stations and trains that are fully accessible by mobility impaired and disabled people.	No change required
Public Transport	Accessible transport	PT2-7	153	Long station walks at Heuston (seats needed)	This is an operations issue. The Authority will address this with the operator.	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public Transport	Accessible transport	PT3-1	153	Support for raised kerbs (to assist bus boarding)	Noted, and addressed in Measure BUS 9.	No change required.
Public Transport	Accessible transport	PT3-2	153	Audible bus information sought (at bus stops).	As part of the roll out of real time bus passenger information, it is intended to provide passenger information that is accessible to the visually impaired,	In Measure INT 1 add “Appropriate availability of transport information to people with hearing, visual or mobility impairments and, where required, training for frontline staff in assisting hearing impaired, mobility impaired and visually impaired customers”
Public Transport	Accessible transport	PT3-3	153	Identifying approaching buses difficult to visually impaired	Noted.	See response to issue PT3-2
Public Transport	Accessible transport	PT3-4	153	Design of toilets on trains and stations (standard design, no auto doors)	Addressed in Measure RAIL 16	No change required.

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public Transport	Accessible transport	PT3-5	206	Accessibility information on journey planners	Noted.	See response to issue PT3-2
Public Transport	Accessible transport	PT3-6	206	Talking timetables at all times	Noted	See response to issue PT3-2
Public Transport	Accessible transport	PT3-7	206	Pictorial signage	Noted	See response to issue PT3-2
Public Transport	Accessible transport	PT3-8	85	Text/ internet inquiry facility for travel information for hearing impaired	Noted	See response to issue PT3-2

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public Transport	Accessible transport	PT3-9	85	Induction loop facilities at ticketing/ information desks	Noted.	See response to issue PT3-2
Public Transport	Accessible transport	PT3-10	85	Training for front line staff for dealing with hearing impaired	It is proposed to amend Measure INT 1 to address this issue.	See response to issue PT3-2
Public Transport	Accessible transport	PT3-11	128, 153	PT information at wheelchair visual height/ readable for visually impaired	This suggestion relates to how public transport can be improved for mobility impaired, visually impaired and hearing impaired. The NTA welcomes this suggestion	See response to issue PT3-2

Bus General

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Bus general	PT5-1	87	Support strong role of bus	Noted.	No change required
Public transport	Bus general	PT5-3	87	Changes to fare system may impact on bus revenue	This will be taken into consideration in the implementation of Measure INT 3.	No change required
Public transport	Bus general	PT5-4	87	Bus service impacted by current taxi rank arrangements	The issue with regard to the supply and provision of taxi ranks is dealt with under Measure TC1 and enforcement of taxi ranks is addressed in Section 11.1.3 under "Increased enforcement of parking and moving traffic offences"	No change required
Public transport	Bus general	PT5-5	125, 154	Support gas powered buses/ locally produced	Measure BUS 10 states that the Authority will seek a progressive reduction in CO ₂ and local air pollutant emissions from bus vehicles over the Strategy period. The specific type or source of fuels that facilitates this reduction does not need to be specified in the Strategy.	No change required
Public transport	Bus general	PT5-6	131	Suggested inclusion of wording in Measure BUS 10 related to reducing bus noise and pollutants	Measure BUS 10 includes wording related to reducing bus pollutants. A reference to progressive reductions in bus noise will also be made.	Amend wording of Measure BUS 10 to include "...will seek a progressive reduction in CO ₂ and local air pollutants and noise... ".
Public transport	Bus general	PT5-7	137, 139, 164	Support Measure BUS 1 and BUS 4	Noted	No change required.
Public transport	Bus general	PT5-8	146	Remove "subject to sufficient passenger demand" from Measure BUS 4	Decisions on bus service provision must take into account passenger demand.	No change required.
Public transport	Bus general	PT5-9	147	Bus section is unambitious (no additional QBCs, role of	The key radial routes to Dublin city centre already have QBC corridors, which the Strategy seeks to	No change required.

Category	Issue	Number	Submission no.	Summary	Comment	Response
				BRT and city centre bus priority).	enhance as appropriate (Measure BUS 6). Two additional QBC (north and south orbital QBCs) are also identified in Measure BUS 6, with scope for other orbital routes. Four QBCs are identified for potential upgrade to BRT type operation, and scope is provided for other potential BRT corridors. Specific city centre bus priority measures are not identified, however Measure BUS 6 earmarks the city centre as an area where additional bus priority measures will be sought.	
Public transport	Bus general	PT5-10	149, 164	Support Measure BUS 3	Noted.	No change required.
Public transport	Bus general	PT5-11	152	No reference to allowing private bus operators on public bus routes	This is a bus regulatory issue, which it is inappropriate to address in this Strategy.	No change required
Public transport	Bus general	PT5-12	154	Rules governing local operators operating a service in local town areas should be reviewed	This is a bus licensing issue, which it is inappropriate to address in this Strategy.	No change required.
Public transport	Bus general	PT5-13	156	Remove restrictions on Bus Éireann picking up passengers in Dublin Bus areas	This is a bus regulatory issue, which it is inappropriate to address in this Strategy	No change required.
Public transport	Bus general	PT5-14	160	Review of existing bus regulations to ensure best practice adopted	This is a bus regulatory issue, which it is inappropriate to address in this Strategy.	No change required.
Public transport	Bus general	PT5-15	175	Measure BUS 3 & BUS 4 should make provision for intra-town local bus service in towns below "Designated Town" level.	Smaller towns are unlikely to be of sufficient scale to support a self contained bus service. This does not preclude these towns being served by regional or metropolitan bus services that also serve other centres or settlements (see Measure BUS 4).	No change required.

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Bus general	PT5-16	187	No cash fares on buses	The introduction of the Smartcard fare payment scheme and the application of a fare differential in favour of Smartcard payment (Measure INT 2) is intended to substantially reduce cash transactions on bus over time.	No change required.
Public transport	Bus general	PT5-17	187	Buses to have more than one door	See Measure BUS 10 (bus vehicle procurement) and Section 10.2.5, which notes that high capacity buses that allow passengers to board and alight in a speedy manner will be required on busier bus routes. Multi-door buses are likely to have a role to play in this regard.	No change required.
Public transport	Bus general	PT5-18	205	Change to noise levels anticipated from increased bus services	Amended Measure BUS 10 (see issue PT5- 6 above) seeks to progressively bus noise levels.	See PT5-6 above.
Public transport	Bus general	PT5-19	205	Measure Bus 10 - switch EURO to EU emissions	EURO emissions standards set out upper limits to permitted air pollutants for new vehicles	No change required.
Public transport	Bus general	PT5-20	81	Clear pricing structure at bus entry	Include provision of fares information in Measure BUS 9	Add bullet to Measure BUS 9: “Provision of bus fare information”

Bus Services - general

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Bus services	PT6-1		Poor orbital PT services - Better orbital services needed	These are sought under Measure BUS 2.	No change required
Public transport	Bus services	PT6-2		Shorten bus routes	The bus network will be addressed as required under Measure BUS 1 (regular bus network reviews).	No change required.
Public transport	Bus services	PT6-3		Excessive focus of bus network on the city centre/ should be less focus on city centre	Section 10.2.2 addresses this point. The bus network will be revised as required under Measure BUS 1 (regular bus network reviews).	No change required
Public transport	Bus services	PT6-4		Issue with increasing bus use while cancelling bus services -issue with cancelling buses	Noted. The Strategy seeks minimum bus service levels to key destinations. The regular review of the bus network to ensure that it meets customer requirements is a key Strategy measure (Measure BUS 1).	No change required
Public transport	Bus services	PT6-5		Provide two way Nightlink services	This is a matter for bus network reviews (Measure BUS 1).	No change required
Public transport	Bus services	PT6-7		Support shuttle bus service in towns	Local bus services in larger towns are sought in Measure BUS 3.	No change required.
Public transport	Bus services	PT6-8		Concerns over Network Direct	See issue PT6-4 above	No change required
Public transport	Bus services	PT6-9		Support reducing bus terminating at city centre/ support cross city services	Noted.	No change required
Public transport	Bus services	PT6-10		Alternative bus network proposals (radial bus service to canals/ free small buses within canals)	This is a matter for bus network reviews (Measure BUS 1), and is also a matter for the Implementation Plan as it has funding implications.	No change required
Public transport	Bus services	PT6-11		Issues with buses not running to timetable	This is a bus licensing or bus regulation matter, rather than a Strategy matter.	No change required.

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Bus services	PT6-12		Supports more diversified bus service provision	This is a matter for bus network reviews (Measure BUS 1).	No change required.
Public transport	Bus services	PT6-13	171	Policy sought on temporary bus arrangements in advance of full bus services.	This is a matter for the regular bus network reviews (Measure BUS 1).	No change required.
Public transport	Bus services	PT6-14	192	Bus access to disadvantaged areas should be considered in future reviews.	Strengthen Measure BUS 1 in this regard	Add bullet point to Measure BUS 1 as follows: “Improved bus services to disadvantaged areas, where appropriate”
Public transport	Bus services	PT6-15	199	Frequency of bus services from designated towns should take into account rail services.	Noted. This is a matter for the bus network reviews (Measure BUS 1).	No change required.
Other	All Other	OTH 1-38	183	Strategy does not deal with weekend and out of hours issues in outer areas	Services will be provided where sufficient demand is present – this is covered under BUS 4	No change required

Specific bus services

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Specific services	PT11-1	118	Provide express buses on M50 to Sandyford (including from Wicklow)	The potential for such a service can be considered in forthcoming bus network reviews (see Measure BUS 1).	No change required.
PT11	Policy	PT11-2	24	Improve bus services between Celbridge and Dublin City centre	See comment on issue PT11-1	No change required.
PT11	Policy	PT11-3	50	Improve Blanchardstown bus services	The improvement of bus services and frequencies to Designated Towns such as Blanchardstown is addressed in Measure BUS 2.	No change required.
PT11	Policy	PT11-4	78	Alternative bus network suggested in Firhouse area	See comment on issue PT11-1	No change required.
PT11	Policy	PT11-5	84	Lack of bus service from Malahide road to Airport	See comment on issue PT11-1	No change required.
PT11	Policy	PT11-6	84	Support reintroduction of AerDART service which connects Dublin Airport to Howth Dart Station.	AerDART was a commercially licensed bus service. The potential introduction of a publicly funded bus service along this route can be considered in forthcoming bus network reviews (see Measure BUS 1)	No change required.
PT11	Policy	PT11-7	101	Alternative bus routes proposed in Dalkey environs	See comment on issue PT11-1	No change required
PT11	Policy	PT11-8	139	Bus services from Drogheda and Dundalk not considered	The remit of the Strategy is solely within the Greater Dublin Area and as noted in the submission Drogheda and Dundalk are not within the GDA. However these services can be considered in network reviews undertaken by the Authority in its bus regulation role.	No change required.
PT11	Policy	PT11-9	148, 175, 180	Supports Sandyford orbital bus and improved orbital	In relation to potential bus services on the M50,	No change required.

Category	Issue	Number	Submission no.	Summary	Comment	Response
				bus facilities/ M50 QBC	see comment on PT11-1. In relation to a possible M50 QBC, Measure BUS 6 states that the Authority will seek the provision of bus priority measures at locations and corridors where large numbers of buses are likely to be delayed, or substantial delays occur to smaller numbers of buses. At present, the number of buses and the scale of delays incurred would not merit an M50 QBC.	
PT11	Policy	PT11-10	149	Improved bus service between Ashbourne, Rathoath, Dunshaughlin and Navan	This is potentially in keeping with Measure BUS 2, and can be considered in forthcoming bus network reviews (see Measure BUS 1).	No change required
PT11	Policy	PT11-11	171	Provision of East Wall/ Docklands bus improvements	See comment on issue PT11-1 above.	No change required
PT11	Policy	PT11-12	183	Why are there no bus routes on M50?	Because of the wide range of origins and destinations served by the M50, and its status as a motorway, which makes intermediate stopping points difficult, the provision of bus services on the M50 is not straightforward. The potential for such a service can however be considered in forthcoming bus network reviews (see Measure BUS 1).	No change required.

Bus Infrastructure General

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Bus infrastructure	PT7-2	47, 83, 199	New suburban bus stations/ bus stations	Bus stopping areas are addressed in Measure BUS 9 and passenger interchange points are addressed in Measure INT 4. Some of these facilities may be bus stations, particularly in the larger town centres; however this depends on individual circumstances, and requires further consideration. Any specific proposals that emerge will be included in Integrated Implementation Plans.	No change required.
Public transport	Bus infrastructure	PT7-3	78	Ramps cause discomfort for bus users	Noted.	No change required.
Public transport	Bus infrastructure	PT7-4	87	Implications of rail scheme construction on bus operations	Traffic management arrangements associated with rail construction projects can be addressed by the Authority in its Strategic Traffic Management Plans and by local authorities in their Local Traffic Plans.	No change required.
Public transport	Bus infrastructure	PT7-5	104	Improve the existing bus service rather than provision of engineering measures	Noted. The Strategy seeks to both improve bus services and improve bus priority, which may require provision of, or improvements to, bus corridor infrastructure.	No change required.

Bus Priority

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Bus priority	PT8-1	181	Bus priority proposals need full consultation with business, media campaigns, considerate timing and mitigation measures	Noted. Local consultation takes place as a matter of course in advance of implementation of bus priority proposals.	No change required.
Public transport	Bus priority	PT8-2	47	Improve QBC from Heuston to City Centre (BRT suggested)	Noted. This is part of the Lucan QBC, one of the QBCs identified in Measure BUS 7 for possible migration to BRT type operations.	No change required.
Public transport	Bus priority	PT8-3	72	Need to ensure link between provision of QBCs and operation of services	Noted. The Authority is responsible for funding of QBC infrastructure and subvention of bus services, and is in a position to ensure this link.	No change required.
Public transport	Bus priority	PT8-4	87	Support QBC enhancements	Noted.	No change required.
Public transport	Bus priority	PT8-5	87	Kimmage bus corridor should be investigated	Luas is proposed to serve this corridor instead, subject to feasibility and consideration of a BRT option (Measure RAIL 11).	No change required.
Public transport	Bus priority	PT8-5	147	More QBCs should be identified	See PT5-9	No change required.
Public transport	Bus priority	PT8-6	147	Clarity on classification on Priority 1 and 2 QBCs	Priority 1 QBCs are identified as such, based on forecast bus passenger usage.	No change required.
Public transport	Bus priority	PT8-6	159/175	Supports priority Bus Measures in Hinterland/ alongside national road network	Noted.	No change required.
Public transport	Bus priority	PT8-7	172	Support variations to QBCs in Metropark, Airport and Harristown	Noted. Bus priority measures will be sought at locations where bus delays are experienced. The Swords QBC (which serves the Airport) is identified as a bus corridor where priority will be improved (see Measure BUS 6).	No change required.
Public transport	Bus priority	PT8-8	159	Enforcement of bus priority required	Noted. Enforcement of traffic regulations to assist bus movement is addressed in Measure BUS 8.	No change required.
Public transport	Bus priority	PT8-9	117	PTWs (motorbikes, mopeds etc.) should be allowed to use bus lanes/gates	The Strategy does not support the use of bus lanes by motorbikes for reasons of cyclist and pedestrian safety	No change required.

Category	Issue	Number	Submission no.	Summary	Comment	Response
					and perceptions of safety.	
Public transport	Bus priority	PT8-10	87/147	Improved accessibility for bus in city centre is needed	Addressed in Measure BUS 2 BUS 5 and BUS 6.	No change required.
Public transport	Bus priority	PT8-11	87	Need for detailed Traffic Management Plan for city centre	The Authority is obliged to prepare a Strategic Traffic Management Plan (STMP) for the Greater Dublin Area and local authorities are obliged to prepare local traffic plans consistent with the STMP. Detailed traffic management arrangements can be addressed in these plans.	No change required.
Public transport	Bus priority	PT5-2	87	Fast forwarding of bus priority at traffic lights is needed.	Bus priority is dealt with under Measure BUS 6.	No change required

Bus Rapid Transit

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	BRT	PT4-1	77, 83, 87, 147, 151, 181, 187, 191	Supports BRT /along certain corridors	Noted	No change required.
Public transport	BRT	PT4-2	77, 102, 142, 148, 170, 180	Supports Blue Line/ more priority	Measure BUS 7 provides that the potential of the Blue Line will be assessed by the Authority.	No change required.
Public transport	BRT	PT4-3	148	Proposed Blue Line rewording to include a specific policy and viewed as a rail measure	It would be inappropriate to categorise a bus proposal as a rail measure.	No change required
Public transport	BRT	PT4-4	83	Support private tendering for BRT services	This is a service procurement matter, which it is inappropriate to address in a transport strategy.	No change required
Public transport	BRT	PT4-5	104	Premature to upgrade of Stillorgan QBC to BRT given current bus service reductions	Measure BUS 7 states that the decision on whether to upgrade a QBC to BRT type operations will be dependent on (amongst other considerations) passenger demand, and suitability of the corridor for BRT type operations.	No change required
Public transport	BRT	PT4-6	119	Support pilot BRT to test feasibility	Noted. This is a matter for the forthcoming Integrated Implementation Plan.	No change required
Public transport	BRT	PT4-7	120	Provision of BRT in Blanchardstown may impact on other bus services	Noted, this will be a consideration when potential upgrades to BRT type operations are being assessed by the Authority.	No change required.
Public transport	BRT	PT4-8	164	Test BRT on Luas lines	BRT would operate in different corridors to Luas.	No change required.
Public transport	BRT	PT4-9	170	Measure BUS 6 should state preference for BRT on orbital bus corridors	See comment on issue PT4-9.	No change required.
Public transport	BRT	PT4-10	171	Extension of South Quay QBC to Poolbeg (potential upgrade to	According to Measure BUS 6, the Authority will seek the provision of necessary bus measures at locations and corridors where large numbers of buses are likely to be	No change required.

Category	Issue	Number	Submission no.	Summary	Comment	Response
				BRT)	delayed or where substantial delays are likely to occur to smaller number of buses. Based on this criteria, bus priority measures could be considered along this route at some point in the future, dependent in part on phasing of development in the Poolbeg area, and the timing of Measure RAIL 10 (Lucan Luas (or BRT) extension to south Docklands area).	
Public transport	BRT	PT4-11	180	BRT should be dealt with under rail or elsewhere in Strategy	See comment on issue PT4-3.	No change required.
Public transport	BRT	PT4-12	187	Local bus should interchange with BRT to reduce services into town	This can be addressed as appropriate as part of the Authority's regular review of bus services (Measure BUS 1).	No change required
Public transport	BRT	PT4-13	164	Supportive of the plans to conduct comparative studies of BRT before committing to Luas in corridors where this has not already been done.	Noted	No change required

Bus stops & shelters

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Stops/ shelters	PT9-1	47, 183	More bus shelters, in every town.	This is noted and the need to improve bus stopping areas is addressed in Section 10.2.4, Measure BUS 9.	No change required
Public transport	Stops/ shelters	PT9-2	47	Spread out bus stops to avoid bus double parking.	Noted. The need to rationalise and re-organise bus stopping areas is covered under Measure BUS 9 and the need to avoid overuse of Dublin city centre and other town centres as terminal points for bus routes is addressed in Section 10.2.5.	No change required
Public transport	Stops/ shelters	PT9-3	69, 83, 128, 137, 153, 159	Improve design and location of bus shelters/ adopt a unified approach.	This is addressed in Measure BUS 9.	No change required.
Public transport	Stops/ shelters	PT9-4	70	All stops should have shelters and seats.	Measure BUS 9 seeks bus shelters and seats at bus stops, where space permits.	No change required.
Public transport	Stops/ shelters	PT9-5	118	Provide Greystones bus layover area and turning loop.	Noted. The specific need for such a facility is dependent on the outcome of future bus network reviews.	No change required
Public transport	Stops/ shelters	PT9-6	122	Support rationalisation of bus stops in city centre	Addressed in Measure BUS 9.	No change required.
Public transport	Stops/ shelters	PT9-7	137	Support Kilcock bus terminal.	See comment on PT9-5 above.	No change required
Public transport	Stops/ shelters	PT9-8	139	No reference to Authority's powers to designate stops as shared facility in GDA	Measure BUS 9 states that the Authority will seek the rationalisation of stop poles and sharing of nearby bus stops between operators.	No change required.
Public transport	Stops/ shelters	PT9-9	199	Improved bus stop design needed.	Noted and addressed under Measure BUS 9.	No change required.

Bus parking

Category	Issue	Number	Submission no.	Summary	Comment	Response
PT10	Policy	PT10-1	47	Rationalise terminating bus and coach parking	Noted and the rationalisation of bus stops is dealt with under Measure BUS 9. In addition the issue of coach and tour bus parking space both within the city centre and at a other areas of attractions is addressed under Measure BUS 12.	No change required
PT10	Policy	PT10-2	83, 139	Issue with coach parking in city, stadiums and at CIE depots	Noted and the issue of coach and tour bus parking space both within the city centre and at a other areas of attractions is addressed under Measure BUS 12.	No change required
PT10	Policy	PT10-3	83	Bus depots should be operated by agencies independent of CIÉ.	This would require a change in legislation, and is a matter for the Department of Transport.	No change required.
PT10	Policy	PT10-4	139	Need for monitoring of unauthorised parking in bus parking / set down areas	Noted. This is addressed in Measure BUS 8.	No change required

Luas/Metro General

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Luas general	PT20-1	58	Luas tickets are too expensive	Noted. The specification of fare levels is not a matter for the Strategy.	No change required.
Public transport	Luas general	PT20-2	47	Alternative network of Metro/Luas proposed	The transport network set out in the draft Strategy was developed following consideration of a significant number of alternative measures and Strategy options, and detailed examination of the appropriate modes of transport to provide in each transport corridor taking into account strategy objectives, the need to meet forecast travel demand and cost.	No change required.
Public transport	Luas general	PT20-3	75	Concern of route selection of Lucan and B2 Luas and Metro West	The preferred route alignments were selected by the RPA following public consultation. Each route selected is subject to confirmation by An Bord Pleanála at Railway Order stage.	No change required.
Public transport	Luas general	PT20-4	82	Minimise privatisation of Luas	Luas is currently in public ownership but is operated by a private operator, under a franchising arrangement. There are no current plans to change this arrangement.	No change required.
Public transport	Luas general	PT20-5	83	Investigate use of bus along Luas tracks.	There are parts of the proposed Luas network where it may be appropriate for bus to share with Luas. This is best addressed at design stage on a case-by-case basis.	No change required
Public transport	Luas general	PT20-6	122	Issue with overhead Luas lines in sensitive areas	This is not a strategic issue and it is most appropriate to address this issue through the planning process (i.e. at Railway Order stage)	No change required.
Public transport	Luas general	PT20-7	151, 209	More Luas Lines to create network/ new Luas lines	The proposed network was developed after substantial analysis of demand needs.	No change required.

Luas Line BXD

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Luas BXD	PT14-1	75	Support for extension of Luas Line BXD to Finglas	See proposed amendment.	Add to 2 nd bullet point of Measure RAIL 9: “and assess the potential for a further extension beyond Broombridge to the Finglas area, subject to scale and timing of development in this area and economic assessment”
Public transport	Luas BXD	PT14-2	151	Proposal for alternative alignment for Luas BXD	The preferred route alignment was selected following public consultation undertaken by the Railway Procurement Agency. The route is subject to confirmation by An Bord Pleanála at Railway Order stage.	No change required.
Public transport	Luas BXD	PT14-3	166, 181	Supports Luas Broombridge	Noted.	No change required.
Public transport	Luas BXD	PT14-4	199	Broombridge Luas should be realigned to serve Grangegorman better	The preferred route alignment for Broombridge Luas has been selected following public consultation undertaken by the Railway Procurement Agency. The route is subject to confirmation by An Bord Pleanála at Railway Order stage.	No change required.

Luas Green Line

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Luas Green	PT15-1	75	Concern over upgrade of Luas to Metro beyond Sandyford, due to at grade junctions.	The upgrade to metro is proposed in order to alleviate expected capacity issues. The Strategy states that the Luas Green line will only be upgraded to Metro subject to an appraisal and economic assessment. At grade junctions will not be a significant issue, providing full priority at junctions is achieved and it doesn't impact on service frequency or prejudice the provision of longer light rail vehicles.	No change required.
Public transport	Luas Green	PT15-2	142	Luas line between Dun Laoghaire and Sandyford proposed.	Demand for such a service is unlikely to justify its provision.	No change required
Public transport	Luas Green	PT15-3	161	Proposal for alternative arrangement for Luas B2 to interchange with DART rail services at Woodbrook	The preferred route alignment was selected following public consultation undertaken by the Railway Procurement Agency. The route is subject to confirmation by An Bórd Pleanála at Railway Order stage.	No change required.
Public transport	Luas Green	PT 15-4	180	The extension of the Luas Green Line to the Bray area included in Measure RAIL 9 should be prioritised and not conditional on Metro upgrade	The order of construction of projects is a matter for future Integrated Implementation Plans.	No change required.

Luas via Kimmage

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Luas Kimmage	PT16-1	10	Plan fails to serve Harolds's Cross, Kimmage, Terenure, Templeogue.	Measure RAIL 11 (Luas via Kimmage area) is intended to serve this corridor	No change required.
Public transport	Luas Kimmage	PT16-2	47, 75, 164	Consider Metro along this corridor / doubts expressed as to feasibility of Luas.	The level of public transport demand modelled on this corridor is within the capacity that would justify a Luas line, but is not high enough to justify the cost of a Metro. Measure RAIL 11 states Kimmage Luas would be sought, subject to assessment of feasibility and value for money and consideration of a BRT option.	No change required.
Public transport	Luas Kimmage	PT16-3	35, 164	Support Luas proposal	Noted.	No change required.

Luas Line F (Lucan)

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Luas Line F	PT17-1	71	Support LUAS Line F	Noted.	No change required
Public transport	Luas Line F	PT17-2	94, 171	Supports Poolbeg Luas / should be weighted in Strategy	Noted.	No change required
Public transport	Luas Line F	PT17-3	161	Examine extension of Luas Line F to Adamstown rail station	The feasibility of an extension of the Lucan Luas Line was assessed using the Authority's transport model. Based on low modelled demand, it was not taken forwarded into the draft Strategy.	No change required
Public transport	Luas Line F	PT17-4	171	Wish to consider feasibility of distinct Poolbeg Luas line from south city.	Based on identified travel patterns, the travel demand for such a line is unlikely to justify its provision	No change required

Luas Red line

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Luas Red	PT21-1	7	Red Luas Line is at capacity at peak times.	Measure RAIL 15 states that the Authority will seek the provision of additional rail vehicles to meet demand.	No change
Public transport	Luas Red	PT21-2	94	Extension of Red Luas Line sought to Dublin Port	Given the nature of Dublin Port, demand for such a service is likely to be weak outside ferry arrival and departure times.	No change required.
Public transport	Luas Red	PT21-3	136	Extension of Luas Red Line to Dublin Airport	The Strategy proposes a comprehensive public transport network, including Metro North which will interchange with Luas Red Line at O'Connell Street, and Metro West, which will enable interchange with Luas Red Line in the Belgard/Tallaght area.	No change required.

Metro North

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public Transport	Metro North	PT18-1	104	Prioritise Metro North.	This is a matter for the Integrated Implementation Plan.	No change required.
Public Transport	Metro North	PT18-2	139	BRT should be provided instead of Metro North.	A BRT solution would not be adequate to cater for the forecast travel demand on the Airport/Swords corridor over the lifetime of the Strategy.	No change required.
Public Transport	Metro North	PT18-3	151, 152	Metro North should not go ahead for economic and assumption reasons.	This is a matter for the Integrated Implementation Plan.	No change required.
Public Transport	Metro North	PT18-4	172	Metro North should be provided in the first 6 year implementation plan	This is a matter for the Integrated Implementation Plan.	No change required.
Public Transport	Metro North	PT 18-5	173	Support Metro North to Swords	Noted.	No change required.
Public Transport	Metro North	PT18-6	173	Support extension of Metro North to Northern Rail Line	This option was assessed as part of the development of the Strategy (see Section 6.11). The level of demand modelled between Swords and the Northern rail corridor (Donabate) would make Metro difficult to justify. However, as Section 6.11 notes, it is possible that this or other schemes may become viable at some point during the life of this Strategy as development and demand patterns will change over time from those assumed in appraisal.	No change required.
Public Transport	Metro North	PT18-7	181, 186, 89, 115, 164, 192	Supports Metro North	Noted.	No change required.

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public Transport	Metro North	PT18-8	190	Metro should be built from Renelagh northwards	Measure RAIL 9 proposes the upgrade of the Luas Green Line to Metro subject to appraisal and economic assessment. This proposal would allow metro North to serve the Raneleigh area	No change required.
Public Transport	Metro North	PT18-9	190	Concern over track gauge (distance between rails) proposed for Metro North.	Luas and Metro services are light rail services and it is intended that they will inter-operate. For this reason Metro gauge is the same as Luas, i.e. standard (European) gauge. There is no intention to interoperate heavy rail services (which use a broader gauge) with Metro and Luas.	No change required
Public Transport	Metro North	PT18-10	192	Metro North critical to redeveloping Ballymun	Noted.	No change required.
Public Transport	Metro North	PT18-11	89, 164	Prioritise Metro North and the Dart Underground/ both vital	This is a matter for the Integrated Implementation Plan.	No change required.
Public Transport	Metro North	PT 18-12	48, 151	Build DART to Airport instead of Metro North	For discussion at Board meeting	For discussion at Board meeting
Public Transport	Metro North	PT18-13	120, 157, 173	Support Metro West	Noted.	No change required.
Public Transport	Metro North	PT 18-14	142, 170	Should provide extension of Metro West to Dundrum/ Sandyford/ BRT in interim	This was examined as an option in the development of the draft Strategy, however the modelled demand suggests conventional bus services could cater for the travel demand. An orbital QBC is proposed to link Tallaght and the Dundrum/Sandyford areas (Measure BUS 6).	No change required.
Public Transport	Metro North	PT18-16	172	Metro West scheme should follow on immediately from Metro north scheme	This is a matter for the Integrated Implementation Plan.	No change required.

Heavy Rail General

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public Transport	Heavy rail	PT27-1	37	Train services unsuitable for attending events from outside Dublin.	Measure RAIL 6 states that the Authority will seek the provision of Metropolitan (DART) rail services, along heavy rail corridors, operating as a minimum every 15 minute off peak (10 minutes in central areas) during operating hours.	No change required
Public Transport	Heavy rail	PT27-3	38	Slow trains and poor timetabling	This is provided for in Measure RAIL 6.	No change required
Public Transport	Heavy rail	PT27-4	46, 81	Better ticket barrier timings.	There are several measures proposed in the Strategy to improve station accessibility, fare payment and overall station facilities including ticket validation arrangements. These include Measure RAIL 16 and Measure INT 2.	No change required
Public Transport	Heavy rail	PT27-5	47, 140, 151	Use Phoenix Park tunnel with new stations/ Heuston station platform 10.	The DART Underground is the project proposed to provide rail network connectivity as part of the overall long-term transport strategy. The Dart Underground will provide a direct connection between the Kildare Line and Northern Line with stops in the core Dublin city centre area, which will	No change required.

Category	Issue	Number	Submission no.	Summary	Comment	Response
					facilitate a major increase in rail capacity, improved regional connectivity and provide enhanced passenger accessibility to key city centre destinations. The Phoenix Park tunnel route is unable to fulfil the role of DART Underground as above.	
Public Transport	Heavy rail	PT27-6	94	Support rail overtaking areas for express services.	Noted, Measures RAIL 2, RAIL 3 and RAIL 5 seek to separate rail services where necessary, to increase track capacity.	No change required
Public Transport	Heavy rail	PT27-7	119	Strategy should only identify key rail infrastructure.	Noted	No change required
Public Transport	Heavy rail	PT27-8	131, 202	Support electrification of rail	Noted. Included in Measures RAIL 2, RAIL 3 and RAIL 4.	No change required
Public Transport	Heavy rail	PT27-9	139	Support expansion of high capacity commuter services	Noted	No change required
Public Transport	Heavy rail	PT27-10	147	Measure RAIL 10 should specify procurement of electric rolling stock	See response to issue PT27-2 above. Measure RAIL 15 provides that over the Strategy period, the Authority will seek the provision of additional rail vehicles to meet demand, and the refurbishment and replacement of existing vehicles where appropriate, tailored and maintained to meet passenger demand and requirements, which will vary by service, and a progressive reduction in heavy rail	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
					fleet emissions.	
Public Transport	Heavy rail	PT27-11	151	Existing rail should be utilised (including Phoenix Park Tunnel and two rail between Glasnevin and East Wall)	See response to issue PT 27-5	No change required
Public Transport	Heavy rail	PT27-12	163	Role of Drogheda Station needs strengthening	The Authority recognises the important role of Drogheda Station in serving a large population catchment in South Louth and East Meath. The proposed improvements to the Northern Line (Measure RAIL 2) will facilitate much improved services to Drogheda and beyond.	No change required
Public Transport	Heavy rail	PT27-13	164	Supports all rail projects	Noted	No change required
Public Transport	Heavy rail	PT27-14	164	Measure RAIL 6 – A two hour service target is not sufficient	Measure RAIL 6 is a minimum target. Where there is passenger demand, the Authority will seek more frequent services.	No change required
Public Transport	Heavy rail	PT27-15	167	Support development of rail services through central border and northwest	Noted, but outside remit of this Strategy.	No change required
Public Transport	Heavy rail	PT27-16	181	Supports upgrade of existing rail network	Noted.	No change required
Public Transport	Heavy rail	PT27-17	197	Minimum level of rail services in new stations	The configuration of rail services will have to be tailored for each station depending on passenger demand.	No change required
Public Transport	Heavy rail	PT27-18	199	Additional rail depots and maintenance facilities needed for	Noted, and factored into cost estimates.	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
				expanded fleet		
Public Transport	Heavy rail	PT27-19	199	Scope for limited stop rail services	Agreed. Measure to provide for limited stop rail services is included in RAIL 6.	No change required
Public Transport	Heavy rail	PT27-20	199	Issues with rolling stock phased procurement.	Noted. These are issues for the Implementation Plans.	No change required
Public Transport	Heavy rail	PT27-21	199	Standardisation of rail fleet (see submission)	Noted. These are issues for the Implementation Plans and for individual procurement contracts.	No change required
Public Transport	Heavy rail	PT27-22	199	Providing more shelters on rail platforms	Measure RAIL 16 states that the Authority will seek the provision of high quality rail stations and tram stops, including the provision of shelters, well maintained, well lit and with seating, where space permits	No change required
Public Transport	Heavy rail	PT27-23	202	Supports removal of level crossings	Noted	No change required
Public Transport	Heavy rail	PT27-24	202	Give priority to trains and trams through changes in software	This is dealt with in Measure RAIL 14	No change required
Public Transport	Heavy rail	PT27-25	206	Upgrade Drogheda to Navan rail line to passenger service	There is insufficient demand to justify a passenger rail based service on this line.	No change required

DART General

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	DART general	PT25-1	146	Improve frequencies on Malahide Dart service, including off peak	Noted and incorporated into Strategy under Measure Rail 2.	No change required.
Public transport	DART general	PT25-2	161	Request for inclusion of Woodbrook Dart Station	Measure RAIL 4 includes for: "Provision of additional stations at appropriate locations in the Metropolitan Area (including Porterstown) to serve existing areas and facilitate development".	No change required.
Public transport	DART general	PT25-3	199	City centre rail resignalling needs to continue south of Pearse Station	Resignalling work has been carried out south of Pearse Station.	No change required.
Public transport	DART general	PT25-4	199	Scope for additional stations between Connolly and Killester	While additional stations between Connolly and & Killester are not directly proposed, Measure RAIL 4 facilitates their provision if required in the future.	No change required
Public transport	DART general	PT25-5	199	Scope for additional stations between Portmarnock and Malahide	Additional stations between Portmarnock and Malahide are not currently proposed. However, Measure RAIL 4 facilitates their provision if required in the future.	No change required
Public Transport	DART general	PT27-2	38	More frequent DART services needed	This is provided for in Measure RAIL 6.	No change required

DART Underground

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	DART Underground	PT26-1	89, 164	Prioritise Metro North and the Dart Underground/ vital	Noted. However this is a matter for the implementation plan.	No change required.
Public transport	DART Underground	PT26-2	63	Question over DART Underground station at Inchicore	It is considered that the location of a station at Inchicore would best serve forecasted passenger demand in the area. In addition, any concerns over specific issues in relation to DART Underground will be dealt with through the planning process.	No change required.
Public transport	DART Underground	PT26-3	76	Favours Dart Underground over Metro North	Noted. However this is a matter for the Integrated Implementation Plan.	No change required.
Public transport	DART Underground	PT26-4	95	Opposed to construction of underground stations at St. Stephens Green (should be changed)	This issue is design and construction related and should be dealt with through the planning process.	No change required.
Public transport	DART Underground	PT26-5	181	Supports DART Underground	Noted.	No change required.
Public transport	DART Underground	PT26-6	190	Raises issues with DART Underground proposal	Issues raised are largely detailed project design issues which are more appropriately dealt with in the planning process for the individual project.	No change required.

Kildare, Maynooth and Navan rail

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Kildare, Navan, Maynooth rail	PT28-1	195, 202	Seek extension of electrification to Kildare Town/ and 4 tracking to Kildare Town	The potential of electrification of this rail corridor southwest of Hazelhatch (potentially to Kildare Town) is referred to in Measure RAIL 3. Analysis work undertaken did not support the need for 4-tracking of this line south of Hazelhatch.	No change required
Public transport	Kildare, Navan, Maynooth rail	PT28-2	195	Improve line to Athy and Carlow	The improvements on this rail corridor north of Hazelhatch (Measure RAIL 3) will also allow improved services to be considered for the full corridor including Athy and Carlow.	No change required
Public transport	Kildare, Navan, Maynooth rail	PT28-3	195	Connect Kildare and Maynooth rail services	Direct passenger interchange will be possible at Pearse station through the DART Underground project	No change required
Public transport	Kildare, Navan, Maynooth rail	PT28-4	199	Extra tracks between Hazelhatch and Cherryville	See PT27-1	No change required
Public transport	Kildare, Navan, Maynooth rail	PT28-5	137, 195	Support Maynooth line electrification/ Kilcock/Enfield	It is proposed that the electrification would take place on this line as far as Maynooth (Measure RAIL 4). An extension is not proposed in the Strategy up to the year 2030.	No change required
Public transport	Kildare, Navan, Maynooth rail	PT28-6	137	Support double tracking between Kilcock and Maynooth	Analysis work undertaken did not support the need for additional tracks on this line west of Maynooth.	No change required
Public transport	Kildare, Navan, Maynooth rail	PT28-7	149/167	Support Phase 2 Navan Line/ in short term	This is supported in Measure RAIL 4 and the timing of its construction will be evaluated in the Implementation Plan.	No change required
Public transport	Kildare, Navan, Maynooth rail	PT28-8	164	Measure RAIL 4 should include capacity increase along Maynooth Line	The electrification and removal of level crossings, in conjunction with the DART Underground project (Measure RAIL 1) will facilitate a substantial increase in capacity along Maynooth Line	No change required
Public	Kildare, Navan,	PT28-9	199	Passing loops and/or more	See comment on issue PT27-6 above.	No change

Category	Issue	Number	Submission no.	Summary	Comment	Response
transport	Maynooth rail			tracks between City Centre and Mullingar on Maynooth Line		required
Public transport	Kildare, Navan, Maynooth rail	PT28-10	199	Additional station at Ballybough	Measure RAIL 3 states that the Authority will seek the provision of additional stations at appropriate locations in the Metropolitan Area (including Porterstown) to serve existing areas and facilitate development consolidation along this rail corridor subject to feasibility, economic evaluation, impact on existing services and scale of existing or planned development in the station catchment.	No change required
Public transport	Kildare, Navan, Maynooth rail	PT28-11	199	Additional station at Glasnevin (Prospect Road)	See PT28-10	No change required
Public transport	Kildare, Navan, Maynooth rail	PT28-12	199	Additional station at Pelletstown	See PT28-10	No change required
Public transport	Kildare, Navan, Maynooth rail	PT28-13	199	Additional station at Auburn avenue	See PT28-10	No change required
Public transport	Kildare, Navan, Maynooth rail	PT28-14	199	Additional station at Lucan North	See PT28-10	No change required
Public transport	Kildare, Navan, Maynooth rail	PT28-15	199	Additional station at Intel	See PT28-10	No change required
Public transport	Kildare, Navan, Maynooth rail	PT28-16	199	Direct Blanchardstown - City Centre rail services	Noted. Through running from Metro West through the Metro North tunnel will be available, providing a direct link between Blanchardstown and the city centre.	No change required
Public transport	Kildare, Navan, Maynooth rail	PT28-17	202	Electrification of Dunboyne Spur not in Strategy	Noted. The Dunboyne spur is the first phase of a wider scheme to extend to Navan, which is not currently proposed as an electrified service.	No change required

Northern rail corridor

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Northern rail line	PT29-1	47	Tunnel to provide additional tracks on the Northern rail corridor.	This is addressed in Measure RAIL 2	No change required
Public transport	Northern rail line	PT29-2	48, 151	Build DART to Airport instead of Metro North	This has been assessed but was not included in the final infrastructural proposals.	No change required
Public transport	Northern rail line	PT29-3	99	Alternative proposals for four tracking (rail line from Drogheda to Glasnevin via N3).	This proposal has not been included in the strategy.	No change required
Public transport	Northern rail line	PT29-4	99	Four tracking should consider high speed rail	Noted. This will be considered at the project brief level.	No change required
Public transport	Northern rail line	PT29-5	147	Undertake a feasibility study of Northern rail corridor to establish potential of additional tracks	This is dealt with in Measure RAIL 2	No change required
Public transport	Northern rail line	PT29-6	164, 189, 202	Measure RAIL 2 should be extended to Drogheda/ Bremore Port	Work undertaken during the development of the draft Strategy suggests that 4 tracking as far as Balbriggan is sufficient to increase capacity and reliability. This is the proposed termination of the DART service in the Strategy, and represents the logical point where the need for additional tracks reduces.	No change required
Public transport	Northern rail line	PT29-7	164, 206	Support development and improvement of Dublin Belfast rail services/ electrify	Noted. Measure RAIL 2 will support improvements to the Dublin Belfast service.	No change required
Public transport	Northern rail line	PT29-8	202	Supports 4 tracking Northern Line although may be impracticable	Noted	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Northern rail line	PT29-9	202	Off-line alignment for additional tracks on Northern rail corridor over part of the route proposed.	Noted. This alignment option can be examined as part of design process for this project.	No change required
Public transport	Northern rail line	PT29-10	206	Provide DART services to Drogheda	The Strategy proposes DART services to Balbriggan.	No change required
Public transport	Northern rail line	PT29-11	206	Provide Rail link between northern line and Dublin Airport	See PT29-2	No change required

Wicklow rail

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Wicklow rail	PT30-1	8, 118, 154	Support double tracking between Bray and Greystones	Noted. See Measure RAIL 5.	No change required
Public transport	Wicklow rail	PT30-2	147	Language on rail line south of Bray obscure (Measure RAIL 5)	Noted. The determination of the exact details of the line capacity increase will be subject to a detailed feasibility study.	No change required
Public transport	Wicklow rail	PT30-3	154	Support improved rail connection to Wicklow	Noted. See Measure RAIL 6.	No change required
Public transport	Wicklow rail	PT30-4	154	Potential problems with landslides around Bray Head on rail line - need for detailed survey	This will be taken into account as part of any additional track or other measures proposed on this rail line (Measure RAIL 5)	No change required

Taxi general

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Taxi general	TAXI3-1	131	Taxis should have zero emissions.	Section 10.4.1 notes that it is important that the taxi fleet does not have an undue adverse impact on the local air quality or CO ₂ emissions. Measure TC3 states that the Authority will seek an appropriate quality taxi fleet. It also states that the Authority will seek the establishment and monitoring of appropriate taxi vehicle standards, as part of the taxi licensing system.	No change required
Public transport	Taxi general	TAXI3-2	211	There should be better infrastructure for the taxi industry	Measure TC1 deals with the issue of the use of bus lanes by taxis and also provision and design of taxi ranks.	No change
Public transport	Taxi general	TAXI3-3	211	Use of technology in the taxi industry to improve efficiency	No specific measure is included in the strategy related to the use of technology in the taxi industry. It is considered that this is a matter best left to the taxi industry, although note Measure TC 2 (in relation to fares) and TC4 (in relation to potential efficiencies in community transport provision, which could incorporate certain taxis).	No change required
Public transport	Taxi general	TAXI3-4	211	Better supply of taxi ranks, including at public transport stops and at neighbourhood level	Measure TC 1 and 2 supports the provision or retention of taxi ranks in city and town centres and outside key rail station, tram and bus stops.	No change required.
Public transport	Taxi general	TAXI3-5	57	Better arrangements needed to ensure arrival of pre-booked taxis	This is a matter for hackney/private hire operators.	No change required.

Taxi accessibility

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Accessible taxis	TAXI1-1	1, 69, 128, 208	A number of submissions highlighted the need for all taxis to be wheelchair accessible	From a social equity perspective, it is desirable that a sufficient share of the taxi fleet meets the needs of all users. Measure TC3 states that the Authority will seek an appropriate quality taxi vehicles fleet, with a share of the fleet being wheelchair accessible to service established needs. However, it is not considered appropriate in the current economic climate to seek that all taxis should be wheelchair accessible.	No change required.
Public transport	Accessible taxis	TAXI1-2	69	Wheelchair accessible taxis should give priority to disabled users in advance of all taxis being wheelchair accessible	See response to PT1-6	No change required
Public transport	Accessible taxis	Taxi1-3	70, 201	There should be taxi fare subsidies for selected user groups (rural residents / mobility impaired / people with travel passes)	This proposal is outside the remit of the Authority.	No change required.
Public transport	Accessible taxis	Taxi1-4	211	Taxi could be used as the final link in the public transport chain – serving routes where conventional public transport would not be viable.	Taxis can act as a substitute for scheduled public transport services, particularly in areas of dispersed population or at night. Measure TC 2 states that the Authority will examine the potential for the introduction of a combined public transport fare and taxi fare in certain Hinterland areas at certain times.	No change required.
Public transport	Accessible taxis	Taxi1-5	211	Support for Measure TC3	Noted	No change required
Public transport	Accessible taxis	Taxi1-6	211	Support for Measure TC2	Noted	No change required

Taxi Regulation

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Taxi regulation	TAXI2-1	47, 135, 199, 211	There should be tighter regulation of the quality and quantity of taxis	It is desirable that taxi fleets would be modern and suitable for the needs of all users. Measure TC3 covers the issues of regulation of taxis and taxi standards.	No change required
Public transport	Taxi regulation	TAXI2-2	135	There should be appropriate enforcement of taxi standards	Measure TC3 states that the Authority will seek the establishment and monitoring of appropriate taxi vehicle standards, as part of the taxi licensing system.	No change required
Public transport	Taxi regulation	TAXI2-3	199,211	There should be enforcement of the use of taxi ranks	Enforcement of parking and moving offences including over-ranking of taxi ranks is addressed in Section 11.1.3 "Managing the Road Network" and in Measure ROAD 9	No change required
Public transport	Taxi regulation	TAXI2-4	211	Support for Measure TC3	Noted.	No change required.
Public transport	Taxi regulation	TAXI2-5	211	Need to assess the pollution caused by the daily routing and parking of taxis in the GDA. Need for an impact study on pollution caused by taxis, especially within the canal rings.	Measure TC3 states that the Authority will seek an appropriate quality taxi vehicles fleet. It also states that the Authority will seek the establishment and monitoring of appropriate taxi vehicle standards, as part of the taxi licensing system.	No change required.

Community Transport

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Community transport	TAXI3-7	211	Concerns over lack of consultation with taxi stakeholders in general & specifically in relation to Measure TC1	Comprehensive stakeholder and public consultation has been carried out at key stages during the development of the draft Strategy. Consultation with the taxi industry would take place prior to any changes emanating from Measure TC1	No change required
Public transport	Community transport	OTH 1-15	51	There is nothing on school travel	Measure TDM 4 supports school travel plans, which seek to reduce the amount of cars used to transport students to education. In Measure TC 4 the Authority seeks to work in partnership with other agencies including the Department of Education to improve the provision of community transport (including schools transport).	No change required
Other	Community transport	OTH 1-31	153	All community transport vehicles must be fully accessible.	This is outside the remit of this Strategy	No change required
Public Transport	Community transport	PT23-50	201	Section 10.4.2 on Community Transport services should be given greater prominence	Further details would be premature in advance of discussions with other agencies.	No change required.
Public transport	Community transport	PT6-6		Use school buses for local transport	See Measure TC 4.	No change required.

Rural transport schemes

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Rural services	PT31-1	70, 168	Support for rural transport	Noted	No change required
Public transport	Rural services	PT31-2	159, 168	Concerns over integration of rural and hospital transport services	There will be a continuing role for community transport over the Strategy period, to provide transport services to schoolchildren, the elderly, mobility impaired and others, especially in rural areas. Measure TC4 sets out the Authority's approach to this.	No change required
Public transport	Rural services	PT31-3	168	Rural proofing of other policies to ensure they don't undermine rural transport	This is not applicable to the Strategy.	No change required
Public transport	Rural services	PT31-6	201	No mention of rural transport and a lack of connectivity between rural transport and social inclusion	This is addressed in Section 10.2 under the Bus and Coach section and also in Measure TC 4 under "Community Transport".	No change required
Public transport	Taxi/community transport other	OTH 1-44	199	Rural Transport schemes should not become de facto subsidies for one-off housing and sprawl	Noted.	No change required
Public transport	Taxi/community transport other	OTH 1-37	177,179	Stress the importance of the Rural Transport Programme and Community Transport and its licensing	See Measure TC 4	No change required

Public transport integration - general

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Integration	PT12-1	7, 20, 28, 47, 85, 147, 153, 195, 208, 211	Lack of integration between public transport modes/ better integration/interchange needed	This issue of integration of modes and interchange points are noted and are covered under Measures INT 1 to INT 7. The key proposed public transport interchange locations are indicated in Figure 10.4.	No change required
Public transport	Integration	PT12-3	16, 30, 47, 72, 85, 128, 135, 156, 159, 160, 168, 211	Support integrated ticketing/ Need clearer explanation of benefits of integrated ticketing/ Smart Card/ wish to see it implemented quickly	Measure INT 2 details the integrated ticketing policy and Section 10.5.3 clearly states the rationale behind integrated ticketing. The Authority will strive to ensure integrated ticketing is implemented quickly and in this regard is currently piloting a multi-modal Smartcard.	No change required
Public transport	Integration	PT12-4	199	Importance of Lucan Luas/ Kildare Line and Dart Underground interchange	Noted, the proposed interchange of the Lucan Luas line at Inchicore with the Kildare line will be shown in Figure 10.3	Add Inchicore as an interchange point on Figure 10.3.
Public transport	Integration	PT12-5	161	Supports policy INT 4 on interchanges	Noted	No change required.
Public Transport	Integration	PT12-6	128	Disabled parking at Park and Ride should be considered	Agreed, a minimum percentage of spaces at Park and Ride sites should be allocated to disabled users.	Add a bullet point to Measure INT 5 “Seek that a minimum percentage of parking spaces should be allocated to disabled users” .
Public transport	Integration	PLAN3-27	180	Strategy policy on public transport accessibility	The DoEHLG guidelines relate to areas for higher development densities and the Strategy measure	No change required.

Category	Issue	Number	Submission no.	Summary	Comment	Response
				(Measure INT 7 stating that no home in an urban area should be more than 800 metres from a bus or rail stop and 500m should be the target) is not in line with DoEHLG guidelines on Sustainable Development in Urban Areas. They consider 500m from a bus stop and 1 km from a rail or light rail stop as the thresholds for higher densities.	(INT 7) relates to access to public transport services. The two are not necessarily related in the manner in which the submission suggests.	
Other	Integration-security	OTH 1-46	202	Need for public transport police highlighted	Section 10.5.6 and Measure INT 6 addresses public transport passenger security.	No change required

Public transport integration - Travel information

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public transport	Information	PT13-1	7	Free phone number should be provided for public transport information.	There are a number of schemes under Measure INT 1 which will make public transport information much more accessible to all users. In this context, the cost of providing a free phone number would be difficult to justify.	No change required.
Public transport	Information	PT13-2	9, 85, 118, 135, 159, 160, 168	Support real time passenger information (RTPI) and its rollout nationwide	Noted. RTPI is being provided in cities outside the Greater Dublin Area, but this is not a matter for the Strategy.	No change required
Public transport	Information	PT13-3	30	Need for common timetables, bus stops and integration of timetables	This issue is addressed under Measure INT 1 and Measure BUS 9.	No change required.
Public transport	Information	PT13-4	46, 81, 85, 159, 168, 199, 208	Better public transport information needed (maps, fares, timetables)	This issue is addressed under Measure INT 1	No change required.
Public transport	Information	PT13-5	83	Support provisions on public transport information and marketing	Noted.	No change required.
Public transport	Information	PT13-6	140	Timetable hard copies should be available for sale.	Noted and agreed.	Add to end of 1st bullet point of Measure INT 1 “with copies available to the public via websites and in hard copy where such is considered necessary”
Public transport	Information	PT13-7	140	Major timetable changes should be limited during the year.	Noted and this is the approach that is generally followed.	No change required.
Public transport	Information	PT13-8	147	Measure INT 1 should refer to improving directional signposting between public transport modes	This is addressed in Measure INT 4	No change required.
Public	Information	PT13-9	193	Support unified brand for	Noted	No change required.

Category	Issue	Number	Submission no.	Summary	Comment	Response
transport				information		
Public transport	Information	PT13-10	199	Issues with RTPI specifically the exclusion of less frequent routes on RTPI signs (see submission)	This is noted. The Authority is currently piloting the RTPI and will be addressing any operational issues before complete rollout.	No change required.
Public transport	Information	PT13-11	205	Measure INT4 should refer to Figure 10.4 (rather than Figure 1).	This was a drafting error. Measure INT 4 should refer to Figure 10.4	Measure INT 4 will be amended so that it refers to Figure 10.4
Public transport	Information	OTH 1-22	128	All information should be available in accessible formats.	See response to issue PT3-2	See PT3-2

Public transport integration - Park and Ride

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public Transport	Park + Ride	PT19-1	11, 37, 135, 156	Support for more/better park and ride	Noted (addressed in Measure INT 5)	No change required.
Public Transport	Park + Ride	PT19-2	180	Supports Measure INT 5 (Park and Ride)	Noted.	No change required.
Public Transport	Park + Ride	PT19-3	34, 183	Park and Ride should be free.	Park and Ride facilities need to be managed to ensure demand does not exceed supply of spaces. It is also important that fare paying passengers not using Park and Ride do not subsidise those using Park and Ride.	No change required
Public Transport	Park + Ride	PT19-4	83	Support Bus based park and ride facilities	Dealt with under Measure INT 5	No change required.
Public Transport	Park + Ride	PT19-5	118	Loughlinstown Hospital Luas should have a Park and Ride	Noted. The Strategy does not specify locations for all future Park and Ride developments. However Measure INT 5 does detail the criteria required for suitable sites.	No change required.
Public Transport	Park + Ride	PT19-5	137, 195	Kilcock Park and Ride suggestion	See comment on issue PT19-5 above.	No change required.
Public Transport	Park + Ride	PT19-6	147	A more defined Park and Ride policy is needed.	See comment on issue PT19-5 above.	No change required.
Public Transport	Park + Ride	PT19-7	173	Support Lissenhall Park and Ride	See comment on issue PT19-5 above.	No change required.
Public Transport	Park + Ride	PT19-8	174	Support Park and Ride on the M50/M11 in Bray/ Cherrywood area	See comment on issue PT19-5 above.	No change required.
Public Transport	Park + Ride	PT19-9	195	Park and Ride Naas/ Sallins area	See comment on issue PT19-5 above.	No change required.
Public Transport	Park + Ride	PT19-10	195	N4 Park and Ride sought	See comment on issue PT19-5 above.	No change required.
Public Transport	Park + Ride	PT19-11	206	More car parking spaces at Laytown station	See comment on issue PT19-5 above.	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public Transport	Park + Ride	PT19-12	129	The Strategy should support proposed Park and Ride service at N7 Brownsbarn.	See comment on issue PT19-5 above.	No change required.

Public transport integration - Fares

Category	Issue	Number	Submission no.	Summary	Comment	Response
Public Transport	Fares	22-2	34	Public transport should be free to use.	This would require significantly higher levels of subvention. The level of public transport subvention is a matter for the Department of Finance.	No change required
Public Transport	Fares	22-3	34	Taxation to support public transport system	This is a matter for the Department of Finance.	No change required
Public Transport	Fares	22-4	47, 156	Support zonal based fares	Noted.	No change required
Public Transport	Fares	22-5	50, 77, 82	Cost of public transport is too high	See comment on issue PT22-2 above.	No change required.
Public Transport	Fares/ finances	22-6	58	Collection of fares not transparent. Authorities should publish what money is going where.	This is presented in the annual reports of the various publicly funded transport operators, and is not a matter for the Strategy.	No change required
Public Transport	Fares/ finances	22-7	83	Cannot afford large scale transport projects.	The Strategy is a long term 20 year plan and therefore the large infrastructural projects are essential to ensuring improvement over the long term. The Implementation Plan will prioritise projects, policies and measures over the first 6 years of the Strategy, taking into account current economic circumstances.	No change required
Public Transport	Fares/ finances	22-9	135, 160	Damage to business from major infrastructural works/ minimise impact on business	The Authority will strive to ensure that any infrastructural works will not damage or impact the local businesses. The Authority is obliged to publish a Strategic Traffic Management Plan which will include measures to address this issue.	No change required
Public Transport	Fares/ finances	22-10	137	Need for cheaper fares for commuter towns	To a large extent, this depends on levels of government subvention (See comment on issue PT22-2 above). Also see Measure INT 3, where it states that the Authority intends to implement a simplified fares system for the Greater Dublin	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
					Area.	
Public Transport	Fares/ finances	22-11	137	Simplified fare system needed.	See Measure INT 3	No change required
Public Transport	Fares/ finances	22-12	137	Purchase of smart card system close to public transport stops	This is addressed in Measure INT2.	No change required
Public Transport	Fares/ finances	22-13	151, 161	Prioritisation of economically viable projects	This is a matter for the Implementation Plan.	No change required

Chapter 11 - Roads, Freight and Travel Demand Management

Roads - Policy

Category	Issue	Number	Submission no.	Summary	Comment	Response
Roads	Policy	RD1-1	155, 180, 185	Supports overall Roads Policies	None	No change required
Roads	Policy	RD1-2	162	Concerned in relation to impact of Roads Policies in terms of economic growth and the development of land	The Strategy policies do not preclude new roads which are linked to appropriate development patterns but states the principles by which new road schemes will be assessed. The overarching principle is that road schemes are consistent with the Strategy objectives and Objective 2 is to "Improve Economic Competitiveness". As such, if the need for a new road has been demonstrated in these terms, it may proceed. To address the concern a number of amendments to Measure ROAD 1 are proposed.	Insert "or is otherwise needed to meet national objectives consistent with the Strategy principles" at end of first sentence of Section 11.1.2. Insert "predominately" in front of "limited" in second paragraph of Section 11.1.1. In Measure ROAD 1, replace "material" in (d) with "significant" . In (e) insert "overall" before "level". In (j) replace "space" with "capacity for private vehicles"
Roads	Policy	RD1-3	155	Supports reprioritisation towards more sustainable modes	None	No change required

Roads - Management

Category	Issue	Number	Submission no.	Summary	Comment	Response
Roads	Management	RD2-1	2	2+1 roads should be considered	In relation to 2+1 roads, the design of roads is a function of capacity requirements. The Authority will not be recommending any specific design over another.	No change required
Roads	Management	RD2-2	47	Major Routes should be clearways	These matters are related to the detailed design and operations of roads and traffic regulations. In the case of operational issues, these are more appropriately dealt with at the Local Authority level rather than in a strategy. The Strategy clearly seeks to enhance the efficiency of the road network for all modes. Additionally, a Strategic Traffic Management Plan and a suite of Local Traffic Plans will be developed in the coming years which will address these details.	No change required
Roads	Management	RD2-3	199	Eliminate Slip Lanes	As RD2-2 above	No change required
Roads	Management	RD2-4	9	Improve Road Signage	As RD2-2 above	No change required
Roads	Management	RD2-5	9	Left-turn on red	As RD2-2 above	No change required
Roads	Management	RD2-6	158	Maintain function and efficiency of national roads	ROAD 5 contains a number of provisions in this regard for strategic roads (which include motorways and national primary roads outside the M50).	No change required

Roads - Vehicular Restrictions

Category	Issue	Number	Submission no.	Summary	Comment	Response
Roads	Vehicular restrictions	RD4-1	32	Motorways should be toll free	The funding of motorway infrastructure is a matter for the NRA and Central Government and should not be included in the Strategy.	No change required
Roads	Vehicular restrictions	RD4-2	42, 70, 128, 142	Opposed to car bans	Restrictions on car traffic in certain areas, particularly through traffic in town centres, are seen as a key element in providing for improved public transport priority as well as cycling and walking.	No change required
Roads	Vehicular restrictions	RD4-3	131	Support for further car restrictions	Noted.	No change required
Roads	Vehicular restrictions	RD4-4	48	Bus lanes should be opened when not needed	A balance needs to be struck between consistency in bus lane operating hours to avoid driver confusion (Measure BUS 8) and avoiding unnecessary restrictions to other traffic when bus volumes are low. This issue can be dealt with in more detail in the forthcoming Strategic Traffic Management Plan and Local Traffic Plans.	No change required
Roads	Vehicular restrictions	RD4-5	116, 204	Access to SE/N11 from Dublin Port is needed for HGVs - opposed to further truck bans	Opposition to further truck bans is noted. However in order to improve the environment for pedestrians and cyclists in particular, further restrictions on heavy vehicles, such as 4 axle HGVs at certain times, are considered to be necessary in the city centre and other town centres.	No change required

Roads - Increase Capacity

Category	Issue	Number	Submission no.	Summary	Comment	Response
Roads	Increase Capacity	RD5-1	175	Access to South East/N11 from Dublin Port	There is a need to ensure strategic traffic is accommodated on strategic roads. The N11 – M50 – DPT route, with appropriate management to ensure delays to freight traffic in particular are minimised, will remain the key route for freight traffic from the south east/Wicklow area heading to Dublin Port.	No change required
Roads	Increase Capacity	RD5-2	118, 154, 175, 180	Upgrade N11/M50 Junction and N11 to M11	Detailed junction improvements can be examined at the Implementation Plan stage. This or other road improvements can be considered in the context of the principles set out in Measure ROAD 1. In relation to upgrade of N11, see response to issue RD5-4.	No change required
Roads	Increase Capacity	RD5-3	142, 160, 181	Support for Eastern Bypass to be built within plan life	The construction of the Eastern Bypass during the Strategy period is not recommended as part of the Strategy. The Dublin Port Tunnel/M50 with management as required to minimise delays to freight traffic will remain the key access route to Dublin Port	No change required
Roads	Increase Capacity	RD5-4	146, 162, 175	Supports more roads than currently specified for in Draft	The Strategy does not oppose the construction or upgrade of other roads, however they must satisfy the principles set out in Measure ROAD1.	No change required
Roads	Increase Capacity	RD5-5	142	Need capacity enhancements to junctions inside the M50	Measure ROAD1, point (j) states that there will be no significant increase in road capacity on radial roads inside the M50.	No change required
Roads	Increase Capacity	RD5-6	149, 175, 189, 195	Support for Leinster Orbital Route (incl. extension to Arklow)	The current NRA proposal only extends to Naas / Newbridge, and traffic modelling work carried by the Authority does not suggest a need for a major road upgrade between Naas and Arklow. Local upgrades of the route between Naas area and Arklow may however be appropriate over time.	No change required
Roads	Increase Capacity	RD5-7	162, 172, 185, 186	Support for additional road development to serve the Airport	The road network serving Dublin Airport has had several major upgrades in recent years including major widening and junction upgrade schemes on the M1,M2	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
					and M50 and dualling of the R132. Car parking restrictions in the Airport area have been included by An Bord Pleanála as part of the Terminal 2 planning permission. In order to support more sustainable travel choices, the Strategy focuses on improved public transport services to the Airport, rather than new roads. See also response to RD5-4	
Roads	Increase Capacity	RD5-8	172	Develop Swords Western Bypass	See response to RD5-4	No change required
Roads	Increase Capacity	RD5-9	195	Provide relief roads for towns	See response to RD5-4. Also acknowledged in Section 11.1.2 of Draft Strategy.	No change required
Roads	Increase Capacity	RD5-10	188	Direct line tunnel from Juct 3 on the M50 to Junct 17.	Noted, this was not considered as a measure under the strategy	No change required

Roads - Alternative Fuels

Category	Issue	Number	Submission no.	Summary	Comment	Response
Roads	Alternative fuels	RD6-1	125	Provide access to priority lanes for alternative fuelled vehicles	The NTA would not support prioritising road space for alternative fuelled vehicles. Even if the demand was there, the objective is to move the maximum number of people in the most efficient manner possible and therefore the focus street based public transport	No change required
Roads	Alternative fuels	RD6-2	131, 146, 204	Support for Electric Vehicles and Charging points including incentives. Includes recommendations for wider uptake of electric vehicles. Reference sought to government target of 10% market penetration for electric vehicles by 2020.	The NTA supports the Smarter travel target of 10% of the car fleet being electric by 2020. In relation to the suggestions in these submissions, many of the recommendations proposed are outside the remit of the Strategy but are supported by other measures included in the Strategy.	No change required

Roads - Other

Category	Issue	Number	Submission no.	Summary	Comment	Response
Roads	Other	RD7-1	70, 137, 195	Maintain roads better	Noted. This is also addressed in Measure ROAD 5 in relation to strategic road	No change required
Roads	Other	RD7-2	70	Roads around schools are congested	Noted. Measure TDM 4 promotes School Travel Planning through Green Schools	No change required
Roads	Other	RD7-3	106	Support for Car Clubs	Measure TDM 4 supports Car Clubs	No change required
Roads	Other	RD7-4	117	Opposed to declassification of certain national roads inside M50, as Local Authorities will place inappropriate speed limits on former national roads and not maintain them	Following the completion of the M50 C-ring, the Authority considers that roads currently designated as national roads within the M50 (other than the Port Tunnel and a route to Dun Laoghaire Port) no longer perform a national traffic role, and should therefore be declassified as national roads. This will facilitate more appropriate traffic management arrangements for these roads, suiting their local (primarily urban) circumstances. Road maintenance is a matter for government and local authorities.	No change required
Roads	Other	RD7-5	131	Support for Workplace car sharing for Electric Vehicles	Noted. This is a matter for individual workplaces in preparing a Workplace Travel Plan.	No change required
Roads	Other	RD7-6	135, 197	Car borne commuters and shoppers should not be treated the same in relation to parking or restrictions.	The NTA recognises the unique needs of shoppers and will seek to maintain access to city centre car parks and seek to uphold the viability of existing retail areas in the GDA in order to support the economy of the city centre and town centres. Various Strategy Measures support these objectives.	No change required
Roads	Other	RD7-7	147	Need to refer to legislative changes where required	Noted. It is implicit that where legislative amendments are required to implement all or part of a specific measure, that such measure will not be implemented until such legislative amendment is enacted.	No change required
Roads	Other	RD7-8	155	Improvements in driver	Noted. The Road Safety Authority is the national	No change

Category	Issue	Number	Submission no.	Summary	Comment	Response
				training needed to ensure drivers are more aware of cyclist safety.	body responsible for driver standards. This is an issue that can be pursued separately with that body.	required
Roads	Other	RD7-9	168	Eco-driving training should be mandatory	The Strategy supports training in eco-driving techniques, (see Measure ROAD 11) however driver training is a matter for the Road Safety Authority	No change required
Roads	Other	RD7-10	197	Questions the need for the Port Bridge	Strategy seeks provision of this bridge to serve South Port and Ringsend/Poolbeg area, but it is notes that provision of this link is subject to feasibility and economic assessment (Measure ROAD 2). It is also dependent on scale of development in south Port/Poolbeg area, a point that should be acknowledged in the Strategy.	Include at end of ROAD 2 (b)... “and extent of development in the Poolbeg area”
Roads	Other	RD7-11	199	Alignment of Leinster Orbital Route may be misguided.	The Strategy notes that the planned Leinster Orbital Route would serve certain key towns along the route (Drogheda, Navan, and Naas/Newbridge area) has been established. However the exact alignment for the route has not yet been finalised.	No change required
Roads	Other	RD7-12	199	Eastern Bypass should include rail options	The existing DART line caters for rail demand between the City Centre and south east coastal Dublin. Luas caters for demand between Sandyford area and the city centre. However, the retention of the Eastern Bypass alignment as a transport corridor (Measure ROAD 2) does not preclude its use in the longer term future as a rail corridor.	No change required
Roads	Other	RD7-13	205	Add in Environmental Impact Assessment and Appropriate Assessment as a consideration in ROAD1	Covered in Section 13.5	No change required
Roads	Other	RD7-14	11	Parking restrictions around rail stations are also opposed as it means people cannot leave their cars outside the city and take the train	The need for localised parking at rail stations is recognised. Measure INT 5 commits to: <i>“Seek the provision of local Park and Ride schemes in outer parts of the Metropolitan area and in the Hinterland area, where they improve public transport</i>	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
					<i>accessibility without worsening road congestion or increasing car travel distance”.</i>	
Roads	Other	RD7-15	199	Parking should be restricted on residential streets	This is addressed in section 9.3 of the Strategy	No change required
Roads	Other	RD7-16	208	Shared space needs to take account of those with visual impairments	Measure LU2, point 10, sub-point 6 addresses this under the adherence to existing guidelines	
Roads	Other	OTH 1-11	20	Use technology to restrict speeds	This measure within the remit of the GDA Strategy.	No change required
Roads	Other	OTH 1-30	153	Illegal or careless parking on footpaths, in designated parking spaces for disabled people, and parking on dished footpaths, causes huge difficulties.	Enforcement of traffic laws is supported by the Strategy in WCY10	No change required
Other	All Other	OTH 1-16	65	Speed cameras are cynical and alienate people from the Gardaí	The enforcement of speed limits is a matter for the Gardaí and the Road Safety Authority.	No change required
Other	All Other	OTH 1-17	70	Free [on-street] parking sought for disabled drivers.	This is a matter for local authorities.	No change required

Freight - HGV Strategy

Category	Issue	Number	Submission no.	Summary	Comment	Response
HGV Strategy	Policy	FGHT1-1	185	General support for the Strategy and specifically the section on freight	Noted	No change required
HGV Strategy	Policy	FGHT1 -2	108, 109, 111, 112, 113, 114 , 115, 116, 123, 127, 155	Support for the widening of the HGV Strategy / Canal Cordon in Dublin City	Noted. Addressed in Measure FRT 2	No change required
HGV Strategy	Policy	FGHT1 -3	196, 198	Concerned with the extension of HGV Management Strategy to include 4 axle vehicles	Noted. The details and full implications of any expansion will be addressed as part of the detailed development of such proposal.	No change required
HGV Strategy	Policy	FGHT1 -4	185, 203, 207	The benefits / costs of widening the HGV Strategy need to be set out, taking into account the Freight sector and its operational requirements	Noted. The details and full implications of any expansion will be addressed as part of the detailed development of such proposal.	No change required
HGV Strategy	Policy	FGHT1 -5	160, 203	Freight routes should be set out in the strategy and stakeholders consulted	Noted, but the detailed identification of individual routes are more appropriate to individual proposal development under local transport planning processes.	No change required
HGV Strategy	Policy	FGHT1 -6	196	Freight routes should include priority lanes	This is a matter for individual route consideration.	No change required
HGV Strategy	Policy	FGHT1 -7	196	The HGV strategy needs to address the issue of HGV parking and layover	Measure FRT 5 addresses the issue of truck parking facilities at on-line motorway service areas and other appropriate locations within the GDA.	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
HGV Strategy	Policy	FGHT1-8	198	Opposed to extension of 5 axle ban to 4 axles as Concrete industry relies on such vehicles and the city will need them to develop infrastructure	Noted. The details and full implications of any expansion will be addressed as part of the detailed development of such proposal.	No change required
HGV Strategy	Policy	FGHT1 -9	147, 185	The measures in the strategy are more concerned with the restriction of freight movement rather than managing freight movement	The Strategy fully recognises the importance of freight movement in the region. It provides a balanced approach to accommodating freight movement in conjunction with facilitating other road users.	No change required
HGV Strategy	Policy	FGHT1-10	203, 207	Supports FRT 5 but concerns over lack of detail	Noted. This document is a strategy – the exact details will be developed as part of later planning processes.	No change required
HGV Strategy	Policy	FGHT1-11	116	N11 to Dublin Port should be open to freight vehicles	There is a need to ensure strategic traffic is accommodated on strategic roads. The N11 – M50 – DPT route, with appropriate management to ensure delays to freight traffic in particular are minimised, will remain the key route for freight traffic from the south east/Wicklow area heading to Dublin Port.	No change required
HGV Strategy	Policy	FGHT1-12	196	Road use charging (specifically on national roads) discriminates against non-Dublin companies	The exact details of any road user charging proposal will be developed during the period of the first Implementation Plan and any discriminatory issues can be addressed then.	No change required

Freight – Rail

Category	Issue	Number	Submission no.	Summary	Comment	Response
Freight	Rail	FGHT2 -1	37, 160, 168, 189, 196	Support for rail freight, including the use of Luas lines	Noted. The strategy will support the use and safeguarding of existing rail network and appropriate enhancements to the network to provide for freight movements, where the value for money of such provisions, taking into account economic, social and environmental benefits, is positive.	No change required
Freight	Rail	FGHT2-2	195	Supports the reduction of road freight and consideration of road/rail distribution centres	Measure FRT 7 supports the use of rail based freight movement. Measure FRT 3 seeks the development of a “delivery centre” for disaggregation/consolidation of freight loads.	No change required
Freight	Rail	FGHT2 -3	196	More multi- modal rail yards	Measure FRT 7 supports the use of rail based freight movement. Measure FRT 3 seeks the development of a “delivery centre” for disaggregation/consolidation of freight loads.	No change required
Freight	Rail	FGHT2 -4	204	Use of passenger trains for rail freight	Measure FRT 7 addresses the issue of rail based freight.	No change required
Freight	Rail	FGHT2 -5	185, 203, 207	Support FRT7	Noted	No change required
Freight	Rail	FGHT2 -6	207	FRT7 should be re-worded to cater for "possible conflicts at major road crossings and likely impacts on peak traffic". Reference to "onward distribution of containers" should include "other goods"	Noted. The issue of level crossings and proposals to close such crossings where feasible are addressed in Chapter 10 of the Strategy. The inclusion of “other goods” in FRT 7 is agreed.	Amend Measure FRT 7 to include “ and other goods ” after “onward distribution of containers”.

Freight –Technology

Category	Issue	Number	Submission no.	Summary	Comment	Response
Freight	Technology	FGHT3-1	196	Supports the use of lower emission vehicles for medium/short distances	Noted. This is dealt with in Measures FRT 3 and FRT 4.	No change required
Freight	Technology	FGHT3-2	131, 203, 207	Support environmentally friendly delivery vehicles	Noted. This is dealt with in Measures FRT 3 and FRT 4.	No change required
Freight	Technology	FGHT3-3	196	Electric freight vehicles may be disadvantaged under the current road tax system for freight vehicles.	Noted. However, the taxation of freight vehicles is outside the scope of the strategy	No change required
Freight	Technology	FGHT3-4	207	Supports FR4	Noted	No change required

Freight –Distribution

Category	Issue	Number	Submission no.	Summary	Comment	Response
Freight	Distribution	FGHT4-2	168,195,196	A National Distribution Centre for freight is required, with road/rail access. Possibly to the South / South West of Dublin	The concept of a 'distribution' or consolidation centre is covered under Deliveries in Chapter 11, and Measure FRT 3 directly proposes the development of such a centre for the Dublin area.	No change required
Freight	Distribution	FGHT4-3	185,207	There should be a greater emphasis on implementing measures to address access issues at existing freight generating areas	This issue is addressed in FRT 6 and is also supported by other policies in section 11.1.3 "Managing the road network".	No change required
Freight	Distribution	FGHT4-4	155, 185, 203, 207	Supports FRT 3	Noted	No change required
Freight	Distribution	FGHT4-5	186	Support for increased freight access to the airport	This is dealt with in FRT 6	No change required
Freight	Distribution	FGHT4-6	189, 203, 204	Supports FRT 1	Noted	No change required
Freight	Distribution	FGHT4-7	130	FRT 3 does not deal with the delivery of food	Measure FRT 3 seeks 'the introduction of arrangements to promote' out of hours deliveries. This statement does not exclude the requirements for day time deliveries, which would include the requirement to deliver a range of perishable goods.	No change required
Freight	Distribution	FGHT4-8	198	Out of hours delivery is no use for certain goods (live / perishable)	See FGHT-7	No change required
Freight	Distribution	FGHT4-9	135	Loading / unloading should take place between 4pm and 9.30pm	Measure FRT 3 promotes the concept of "out of hours" deliveries. The exact arrangements to be put in place at any particular location will be subject to local considerations.	No change required
Freight	Distribution	FGHT4-10	204	There needs to be further investigation of night deliveries and freight lanes	Measure FRT 3 promotes the concept of "out of hours" deliveries. The exact arrangements to be put in place at any particular location will be the subject of local assessment.	No change required
Freight	Distribution	FGHT4-	198	Consolidation centres are no use	Noted. Such an approach would not be considered	No change

Category	Issue	Number	Submission no.	Summary	Comment	Response
		11		for concrete delivery	for concrete delivery.	required

Freight – Other issues

Category	Issue	Number	Submission no.	Summary	Comment	Response
Freight	Other	FRT5- 1	147	Impact of freight traffic & journey times (chp 12p15)	The modelling work for the strategy indicates an increase in HGV journey times between business clusters of 17%, however this needs to be viewed in light of the fact that business clusters should not be places for heavy HGV traffic. Overall the strategy provides significant benefits for freight movement.	No change required
Freight	Other	FRT5 – 3	147, 155	Supports Freight section of strategy	Noted	No change required
Freight	Other	FRT5 – 4	181, 207	Emphasises the importance of freight	Noted	No change required
Freight	Other	FRT5 – 5	199	Planning for bulk freight needed	This is dealt with under ‘Rail based Freight’ in Chapter 11	No change required
Freight	Other	FRT5 – 6	203	Funding for proposed freight measures is concern	The strategy sets out the strategic requirements for freight transport in the GDA. The funding of the proposed measures will be dealt with in the implementation plan.	No change required
Freight	Other	FRT5 – 7	203	Little consideration for freight movement and logistics	The Strategy proposes a comprehensive approach to freight movement and logistics, extending from the planning process (Measure FRT 1) to the development of disaggregation /consolidation centres (Measure FRT 3) to addressing rail based freight (Measure FRT 7).	No change required
Freight	Other	FRT5 – 8	203	More consultation needed, proposal for study to evaluate freight/logistics issues in Dublin.	Extensive public consultation has been carried out as part of the strategy process. Further detailed analysis on specific individual proposals is outside the scope of the Strategy.	No change required
Freight	Other	FRT5 – 9	181	insufficient weight given to freight vehicles in hierarchy of users	Noted. It is considered that a balanced approach has been adopted in the strategy.	No change required

Freight - Ports and Airports

Category	Issue	Number	Submission no.	Summary	Comment	Response
Freight	Ports and Airports	FGHT4-1	116,146, 149, 168	A number of additional Ports in the GDA have been suggested for specific mention in the Strategy under the freight section, specifically Dun Laoghaire, the proposed Port at Bremore and Wicklow.	Dublin Port and Dublin Airport are the primary points of access into the GDA and Ireland. The other ports mentioned (Dun Laoghaire and Wicklow) represent less strategic point of access to the GDA, and, although they are not directly referenced in the strategy, their function will be supported. The precise transport arrangement for these ports can be dealt with in local traffic management studies. The functioning of any Bremore Port would be supported by the general principles set out in the strategy, however given that there is no formal commitment to this port at Government level, it would be premature to include reference to it in the strategy.	No change required
Freight	Ports and Airports	PLAN5-1	103	Movement of goods to ports and Airports is critical - on an interregional basis	The need to ensure efficient movement of goods to ports and Dublin Airport is addressed by Measure FRT 6.	No change required.

Demand Management- Road Charging

Category	Issue	Number	Submission no.	Summary	Comment	Response
Demand Management	Road Charging	TDM1- 1	13, 62, 151, 181	Opposed to Demand Management Measures	In order to achieve the <i>Smarter Travel</i> objectives of the mode share of work-related commuting by car driving to 45% and ensuring that the total kilometres travelled by the car fleet in 2020 will not increase significantly from current total car kilometres, the Authority's analysis shows that demand management will be required over a large geographical area. Road use charging is the most appropriate means of achieving this. The strategy proposes to develop a road use charging scheme for introduction prior to 2020.	No change required
Demand Management	Road Charging	TDM1- 2	147, 180, 185	Support general Demand Management Measures	Noted	No change required
Demand Management	Road Charging	TDM1- 3	27, 28, 32, 39, 40, 42, 45, 49, 50, 62, 63, 120, 130, 136, 151, 154, 160, 187, 194, 197	Opposition/Concern over any restriction to car use and in particular road charging	See TDM1-1	No change required
Demand Management	Road Charging	TDM1- 4	44, 61, 164, 180,	Support for congestion charging	Noted	No change required
Demand Management	Road Charging	TDM1- 5	160, 164,	Support for the piloting of road user charging	Noted – this is included in Measure TDM 3 which states that the Authority will consider the introduction of a pilot charging scheme on an individual road corridor.	No change required
Demand Management	Road Charging	TDM1- 6	164	Concern over the feasibility of piloting road user charging	See TDM1-5. The feasibility of such a pilot scheme would have to be	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
					considered following specific investigation of any proposed scheme, and cannot be set out in the strategy.	
Demand Management	Road Charging	TDM1-7	160, 164,	Financial & economic impact of road charging needs to be considered. What will be done with the revenue gathered	The distribution of revenue generated from road user charging has not been set out in the strategy. Measure TDM3 states that the Authority will consider the extent to which the net revenues from a road use charging scheme can or should be assigned to, or re-invested in, public transport improvements and operations.	No change required
Demand Management	Road Charging	TDM1-8	168	Feasibility study required for national road charging scheme	This is outside the remit of the GDA transport strategy.	No change required
Demand Management	Road Charging	TDM1-9	147	Greater clarity needed to road charging ie size of area effected, how revenue is spent etc	The strategy identifies that the details of road charging proposals will be developed as part of the Implementation Plan.	No change required
Demand Management	Road Charging	FRT5 - 2	147	HGV and road pricing will affect cost of transporting goods	No decisions have yet been taken in relation to the exact arrangements for road user charging. The details of such a scheme will be developed during the first Implementation Plan period.	No change required
Demand Management	Road Charging	TDM1-10	120	Parking control and town centre road charging should be done in parallel	This is the policy of the strategy as set out in section 11.3.2 Demand Management Measures	No change required
Demand Management	Road Charging	TDM1-11	196	Demand Management measures should be targeted at private cars not freight	The details of the proposed road user charging scheme, including possible exemptions, will be developed as part of future Implementation Plans.	No change required
Demand Management	Road Charging	PT31-4	168	Rural fiscal measures to deter unsustainable commuting	The rationale for, and approach to, demand management of road space is set out in Measure TDM3, but will	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
					require further development as part of future Implementation Plans.	
Demand Management	Road Charging	OTH 1-18	70	Exemption from congestion charging for disabled people	The details of the proposed road user charging scheme, including possible exemptions, will be developed as part of future Implementation Plans.	No change required

Demand Management – Complementary Measures

Category	Issue	Number	Submission no.	Summary	Comment	Response
Demand Management	Complementary Measures	TDM2- 1	125	Support for fuel and taxation incentives for natural gas vehicles	Incentives for alternative vehicle technologies are outside the scope of the strategy.	No change required
Demand Management	Complementary Measures	TDM2- 2	168	Support for a threshold for Workplace Travel Management Plans	Noted. This is included in Measure TDM 4.	No change required
Demand Management	Complementary Measures	TDM2– 3	147	Seeking greater clarity in TDM section in terms of implementation of measures and the language used throughout, including whether ramp metering, variable speed limits or hard shoulder running will be mutually exclusive	Measure TDM 1 commits the Authority to evaluate the feasibility and potential benefits of various measures – such measures are not mutually exclusive. In terms of the details of road use charging proposal, the strategy confirms that these details will be developed as part of the Implementation Plan.	No change required
Demand Management	Complementary Measures	TDM2– 4	106	Supports provision for car clubs and recommends TDM4 be altered to reflect that this company has already introduced car sharing	Noted. The wording of Measure TDM 4 is proposed to be amended slightly to reflect the prior existence of this operation.	Replace the word “introduction” in Measure TDM 4 with “development”
Demand Management	Complementary Measures	TDM2– 5	199	Concerns over support for car sharing as it removes potential public transport users	Car sharing is an economical use of private transport in areas where public transport is not appropriate or available for certain trips.	No change required
Demand Management	Complementary Measures	TDM2– 6	180	More emphasis on “soft” measures needed	Measure TDM 4 highlights some of the “soft” demand management measures to be supported by the strategy including workplace travel plans, residential travel plans, car club schemes and other initiatives.	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
Demand Management	Complementary Measures	TDM2-7	197	Support for on street car parking spaces	Measure TDM1 deals with on-street car parking. It seeks management of on-street parking rather than removal.	No change required
Demand Management	Complementary Measures	TDM2-8	168	"Intelligent parking pricing" system should be incorporated	Noted. Amendment proposed.	Insert at the end of Measure TDM 2 the following additional bullet point: “Support the setting of parking charges at levels to achieve specific transport objectives” .
Demand Management	Complementary Measures	TDM2-9	211	Better management and proper enforcement of the PSV regulations are essential to manage congestion (11.3.1 Demand Management).	Noted. Enforcement is a matter for other authorities.	No change required
Demand Management	Complementary Measures	TDM2-10	87	Consideration of more stringent maximum parking standards and parking levies as part of a Demand Management Strategy.	Parking levies supported in Measure TDM 2, but their introduction is a matter for the Department of Finance. The strategy confirms (Measure LU 4) that the Authority will publish additional guidance on car parking standards in the GDA.	No change required

Chapter 12: Expected Outcomes

Modelling approach and costs

Category	Issue	Number	Submission no.	Summary	Comment	Response
Outcomes	Costs		133	Report needs to set out costs in more detail		In Section 12.3 of the report, the Strategy costs subsection has been substantially expanded. A new subsection on Transport Economic Efficiency analysis (cost-benefit analysis) has been added.
Outcomes	Different scenarios		133	Allow for flexibility – for a range of future eventualities	It is proposed to include more specific examples of likely impacts of lower growth on timing of schemes in Section 12.8	Include text in Section 12.8 “Schemes identified as subject to retiming or postponement under a lower growth scenario include <ul style="list-style-type: none"> • Metro West; • Extension of Luas Green Line to Bray/Fassaroe area; and • The proposed heavy rail line to Navan.”

Chapter 13: Next steps

Implementation

Category	Issue	Number	Submission no.	Summary	Comment	Response
Other	Implementation	OTH 1-14	47	Timelines for measures should be included	Funding uncertainties make such timelines difficult to prepare for a 20 year Strategy. This will be addressed in the six-yearly Integrated Implementation Plans.	No change required
Other	Implementation	OTH 1-35	160	Strategy needs to differentiate between large infrastructural projects and low cost projects and prioritise them within an indicative timeframe	This is a matter for the Integrated Implementation Plan.	No change required
Other	All Other	OTH 1-36	160	Strategy needs to outline how the Authority will work with various bodies to ensure cost effective implementation.	The need to work with other agencies and bodies (including local authorities, the NRA, Pobal, the Department of Education, Department of Health, the freight industry and the Garda) to ensure the Strategy is delivered is acknowledged in the Strategy.	No change required
Other	Implementation	OTH 1-43	197	There should be regular legislative reviews to support implementation	Where the Authority identifies a need for legislative change to support implementation of Strategy measures, it will advise the Department of Transport Tourism and Sport in this regard. Changes to legislation, regulations or statutory instruments are a matter for the Department of Transport.	Include text at end of Section 13.2 “In developing and delivering the Implementation Plan, the Authority will monitor the need for legislative changes to facilitate the delivery of Strategy measures, and will seek the provision of any

						such changes”
Other	Implementation	OTH 1-60	181	Clear indication needed of exactly how the Authority is going to work with all of the Government Departments to ensure that the transport network is effective servicing the needs of all communities in Dublin	This will be addressed in the Implementation Plan.	No change required
Other	Implementation	OTH 1-64	210	Education Planning Scoping Note will complement the Implementation Plan.	Noted.	No change required

Funding

Category	Issue	Number	Submission no.	Summary	Comment	Response
Other	Funding	OTH 1-2	6, 133, 147, 150, 155, 160, 193, 200	Costs and Funding should be considered	<p>Costs were considered, as part of a cost-benefit analysis of the Strategy (see Section 12.4 of draft Strategy and background Strategy Appraisal Report).</p> <p>Funding is a matter for the six-yearly Integrated Implementation Plans, however it is proposed to reword Section 13.5 "Funding" to acknowledge current funding constraints and note that the Strategy will be delivered on the phased delivery</p>	Amended text as follows
Other	Funding	OTH 1-33	155	An indicative cost for walking, cycling & all sustainable travel measures should be included in the main report	This will be addressed in detail in each Integrated Implementation Plan.	No change required
Other	Funding	PT31-5	168	Issues over funding of services	Issues of funding are outside the remit of the Strategy and fall to be dealt with in the Implementation Plans.	No change required
Other	Funding	PT22-1	146	Low cost alternatives for capital intensive schemes should be investigated, if funding problems	The Strategy is a long term 20 year Strategic plan which incorporates large, medium and low cost measures which will improve not only the public transport system in the GDA but also the quality of life for those people living and travelling within the GDA. The prioritisation of these measures/projects will be dealt with in the Implementation Plan. The appropriate schemes to address particular demands have been carefully selected and included in the Strategy.	No change required
Other	Funding	PT22-8	132	Low cost high impact improvements to public transport should be made	See response to issue PT22-1 above.	No change required

Monitoring

Category	Issue	Number	Submission no.	Summary	Comment	Response
Other	All Other	OTH 1-53	121	Monitoring programme should allow users to comment and inform future development	There will be consultation in the Implementation Plan, which will address implementation monitoring.	No change required

Other issues raised

Motorbikes

Category	Issue	Number	Submission no.	Summary	Comment	Response
Other	Motorbikes/ mopeds	OTH 1-5	117,33,194	Motorbikes should be considered more prominently.	Motorbikes have been considered at all stages of the Strategy development.	No change required
Other	Motorbikes/ mopeds	OTH 1-47	117	Need to reflect Action 20 of Smarter Travel which states “we will look at ways of affording traffic priority to motorised transport such as mopeds and segways in congested areas”.	The possibility of permitting motorbikes to use bus lanes was considered during the development of the Strategy but was not taken forward, because of the potential negative impacts on pedestrian and cyclist safety and perceptions of safety.	No change required

Mobility impaired and disabled – general

Category	Issue	Number	Submission no.	Summary	Comment	Response
Other	MID	OTH 1-7	14, 70, 128, 208	Mobility Impaired should be considered	The Strategy considers the needs of mobility impaired people, particularly in the walking section (Measure WCY5 and WCY 6), the bus section (Measures BUS 9 and BUS 10) and rail section (Measure RAIL 15 and RAIL 16).	No change required
Other	MID	OTH 1-10	14	Accommodate disabled drivers in bus lanes	The journey time advantage that bus lanes provide to public transport should not be undermined by private cars.	No change required
Other	Mobility impaired/ disabled	OTH 1-62	69	Provision of public funds for transport should be conditional on compliance with accessibility standards and guidelines.	Noted.	No change required

Alternative Fuels

Category	Issue	Number	Submission no.	Summary	Comment	Response
Other	All Other	OTH 1-6	131, 178, 185,,206	Support for Alternative Fuelled Vehicles and electrification	<p>These concerns include:</p> <ul style="list-style-type: none"> - Closer link to national greenhouse gas and renewable energy targets - More attention should be paid to electric vehicles and priority to alternative fuelled vehicles <p>The Strategy was prepared in the context of a number of National and European frameworks, policies and directives which govern these issues</p> <p>Providing for non-conventional fuelled vehicles is a national concern and the Authority, while supporting such measures, is not directly responsible for such policies. Moreover, the strategy relates to the GDA only and as such is somewhat constrained in what national policies it can propose.</p>	No change required
Other	All Other	OTH 1-23	131	General comments relate to meeting national greenhouse gas & renewable energy targets, which makes electrification of all transport modes vital	See response to issue PT27-2	No change required
Other	All Other	OTH 1-21	125	Strategy should state clear targets for number of natural gas vehicles that should be on the road by 2030	It is inappropriate for the Strategy to set such targets for the Greater Dublin Area.	No change required

Travel and Health

Category	Issue	Number	Submission no.	Summary	Comment	Response
Other	All Other	OTH 1-51	121	The strategy should fully recognise the role of transport policy and planning in improving health. Objective 5 should be widened from the current wording 'Reduce personal stress' to 'Improve population health and reduce personal stress'	Strategy objectives were agreed after extensive stakeholder and public consultation at the start of the Strategy development process. It would be inappropriate to change them at this stage of the process.	No change required
Other	All Other	OTH 1-52	121	Strategy should recognise policy of NGO's including Irish Heart Foundation in promoting healthy travel	Measures to promote walking and cycling are included in the Strategy, however it is not considered necessary to refer to policies of NGOs in this regard.	No change required

All other

Category	Issue	Number	Submission no.	Summary	Comment	Response
Other	All Other	OTH 1-4	107, 108, 109, 110, 111, 112, 113, 115, 117, 120, 150, 170, 171, 177	Support for the Strategy generally	Noted	No change required
Other	All Other	OTH 1-65	211	Acknowledge and appreciate the detailed work, appreciate the flexibility shown	Noted	No change required
Other	All Other	OTH 1-12	23,171	Use the sea, canals and rivers for transport	The use of water based transport was considered during the earlier stages, however only limited opportunities for sea, river and canal transport to serve travel needs in the Greater Dublin Area were identified.	No change required
Other	All Other	OTH 1-24	138	Flaws in radial system proposed as it is wasteful. The Authority has pursued the wrong strategy.	<p>Noted. The extensive modelling work and analysis carried out over the last 20 years through various transport studies for Dublin, allied to established development patterns and the forecast patterns of development, and the increasing move internationally towards cities and city centres as the drivers of economic, social and cultural development all point to a need for a vibrant and strong core and this must be supported by an extensive radial public transport network to meet existing and future distribution of travel demand.</p> <p>The Strategy supports this, as do national, RPG and local authority planning and economic policies.</p> <p>That is not to say orbital movements are not</p>	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
					important and a reading of the Strategy includes Metro West – a major orbital rail corridor (Measure RAIL 8) - and two key orbital QBCs (see Measure BUS 6). Orbital bus services and links are also essential in supporting and complementing the main radial networks.	
Other	All Other	OTH 1-26	147	Strategy provides no evidence to back it up	Evidence is provided in the background Patterns, Trends and Issues Report, the Forecasting Report, the Transport Modelling Report, and a set Appraisal Reports including the SEA and HDA. These were all published on the consultation website with the draft Strategy and in some cases, in advance of the draft Strategy during earlier consultation phases	No change required
Other	All Other	OTH 1-27	147	There are no real alternatives or a Plan B	See Chapter 6 of the draft Strategy. A long list of Strategy measures was assessed and consulted upon prior to determining which types of measures were most appropriate for inclusion in the Strategy. Three Strategy options were examined in detail. The Authority is obliged by legislation to prepare and consult on a (single) draft transport strategy.	No change required
Other	All Other	OTH 1-28	150	No mention of competition	This is a matter for transport regulation and procurement, rather than the Strategy.	No change required
Other	All Other	OTH 1-29	150	No account taken of National Recovery Plan	The Strategy contains a wide range of measures with a correspondingly wide range of costs. The Integrated Implementation Plan for the first 6 year period of the Strategy will need to take full account of current economic circumstances	No change required
Other	All Other	OTH 1-32	155	Needs to stress importance of the switch in transport modes to the overall economy, quality of life, tourism, efficiency of movement	The Strategy set out in Chapters 8 to 11 and the expected outcomes of implementing the Strategy set out in Chapter 12 clearly describe the benefits of the Strategy and the associated switch in travel	No change required

Category	Issue	Number	Submission no.	Summary	Comment	Response
					to walking, cycling and public transport.	
Other	All Other	OTH 1-34	160	Greater priority on measures to support economic recovery	Supporting economic growth and competitiveness was one of the key objectives of the Strategy, The Strategy measures, particularly the infrastructural schemes, are proposed with this in mind.	No change required
Other	All Other	OTH 1-40	185	Consideration should be given to dealing with adverse weather conditions	Noted. This is an operation issue for the relevant local authorities and service operators.	No change required
Other	All Other	OTH 1-49	119	Only general principles should be stated in the strategy	Specific policy, infrastructure and service measures are needed so that transport can be planned over the longer term in an integrated manner and consistent with longer term land use planning. The Strategy also needs to ensure provision can be made for planning major infrastructural projects which often have long lead-times.	No change required
Other	All Other	OTH 1-50	119	GDA transport providers in GDA must be forced to work together	The legislation that set up the National Transport Authority provides it with considerable powers to ensure coordination of planning and delivery of Strategy measures by those who provide transport in the Greater Dublin Area.	No change required