



Greater Dublin Area
Draft Transport Strategy 2011-2030
2030 Vision

**Record of changes to preliminary Draft Strategy for public and
stakeholder consultation**

National Transport Authority
Dun Scéine
Harcourt Lane
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Record of changes to preliminary Draft Strategy for public and stakeholder consultation

The following table lists all substantive amendments to the preliminary Draft Strategy, which was issued for public and stakeholder consultation in February-April 2011.

These amendments are incorporated into the Draft Strategy submitted by the National Transport Authority to the Minister of Transport, Tourism and Sport in June 2011.

Appropriate amendments were made to the preliminary Draft Strategy to take account of consultation submissions. A separate report “Stakeholder and Public Consultation Submissions Report” provides the rationale for these amendments. Further amendments were made by the Board of the National Transport Authority in advance of approving the Draft Strategy for issue to the Minister. Minor typographical and grammatical changes are not listed.

All references in the table relate to the relevant sections of the preliminary Draft Strategy for public consultation.

Chapter	Page	Section	Paragraph	Line	Change
					Executive summary included, updated to take account of amendments to the Draft Strategy.
1	1	1.2	1	Last	Insert "The Strategy is not intended to represent a short term solution to transport deficiencies, rather it sets out a longer term framework for transport in the GDA."
1	2	1.3	1	1	At start, insert "The Strategy is a strategic transport planning document, intended to establish the direction of transport in the Greater Dublin Area for the next 20 years."
1	2	1.3	1	6	After "manner.", insert "The timing of implementation of the various strategy policies and measures will be addressed later, in a series of Integrated Implementation Plans, the first one of which will be published within 6 months of the publication of this Strategy."
1	2	1.3	End of 1.3		<p>Insert new section 1.4 as follows:</p> <p>"1.4 Economic environment and funding</p> <p>The unprecedented economic circumstances prevailing in Ireland at the time of the adoption of this Strategy, mean that the level of investment in transport provision will be significantly curtailed from that anticipated under prior investment plans and programmes. Accordingly, the delivery of many of the capital intensive projects in the Strategy is unlikely to occur in the short-term and the level of development and population growth may fluctuate from current predictions.</p> <p>It is recognised that the Strategy cannot rely on high levels of investment in its early years. In addition, it also needs to be sufficiently flexible to accommodate varying levels of funding availability and to react to changing circumstances during the period of the plan. That is reflected in the spectrum of measures set out in the Strategy – while it includes some necessary capital intensive projects, it also focuses on providing a range of lower cost measures delivering significant benefits for transport throughout the region.</p> <p>Notwithstanding the current economic difficulties it is still important that the Strategy sets out to deliver the needs of the region over the long-term. It will provide a blueprint for the development of transport in the Greater Dublin Area up to 2030. As such, it allows a long-term focus to be given to the needs of the region. Also, in tandem with other policies including, in particular, the Regional Planning Guidelines, it is targeted towards addressing the unsustainable development and commuting patterns that have emerged over recent decades. Reversing many of those untenable trends will take time. Accordingly, this is a Strategy that envisages incremental delivery over and, if necessary, beyond its full lifetime.</p>

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					<p>It may be that the pace of delivery of the component elements of the Strategy has to be phased over a longer period than might be considered desirable. However, that does not mean that the overall Strategy approach should change; the right solutions to service the overall transport needs of the region will still remain the right solutions even if the delivery timeframe is elongated. But it does mean that a more incremental approach to the overall delivery of the Strategy will be necessary. Such an arrangement is still consistent with the overall objectives of the Strategy and will ensure that the individual elements that will be developed will, ultimately, still aggregate to deliver a coherent integrated package.</p> <p>Sections 12.8 and 12.9 in Chapter 12 assess the implications of reduced population and employment scenarios, as well as examining longer term planning horizons. Together with the six yearly reviews of the Strategy required under the applicable legislation, this facilitates a responsive approach to addressing the evolving needs of the region over the full Strategy period.</p> <p>The next steps in the implementation of the Strategy are set out later in Chapter 13. “</p>
1	3	1.4	1	1	Replace heading for section “1.4” with “1.5”.
1	3	1.5	1	1	Replace heading for section “1.5” with “1.6”.
1	5	1.6	1	1	Replace heading for section “1.6” with “1.7”.
2	1	2.3	Section 2.3 (heading)	1	Replace “Transport 21 Investment Framework” with “Investment Framework”.
2	1	2.3	Start of Section 2.3	1	Insert “Transport 21” as a subheading above “The Government’s national....”
2	2	2.3	3 (sub-heading)	1	After “Implementation to date” insert “of Transport 21”.
2	2	2.3	End of 2.3		<p>Insert at the end of section 2.3</p> <p><i>“Revised Capital Programme 2011</i></p> <p>The Government is, at the time of finalisation of this Strategy, preparing a new capital programme for publication in September 2011. This new capital programme will address the dramatically changed fiscal and budgetary situation of Ireland. The first Implementation Plan arising from this Strategy will require to be fully consistent with this new programme and will be prepared in the context of written guidance from the Minister on multi-annual funding arrangements.</p> <p><i>National Development Plan 2012-2017</i></p>

Chapter	Page	Section	Paragraph	Line	Change
					The next National Development Plan will reflect the new capital programme and also new strategic national priorities. It will also affect the delivery programme for measures in this Strategy.”
2	3	2.4	3	5	After “This is a formal, systematic evaluation of the Strategy prepared in accordance with the”, replace “Planning & Development (Strategic Environmental Assessment)” with “European Communities (Environmental Assessment of Certain Plans and Programmes)”.
2	3	2.4	3	8	After “Regulations 2004 (SI No” replace” 436” with “435”.
2	4	2.5	3 onwards		<p>Delete entire section on “Transport Whiter Paper – European Transport Policy for 2010 – Time to decide” and replace with</p> <p><i>“European Transport White Paper</i></p> <p>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; • 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</p>

Chapter	Page	Section	Paragraph	Line	Change
					environment through more efficient use of existing resources and new technologies.”
2	5	2.6	7	5	At the start of the forth bullet point delete “Current car mode share for trips to work” and insert “Work-related commuting by car”.
4	12	4.7	Figure 4.9		Correction to transposed pie charts for Large Hinterland town residents and Rural Hinterland residents mode share.
5	3	5.1	Figure 5.1		Insert underneath figure “Note: The above graphics represent abstractions from the strategic transport model used for the development of the Strategy. Because of the strategic regional nature of the transport model, the exact details for any particular road link are indicative only”.
5	4	5.1	Figure 5.2		Revisions to annotations, including rail corridor names.
6	2	6.3	2	1	At the start of the line insert “The Measures were also subjected to a Strategic Environmental Assessment”.
6	6	6.9	Start of 6.9		Insert “Modelling and ” before “appraising Strategy options”.
6	6	6.9	2		<p>Delete this paragraph and insert</p> <p><i>“Transport Model for the Greater Dublin Area</i></p> <p>The appraisal of options was supported and informed by extensive modelling analysis undertaken using the Authority’s multi-modal, strategic transport model for the Greater Dublin Area. This model is ideally suited as a tool to support Strategy appraisal as it:</p> <ul style="list-style-type: none"> • Covers the entire Greater Dublin Area and all travel into, out of and within this area, • Includes all surface modes of travel (including travel by private car, public transport, walking and cycling and trips by heavy goods vehicles), • Uses the most up to date and state of the art modelling techniques and methods, • Was recently fully updated and calibrated using comprehensive travel data from the 2006 Census and from GDA wide education and household surveys that were also undertaken in the Census year. <p>The transport model is a strategic multi-modal, network based transport model covering the counties of Dublin, Meath, Kildare and Wicklow. The model includes all the main surface modes of travel (including travel by car, bus, rail, heavy goods vehicles, walking and cycling). It currently comprises a morning peak model covering the three hour period between 7am and 10am and an afternoon inter-peak model (also referred to as an off-peak model) covering the single hour between 2pm and 3pm. Annualisation factors are applied where appropriate to estimate annual demand from these modelled hours.</p> <p>The model was first developed in 1991 as part of the Dublin Transportation Initiative (DTI) study. The Dublin</p>

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					<p>Transportation Office (DTO), on establishment in 1996 took ownership of the model. Since 1996, the model has been updated on many occasions. In 2008, following a review of the model a full update was undertaken to prepare it for use in developing the GDA Transport Strategy.</p> <p>The main elements of the most recent major model update were</p> <ul style="list-style-type: none"> • Incorporation of the 2006 Census travel to work data and data from the GDA travel to education and household travel surveys (both surveys undertaken by the DTO in 2006) into the model and re-calibrate the model to observed 2006 travel behaviour and conditions, • Re-development of the Trip Attraction & Generation and Trip Distribution Models to incorporate the 2006 land use and travel datasets, • Development of a new afternoon off-peak model to have a similar structure and functionality to the morning peak model and calibrate the model to observed 2006 off-peak travel conditions. <p>The main characteristics of the transport model for the GDA in terms of the area covered, zoning system used, time periods modelled, model base and forecast years, transport networks modelled and the classification of travel demand are set out below:</p> <p><i>Model zones</i></p> <p>The transport model covers the full Greater Dublin Area (GDA) and County Louth. The current model has 657 internal geographic zones covering the modelled area and 9 external zones representing travel between the modelled area and the rest of Ireland. In the Metropolitan area, the zones are subsets of the District Electoral Divisions (DEDs) used to compile Census data. In the Hinterland area, zones are much larger and are an amalgamation of DEDs. In order to represent travel patterns at a more aggregate level, the model has the facility to amalgamate the 657 fine zones to 75 strategic zones, or to 21 coarse zones.</p> <p><i>Base and forecast years</i></p> <p>The base year for the current peak and off-peak models is 2006, while the main forecast year is 2030 – the planning horizon for the GDA Transport Strategy.</p>

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					<p><i>Modelled transport networks</i></p> <p>The model contains coded networks for all mechanised modes of travel – including car, HGV bus, heavy rail, LUAS and Metro. The road network has two distinct regions. In the Dublin County area, full junctions details are included for all major junctions (the simulation network), while outside Dublin County, junctions details are not included (the buffer network).</p> <p>The bus network contains details of all Dublin Bus, Bus Éireann and private operator bus services operating within, into and out of the GDA. Quality bus corridors and bus priority measures are included as part of the road network, and in the simulation area their impact on junction capacity is coded.</p> <p>The rail network contains all Iarnród Éireann services operating in and out of the GDA. Existing and future Luas and Metro lines and services are coded in the model as part of the rail network.</p> <p><i>Travel demand</i></p> <p>Travel demand is broken down by six journey purposes – i.e. work (commuting), education, employer’s business, shopping, other home based and non home based. Travel demand is further segmented by two person types – i.e. those with and those without a car available for their trip.</p> <p>A large array of model outputs was extracted to inform the assessment of the three themed options. In addition to summary outputs for the options as a whole, the model also produced outputs on a corridor by corridor basis. This facilitated an outline assessment of the benefits and costs of major infrastructural schemes in each option and helped determine which infrastructural elements of each option were contributing most to meeting strategy objectives, and assisted in assembly of the Strategy itself.”</p>
6	9	6.11	4	3	Delete second bullet point which states “Luas Line D1 (Line D extension from Broombridge to Meakstown);”
7	3	7.4	3		At the end of paragraph 3 insert “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 proposed intervention. In such areas 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, and takes cognisance of future needs”.
8	3	8.3	3		At the end of the paragraph insert “The Strategy

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					recognises the need to protect the key role of Dublin City”.
8	3	8.3	4	11	After “however” remove “larger centres made have a wider level of service” and insert “some larger Designated Districts constitute major population and employment centres and provide a wider range of services to those living within their catchment”.
8	4	8.3	After paragraph 7		Insert new paragraph “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.”
8	4	8.3	Under Measure LU 1		At the second bullet point under Measure LU1 after “focus” remove “any”.
8	7	8.4	Under Measure LU2		At the first bullet point under Measure LU2 after “local services” insert “such as convenience stores, doctors ‘surgeries and schools”.
8	9	8.4	16	1	Under the heading “Outer Suburban Nodes”, insert “, Cherrywood” after “land such as Adamstown”
8	9	8.4	17	1,2	Under the heading “Town Centres” delete “outside the M50” from 1 st line and “and Porterstown” from 2 nd line.
8	9	8.4	18	1	Under the heading “Inner Suburban Nodes” and after “inside the M50”, insert “on the existing heavy rail lines”
8	9	8.4	18	2	After “such nodes” insert “have existing social, community and commercial infrastructure and”
8	10	8.4	26		Delete entire paragraph “The strategy envisages that.....delivery of the Strategy over time” and replace with “ Transport planning, for each of the Designated Towns and Designated District Centres, 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 prepared in consultation with the Authority and address the implementation of the relevant measures contained in the Strategy.”
8	11	8.4	Under Measure LU3		Remove “development” from main bullet point 3, sub-bullet point 3.
8	11	8.4	Under Measure LU3		Delete main bullet point 8 commencing “Local Transport Plans” and replace with “Local transport Plans, as an integral component element of Local Area Plans or Development Plans, are prepared for each of the Designated Towns and Designated Districts in consultation with the Authority. These plans will address the implementation of the relevant measures contained in the Strategy and will be integrated into the relevant Development Plan or Local Area Plan;”

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8	11	8.4	Under Measure LU3		Final bullet point - after “of national roads” insert “, including motorways”.
8	12	8.5	1	2	<p>After “at a destination is” delete rest of paragraph and insert “ a key mechanism by which development can be encouraged to locate in the most appropriate areas from a sustainable transport point of view. The application of maximum parking standards (i.e. the maximum number of parking spaces that a developer can provide) is central to the management of transport demand. It has a critical influence on mode choice for all journey purposes. It also has a critical influence on congestion, the design of new developments, and the allocation and design of space in urban areas. The Authority considers the application of maximum parking standards at a region-wide level to be a key measure in addressing these issues in an equitable and structured fashion.</p> <p>The use of floorspace thresholds above which the standards only apply, enables flexibility for small-medium scale developments – particularly those that generate 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>
8	13	8.5	Under Measure LU4		At the start of the first line insert “The Authority will seek that”.
8	13	8.5	Under Measure LU4		At the end of the last bullet point insert “where good quality public transport alternatives are available”.
8	13	8.5	3	3	After “Dublin City Development Plan” insert “, which the Authority fully supports as an example of the effective use of car parking policy for necessary demand management”
9	2	9.2	Under Measure WCY1		Within the first bullet point after “through traffic onto” insert “ suitable”.
9	2	9.2	3	1	After Measure WCY1 box, insert “Appropriate access to visitor car parking is required for those visiting Dublin city centre. Car borne shopping plays an important role in supporting the city centre economy”.
9	2	9.2	Under Measure WCY2		After “speed limit in” insert “ appropriate areas in”.
9	3	9.3	3	10	At the end of the 4 th bullet point insert “and improved landscaping and streetscaping along footpaths”.
9	3	9.3	3	10	Insert an additional bullet point after 4 th bullet point: “Suitable lighting, with residential frontages overlooking of pedestrian routes”.

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9	4	9.3	Under Measure WCY4		At the end of the second bullet point insert “including suitable lighting, with residential frontages overlooking routes, and provision of appropriate landscaping and streetscaping features along routes;”
9	4	9.4.1	Under Measure WCY5		Within the first bullet point, after “the provision of” insert “adequately lit”.
9	4	9.4.1	Under Measure WCY5		Insert a new bullet point after the first bullet point: “The provision of footpaths alongside roads in rural areas where pedestrian safety is a concern, subject to appropriate pedestrian demand”.
9	4	9.4.1	Under Measure WCY5		At the end of the last bullet point insert “, whilst taking account of signage requirements”.
9	5	9.4.2	Under Measure WCY6		Within the first bullet point after “crossing points” delete “to assist mobility impaired people” and replace with “and the provision of audible signals at controlled crossing points, where appropriate, to assist mobility and hearing impaired people”
9	5	9.4.2	Under Measure WCY6		At the end of the last bullet point insert “;and” and insert an additional bullet point which states “Provision of wheelchair and buggy friendly pedestrian islands where islands are provided at crossing points.”
9	6	9.4.3	Under Measure WCY7		1 st bullet point after “Support ” insert “existing leisure walking routes and”.
9	6	9.4.4	Under Measure WCY8		At the end of the second bullet point insert “including new pedestrian bridges where appropriate”
9	7	9.4.5	Under Measure WCY9		Within the second bullet point after “of direction signage” insert “, including walk times,”
9	8	9.5.1	Under Measure WCY11		Insert an additional bullet point which states “Seek the cooperation of Local Authorities and other relevant agencies in taking an integrated approach to cycle network implementation”.
9	9	9.5.1	Under Measure WCY12		After the fifth bullet point insert an additional bullet point which states “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;”
9	10	9.5.4	Under Measure WCY15		Within the second bullet point, after “Secure sheltered on-street” insert “or public off-street”.
9	11	9.5.6	1	6	Delete “by 2020”.
9	12	9.5.6	Under Measure WCY18		Delete “by 2020” at the end of the first bullet point. Insert an additional bullet point which states “Support driver training to encourage consideration of cyclists”.
10	2	10.2.2	Under Measure BUS 1		After the second bullet point insert an additional bullet point which states “Improved bus services to disadvantaged areas, where appropriate”.
10	8	10.2.4	Under Measure BUS 9		Within the third bullet point insert “, route maps” after “stop specific timetables”. Add an additional bullet point underneath 6 th bullet point which states “Provision of

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					bus fare information". At the end of the final bullet point add ", subject to detailed feasibility analysis".
10	8	10.2.5	Under Measure BUS 10	1	After "or exceed Euro emission standards." insert "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".
10	8	10.2.5	Under Measure BUS 10	2	After "emissions" insert "and noise".
10	9		Figure 10.1		Additional annotations.
10	12	10.3.3	10		Directly before "Measure RAIL 2" insert "The potential for a twin track rail link extending from the Northern Line to serve Dublin Airport, and capable of being extended further northwards, has been identified. This proposal will be subject to further assessment for its possible implementation, including consideration of the timing of other related projects and an economic assessment".
10	12	10.3.3	Under Measure RAIL 2		After the 2 nd bullet point insert an additional bullet point which states "The Authority will assess the potential for a rail link to connect Dublin Airport to the Northern Line, subject to economic assessment and timing of related projects."
10	16	10.3.6	5		At the end of the paragraph headed "Luas BXD (Stephens Green – Broombridge)" insert "Dependent on the timing and scale of development in this area, and subject to economic assessment, this line may be further extended to Meakstown (Finglas), potentially linking with Metro West."
10	16	10.3.6	Under Measure RAIL 9		At the end of the second bullet point insert "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."
10	18	10.3.7	Under Measure RAIL 14		After "priority for Metro and" insert " (to the extent practicable)".
10	19		Figure 10.2		Additional annotations.
10	21	10.4.1	6		Directly before Measure TC3 insert "Licensed taxi drivers should possess satisfactory knowledge of industry rules and of the geographical area in which they work. In addition, all regulations governing the industry need to be fully complied with by operators and individuals. The Authority will develop regulations as necessary to support vehicle and taxi standards and will implement an enforcement regime to monitor compliance."
10	21	10.4.1	Under		Delete "establishment" in 2 nd bullet point and insert

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			Measure TC3		“further development”. In addition insert “and legal enforcement” after “monitoring. After the second bullet point insert an additional bullet point which states “The further development, monitoring and legal enforcement of appropriate driver standards.”
10	22	10.5.2	Under Measure INT 1		At the end of the first bullet point insert “, with copies available to the public via websites and in hard copy where such is considered necessary;”
10	22	10.5.2	Under Measure INT 1		After the seventh bullet point insert an additional bullet point which states “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;”
10	24	10.5.3	3	4	Before “multi-leg” insert “In particular,”
10	24	10.5.3	Under Measure INT 3		Delete “providing single fares for multi-leg journeys and facilitating a zonal based fare arrangement within the Metropolitan Area” and insert “and will develop a fare arrangement within the Metropolitan Area that facilitates multi-leg and multi-modal journeys.”
10	25	10.5.4	Under Measure INT 4		Delete “Figure 1” and insert “Figure 10.4” at the end of the first bullet point.
10	25	10.5.4	Under Measure INT 5		After the third bullet point insert an additional bullet point which states “Seek that a minimum percentage of parking spaces should be allocated to disabled users.”
11	1	11.1.1	2	11	After “the Strategy will be” insert “predominantly”.
11	1	11.1.2	1	6	After “Strategy planning objectives” insert “or is otherwise needed to meet national objectives consistent with the Strategy’s principles.”
11	3	11.1.2	Under Measure ROAD 1		At point “(d)” replace “material” with “significant”. At point “(e)” after “increase in the” insert “overall”. At point “(j)” after “in road” replace “space” with “capacity for private vehicles”
11	3	11.1.2	Under Measure ROAD 2		At the end of the 2 nd bullet point insert “and the extent of development in the Poolbeg area.”
11	11	11.2	16	1	Under the heading “Rail based freight” delete 1 st sentence.
11	11	11.2	Measure FRT 7		Within the second bullet point after “distribution of containers” insert “and other goods”.
11	14	11.3.2	Measure TDM 2		Insert an additional bullet point: “Support the setting of parking charges at levels to achieve specific transport objectives.”
11	15	11.3.2	Measure TDM 3		At the end of 1 st bullet point, insert “in order to meet current national policy as set out in <i>Smarter Travel</i> ”. In the 2 nd bullet point remove “Decide” and replace with “Advise the Minister”. Remove “exact”. After “format of” replace “the” with “a”. After “charging scheme” insert “that would meet national targets,” In the 3 rd bullet point replace “development” with “scoping” and replace “the” with “a”. At the start of the 4 th bullet point replace “Consider” with “Advise on”.

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					At the start of the 5 th bullet point replace “Consider” with “Advise on”.												
11	16	11.3.2	Measure TDM 4		In the first line replace “introduction” with “development”.												
12	2	12.3	1	1	Under the heading “Detailed analysis of sub-objectives” insert “As with the assessment of Strategy options (described in Chapter 6), the detailed assessment of the Strategy against the sub-objectives was informed in large part by analysis using the Authority’s transport model for the Greater Dublin Area. In addition, modelling analysis was required to inform the assessment of the Strategy against transport appraisal criteria (detailed in section 12.4).”												
12	9	12.3.2	No. 2.2		After “in trips on Dublin” insert “metropolitan”.												
12	14	12.3.2	Fig. 12.2		Additional map annotations. Also, directly under Figure 12.2 insert “Note: The above graphics represent abstractions from the strategic transport model used for the development of the Strategy. Because of the strategic regional nature of the transport model, the exact details for any particular road link are indicative only.”												
12	16	12.3.2	15	1	<p>At start of 1st paragraph under “Strategy costs” insert “The costs of major infrastructural elements and operational improvements included in the Strategy were estimated, to enable a cost benefits analysis of the Strategy to be undertaken.</p> <p>The capital and operating costs, (2002 prices, discounted) for the purposes of cost benefit analysis, are set out below.</p> <table border="1" data-bbox="792 1209 1373 1440"> <thead> <tr> <th></th> <th>Capital Costs Net Present Value (€m)</th> <th>Operating Costs Net Present Value (€m)</th> </tr> </thead> <tbody> <tr> <td>Public Transport Proposals</td> <td>5,999</td> <td>1607</td> </tr> <tr> <td>Road Proposals</td> <td>465</td> <td>422</td> </tr> <tr> <td>Total</td> <td>6,464</td> <td>2,029</td> </tr> </tbody> </table> <p>These costs do not take into account any additional revenue (through additional fares or road user charging) that the Strategy may generate.”</p>		Capital Costs Net Present Value (€m)	Operating Costs Net Present Value (€m)	Public Transport Proposals	5,999	1607	Road Proposals	465	422	Total	6,464	2,029
	Capital Costs Net Present Value (€m)	Operating Costs Net Present Value (€m)															
Public Transport Proposals	5,999	1607															
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Total	6,464	2,029															
12	16	12.3.2	16	1	<p>After the sub-section headed “Strategy costs” insert the following new sub-headings and sub-sections:</p> <p><i>“Transport economic efficiency analysis</i></p> <p>The strategy package has been subject to a detailed assessment of economic benefit and costs analysis in order to help assess the overall impact upon the economy. An economic modelling package (TUBA) has been utilised to assess the benefits and costs of the</p>												

Chapter	Page	Section	Paragraph	Line	Change
					<p>strategy for users, private sector service providers and the public accounts over a 30 year period.</p> <p>Unlike most appraisal assessments, the TUBA modelling utilises both the AM Peak and Inter-Peak transport model outputs but, as such, only those schemes that are incorporated within the transport model are assessed as part of the TUBA outputs.</p> <p>The proposed measures within the strategy package will result in changes in User Benefits for both personal travellers (consumers), as well as business travellers.</p> <p>Benefits (or disbenefits) are derived from changes in:</p> <ul style="list-style-type: none"> • Journey times • Vehicle operating costs • User charges (including fares and tolls); and • Reliability and Quality benefits <p><i>Social cost benefit analysis</i></p> <p>The strategy package has been subject to a detailed social costs benefit analysis in order to assess the overall costs and benefits to society. This analysis draws upon much of the Transport Economic Efficiency analysis within the economy section of the multi-criteria assessment. This provided an assessment of both the Net Private (User and Service Provider) Benefits from the strategy, as well as Public Sector Investment Costs.</p> <p>In addition, the social costs benefit analysis also gives consideration to any changes in the cost of externalities, specifically carbon and accidents.</p> <p>The analysis indicates that the overall benefits delivered by the Strategy are in the order of €36 billion (2002 prices, discounted), providing a ratio of the benefits to costs of the Strategy Package in the order of 5. Whilst there must be caveats in relation to the precise scale of the benefits and costs, as calculating a ratio for a wide-ranging strategy incorporating many measures can only be indicative, the result clearly demonstrates that the strategy package will deliver substantial benefits to society that outweigh the costs of implementation and operation.”</p>
12	31	12.5	2	2	At the first bullet point delete “current car mode share for trips to work” and insert “Work-related commuting by car”.
12	33	12.8	3	1	At the end of section 12.8 insert “Schemes identified as subject to retiming or postponement under a lower growth scenario include:

Chapter	Page	Section	Paragraph	Line	Change
					<ul style="list-style-type: none"> • Metro West; • Extension of Luas Green Line to Bray/Fassaroe area; • The proposed heavy rail line to Navan; and • Investment in rail cars, depots and supporting infrastructure. <p>Subject to further project specific assessment, linked to emerging development trends, other elements of the Strategy may also be subject to timing adjustments.”</p>
13	1	13.1	3	2	At the end of section 13.1 insert “Legislation also requires a cycle of six yearly reviews of the strategy in a similar fashion to the Regional Planning Guidelines. This cyclical strategy review process, the requirement to be consistent with evolving Regional Planning Guidelines along with the cycle of 6 year implementation plans all emphasise the need for flexibility, as contained in the Strategy.”
13	1	13.2	3	2	At the end of section 13.2 insert “In 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 necessary legislative changes.”
13	2	13.3	1	1	<p>Delete the first line under section “13.3 Funding”, and insert “The unprecedented economic circumstances prevailing in Ireland at the time of the adoption of this Strategy, will clearly mean that the level of available funding for investment in transport over the early years of the Strategy will be significantly less than anticipated under prior investment plans and programmes. The Strategy has been developed mindful of these circumstances and constraints.</p> <p>The 84 measures set out in the Strategy comprise a mix of high cost projects and low cost plus zero cost projects and initiatives. Considered overall, the majority of the Strategy measures are either low cost or, indeed, zero cost proposals, with a limited number of high cost capital projects only proposed where, ultimately, the future transport demands require such investment to deliver the necessary long-term capacity in the transport system. The delivery of many of those high cost schemes can, and will, extend over many years – it is not a prerequisite of the Strategy that they are delivered in the early years of the Strategy.</p> <p>The Strategy is not intended to represent a short-term solution to the transport deficiencies in the Greater Dublin Area. Instead it represents a long-term framework for the development of transport in the Greater Dublin Area up to 2030. Irrespective of the nature of the current economic difficulties, it is important that the long term objectives and goals for transport in the region are appropriately established and that each investment moves incrementally towards</p>

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					<p>delivering the overall outcome.</p> <p>Accordingly it is envisaged that the component elements of the Strategy will be delivered on a phased basis over the period of the Strategy. The exact pace of delivery will be dictated by the level of available funding and will be established in the various Implementation Plans over the period of the plan.”</p>
13	2	13.3	2	5	After “The Authority will have” insert “full”. In addition, after “regard to such guidance in preparing the Implementation Plan” delete rest of paragraph.