NTA
Údarás Náisiúnta Iompair
National Transport Authority

Greater Dublin Area Transport Strategy
Executive Summary

2022 2042

Contents

Part A
The Background

1. Introduction and Context

This Transport Strategy for the Greater Dublin Area 2022-2042 ("Transport Strategy" or "Strategy") replaces the previous strategy,which was approved by the then Minister for Transport, Tourism and Sport in 2016.

Under the Dublin Transport Authority Act, the National Transport Authority (NTA) must review its transport strategy every 6 years. Arising from the review of the 2016 plan, this updated strategy sets out the framework for investment in transport infrastructure and services over the next two decades to 2042.

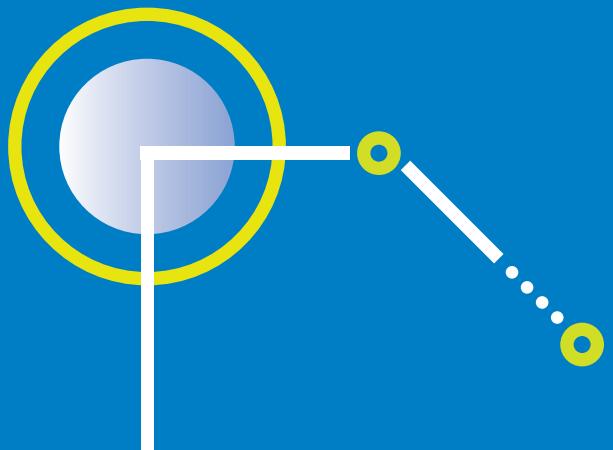
A transport strategy must fully reflect its wider context comprising policies and objectives related to land use, development, population distribution, investment, sustainability and climate action, which are determined by other state agencies and authorities. As such, this Transport Strategy has been developed to be consistent with the spatial planning policies and objectives set out in the Regional Spatial and Economic Strategy (RSES), as adopted by the Eastern and Midland Regional Assembly, which is itself consistent with the National Planning Framework and the updated National Development Plan supporting Project Ireland 2040. This Transport Strategy is also based on national policies on sustainability including those set out in climate action and low carbon legislation, and in climate action plans. The potential impacts of the on-going Covid-19 pandemic, beyond the short-term, have also been taken into account.

Since the prior transport strategy was approved the NTA has worked hard with a range of other stakeholders to build and develop that strategy's projects and proposals. Major progress in the last five years includes:

- Luas Cross City and Green Line Capacity Enhancement;
- Opening of the Phoenix Park Tunnel, 10-minute all-day DART frequency and upgrade of the city centre railway signalling system;
- Significant multi-million Euro investment in Walking and Cycling, including under Covid-19 and Stimulus programmes in 2020;
- Enlarged bus fleet, increased investment in the rural Local Link programme, Real Time Passenger Information and, most significantly, planning and development of the BusConnects programme;
- Improved inter-agency integration at a strategic level and through the planning process; and
- Continued evolution of the strategic road network.

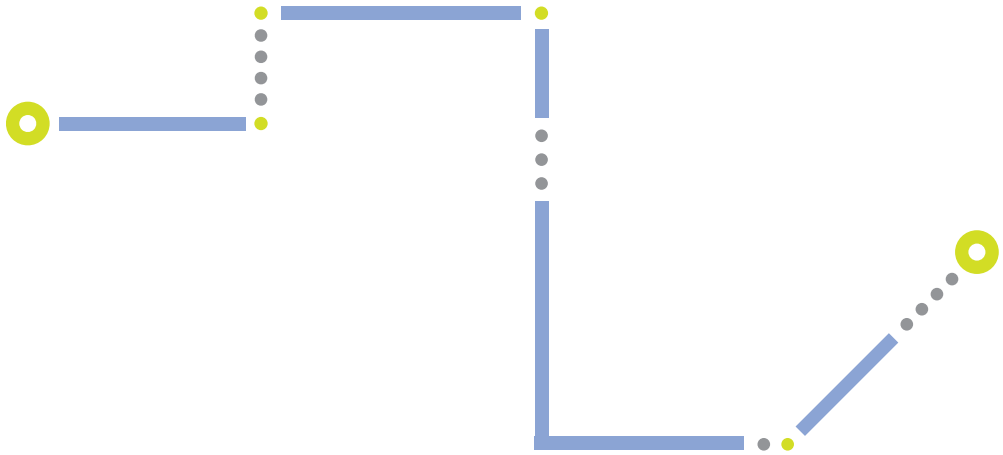
The outcomes of the prior Strategy implementation include:

- An increase in the use of sustainable modes for travel into Dublin City in the morning peak, from 66% (2015) to 72% (2019);
- A reduction in the use of cars to enter Dublin City Centre in the morning peak, from 65,000 (2015) to 58,000 (2019);
- Growth in daily passenger trips on Irish Rail services in the GDA, from 119,000 (2015) to 150,000 (2019);
- Increase in total passenger trips on Dublin Metropolitan Area bus services, from 120 million (2015) to 153 million (2019);
- Growth in total passenger trips on the Luas system, from 35 million (2015) to 48 million (2019); and
- 87% customer satisfaction among public transport users (2019).



A number of schemes from the prior Strategy are already in development and these will be carried forward into the new Transport Strategy, including:

- Metrolink – a Railway Order application will be made in 2022;
- DART+ West – a Railway Order application will be made in 2022;
- Luas Finglas –a public consultation on its Emerging Preferred Route has been completed and it is expected that a Railway Order application will be submitted in 2023/2024;
- BusConnects Dublin Core Bus Corridors – the first tranche of planning applications will be lodged with An Bord Pleanála in 2021;
- BusConnects Dublin new services network – implementation has commenced and will continue throughout 2022, 2023 and into 2024;
- Cycle network – a major programme of cycling expansion is underway, which will deliver many of the priority routes of the planned cycle network;
- Safe Routes to School – this programme, which commenced in 2020, will deliver significant enhancements to the sustainable transport environment at and close to schools; and
- Public Transport Fleet expansion:
  - 219 double-deck hybrid buses will be delivered over 2020 and 2021 for deployment on the Dublin region services;
  - 100 fully electric double deck buses will be delivered during 2022;
  - Up to 750 electric/ battery-electric carriages for DART, will be delivered from 2025 onwards; and
  - 41 extra Intercity rail carriages will be delivered in 2022, providing additional rail capacity in the GDA.



2. Strategy Challenges

In developing a regional transport strategy, a wide range of challenges must be taken into account. The formulation of the Strategy Aim and Strategy Objectives has been informed by a comprehensive policy review, and by the key risks and difficulties facing transport in the GDA, including:

- Climate Change;
- Recovery from the Covid-19 pandemic;
- Servicing legacy development patterns, in particular low density, car-dependent suburban areas;
- Revitalisation of Dublin City Centre and town centres across the region, informed in particular by recent Covid-19 experiences;
- Transformation of the urban environment, including a re-balancing of road space to favour sustainable transport modes and a strong focus on investment in the public realm;
- Ensuring access for all, in accordance with the principles of Universal Design;
- Serving rural needs, by acknowledging, protecting and enhancing the socio-economic and cultural fabric of rural areas;
- Improving health and equality;
- Fostering economic development; and
- Delivering transport schemes.

3. Policy Review

In preparing this transport strategy, the NTA took into account a vast array of policies, guidelines, plans and programmes of a large number of international, national, regional and local bodies and agencies, including the UN Sustainable Development Goals, the Climate Action Plan 2019 and recent climate action legislation, and local authority development plans.

4. Strategy Aims

The overall aim of the Transport Strategy is:

"To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports economic growth."

5. Strategy Objectives

Connected Communities and Better Quality of Life

To enhance the health and quality of life of our society by improving connectivity between people and places, delivering safe and integrated transport options, and increasing opportunities for walking and cycling.

An Enhanced Natural and Built Environment

To create a better environment and meet our environmental obligations by transitioning to a clean, low emission transport system, reducing car dependency, and increasing walking, cycling and public transport use.

A Strong Sustainable Economy

To support economic activity and growth by improving the opportunity for people to travel for work or business where and when they need to, and facilitating the efficient movement of goods.

An Inclusive Transport System

To deliver a high quality, equitable and accessible transport system, which caters for the needs of all members of society.

6. Public Consultation and Strategy Development

To ensure that the strategy engaged with the public from the outset, the Strategy Team prepared a Pre-Draft Issues Paper in November 2020. This Issues Paper highlighted some of the main considerations and opportunities for the new Transport Strategy, and sought public input into its development at the inception stage.

A full Public Consultation then took place from 23rd November 2020 to 22nd January 2021. The public were asked to assist in the development of the strategy goals and objectives, and to help identify transport requirements and opportunities. To ensure maximise exposure of the Strategy Consultation, an extensive publicity campaign was undertaken, with advertisements placed in national and local newspapers, on radio, on social media and also utilising outdoor advertising on bus shelters.

In total over 4,000 submissions were received, predominantly from the general public, with 92 submissions received from various stakeholders and groups. The responses to the consultation covered many different aspects of transport needs across the region, from very local issues to considerations of a more strategic nature. Of particular note was the almost universal support for the reduction in reliance on the private car, despite almost 50% of respondents stating that it was their most important transport mode pre-pandemic.

All of the submissions were carefully considered and taken into account in the development of the Transport Strategy.The Strategy Development process comprised:

- Analysis work, including:
  - Population and employment projections;
  - Supplementary area-based studies, to provide more detailed analysis in certain geographic areas, including particular growth locations; and
  - Supplementary scheme studies related to specific road, rail and metro proposals; and
- Sectoral studies related to non-infrastructure measures for which the NTA is responsible, and which are required to be considered in the strategy.

The table below sets out the key steps in the development of the Transport Strategy:

Step	Task
1	Determine 2042 Land Use Scenario
2	Test an Idealised Public Transport Network (one in which there are no capacity or frequency limits) in order to determine Maximum Potential Demand for public transport across each part of the GDA
3	Develop a Package of Public Transport Measures to meet this Demand
4	Test the Appropriateness of these Measures in terms of Capacity, Viability and Deliverability
5	Incorporate the GDA Cycle Network Plan, road schemes, park & ride plans and other infrastructure / service proposals
6	Develop a Package of Climate Action Measures
7	Assemble and Assess the Final Draft Transport Strategy

Part B
The Strategy

7. Planning for Sustainable Modes

The management of transport demand where it is created is a critical element of transport planning in the GDA. The pattern of where people live, work, attend school or college, and socialise is therefore the key determinant in the type of transport system that is required. The Draft Transport Strategy includes measures that are considered to be essential in meeting the high level objectives of fostering sustainable development and fully integrating land use planning and transport planning, including the following:

- Consolidation of development, to ensure more people live close to services and public transport, and to minimise urban sprawl and long distance commuting;
- Transit-oriented development to guide the growth of our cities and towns on the basis of accessibility;
- Mixed use development, to minimise travel distances between homes and local services, and to ensure vibrancy of urban areas;
- Filtered Permeability so that people can move about more easily by walking and cycling than by car;
- Development of schools to support sustainable transport use for the majority of trips, through appropriate location selection, site design and transport network development; and
- The prioritisation of walking, cycling and public transport in urban street networks, in tandem with high quality public urban spaces, through the Area Based Transport Assessment (ABTA) process.

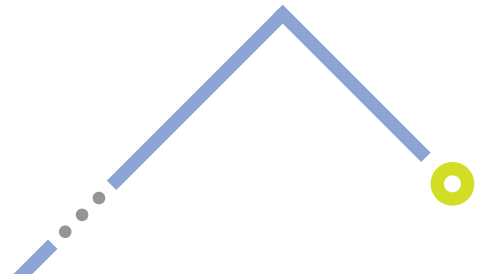
Suburban Development Centre

8. Integration and Inclusion

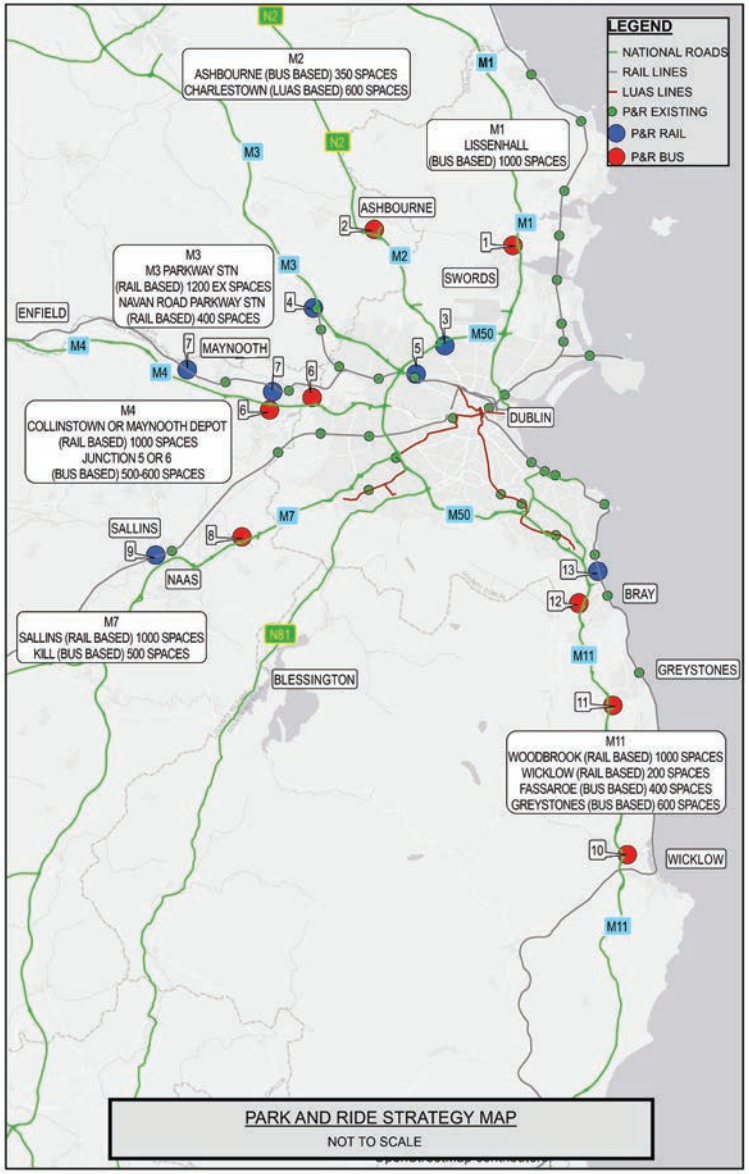
Metropolitan and regional transport operates as a network. This network is only as strong as its weakest link and the ability of people to change seamlessly from one mode to another is essential. Transport Integration also encompasses the manner in which the public transport and cycling networks link to other major facilities such as major rail stations, Dublin Port and Dublin Airport. Finally, Transport Integration relates to the fact that the transport system operates in the context of wider social and cultural norms prevalent in the city region.

The Transport Strategy includes a range of measures that have been developed in support of the overarching objective of an integrated transport system, including the following:

- Ensuring that the needs of all transport modes are considered in the planning and design of transport schemes;
- Ensuring that the needs of all users are considered in the implementation of the Transport Strategy schemes, such that transport infrastructure, vehicles, passenger information and ancillary facilities are all fully accessible, safe and inclusive;
- Park and Ride facilities at appropriate points on the transport network, and high quality interchange facilities to provide for safe, convenient and seamless passenger transition between modes;
- A revised fare structure and Next Generation Ticketing to facilitate seamless transfer at interchange points, and consideration of the role that Mobility as a Service (MaaS) might play in the GDA transport system;
- The continuation of behavioural change programmes such as Smarter Travel Workplaces, Smarter Travel Campus and Green Schools Travel to support the shift to sustainable transport at places of work and education;
- The delivery of an efficient and effective taxi service for the GDA through the provision of appropriate additional taxi rank space in towns and cities, ongoing maximum fare reviews, provision of driver welfare facilities, and incentivising the use of low and zero emissions vehicles; and
- Provision of landside transport services and infrastructure serving ports and airports.



Park and Ride Strategy for the GDA



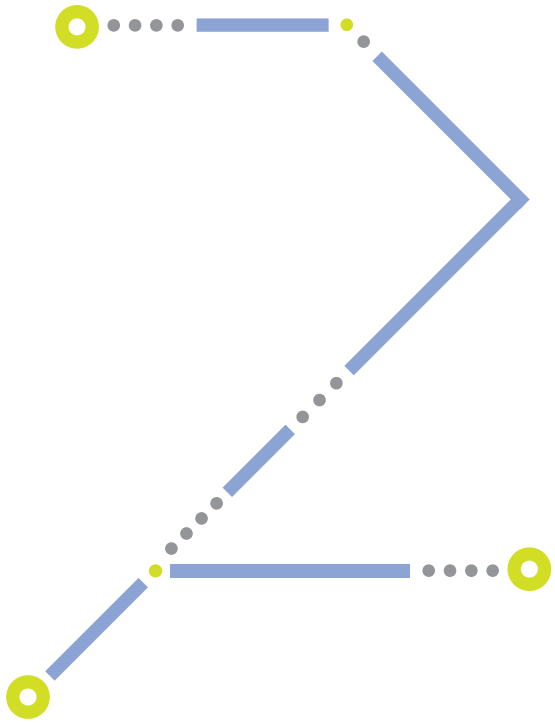
Corridor	Number on Strategy Map	Type of P&R	Indicative No. of Spaces
A (M1/N1)	1	Bus/Metro	1000
B(i) (M2/N2)	2	Bus	350
	3	Luas	350
B(ii) (M3/N3)	4	Rail	1200
	5	Rail	400
C (M4/N4)	6	Bus	500-600
	7	Rail	1000 (500 initially)
D (M7/N7)	8	Bus	500
	9	Rail	1000
F (M11/N11)	10	Bus	200
	11	Bus	600
	12	Bus	400
	13	Rail	1000

9. Walking, Accessibility and Public Realm

Most people who travel are pedestrians for at least some part of their journey, and adequate provision for pedestrians is therefore a matter of general relevance. A high quality walking network should be safe, coherent, direct, attractive and comfortable. The Design Manual for Urban Roads and Streets (DMURS) sets out how the road network should be designed in order to serve the needs of pedestrians.

The Transport Strategy sets out a range of measures that will be implemented and supported across the GDA by the NTA, in conjunction with local authorities, over the period of the Transport Strategy, including:

- Ensuring that all urban areas, and key pedestrian routes on their peripheries, will be served by high quality pedestrian facilities through the implementation of footpath improvement schemes, the development of suitable maintenance programmes and the delivery of new footpaths where required;
- A programme of junction revisions including the removal of slip lanes, tighter turning radii to slow vehicles, provision of additional crossing points, and changes to traffic signals including longer green time for pedestrians;
- Support for wayfinding systems and their integration into journey planning apps to improve the legibility of urban areas for residents and visitors alike;
- Provision of pedestrianised streets in town centres where there are benefits to transport and the local economy; and
- Ensuring that the needs of all pedestrians, including those with mobility impairments, wheelchair users and people with buggies, are met in the delivery of transport schemes that affect the pedestrian environment.



10. Cycling and Personal Mobility Devices

Cycling levels in the GDA and nationally are now higher than at any point in the past 30 years. The notable growth and diversification in cycling, in terms of the range of people cycling, their reasons for cycling, and cycle type in the recent past, requires a strong policy foundation and adequate funding to support the continuation of these trends. While a number of high quality schemes have been delivered across the region, the requirement to develop a coherent network linking origins and destinations and catering for trips within communities remains. Network Planning, Infrastructure Design, Cycle Parking and Bike Share Schemes are all key elements of a comprehensive, inclusive, cycle-friendly environment, and the Transport Strategy incorporates measures designed to address these requirements, including the following.

- The delivery of a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network Plan, providing an appropriate quality of service to all users;
- The preparation, by local authorities and other agencies, of public cycle parking strategies and the delivery of high quality cycle parking at origins and destinations, serving the full spectrum of cyclists;
- Facilitating the carriage of standard bicycles on all newly acquired (during this strategy period) DART, Commuter and Intercity rail carriages operating in the Greater Dublin Area;
- Development of a structured network of coordinated bike share schemes, including the provision of electric bike share schemes as appropriate and interoperability arrangements between bike sharing schemes within the GDA, potentially based on Next Generation Ticketing; and
- The monitoring of emerging trends in personal mobility and responding accordingly.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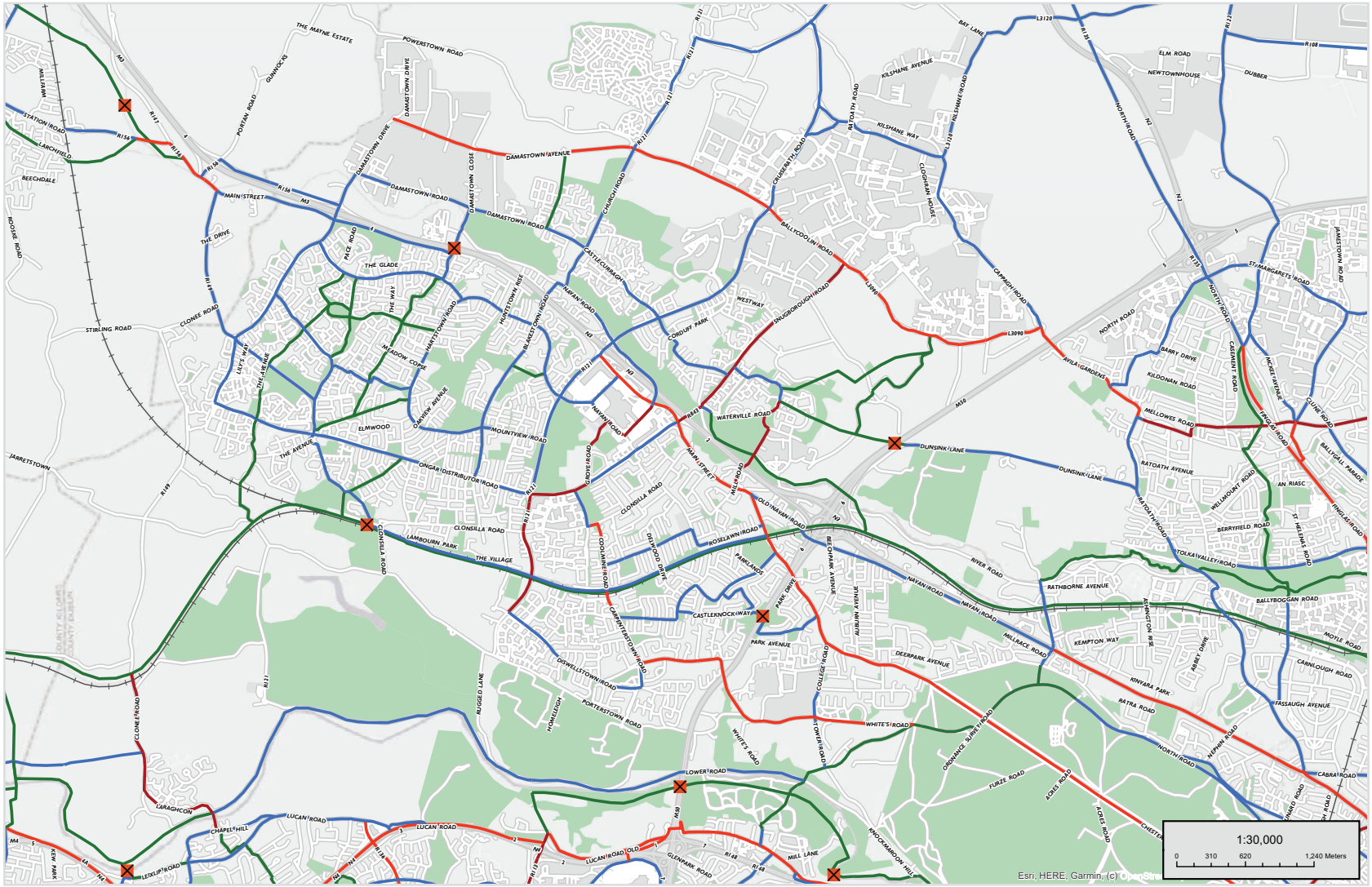
Extract from the Updated GDA Cycle Network



11. Public Transport

Understanding the capacity dimension of public transport is critical in understanding the approach of the NTA to the provision of public transport infrastructure and services. As the population grows, the demand for travel from each part of the city and region will change, and the public transport offer will evolve to meet the changing demand. In the short-to medium-term, a comprehensive bus network will be delivered, in tandem with light rail on certain corridors that have been planned for many years.

Towards the end of the strategy period, additional locations where demand for travel exceeds the capacity of conventional bus services will have their carrying capabilities increased by transitioning to higher capacity bus systems. In the longer term, beyond 2042, the forecast demand on a limited number of these corridors may justify the provision of higher capacity modes, in particular light rail, on these routes.

The Transport Strategy contains overarching measures to enable the delivery of the NTA's public transport strategy as a whole, including:

- Ensuring that existing public transport infrastructure and fleet are maintained at a high standard and renewed at the appropriate time;
- Ensuring that all new public transport infrastructure is proofed against the potential impacts arising from climate change; and

- Preparing a public transport resilience strategy for the GDA.

Mode-specific measures contained in the Transport Strategy are set out below.

Bus

The Dublin Area Bus Network carries the highest proportion of public transport trips in the GDA and will continue to do so for the lifetime of the Transport Strategy. To support this key mode, the strategy proposes a wide range of measures, including:

- Implementation of the BusConnects programme in full, including the new Dublin Area Bus Service Network and, subject to receipt of statutory consents, the 12 radial Core Bus Corridor schemes;
- Evaluating the need for, and delivering, additional priority on radial corridors, and providing significant improvements to orbital bus services through increased frequencies and bus priority measures as required;
- Continually monitoring the demand for bus services in the Dublin Area and enhancing or amending the service network as appropriate;
- Improving the passenger experience through the continued roll-out of bus stops and shelters, and the delivery of a uniform bus livery for all Dublin Area buses;
- Introducing higher capacity bus vehicles on select appropriate BusConnects Core Bus Corridors in order to increase passenger carrying capabilities in the later phases of the Transport Strategy period;
- Supporting the transition, currently underway, of the Dublin Area bus fleet to low emission vehicles by 2035, and pursuing the transition of the regional bus and coach fleet to low or zero emission in line with emerging technologies and available vehicle types;
- Providing enhanced levels of bus priority on the Regional Core Bus Corridors, and in towns and villages in the GDA served by regional bus routes; and
- Improving the public transport offer in rural parts of the GDA, through the Connecting Ireland and Local Link programmes.

BusConnects Dublin Core Bus Corridors

1.	Clongriffin to City Centre
2.	Swords to City Centre
3.	Ballymun/Finglas to City Centre
4.	Blanchardstown to City Centre
5.	Lucan to City to Centre
6.	Liffey Valley to City Centre
7.	Tallaght/Clondalkin to City Centre
8.	Kimmage to City Centre
9.	Templeogue/Rathfarnham to City Centre
10.	Bray to City Centre
11.	Belfield/Blackrock to City Centre
12.	Ringsend to City Centre

Light Rail

To cater for existing higher levels of demand on certain corridors and to address forecast growth in demand in the later stages of the Strategy, a suite of measures related to light rail have been prepared.

It is intended to seek planning consent for MetroLink in early 2022 and, subject to receipt of approval, to proceed with the construction of the project.

Subject to obtaining the necessary consents, the following Luas lines will be delivered during the lifetime of the Strategy:

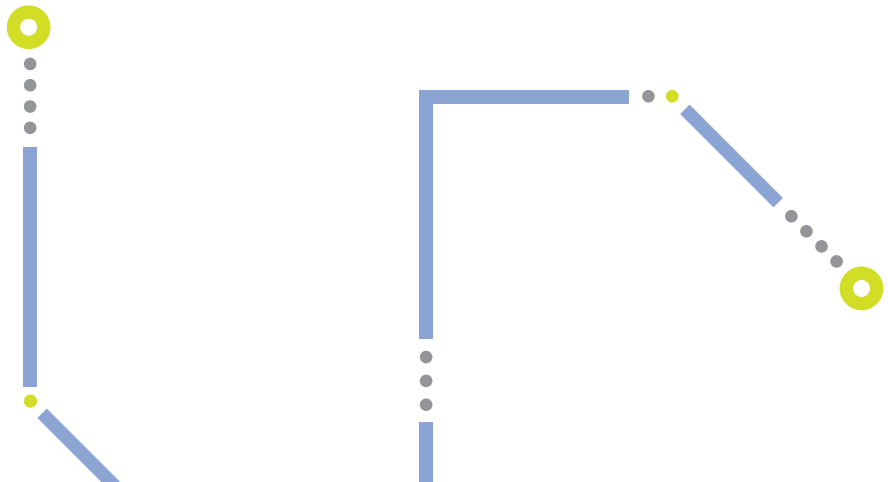
- Extension of the Luas Green Line northwards to Finglas;
- Extension of the Luas Green Line southwards in order to serve the Bray and Environs area;
- Extension of the Luas Red Line to Poolbeg, subject to the assessment of forecast travel demand; and
- A light rail line from Lucan to the City Centre, supplementing and complementing the planned bus system.

Additional Luas lines have also been identified for delivery at a point beyond 2042.

Upgrades to existing Luas lines will also be undertaken, including:

- Increased capacity on the Luas Green Line through the provision of additional fleet and necessary infrastructure;
- Delivery of additional stops on both the Green and Red Lines where needs have been identified; and
- Enhanced priority for Luas through traffic management to ensure reliable and competitive journey times, to maximise service efficiency, and to enable capacity expansion in line with increase future demand.

For all existing and future Luas lines, enhanced security measures on the light rail network will be implemented as required, including CCTV, increased numbers of security personnel, and additional night-time illumination.

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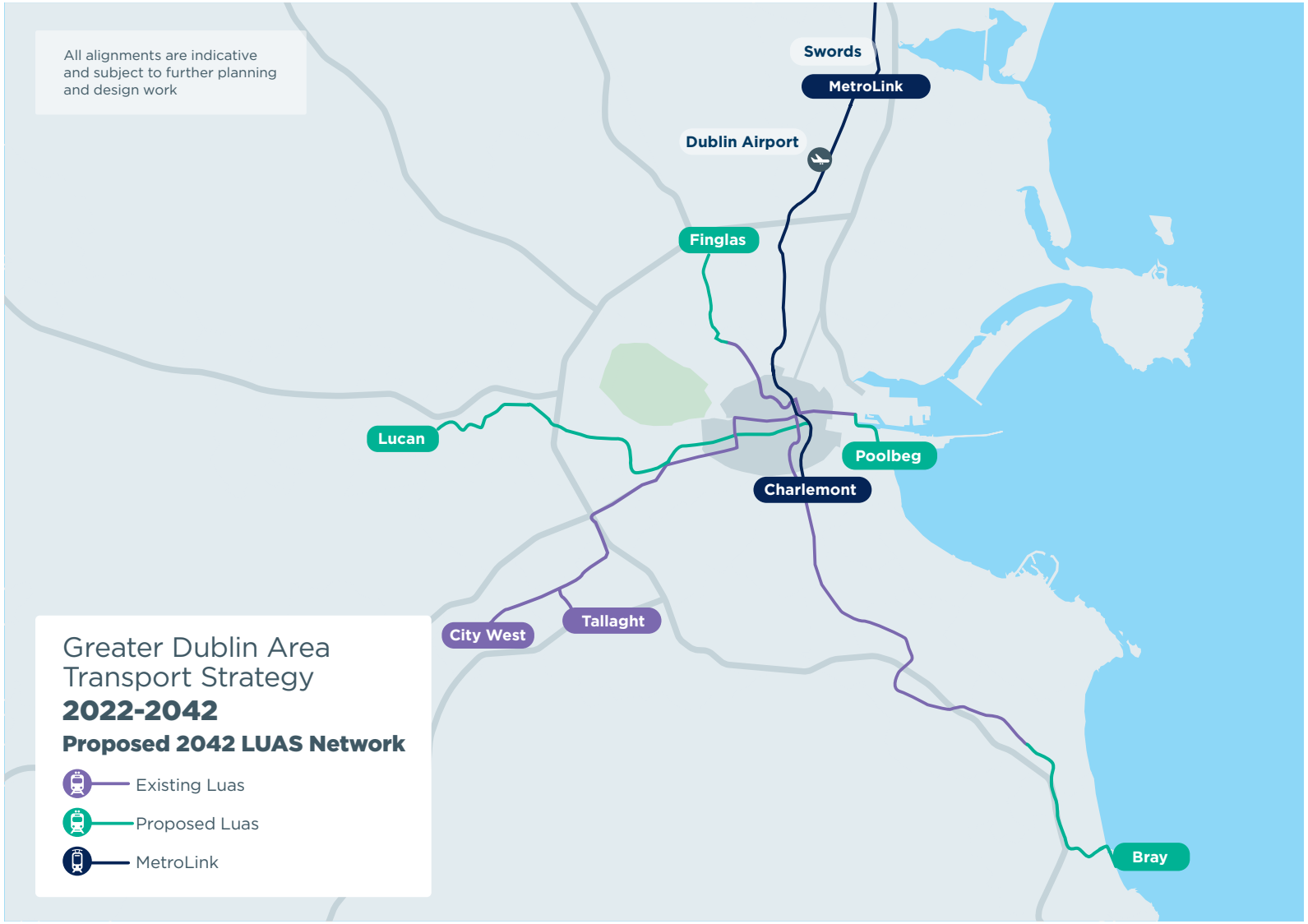
Proposed 2042 Light Rail Network



Heavy Rail

A number of phases of the DART+ Programme will be developed over the Strategy lifetime, including:

- Implementing the schemes currently underway by providing electrified services to Drogheda in the north and Maynooth plus Celbridge in the west, in addition to an enhanced level of service to Greystones;
- Extending the DART+ programme to deliver electrified rail services to Sallins/Naas, Kilcock and Wicklow, with consideration of potential further expansion if appropriate.

Outside the DART+ programme, the Strategy includes the following infrastructure projects:

- Provision of a new rail line from the M3 Parkway to Navan;
- New stations at Cabra, Glasnevin, Heuston West, Kylemore, Woodbrook, west of Sallins, west of Louisa Bridge and west of Maynooth, with Kishoge station opening in the short term as development of the Clonburris SDZ is realised; and
- Completion of the National Train Control Centre in 2025.

In relation to the DART+ Tunnel, an alignment will be preserved and protected to allow its future delivery subsequent to the strategy period, but subject to periodic review to determine whether earlier implementation is required by emerging transport patterns.

To enhance the passenger experience, a programme of station upgrading works, including refurbishment and renewal as required, is also proposed. In parallel, enhanced security measures on the rail network will also be implemented as appropriate, including CCTV and increased numbers of security personnel.

Proposed 2042 Combined Rail Network

12. Roads

Roads form the main transport arteries across the State and provide the corridors by which not just car movement, but public transport (buses, taxis and some sections of Luas), cycling, walking and freight movement operate. As such, they are a critical part of an effective and sustainable transport system. A key focus of the Transport Strategy is the provision of safe, resilient road transport routes and liveable streets within the context of the need to support sustainable development principles and legislative commitments to decarbonise the transport sector in Ireland.

The first priority for road investment will be the expenditure required to maintain, renew, manage and operate existing road infrastructure. However, the Strategy does contain a limited number of new road projects, which will be undertaken subject to their appraisal against national and regional policies and objectives.

The following road schemes are included in the Transport Strategy:

- A new public road – the South Port Access Route - which will link from the national road network at the Dublin Tunnel to serve the south port lands and adjoining areas;
- To ensure network resilience, it is intended to identify and designate a route on the existing road network to provide surface connectivity for HGV traffic from the M50/M1 Junction to Dublin Port; and
- An appropriate road link between the N3 and N4 national roads, which can provide a satisfactory alternative in the event of issues arising on the M50 between Junctions 6 and 7.

The Eastern Bypass scheme would comprise an extension of the M50 from the Dublin Tunnel to Sandyford completing a full orbital motorway around Dublin. Dating back many decades, updated assessment work, taking account of current transport policies, has identified that the scheme is no longer required to be developed. Accordingly, it is not intended to progress this project as part of this Transport Strategy.

Subject to the retention of a corridor reservation for the South Port Access Route, the lands reserved for this scheme in the Dublin City Development Plan, Poolbeg Strategic Development Zone Planning Scheme and Dún Laoghaire Rathdown County Development Plan can be released for development. In relation to the southern section, the NTA is of the view that the lands reserved in the Dún Laoghaire Rathdown County Development Plan for this scheme from the Stillorgan Road to Sandyford should be reserved, pending the outcome of an assessment for its potential use as a transport corridor accommodating sustainable transport modes.

In addition to the construction of appropriate road links to service development areas, the Transport Strategy provides for the implementation of bypass roads around town centres, accompanied by, and facilitating, enhanced public transport, cycling and pedestrian facilities in the relevant centre.

Other improvements to existing road carriageways, and localised schemes on national, regional and local roads, will be delivered to address safety deficiencies and/or support integrated transport proposals catering for all road users.

13. Traffic Management and Travel Options

The infrastructure and integration measures described in earlier sections must be augmented by measures that seek to manage the manner in which traffic can move around the region, and by measures that seek to directly influence people's travel behaviour, for the full benefits of the Transport Strategy to be realised. In this regard, a range of measures aimed specifically at managing private vehicular traffic has been included in the Transport Strategy, including:

- At a general level, the delivery of the public transport, cycling and walking networks, and public realm, that are required to serve urban areas and to facilitate a post-Covid recovery based on sustainable transport;
- Support for Variable Speed Limits on the strategic road network as a means of reducing turbulence and congestion, and support for the reduction of speed limits to 30kph on urban roads and streets, alongside complementary measures such as Home Zones, Low Traffic Neighbourhoods and Car-Free Zones;
- Ensuring that the delivery of goods to urban centre businesses and the operation of taxis are managed to the benefit of all users of these areas;
- Facilitating the growth in electric cars through a number of dedicated measures, and provision for the movement and parking of motorcycles and mopeds;
- The continued roll-out and expansion of the Safe Routes to School programme over the period of the Strategy; and
- A suite of measures related to parking, including:
  - Support for the inclusion of objectives in local authority Development Plans expressing both residential and destination parking standards as maxima;
  - Support for car-free residential developments in appropriate locations across the GDA, and for car sharing initiatives as part of new housing developments and for workplaces;
  - Development of a programme of public sector car parking reduction and removal from all office locations in Dublin City Centre;
  - A recommendation that zero car parking be provided for commercial development in Dublin City Centre;
  - That significant employment development close to major public transport interchanges or Mobility Hubs, which seek to provide car parking, shall be required to demonstrate the necessity for such parking; and
  - Assessing the need for the introduction of parking charges at out-of-town retail centres in order to reduce the impact of car traffic.

14. Freight, Delivery and Servicing

The National Planning Framework growth projections and the associated demand for new homes, continued economic growth and opportunities, as well as the provision of community infrastructure such as schools, will all combine to result in the increased need for freight movement in the GDA. There will also be a greater level of delivery and servicing activity and waste management.

While presenting challenges in terms of safety, congestion, and air and noise pollution, the clustering of activities, allied to an improvement in the strategic transport infrastructure, offers the possibility of innovative approaches to mitigate the impact of freight activity and reconcile with demand/demand patterns and operational requirements associated with other modes and journey purposes.

The Transport Strategy includes measures designed to address key areas of concern for Freight, Delivery and Servicing, including:

- Preparation of a Strategy for Sustainable Freight Distribution for the Greater Dublin Area, including an examination of the potential for Construction and Logistics Centres in the GDA plus the feasibility of consolidation centres and break bulk facilities, to facilitate deliveries by smaller vehicles;Identifying appropriate locations for freight-intensive developments for inclusion in local authority Development Plans;
- Identifying specific HGV routes and/or time restrictions for deliveries, to improve efficiency while minimising the impact of HGV movements;
- Implementing the outcomes of the Rail Freight 2040 Strategy; and
- Implementing measures to reduce the environmental impact of the freight sector, including:
  - Reducing the amount of 'last mile trips' being made by motorised vehicles;
  - Facilitating the transition to zero-emission delivery vehicles such as cargo bikes, solar powered and electric vehicles; and
  - Supporting local 'Click and Collect' facilities where appropriate to minimise trips to individual homes and workplaces.

15. Climate Action Management

Increased public transport provision, coupled with enhanced cycling and walking facilities in the urban areas, will enable a transition to more sustainable travel modes for many people, in addition to providing the means to cater for much of the forecast increase in travel demand. However, without complementary demand management measures the full benefits of the Strategy will not be achieved.

In addition, there is now a legislative requirement that public bodies must take account of the Climate Action Plan and Low Carbon Development (Amendment) Act 2021 in the performance of their functions. Specifically in relation to greenhouse gas emissions, the Act requires a total reduction of 51% in such emissions over the period to 2030, relative to a baseline of 2018. While that overall target has not yet been disaggregated into sectoral targets, it is understood that the transport sector will be required to achieve this 51% reduction in full.

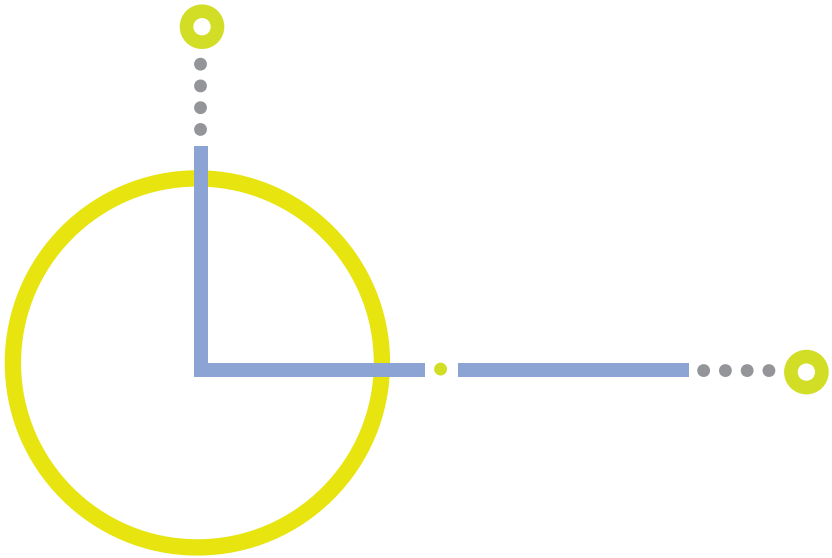
Fundamental changes are required in the area of transport over the next decade. Central to those changes will be the need to increase the proportion of travel by sustainable modes and reduce the level of usage of petrol/diesel powered vehicles. However, additional demand management measures will need to be put in place to complement the additional

transport provision set out in the Strategy in order to achieve the overall 51% reduction goal. While many of the changes in the transport sphere are beyond the scope of a regional transport strategy, the Transport Strategy includes measures in support of this high-level target.

Overall, the additional transport infrastructure and transport services set out in the Transport Strategy, in addition to proposed vehicle electrification and increased use of bio-fuels, will reduce the likely emissions outturn for the GDA in 2030 to approximately 2.0 MtCO2eq, down from 3.2 MtCO2eq in 2018. While this constitutes a very significant level of decrease in greenhouse gas emissions, it does not fully achieve the required 51% reduction target – a further reduction in the order of 0.4 MtCO2eq is needed to reach the prescribed threshold.

Additional demand management measures to achieve the GDA transport emissions target for 2030 need to be implemented. The NTA will undertake a detailed assessment to establish the optimal framework of demand management measures, which is likely to include parking restraint, zonal charging, additional tolling / road pricing and/or further vehicle electrification.

Implementation of the full measures set out in this strategy aim to reduce greenhouse gas emissions in the GDA to below 1 MtCO2eq by 2042.



14. Strategy Outcomes

GDA Pop Growth
2016-2042
485,000

Daily Demand for Travel
5.3 million trips

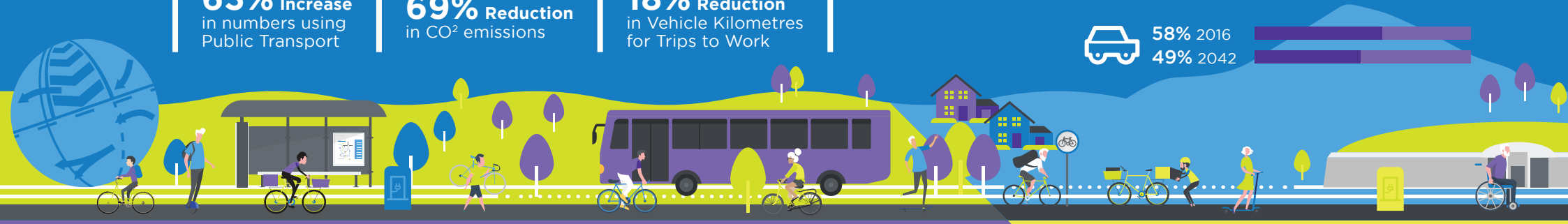
63% Increase
in numbers using Public Transport

69% Reduction
in CO^2 emissions

18% Reduction
in Vehicle Kilometres for Trips to Work

Car Mode Share 2016-2042

58% 2016
49% 2042

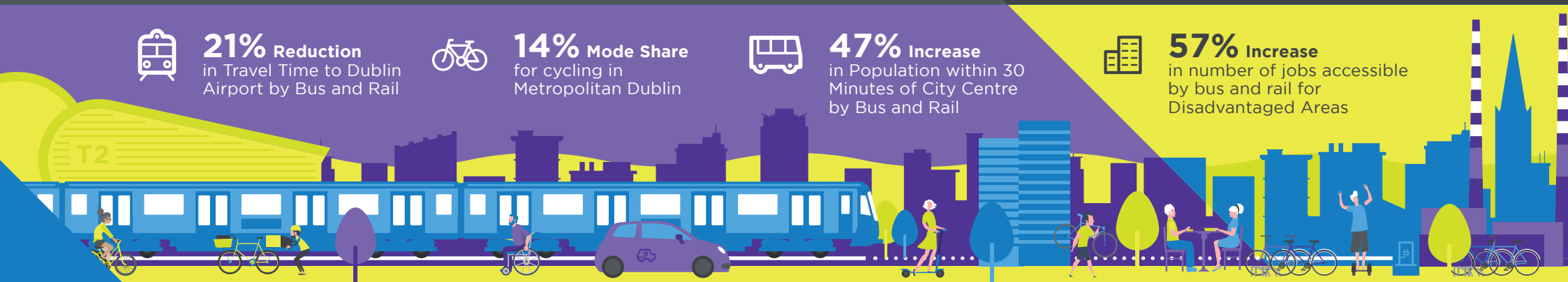


21% Reduction
in Travel Time to Dublin Airport by Bus and Rail

14% Mode Share
for cycling in Metropolitan Dublin

47% Increase
in Population within 30 Minutes of City Centre by Bus and Rail

57% Increase
in number of jobs accessible by bus and rail for Disadvantaged Areas



16. Next Steps

Costs and Phasing:

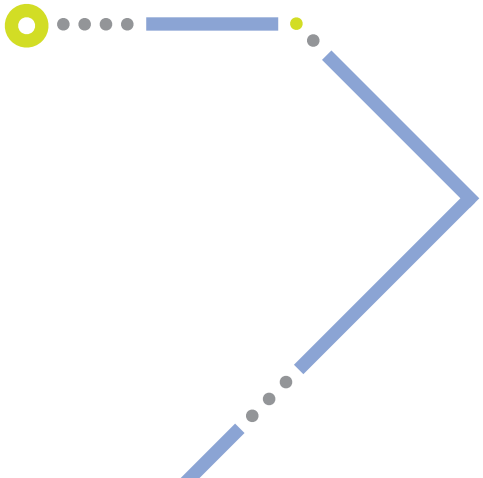
The overall capital cost of the proposals set out in the Transport Strategy is in the order of €25 billion in current prices. In relation to implementation, the Strategy sets out a phasing programme for the delivery of transport infrastructure, taking account of progress to date on schemes already in development and the need to meet national climate change targets.

Monitoring:

To ensure that the policies and proposals of the Strategy are being implemented in a coordinated, effective and timely manner, it is essential that a robust monitoring programme is put in place. Monitoring is based around the collation of available indicators which allow quantitative and qualitative measures of trends and progress over time relating to the achievement of the Strategy Objectives. Monitoring is an ongoing process and the programme will allow for flexibility and the further refinement of indicators.

Considerations for the review of the RSES:

The land use policies and assumptions used in the Strategy are set out in the current RSES. The RSES is required to be reviewed periodically, and the next iteration will be required to address the recent updates to National climate change policy. In addition, as set out in legislation, the RSES must be consistent with the Transport Strategy, offering an opportunity to further align the policy direction and integration of land use and transport planning. In this regard, the Strategy sets out a methodology for appropriate input into the RSES review, in particular regarding the potential for changes to land use policies and objectives at all planning scales.



Strategy Phasing

2022-2030

- BusConnects New Dublin Area Bus Network
- BusConnects Core Bus Corridors
- Next Generation Ticketing
- DART+
- Luas Green Line Upgrade
- GDA Cycle Network
- City Centre Management Measures
- Climate Action Management Measures

2031-2042

- MetroLink
- Luas Finglas
- Luas Lucan
- Luas Bray
- Luas Poolbeg
- Introduction of Higher Capacity Bus Services
- Navan Rail Line
- DART Extensions
- Additional Core Bus Corridors
- Planning and Design for Additional Luas Lines and DART+ Tunnel

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