

2030 vision

FOR GREATER DUBLIN TRANSPORT

Consultation Summary

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1 INTRODUCTION

1.1 BACKGROUND TO 2030 VISION

2030 Vision is the name given to the Transport Strategy for the Greater Dublin Area, which is currently being developed by the National Transport Authority (the Authority). Work on the Strategy was started by the Dublin Transportation Office (DTO) in 2007 and continued by the National Transport Authority on its establishment in 2009. The Strategy that is developed after this final public consultation (February – April 2011) will be at the heart of all transport planning in the Greater Dublin Area for the next two decades. The 2030 Vision Strategy will be a successor to “A Platform for Change,” published by the DTO in 2001. As part of the development of the Strategic Transport Plan, consultation has taken place with members of the public and a range of strategic and political stakeholders since late 2007. Key political and strategic stakeholders have been involved in five Consultative Panel meetings to date, through which they have helped to shape the Vision, Objectives, and Measures of the Strategy. The public has also been involved in an extensive consultation process that focused on the same. Further, a Strategic Environmental Assessment (SEA) and Habitats Directive Assessment (HDA) has been undertaken alongside the consultation process.

This document reviews and summarises each step taken in the consultation process to date.

1.2 PRINCIPLES OF CONSULTATION

From the earliest stages of the Strategy’s development, the National Transport Authority recognised that a meaningful and inclusive consultation process was essential for developing a robust Transport Strategy.

The Authority recognised that the Strategy development must be visible with a significant level of awareness among the public and strategic stakeholders. A two-way consultation process was deemed the most efficient and useful way to ensure that the strategy planners could listen to and take account of the opinions and suggestions of all interested stakeholders.

Additionally, it was felt that by engaging with stakeholders early on in the process and continuing to update and engage with them, a sense of ownership would be established, which would support the implementation phases of the proposals.

The Authority has remained committed to these key principles of consultation throughout the development of the 2030 Vision Strategy and will continue to do so as the Strategy moves towards completion and publication later in 2011.

2 OVERVIEW OF CONSULTATION

2.1 WAVE 1

As the consultation process for the Strategy's development was quite lengthy, the National Transport Authority divided up the process into three "Waves." The main focus of Wave 1 was to engage with stakeholders on the draft Vision, Objectives, and Issues.

2.1.1 Consultative Panel 1, November 2007

The first series of consultative events took place in November 2007. The National Transport Authority identified and invited key leaders in state bodies, businesses, and community groups, as well as Elected Members in the Greater Dublin Area, to form the "Consultative Panels." These panel members have formed the basis of the invitation lists that have been used throughout the consultation process.

The first meeting with the consultative panels occurred in November 2007 when the stakeholders were invited to discuss the draft Vision for the future of transport in Dublin, as well as what the key Objectives of the Strategy should be. The initial Vision and Objectives were proposed by the National Transport Authority and were the subject of discussion at the panel meetings. These discussions resulted in some changes to the proposed Vision and Objectives.

Following this round of consultation, the updated, draft "Vision" was determined to be a Dublin that is:

"a competitive, vibrant, city-region of inclusive and engaged communities, proud of its heritage and its national and European roles, and looking to the future, where an improved quality of life for all is guided by the principle of sustainability."

The key draft Strategy Objectives that were agreed after this round of consultation were to:

- Strengthen communities;
- Improve access to opportunities and accessibility;
- Improve attractiveness of the public realm;
- Respect the natural environment;
- Improve economic competitiveness;

- Improve governance; and
- Reduce stress.

The draft “Vision and Objectives” report was produced and then was subject to review and consultation as part of the next round of consultation.

Approximately 70 strategic stakeholders attended Consultative Panel 1 (CP1).

2.1.2 Consultative Panel 2, April 2008

Following on from CP1, the Authority ran a second series of consultative events in late April 2008 with the same consultative panels convened as in November 2007. The aim of the second series of consultative panels was to receive feedback on the draft “Visions and Objectives” report and to discuss its “Patterns and Trends” document and “Issues” report.

The purpose of discussing the “Visions and Objectives” document again was to review and discuss changes made as a result of the previous consultation and to determine whether or not it they would be brought forward as a final document for the Strategy. Additionally, the supporting “Sub-Objectives” were provided for discussion, as follows:

Objective 1: Strengthen communities

- To improve local accessibility to schools, shops, and other services
- To reduce physical barriers to pedestrian and cycle movement.
- To improve access for disadvantaged groups

Objective 2: Improve access to opportunities and accessibility

- To improve access to employment and other key destinations throughout the GDA
- To improve access to the transport system (improve network and service frequencies, interchange/connectivity, access for mobility impaired people, travel information for all transport users, and ease of use - total door-to-door journey)
- Ensure transport service affordability

Objective 3: Improve attractiveness of public realm

- To improve the environment for movement of people (e.g. better quality streets and spaces)
- To improve the quality of design of transport infrastructure and networks from journey start to end

Objective 4: Respect the natural environment

- To improve local air quality
- To reduce greenhouse gases associated with transport, in keeping with national policy
- To increase efficiency in the use of resources (e.g. better use of existing infrastructure, improve fuel efficiency)
- To reduce the impact of noise
- To protect biodiversity (e.g. protected sites)
- To support the consolidation of development/compact development
- To reduce the need to travel (especially by private car)

Objective 5: Improve economic competitiveness

- To improve journey time reliability
- To reduce overall journey times
- To support an efficient goods distribution network
- To reduce costs for business travel
- To support wider economic benefits
- To ensure value for money for transport expenditure
- To make the GDA a more attractive location for employers

Objective 6: Improve governance

- To improve integration of transport and land use
- To ensure integration with other government policies
- To improve institutional structures for planning, delivering and managing the transport system

Objective 7: Reduce stress

- To promote healthier forms of travel
- To increase the sense of personal safety
- To improve information relating to journey choice
- To improve travel information

As part of this consultation (CP2), the Authority also issued its “Patterns and Trends” document, which provided a series of data that were categorised under the headings Demographics, Travel, Economic, Social, Environment, and Infrastructural. The purpose of providing extensive datasets and graphs was to ensure that consultees understood the technical rationale for developing a new Transport Strategy for the region. The “Issues” paper added to this “Patterns and Trends” document, as it identified key areas where the patterns and trends may have significant influence (i.e. housing or employment).

The key consultation questions were:

Objectives

What were the most important high level objectives?

Why were they perceived as most important?

Any additions/changes to the objectives/sub-objectives?

Issues

What were the main issues?

Why were these issues perceived as important?

Perceived implications for sector/individual?

What would you like to see the strategy achieve?

Feedback from the stakeholders was taken on board, with the Vision and Objectives updated to reflect stakeholder input, as the Authority moved forward towards its first round of consultation with the wider public.

Approximately 70 people attended this round of consultation.

2.1.3 Public Consultation 1, May/June 2008

Following CP2, the Authority ran a six-week non-statutory public consultation from May 19th to June 30th 2008 on the draft Vision and Objectives, which were formed and modified in consultation with stakeholders during CP1 and CP2. The public was invited to participate via a consultation website or by written submission; some 3,500 members of the public participated in PC1.

The focus of the consultation was online at the project website. The first key question was on the Vision statement. It presented the draft Vision statement and asked people to select the three most important keywords in it. The keyword that received most first choices was "Quality of Life", followed by "Sustainable", "Forward Looking", and "Competitive". The second question focused on the Objectives and their supporting sub-objectives where respondents were asked if they agreed with the statements on draft Sub-Objectives given. The Appendix to this Summary Report details the final Objectives and Sub-Objectives agreed. The final consultative question focused on the Issues. The respondents were asked to choose the five key Issues that affect transport in the GDA from their own perspective. The most important issues were Public Transport, Planning and Development, Roads and Traffic Management, then Access to Employment.

Following on from the public consultation, final versions of the Vision and Objectives were agreed, with the final Vision defined as:

“The Greater Dublin Area will offer an improved quality of life for all, guided by the joint principles of sustainability and good governance, in an economically competitive, vibrant, forward looking, and efficient city-region of inclusive and engaged communities, proud of its heritage and its national and European role.”

2.2 WAVE 2

The close of Wave 1 came with agreement on the definitions for the Vision and Objectives and key issues the Strategy should address. Wave 2 built on this phase, focusing on engagement with the Consultative Panel members and the public on the draft Strategy Options and Scenarios.

2.2.1 Consultative Panel 3, June/July 2008

The third round of consultative panels (CP3) took place in June and July 2008. This round of consultative panels focused on the draft “Growth Forecasts and Development Scenarios Report” which covered overall population and employment forecasts and a range of geographical distributions based on different assumptions. Its aim was to inform the attendees on the key information and datasets, as well as to receive feedback on the figures used for testing the draft transport strategies.

Having reviewed the information and data, the attendees were asked to discuss the following questions:

- Do the overall 2030 population and employment forecasts for the Greater Dublin Area seem appropriate?
- Do the scenarios for distribution of population and employment seem appropriate for strategy testing purposes? Are there others that should be considered?

Attendees were generally in agreement not only with the approach used by the Authority in deriving the draft Population and Employment Growth Forecasts but also with the range of Distribution Scenarios. By confirming many of the underlying assumptions, the Authority was able to move forward towards defining the supporting Measures.

Approximately 90 strategic stakeholders attended this round of consultation.

2.2.2 Consultative Panel 4, November 2008

The purpose of the fourth Consultative Panel (CP4) meetings was to look at the potential Measures and used a specially developed computer tool to probe the relationship between Strategy Objectives and Potential Transport Measures.

Feedback was sought from attendees on 93 Measures, which included things such as:

- Improve public transport interchanges;
- Low emission zone controls; and
- More mixed use developments.

Attendees were asked to rank Objectives while giving consideration to their associated 'well performing' Measures. The key questions asked included:

- How did you rank the Objectives?
- How do you feel about the trade-offs required to achieve certain Objectives over others?
- Which Measures do you think should definitely be included in the 2030 Vision strategy?
- Are there any Measures that should be left out?
- Are there any other Measures you would like to see included?
- What are your top five Measures?
- What views do you have on each / any individual Measure(s)?
- What additional comments would you like to make about Objectives and Measures?

Nearly 80 strategic stakeholders attended this round of meetings.

2.2.3 Public Consultation 2, February/March 2009

For the second round of public consultation (PC2), the original list of Measures was updated and revised to reflect feedback from CP4. The purpose of this round of public consultation was to gain

feedback from the public on which of the 94 revised Measures they thought were needed to achieve the Vision and key Objectives for the future of the GDA.

PC2 ran from 9th February 2009 to the 22nd March 2009. The consultation aimed to reach as many people as possible by offering the material in different formats (online, survey forms, and phone line), ensuring a good standard of accessibility, and creating a high level of public awareness, through public relations and advertising campaigns. An essential part of the consultation was to ensure that as wide a range of stakeholders as possible contributed. Even though the consultation focused on the Greater Dublin Area, feedback from the whole of Ireland was sought to ensure a wide consultation reach. Overall, there were 3,680 unique visitors to the website, approximately 1,000 members of the public submitted some 6,000 comments on the Measures, 58 leaflets were returned, and 27 written submissions received.

The consultation had two main parts:

Part One contained the list of 94 potential transport Measures, broken down into six categories. Using the online tool that was developed for CP4, respondents were asked to choose the Measures they either liked or disliked and to suggest new Measures for potential inclusion.

Part Two contained a “strategy challenge” web tool that encouraged participants to weigh their preferred Objectives against each other to find the best balance. This resulted in ten High Performing Measures that could achieve their preferred Strategy Objectives.

The feedback that the respondents provided on the Measures themselves was extremely insightful, considered, and informative. The feedback on the five Objectives indicated that while each scored well two were favoured: Reducing Personal Stress and Improve Economic Competitiveness. Respondents also suggested many new Measures, out of which 13 unique new Measures were identified for consideration.

2.3 WAVE 3

The conclusion of Wave 2 allowed the National Transport Authority to move towards the preparation of a Draft 2030 Vision Strategy. The overall focus of Wave 3, therefore, was to engage stakeholders and the public on the Draft Strategy and the elements which may be included as part of the final version.

2.3.1 Consultative Panel 5, January 2010

The focus of the fifth Consultative Panel meetings (CP5) was to discuss the Strategy options and proposals within them, as well as constraints that may influence the final contents of the Strategy and its success in meeting the Objectives.

During the CP5 meetings feedback was sought from attendees on whether they felt the three themed Strategy options “Economy,” “Environment,” and “Society” and the specific proposals in them are likely to meet the Objectives for the Strategy, and which proposals should or should not form part of the final Strategy. In addition, views were sought on constraints that may limit the delivery of the Strategy and ways in which these might be mitigated or overcome.

During the meetings the attendees were asked to consider the following questions:

Strategy Options

- Do you feel that the proposals included in the options meet our Strategy Objectives?
- What do you see as the most important type of proposal?
- Do you think there are other proposals that should be included? Is anything missing?
- Should some of these proposals NOT be included? If so, why?

Potential Strategy Constraints

- Do you feel that any of the constraints would seriously limit the Strategy’s development? If so, how?
- Are there ways in which we could overcome these constraints? What do you suggest? Does this impact your original opinion of the proposals?
- Given the constraints, which types of proposals are most important for the final Strategy?

While it was generally felt that the proposals contained in the themed Strategy options do meet the Strategy objectives, some issues were raised by stakeholders with regards to both the proposals and the constraints.

Over one hundred strategic stakeholders attended the CP5 meetings.

2.3.2 Consultative Panel 6 and Public Consultation 3, February/April 2011

The Authority is now entering its final round of consultation, Public Consultation 3 (PC3). This will entail a six-week statutory consultation, as well as a final Consultative Panel (CP6) meeting. The focus of the final round of consultation will be on the Draft 2030 Vision Strategy, the Strategic Environmental Assessment, and the Habitats Directive Report.

The output of this process will be the draft 2030 Vision Strategy for presentation to the Government.

3 CONCLUSION

Following the end of the CP6 and PC3, the Authority will complete its draft Transport Strategy and present it to the Minister for Transport, in May / June 2011.

The National Transport Authority would like to thank all of the stakeholders and members of the public for their participation in the development of the Strategy thus far.

4 APPENDIX – STRATEGY OBJECTIVES AND SUB-OBJECTIVES

The agreed vision for the Strategy is as follows:

Our vision for Dublin 2030 is for a competitive, sustainable city-region with a good quality of life for all.

3.3 Strategy Objectives

Following consultation, five overarching objectives were agreed for the Strategy.

Build and strengthen communities

Improve economic competitiveness

Improve the built environment

Respect and sustain the natural environment

Reduce personal stress

3.4 Strategy Sub-objectives

High level objective	Sub-objective
1 – Build and strengthen communities	1.1 Improve accessibility to work, education, retail, leisure and other activities.
	1.2 Improve access for disadvantaged people (including physical access for mobility impaired people).
	1.3 Improve links between communities within the region.
	1.4 Improve links to the rest of the island of Ireland.
2 – Improve economic competitiveness	2.1 Improve journey time reliability for business travel and the movement of goods.
	2.2 Reduce overall journey times for business travel and the movement of goods.
	2.3
	2.4 Ensure value for money of transport expenditure.
	2.5 Support business agglomeration and competition.
	2.6 Improve access to GDA ports and Dublin airport. Provide for efficient goods distribution, servicing and access to materials.
3 - Improve the built Environment	3.1 Improve and maintain the environment for people movement (e.g. better quality design of streets and open spaces).
	3.2 Improve the quality of design and maintenance of transport infrastructure and vehicles.
	3.3 Minimise physical intrusion of motor traffic.
4 - Respect and Sustain the natural environment	4.1 Minimise the impact of transport on air quality.
	4.2 Minimise the impact of transport on water quality.
	4.3 Reduce greenhouse gases associated with transport. Improve efficiency in the use of natural resources, especially non-

High level objective	Sub-objective
	4.4 renewable ones (e.g. land, materials, fuels).
	4.5 Minimise the impact of noise and vibration.
	4.6 Minimise adverse impact of transport on biodiversity and natural amenities.
5 - Reduce personal stress	5.1 Improve journey time reliability for personal travel.
	5.2 Reduce overall journey times for personal travel.
	5.3 Improve travel information.
	5.4 Improve ease of use of public transport system.
	5.5 Promote healthier forms of travel and use of public space.
	5.6 Improve travel safety.
	5.7 Improve travel comfort and the sense of personal security.