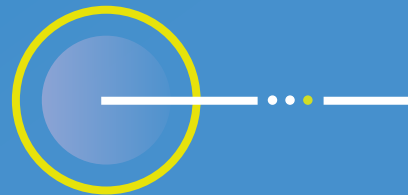


# Greater Dublin Area Transport Strategy

# 2022



# 2042



## Policy & Guidance Review

November 2021

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## Executive Summary

The Transport Strategy for the Greater Dublin Area 2016–2035 is currently under review and as part of that process this report has summarised key international, national, regional and local policy as well as applicable guidance to inform the emerging Strategy. The purpose of this review is to ensure consistency with the full hierarchy of policy and guidance shaping transport development in the Greater Dublin Area (GDA).

The following provides a short summary of all the key documents reviewed as part of this review:

- *Transforming our world: the 2030 Agenda for Sustainable Development (United Nations, 2015)*

The Agenda outlines the goals agreed by UN member states to achieve a better and more sustainable future for all through promoting prosperity mindful of the economic, social and environmental scopes.

- *Paris Agreement (United Nations, 2015)*

The main goal of the Paris Agreement is to limit global warming to below 2 degrees Celsius above pre-industrial levels and limit the increase to 1.5 degrees. To maximise participation, countries will set their own commitment targets 'Nationally Determined Contributions' and will meet every 5 years to discuss progress.

- *Smart and Sustainable Mobility Strategy – putting European transport on track for the future (European Commission, 2020)*

The Strategy sets out a number of goals in regard to how people will move within and between cities in the future; making mobility more sustainable and improving the health and well-being of people. It recognises that all transport modes need to become more sustainable and the right incentives put in place to drive the transition. This strategy ensures sustainable alignment in urban areas for planned growth with investment in infrastructure and the provision of employment, together with supporting amenities and services.

- *European Union Green Deal 2019 (European Commission, 2019)*

The EU Green Deal outlines the EU's roadmap to ensure the economy becomes sustainable. It sets out key policies aimed at cutting emissions and preserving the natural environment and remains key in the decarbonisation of transport through public transport.

- *Trans – European Transport Network (TEN-T) (European Commission, 1996)*

The TEN-T policy remains key in promoting the free circulation of goods, services and citizens throughout the EU in a sustainable manner through the decarbonisation of transport.

- *Project Ireland 2040: National Planning Framework (NPF) 2040 (Government of Ireland, 2018)*

The NPF is the Government's strategic framework to guide development and investment to enhance the wellbeing and quality of life of Irish people. The NPF strengthens the levels of integration between spatial planning and transport planning to the benefit of the economy, society and the environment.

- *Project Ireland 2040: National Development Plan (NDP) 2021–2031 (Government of Ireland, 2021)*

The NDP is the national capital investment strategy plan that is integrated and aligned with the NPF. The NDP was revised on the 4<sup>th</sup> October 2021 and sets out funding to meet ambitious climate targets as well as allocating €13bn Gross Voted capital allocation for transport projects.

- *Housing for All - A New Housing Plan for Ireland (Department of Housing, Local Government and Heritage, 2021)*

The Housing for All plan aims to deliver consistent housing supply up to 2030. It sets out actions that will be taken by government departments, local authorities, state agencies and others to achieve a sustainable housing system.

- *Smarter Travel: A Sustainable Transport Future - A new Transport Policy for Ireland 2009–2020 (DTTaS, 2009)*

This Strategy aims to deliver an integrated transport policy for Ireland. The Strategy's main objective is to promote a significant modal shift in favour of public transport, walking and cycling up to 2020 through a suite of actions.

➤ *The National Cycle Policy Framework (NCPF) 2009-2020 (DTTaS, 2009)*

The NCPF is Ireland's cycling policy framework and its vision is to create a strong cycling culture in Ireland. The Government is committed to undertaking a review of public transport policy to ensure services are sustainable and meet the needs of modern economy.

➤ *The White Paper; Ireland's Transition to a Low Carbon Energy Future 2015-2030 (DECC, 2020)*

The White Paper sets out an energy policy framework up to 2030 and outlines a transition to a low carbon energy system for Ireland by 2050. The energy transition set out in the document requires the active engagement of local and national State agencies. The outcomes from further analysis of additional energy efficiency measures in the transport sector will support the sustainable and low carbon transportation.

➤ *Climate Action Plan – To Tackle Climate Breakdown (Government of Ireland, 2019) and Interim Climate Actions 2021 (Government of Ireland, 2021)*

The Climate Action Plan sets a target reduction of 45-50% in Ireland's transport emissions by 2030 and lays the foundations for achieving net zero carbon emissions by 2050. Some of the key actions outlined by the Plan to achieve this are the electrification of transport, compact growth and the expansion of walking, cycling and public transport networks to promote and support modal shift. This will be superseded later in 2021 by the forthcoming Climate Action Plan 2021.

➤ *National Adaptation Framework (NAF) 2018 (DECC, 2018) accompanied with Sectoral Adaptation Plan for Transport Infrastructure 2019 (DoT, 2019)*

The NAF is a statutory framework that outlines the Government's approach to climate adaptation in Ireland, setting out the national strategy to reduce the vulnerability of the country to the negative effects of climate change and to gain from any positive impacts. Under the NAF, Government departments are required to prepare sectoral adaptation plans in relation to the priority area that they are responsible for. The Sectoral Adaptation Plan for Transport Infrastructure 2019 (SAPTI) sets policy on adaptation strategies for transport, will help to build adaptive capacity within the sector's administrative structures and assist organisations to better understand the implications of climate change for Ireland and how it may impact on transport infrastructure and services.

➤ *Investing in Our Transport Future – Strategic Investment Framework for Investment in Land Transport (DTTaS, 2015)*

This document highlights that present funding levels are not sufficient to maintain our existing land transport network and sets out three high-level priorities. The report notes that certainty in the investment planning process is a key mechanism to ensure that land use and transport planning are aligned and that there is optimum co-ordination between transport and wider spatial and development policies. These policies will further support the delivery of these investment mechanisms and help promote modal shift towards sustainable modes.

➤ *Draft Future Land Transport Investment Framework (DoT, 2021)*

The purpose of the draft Future Land Transport Investment Framework (formerly called the National Investment Framework for Transport in Ireland) is to support the delivery of the Project Ireland 2040 NPF and NDP by providing a strategic framework for future transport investment that is aligned with their spatial objectives and National Strategic Outcomes.

➤ *The Sustainable Development Goals National Implementation Plan 2018-2020 (Government of Ireland, 2018)*

The Sustainable Development Goals National Implementation Plan 2018 - 2020 was published in direct response to the 2030 Agenda for Sustainable Development and provides a governmental approach to implement the 17 Sustainable Development Goals (SDGs) by 2030. The Plan supports achieving SDG 11 from the 2030 Agenda for Sustainable Development through the six existing national policy documents identified. One of the national policy documents is the Transport Strategy for the GDA 2016-2035 whose objective to ensure that €2.7 billion for investment in public transport has been provided for the remaining four years of the Plan to 2021. The Plan will support the transition towards a low carbon economy.

➤ *Climate Action and Low Carbon Development (Amendment) Act 2021 (Government of Ireland, 2021)*

The Act will support Ireland's transition to Net Zero and achieve a climate neutral economy by no later than 2050. This legal commitment from the Government sets out that sustainable projects will be crucial moving forward, it supports the transition towards a low carbon economy and the reduction of transport related emissions in Ireland.

➤ *Regional Spatial and Economic Strategy for the Eastern & Midland Region 2019-2031 (Eastern & Midland Regional Assembly, 2019)*

The RSES is to support the implementation of Project Ireland 2040 through the NPF, the NDP and economic policies by providing a long-term strategic planning and economic framework for the development of the Region. The key principles of the RSES is to promote global connectivity, regional accessibility and the integration of transport and land use planning based on population projections for each county to facilitate a shift towards sustainable mobility.

➤ *Integrated Implementation Plan 2019-2024 (National Transport Authority, 2019)*

The Integrated Implementation Plan as required in Section 13(1) of the Dublin Transport Authority Act 2008 comprises an infrastructure investment programme, effective integration of public transport and service plan. The Plan seeks to ensure primacy for transport options which provide for unit reductions in transport relation carbon emissions. This can most effectively be done by promoting public transport, walking and cycling, and by actively seeking to reduce car use in circumstances where alternative options are available.

➤ *Greater Dublin Area Cycle Network Plan (GDACNP) (National Transport Authority, 2013)*

The GDACNP is a regional level plan for an integrated cycle network across the seven local authorities comprising the GDA. The cycle networks provide the backbone of cycle infrastructure in the GDA, across local authority boundaries. An updated Cycle Network Plan which will support the transition towards a low carbon economy through the assessment of existing routes and identification of future routes is to be published as part of the Transport Strategy for the Greater Dublin Area 2021.

➤ *Dublin City Development Plan (DCDP) 2016-2022*

The DCDP guides the future growth and development of the city. It provides the overarching direction of growth of the city based on the principles of sustainability and resilience on the social, economic and environmental fronts. The DCDP aims to transition the county towards a low-carbon and ultimately a zero-carbon economy where the planning policies will enable the county to become a competitive, resilient, socially inclusive and sustainable city.

➤ *Draft Dublin City Development Plan 2022-2028*

Dublin City Council are in the process of preparing a new Dublin City Development Plan 2022 -2028. A pre-draft Strategic Issues Paper was published in late 2020 to inform the first stage of public consultation in relation to the next development plan. The draft Dublin City Development Plan 2022 -2028 is expected to be available for public consultation in late 2021/early 2022. The final Plan is expected to be adopted by end of 2022/early 2023.

➤ *Fingal Development Plan (FDP) 2017-2023*

The FDP sets out the policies and objectives for the development of the County over the Plan period. It seeks to develop and improve, in a sustainable manner, the social, economic, environmental and cultural assets of the County. The FDP aims to consolidate the existing zoned lands and to maximise the efficient use of existing and proposed infrastructure to ensure an integrated land use and transport strategy in line with national and regional policy.

➤ *Draft Fingal County Development Plan 2023-2029*

Fingal County Council are in the process of preparing a new Fingal County Development Plan 2023 -2029. The Chief Executive's Report on the Issues Paper Submissions will identify the key strategic issues as being important for shaping land use and transport planning in Fingal County Council. Under the Development Plan timeline, the preparation of the Draft Development Plan is expected to be published in February 2022.

➤ *South Dublin County Development Plan 2016 – 2022 (SDCDP)*

The SDCDP sets the strategy for proper planning and sustainable development; the overarching considerations being quality of life, prosperity, sustainability, health and wellbeing, social inclusion, and climate change



adaptation. The settlement, employment and transport strategies are aligned with the aim of strengthening the integration between employment, population and transport services focusing on the critical mass in the major town centres.

➤ *Draft South Dublin County Development Plan 2022-2028*

South Dublin County Council are in the process of preparing a new County Development Plan 2022 -2028. The draft South Dublin County Development Plan was published in July 2021

➤ *Dún Laoghaire-Rathdown County Development Plan (DLRCDP) 2016-2022*

The DLRCDP sets out the primary goals and objectives that will help guide and shape the proper planning and continuing sustainable development of the County for the period 2016 to 2022. It is acknowledged in the Development Plan there are significant land parcels located in the greenbelt area between Bray and Shankill and located within proximity to a major multi-modal transport corridor.

➤ *Draft Dún Laoghaire-Rathdown County Development Plan 2022-28*

Dún Laoghaire-Rathdown County Council are in the process of preparing a new County Development Plan 2022 - 2028. A draft County Development Paper was published in early 2021. A Chief Executive's Report on the draft plan Submissions has been published. The development plan is set to be adopted in mid-2022.

➤ *Dublin Region Climate Action Plans (DCC,FCC,SDCC and DLRCC 2019)*

The four local authorities of Dublin, Dublin City, Fingal, South Dublin and Dun Laoghaire Rathdown produced a Climate Change Action Plan. It is a collaborative response to the impact that climate change is having on the Dublin Region, and their commitment to lead by example in tackling this global issue. The plan covers five key areas; Energy and Buildings, Transport, Flood Resilience, Nature-Based Solutions and Resource Management (waste and water).

➤ *Meath County Development Plan (MCDP) 2021-2027*

Meath County Council adopted the new (MCDP) 2021 -2027 in September 2021. The County Development Plan sets out the overarching strategy and policies for proper planning and sustainable development in the County. Transport investment will focus on the outcomes of the National and Regional level plans.

➤ *Meath County Council Climate Action Strategy 2019-2024 (MCC,2019)*

The Climate Action Strategy sets the Vision for Meath County Councils for climate change action. The strategy covers eight key areas; Planning, Economy, Mobility, Built Environment, Clean Energy, Resource Management, Water and Natural Resources.

➤ *Kildare County Development Plan (KCDP) 2017-2023*

The KCDP is the strategic framework document for the proper planning and sustainable development in County Kildare. The KCDP aims to respond in a coherent sustainable, spatial fashion to the challenges facing the county, while building on its strengths and providing a more focused approach to planning for future growth. Maynooth and Naas are identified as the key towns.

➤ *Draft Kildare County Development Plan 2023-2029*

Kildare County Council are in the process of preparing a new Kildare County Development Plan 2023-2029. A pre-draft Public Consultation Issues Paper was published in early 2021 to inform the first stage of public consultation in relation to the next development plan. A draft plan is due to be published in early 2023.

➤ *Kildare Climate Change Adaptation Strategy 2019- 2024 (KCC,2019)*

The Climate Change Adaption Strategy sets out Kildare County Councils high level goals and actions to building climate resilience and reducing climate risks.

➤ *Wicklow County Development Plan (WCDP) 2016-2022*

The WCDP is the strategic framework document for the proper planning and sustainable development in County Wicklow. The vision is for County Wicklow to be a cohesive community of people enjoying distinct but interrelated urban and rural environments; where natural surroundings and important resources are protected; where

opportunities abound to live and work in a safe atmosphere; allowing people to enjoy the benefits of well paid jobs, a variety of housing choices, excellent public services, ample cultural and leisure opportunities, and a healthy environment. Wicklow, Arklow, Bray and Greystones are identified as the key towns in the Development Plan.

➤ Draft Wicklow County Development Plan 2021-2027

A draft County Development Plan was published in early 2021 setting out the overall strategy to ensure that it delivers proper planning and sustainable development of the area of the development plan, and to develop the core strategy. The plan is due to be adopted in 2021.

➤ Wicklow County Council Climate Adaptation Strategy 2019 (WCC,2019)

The Climate Adaption Strategy addresses how Wicklow County as an organisation responds to the impacts of Climate Change. It aims to make Wicklow a stronger county by reducing impacts of future climate change related events.

In addition to the above plans/policy, this review has also considered relevant guidance and other documents that will help to shape the new Transport Strategy for the GDA.

The review, has found consistent objectives across the full hierarchy of planning policy and guidance to reduce car-dependency, promote active travel modes, assist with compact growth, tackle climate change, improve health and well-being, increase accessibility, connectivity and social inclusion.



## **1. Introduction**

The Transport Strategy for the Greater Dublin Area 2016-2035 (henceforth referred to as the 2016 Transport Strategy) sets out how transport will be developed across the Greater Dublin Area (GDA), covering Dublin, Meath, Wicklow and Kildare up to the year 2035. It provides a framework for the planning and delivery of transport infrastructure and services as well as providing transport planning policy that agencies involved in land use planning, environmental protection and other infrastructure projects can use to align their investment priorities.

The purpose of the 2016 Transport Strategy is to contribute to the economic, social and cultural progress of the GDA by providing for the efficient, effective and sustainable movement of people and goods, as well as promoting transport options for reducing carbon emissions.

The 2016 Transport Strategy is currently being reviewed in terms of population, employment and the associated demand for travel looking at a long-term outlook. The approach for a strategic review up to 2042, will incorporate the latest available forecast data, environmental baseline thus providing a clear and accurate basis to further increase accessibility, promote active travel modes and reduce private car use.

As an input to the emerging Strategy, a comprehensive review has been undertaken to outline relevant policy and guidance documents, which may have an influence on the development of the Strategy.

This Policy & Guidance Review synthesises the key elements of each applicable policy/guidance document and extracts the key statements/objectives of same.

The structure of this report is set out below.

- 1) Executive Summary;
- 2) Introduction;
- 3) Planning Policy Review;
- 4) Guidance and Other Documents; and
- 5) Summary

## 2. Planning Policy Review

This section addresses the strategic alignment with planning policy and guidance relating to the Strategy at all levels; International, national, regional and local. Table 2.1 includes all policy and guidance reviewed and further below is a brief synopsis of each policy and guidance document.

Table 2.1: Planning Policy and Guidance Documents

International Level Policy	
Transforming Our World: the 2030 Agenda for Sustainable Development (United Nations, 2015)	
Paris Agreement (United Nations, 2015)	
Smart and Sustainable Mobility Strategy – putting European transport on track for the future (European Commission, 2020)	
European Union Green Deal 2019 (European Commission, 2019)	
Trans – European Transport Network (TEN-T) (European Commission, 1996)	
National Level Policy	
Policy/Plans	Guidance
Project Ireland 2040: National Planning Framework 2040 (Government of Ireland, 2018)	Guidelines for Planning Authorities on Sustainable Urban Housing: Design Standards for New Apartments (Department of Housing, Local Government and Heritage, 2020)
Project Ireland 2040: National Development Plan 2021-2031 (Government of Ireland, 2021)	Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) (Department of Housing, Local Government and Heritage, 2009. Previously Department of Environment, Heritage and Local Government)
Housing for All - A New Housing Plan for Ireland (Department of Housing, Local Government and Heritage, 2021)	Design Manual for Urban Roads and Streets (DoT, 2013)
Smarter Travel: A Sustainable Transport Future - A new Transport Policy for Ireland 2009-2020 (DTTaS, 2009)	Permeability: A Best Practice Guide (NTA, 2015)
The National Cycle Policy Framework (DTTaS, 2009)	Guidelines for Planning Authorities on Spatial Planning and National Roads (Department of Housing, Local Government and Heritage, 2012. Previously Department of Environment, Community and Local Government)
The White Paper: Ireland’s Transition to a Low Carbon Energy Future 2015-2030 (DECC, 2020)	Achieving Effective Workplace Travel Plans Guidance for Local Authorities (NTA, 2012)
Climate Action and Low Carbon Development Act 2021	National Cycle Manual (NTA, 2011)
Climate Action Plan 2019 – To Tackle Climate Breakdown (Government of Ireland, 2021)	
National Adaptation Framework 2018 (DECC, 2018) accompanied with the Sectoral Adaptation Plan for Transport Infrastructure 2019 (DoT, 2019)	
Investing in Our Transport Future – Strategic Investment Framework for Investment in Land Transport (DTTaS, 2015)	
Draft Future Land Transport Investment Framework (DoT, 2021)	
The Sustainable Development Goals National Implementation Plan 2018-2020 (Government of Ireland, 2018)	
Regional Level Policy	
Regional Spatial and Economic Strategy for the Eastern & Midland Region 2019-2031 (Eastern & Midlands Regional Assembly, 2019)	
Integrated Implementation Plan 2019-2024 (NTA, 2019)	
Greater Dublin Area Cycle Network Plan (NTA, 2013)	
County/City Level Policy	
Dublin City Development Plan 2016-2022	Draft Dublin City Council Development Plan 2022-2028
Fingal County Development Plan 2017-2023	Draft Fingal County Development Plan 2023-2029

South Dublin County Council Development Plan 2016-2022	Draft South Dublin County Development Plan 2022-2028
Dún Laoghaire-Rathdown County Development Plan 2016-2022	Draft Dún Laoghaire-Rathdown County Development Plan 2022-2028
Dublin Region Climate Action Plans (DCC, FCC, SDCC, and DLRCC, 2019)	-
Meath County Development Plan 2021-2027	Meath County Council Climate Action Strategy 2019-2024 (MCC, 2019)
Kildare County Development Plan 2017-2023	Draft Kildare County Development Plan 2023-2029
Kildare Climate Change Adaption Strategy 2019-2024 (KCC, 2019)	-
Wicklow County Development Plan 2016-2022 (WCC, 2016)	Draft Wicklow County Development Plan 2021-2027
Wicklow County Council Climate Change Adaption Strategy (WCC, 2019)	-

## 2.1 International Policy Context

### 2.1.1 Transforming our world: the 2030 Agenda for Sustainable Development (United Nations, 2015)

The 2030 Agenda for Sustainable Development, adopted by all United Nations Member States including Ireland in 2015, provides a shared blueprint for peace and prosperity for people and the planet, now and into the future.

At its heart are the 17 Sustainable Development Goals (SDGs), which are an urgent call for action by all countries. There is significant alignment between the UN SDGs and the Project Ireland 2040 National Planning Frameworks National Strategic Outcomes (NSOs).

The development of a Transport Strategy would contribute towards efforts to achieve the following SDGs:

- SDG 3 Good Health and Well-Being: Ensure healthy lives and promote well-being for all at all ages;
- SDG 5 Gender Equality: Achieve gender equality and empower all women and girls;
- SDG 8 Decent Work and Economic Growth: Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all;
- SDG 9 Industry, Innovation and Infrastructure: Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation;
- SDG 11 Sustainable Cities and Communities: Make cities and human settlements inclusive, safe, resilient and sustainable;
- SDG 13 Climate Action: Take urgent action to combat climate change and its impacts; and
- SDG 15 Life on Land: Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and biodiversity loss.

The UN's SDGs support the transition towards a low carbon economy.

### 2.1.2 Paris Agreement (United Nations, 2015)

The Paris Agreement is the first legally binding global climate change agreement. It was adopted in December 2015 and came into force in November 2016. The main goal is to limit global warming to below 2 degrees Celsius above pre-industrial levels and limit the increase to 1.5 degrees. To reach this target, countries are to aim to reach global peaking of greenhouse gas emissions as soon as possible to then undertake rapid reductions thereafter in order to achieve a climate neutral planet by the mid-century.

To maximise participation, countries will set their own commitment targets '*Nationally Determined Contributions*' (NDCs). Governments will come together every 5 years to assess the progress made towards the long-term goals and inform of updates made to their NDCs.

### 2.1.3 Smart and Sustainable Mobility Strategy – putting European transport on track for the future (European Commission, 2020)

The Smart and Sustainable Mobility Strategy sets out a number of goals as to how people will move within and between cities in the future recognising that all transport modes need to become more sustainable, with green



alternatives widely available and the right incentives put in place to drive the transition. It has identified 82 initiatives which have been categorized as 10 'flagships.'

The flagship relevant to this Policy Review is 'Flagship 3 – Making interurban and urban mobility more sustainable and healthy'. It states that:

*'increasing the modal shares of collective transport, walking and cycling, as well as automated, connected and multimodal mobility will significantly lower pollution and congestion from transport, especially in cities and improve the health and well-being of people. Cities are and should therefore remain at the forefront of the transition towards greater sustainability.'*

This strategy ensures sustainable alignment in urban areas for planned growth with investment in infrastructure and the provision of employment, together with supporting amenities and services.

#### **2.1.4 European Union (EU) Green Deal (European Commission, 2019)**

The European Union (EU) Green Deal is the EU's roadmap to ensure the economy becomes sustainable. It sets out key policies aimed at cutting emissions and preserving the natural environment. It commits the EU to become climate neutral by 2050, with a reduction of between 50-55% by 2030 when compared to 1990 levels.

*'It seeks to reduce the transport sectors greenhouse gas emissions by 90% by 2050. 'The EU transport system and infrastructure will be made fit to support new sustainable mobility services that can reduce congestion and pollution, especially in urban areas'. It is noted that pollution is felt the most in cities and that a combination of measures is needed which includes 'improving public transport and promoting active modes of transport such as walking and cycling.'*

The Green Deal sets out that transport accounts for a quarter of the Union's greenhouse gas emissions and these continue to grow. To achieve climate neutrality, a 90% reduction in transport emissions is needed by 2050. Public transport is one of the most sustainable and safest modes of transport, and thus will play a major role in the Green Deal's vision to make Europe climate neutral.

The Green Deal remains key in the decarbonisation of transport through public transport, one of the most sustainable modes of transport, and thus will play a major role in the Green Deal's vision to make Europe climate neutral.

#### **2.1.5 Trans – European Transport Network (TEN-T) (European Commission, 1996)**

The TEN – T comprises a planned network of railways, water infrastructure, airports, and roads within the EU. It was adopted in 1996 by the European Commission. The current TEN-T Policy is outlined in EU Regulation No. 1315/2013 – Union Guidelines for the development of the trans-European Network. The aims of TEN-T are to clear bottlenecks and barriers as well as enhancing social, economic and unity within the EU.

The specific TEN-T Policy objectives, in the context of all TEN-T's transportation modes, are summarised as:

- Removal of bottlenecks and bridging of missing links, both within the transport infrastructures and at connecting points between these, within Member States territories and between them. Efficient use of new and existing infrastructure;
- Development of all transport modes in a manner consistent with ensuring transport that is sustainable and economically efficient in the long-term. Contribution to the objectives of low-greenhouse gas emissions and promotion of low-carbon transport with the aim of achieving a significant reduction in CO<sub>2</sub>, in line with relevant Union CO<sub>2</sub> reduction targets; and

- Meeting the mobility and transport needs of its users and ensuring safe, secure, and high-quality standards for both passenger and freight transport. It includes accessibility for elderly people, persons of reduced mobility and disabled passengers.

One of the priorities for the next long-term budget (2021-2027) is to decarbonise transport, e.g. by creating a European network of charging infrastructure for alternative fuels and by prioritising environmentally friendly transport modes.

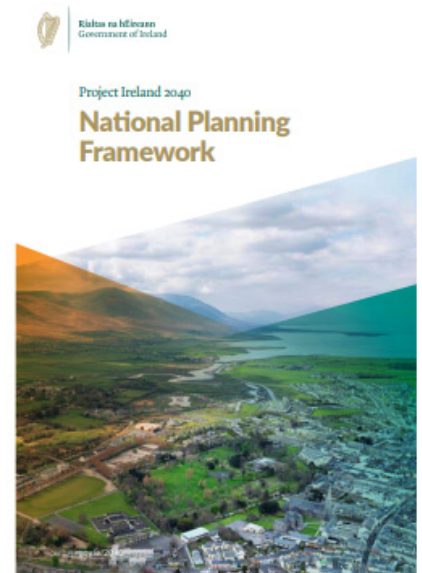
The TEN-T policy remains key in promoting the free circulation of goods, services and citizens throughout the EU in a sustainable manner through the decarbonisation of transport.

## 2.2 National Policy Context

### 2.2.1 Project Ireland 2040: National Planning Framework 2040 (Government of Ireland, 2018)

The National Planning Framework (NPF) is the Government's strategic framework to guide development and investment to enhance the wellbeing and quality of life of Irish people. The NPF, together with the National Development Plan (NDP) 2018-2027, was adopted in May 2018 and comprises Project Ireland 2040 - one vision for one country. The Plan's ambition is to create a single vision and a shared set of goals for each community to shape the growth and development of Ireland by providing a framework up to the year 2040. These goals are expressed as National Strategic Outcomes (NSO), shared benefits which the plan will deliver if implemented according to the objectives of the framework. The NPF is underpinned by ten NSOs, including: Compact Growth; Enhanced Regional Accessibility; Sustainable Mobility; Transition to a Low Carbon and Climate Resilient Society; and Enhanced Amenity and Heritage.

The NPF sets the strategic context for the growth of the GDA to the year 2040 and supports the Dublin MASP to improve transport mobility via strategic infrastructure. The NPF strengthens the levels of integration between spatial planning and transport planning to the benefit of the economy, society and the environment.



### 2.2.2 Project Ireland 2040: National Development Plan 2021-2031 (Government of Ireland, 2021)

Project Ireland 2040 is the government's long-term overarching strategy to make Ireland a better country for all its people. The review of the NDP was originally planned for 2022 but this was brought forward in an effort to stimulate the economy and bring about an 'Infrastructure-led recovery' and 'green recovery' in the wake of Covid-19. The revised NDP 2021-2030 was adopted in October 2021.

The NDP is the national capital investment strategy plan that is integrated and aligned with the NPF. It sets out the framework of expenditure commitments to secure the Strategic Investment Priorities to the year 2031 and support the delivery of the ten NSOs identified in the NPF. It sets out a programme of investment that includes indicative Exchequer allocations, whilst protecting expenditure for maintenance and renewal purposes.

NSO 4: Sustainable mobility deals with the decarbonisation of transport in order to secure Ireland's climate action goals. Transport accounts for 20% of Ireland's overall emissions, with 52% of overall transport emissions coming from private cars, 20% from freight and 4.5% from public transport.



Key objectives that relate to the development of the Strategy are (inter alia):



- Deliver an improved and expanded sustainable mobility services and infrastructure (BusConnects for Irelands Cities, Commuter Tail Regional Cities, Metro Link and Dart+ and Greener and Cleaner Bus Fleets) that will improve citizens quality of life, enhance economic competitiveness and support the transition to a low carbon society;
- Increase the numbers choosing active travel as a mode of transport;
- Transition to low emission buses, including electric buses, for the urban public bus fleet; and
- Making the existing road network more resilient to the effects of climate change through improving road drainage systems, strengthened structures and raising of roads to deal with heavy rainfall.

The NDP commits capital funding to the decarbonisation of transport through the delivery of a significantly enhanced public transport network within the Dublin GDA under NSO 4: Sustainable Mobility.

Full details of the relationship between the NDP, NPF and Transport Strategy are contained in the Draft Transport Strategy Report.

### 2.2.3 Housing for All - A New Housing Plan for Ireland (DHLGH, 2021)

The Housing for All – a New Housing Plan for Ireland is the Government's housing plan to 2030. It aims to deliver more homes for everyone with different housing needs with the objective that every citizen should have access to good quality homes that are:

- To purchase or rent at an affordable price;
- Built to a high standards and in the right place; and
- Offer a high quality of life.

To enable the vision of achieving a steady supply of housing up to 2030 resulting in a sustainable housing system, pathways containing actions, have been identified to be taken by government departments, local authorities, State agencies and others. Housing for All contains 213 actions which will deliver a range of housing options for individuals, couples and families. The following actions are relevant to shaping transport development:

- Action 21.1 supports Objective 21 in relation to driving environmental sustainability in the housing stock by continuing a joint approach by the transport leads to respect the Design Manual for Urban Roads and Streets to ensure its implementation.
- Action 26.1 supports Objective 26 in relation to supporting critical infrastructure development; *'to consider opportunities for transport-led development in major urban centres'*.

### 2.2.4 Smarter Travel: A Sustainable Transport Future - A new Transport Policy for Ireland 2009-2020 (DTTaS, 2009)

Smarter Travel - A Sustainable Transport Future is the national planning policy document to deliver an integrated transport policy for Ireland as supported by Government. The Strategy's main objective is to promote a significant modal shift in favour of public transport, walking and cycling up to 2020 through a suite of actions. The document acknowledges that continued growth and dependency on the private car is not sustainable due to its contribution to climate change, congestion, poor air quality and increasingly sedentary lifestyles. The vision presented in the document is summarised by five key goals:

1. *'Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transportation;*
2. *Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks;*



3. *Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions;*
4. *Reduce overall travel demand and commuting distances travelled by the private car; and*
5. *Improve security of energy supply by reducing dependency on imported fossil fuels'*

To achieve a shift to public transport, the policy document identifies a key driver to encouraging more people to use public transport is to offer a frequent, reliable, comfortable and safe service which is affordable. To encourage other sustainable forms of travel, safety is a key concern in relation to cycling and walking and integration of these different modes is very important to reach a large number of people.

The document identifies barriers that are preventing people from using public transport and other sustainable forms of travel, and sets out a suite of actions to assist in overcoming these barriers. The Government is committed to undertaking a review of public transport policy to ensure services are sustainable and meet the needs of modern economy, which may have an influence on the development of the Strategy.

While the horizon year for this policy document is 2020, its core principles and broad thrust in terms of promoting sustainable modes retain their influence in policy making today.

### **2.2.5 The National Cycle Policy Framework (DTTaS, 2009)**

The National Cycle Policy Framework 2009-2020 (NCPF) is Ireland's cycling policy framework. The vision is to create a strong cycling culture in Ireland, '*Cycling will be a normal way to get about, especially for short trips*'. It outlines 19 specific objectives, so that by the year 2020 10% of all journeys made are by bike. This policy framework outlines a breadth of interventions to make cycling easier and safer.

The key objectives of this Framework are to:

- *'Support the planning, development and design of towns and cities in a cycling and pedestrian friendly way;*
- *Ensure that the urban road infrastructure (with the exception of motorways) is designed / retrofitted so as to be cyclist-friendly;*
- *Provide cycling-friendly routes to all schools, adequate cycling parking facilities within schools, and cycling training to all school pupils;*
- *Ensure proper integration between cycling and public transport;*
- *Provide secure parking for bikes; and*
- *Improve the image of cycling and promote cycling using "soft interventions" such as promotional campaigns and events.'*

The framework identifies the need for cooperation and coordination in helping to implement this policy with other policies and strategies. The implementation of policies to promote cycling must have a multi-level, multi-stakeholder, multi-agency and multi local authority approach both horizontally and vertically.

The framework recognises that a return to the bike is becoming a sensible option in the face of traffic congestion and increasing greenhouse gas emissions from vehicles. However, to enable all the interventions to be delivered, the participation of many stakeholders, agencies, local authorities and other institutions are required. The Government is committed to undertaking a review of public transport policy to ensure services are sustainable and meet the needs of modern economy, which will support the transition towards a low carbon economy.

While the horizon year for this policy document is 2020, its core principles and broad thrust in terms of promoting cycling retain their influence in policy making today.

### 2.2.6 The White Paper: Ireland's Transition to a Low Carbon Energy Future 2015-2030 (DECC, 2020)

Published in June 2020, the White Paper; Ireland's Transition to a Low Carbon Energy Future 2015-2030 is a statement of Government policy in the energy sector. It sets out an energy policy framework up to 2030 and outlines a transition to a low carbon energy system for Ireland by 2050. The objective is to guide a transition to a low carbon energy system, which provides secure supplies of competitive and affordable energy to citizens and businesses.

In relation to public transport, the renewable energy actions that commit to supporting energy efficiency and renewable transport are as follows:

- *'Support modal shift through better alignment of land use and transport planning and a continuation of smarter travel programmes administered by the Department of Transport, Tourism and Sport';*
- *'Introduce measures to support the uptake of lower emitting public service passenger cars including a scrappage-type scheme for older taxis that are being replaced by alternate fuel vehicles';*
- *'Establish a green bus fund to support the purchase of cleaner and greener public transport vehicles in the period to 2020'; and*
- *'Undertake further analysis of additional energy efficiency measures in the transport sector for the period to 2030'.*

This White Paper provides a framework to enable citizens to play a part in building a low carbon future. There will be economic and employment opportunities arising from the energy transition and the Government is committed to supporting businesses, workers and communities to make the transition away from older energy technologies – in the direction of new jobs, new technologies, and new opportunities.

The energy transition set out in the document requires the active engagement of local and national State agencies.. The outcomes from further analysis of additional energy efficiency measures in the transport sector will support the sustainable and low carbon transportation.

### 2.2.7 Climate Action and Low Carbon Development (Amendment) Act 2021

The Climate Action and Low Carbon Development (Amendment) Act 2021 (Government of Ireland 2021) sets out the central objective relating to emission reductions. It legally binds Ireland to have net-Zero emissions no later than 2050 and to a 51% reduction in emissions by the end of the decade (2030) based on 2018 emissions.

*'The first two carbon budgets proposed by the Advisory Council shall provide for a reduction in greenhouse gas emissions such that the total amount of annual greenhouse gas emissions in the year ending on 31 December 2030 is 51 per cent less than the annual greenhouse gas emissions reported for the year ending on 31 December 2018, as set out in the national greenhouse gas emissions inventory prepared by the Agency.'*

The Climate Action and Low Carbon Development (Amendment) Act 2021 will support Ireland's transition to Net Zero and achieve a climate neutral economy by no later than 2050. Key elements include:

- It places on a statutory basis a *'national climate objective'*, which commits to pursue and achieve no later than 2050, the transition to a climate resilient, biodiversity-rich, environmentally-sustainable and climate-neutral economy;
- It embeds the process of carbon budgeting into law, Government are required to adopt a series of economy-wide five-year carbon budgets, including sectoral targets for each relevant sector, on a rolling 15-year basis, starting in 2021;
- Actions for each sector will be detailed in the Climate Action Plan, updated annually;
- A National Long Term Climate Action Strategy will be prepared every five years;

- It provides that the first two five-year carbon budgets proposed by the Climate Change Advisory Council should equate to a total reduction of 51% emissions over the period to 2030, in line with the Programme for Government commitment;
- It introduces a requirement for each local authority to prepare a Climate Action Plan, which will include both mitigation and adaptation measures and be updated every five years. Local authority Development Plans will also align with their Climate Action Plan; and
- Public Bodies will be obliged to perform their functions in a manner consistent with national climate plans and strategies, and furthering the achievement of the national climate objective.

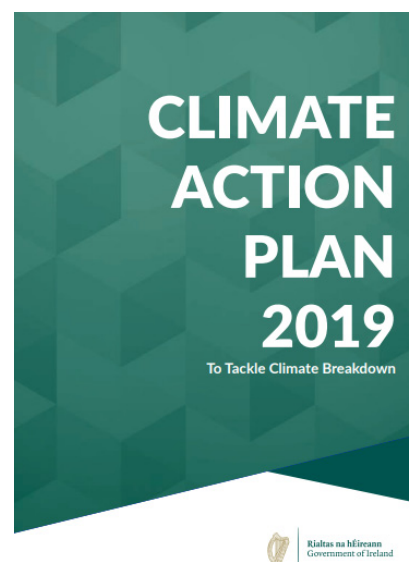
This legal commitment from the Government, that sustainable projects will be crucial moving forward, confirms the importance of having a Strategy that sees the reduction of transport related emissions in Ireland.

### 2.2.8 Climate Action Plan 2019 – To Tackle Climate Breakdown (Government of Ireland, 2019) and Interim Climate Actions 2021 (Government of Ireland, 2021)

The Climate Action Plan (CAP) 2019 sets a target reduction of 45-50% in Ireland's transport emissions by 2030 and lays the foundations for achieving net zero carbon emissions by 2050. There are 183 actions identified that extend to all sectors of the economy aiming to transform Ireland into a low-carbon nation over the next three decades.

The modal shift related policies identified in the CAP 2019 that are critical for success are:

- *'Implement major sustainable-mobility projects such as DART Expansion, MetroLink, and the bus connects programme';*
- *'Expand sustainable-travel measures, including a comprehensive cycling and walking network for metropolitan areas of Ireland's cities, with a particular emphasis on safety of cyclists';*
- *'Promote compact growth and greater integration of policies for land use and transport planning, which will reduce the demand for commuter travel and support more efficient patterns of development and travel';* and
- *'Conversion of public transport fleets to electric vehicles'.*



Progress Reports on the Climate Action Plans are published each quarter and at the time of writing, there are eight Progress Reports. The seventh Progress Report, delivered in Q1 of 2021, differs from the previous reports as it is the first Progress Report which formally replaces the Annex of Actions published under the Climate Action Plan 2019, and will be subject to the same process of monitoring and reporting. The eighth Progress Report states that climate change has continued with little change in Q2 of 2021. Domestic climate change action is continued under the Interim Climate Actions 2021. The Interim Climate Actions 2021 published March 2021 is assisting with the continued domestic climate action while the Climate Action Plan 2021 is being prepared to become Ireland's roadmap to becoming a climate neutral economy and resilient society by 2050.

The Climate Action Plan 2019 sets a target reduction of 45-50% in Ireland's transport emissions by 2030. Some of the key actions outlined by the Plan to achieve this are the electrification of transport, compact growth and the expansion of walking, cycling and public transport networks to promote and support modal shift. This will be superseded later in 2021 by the forthcoming Climate Action Plan 2021 from the Department of the Environment, Climate and Communications. The actions in the Climate Action Plan 2021 will support the transition towards a low carbon economy.

## 2.2.9 National Adaptation Framework 2018 (DECC, 2018) accompanied with Sectoral Adaptation Plan for Transport Infrastructure 2019 (DoT, 2019)

The National Adaptation Framework 2018 (NAF) is a statutory framework that outlines the Government's approach to climate adaptation in Ireland, setting out the national strategy to reduce the vulnerability of the country to the negative effects of climate change and to gain from any positive impacts. Under the NAF, Government departments are required to prepare sectoral adaptation plans in relation to a priority area that they are responsible for. The NAF enables climate resilience actions to be mainstreamed into all national policy making as well as regional and local planning policies.

The Sectoral Adaptation Plan for Transport Infrastructure 2019 (SAPTI) sets policy on adaptation strategies for transport, will help to build adaptive capacity within the sector's administrative structures and assist organisations to better understand the implications of climate change for Ireland and how it may impact on transport infrastructure and services.

The overarching goal of transport adaptation planning is to ensure that the sector can fulfil its continuing economic, social and environmental objectives by ensuring that transport infrastructure is safeguarded from the impacts of climate change. The objectives set out in the plan are:

1. *'Improve understanding of the impacts of climate change on transport infrastructure, including cross-sectoral cascading impacts, and close knowledge gaps;*
2. *Assist transport stakeholders in identifying and prioritising climate risks to existing and planned infrastructural assets and enabling them to implement adaptation measures accordingly; and*
3. *Ensure that resilience to weather extremes and longer-term adaptation needs are considered in investment programmes for planned future transport infrastructure.'*

In relation to proposed transport adaptation actions by transport infrastructure agencies and public transport service providers, Objective 3 states:

*'Action 17 - Strengthen sectoral adaptation responses by ensuring that climate resilience is considered in appraisal guidance, including in the update to the Common Appraisal Framework, for all future transport infrastructure projects over appropriate timescales'*

Whilst the Sectoral Adaptation Plan for Transport Infrastructure is not a complete roadmap to future proofing transport infrastructure and services, it highlights the importance of adaptation planning and periodic reviews/appraisals by all transport stakeholders as part of standard operational and business processes. Liaising with these stakeholders may prove useful in understanding their climate adaptation needs and resilience building which will support the transition towards a low carbon economy.

## 2.2.10 Investing in Our Transport Future – Strategic Investment Framework for Investment in Land Transport (DTTaS, 2015)

A well-performing transport system is essential to the functioning of society and the economy. The investment challenge presented to the Government is to allocate the resourcing required to maintain transport networks and add required new capacity so that economic and social objectives are met.

The report highlighted that present funding levels are not sufficient to maintain our existing land transport network. Therefore, the three high-level priorities set out are as follows:

- *'Achieve steady state maintenance;*
- *Address urban congestion; and*

- *Maximise the contribution of land transport networks to our national development.'*

In particular, the second key priority for future investment involves measures to address current and future urban congestion including, improved public transport and additional public transport capacity, better and additional walking and cycling infrastructure, improving efficiency and increased use of intelligent transport systems.

The report notes that certainty in the investment planning process is a key mechanism to ensure that land use and transport planning are aligned and that there is optimum co-ordination between transport and wider spatial and development policies. These policies will further support the delivery of these investment mechanisms and help promote the modal shift trend.

### **2.2.11 Draft Future Land Transport Investment Framework (DoT, 2021)**

The Department of Transport (DoT) is in the process of updating the existing transport framework, the Future Land Transport Investment Framework ) to ensure alignment with the policies of the NPF. The draft FLTIF (which was formerly called the National Investment Framework for Transport in Ireland) sets out the Department of Transport's strategy for the development and management of Ireland's land transport network (roads, public transport, walking and cycling) over the next two decades. It was published by the Department of Transport for public consultation on 31 March 2021

The purpose of the framework is to support the delivery of the Project Ireland 2040 NPF and NDP by providing a strategic framework for future transport investment that is aligned with their spatial objectives and National Strategic Outcomes (NSOs). It establishes four high level investment priorities and objectives, of which new projects must align with at least one:

- *'Decarbonisation;*
- *Protection and Renewal;*
- *Mobility of People and Goods in Urban Areas; and*
- *Enhanced Regional and Rural Connectivity.'*

The draft FLTIF sets out a hierarchy of travel modes to be accommodated and encouraged when investments and other interventions are made. Sustainable modes, starting with active travel and then public transport, will be encouraged over less sustainable modes such as the private car.

## 2.2.12 The Sustainable Development Goals National Implementation Plan 2018-2020 (Government of Ireland, 2018)

The Sustainable Development Goals National Implementation Plan 2018 - 2020 was published in direct response to the 2030 Agenda for Sustainable Development and provides a government approach to implement the 17 Sustainable Development Goals (SDGs) by 2030. The plan sets out 19 specific actions to implement over the duration of this first SDG National Implementation Plan to provide an overarching strategic framework within which Ireland can play an effective role, at home and abroad, in ensuring the SDGs are met. The Plan aims to provide a framework for how Ireland will implement the SDGs from 2018-2020, to support national policies which contribute to meeting the Goals, and to facilitate multi-stakeholder participation. There are four strategic priorities, one of which is policy alignment; Support and promote policies and initiatives across government which contribute towards meeting the Goals at home and abroad and identify opportunities for enhancing policy coherence. The resulting 'policy map' provides a detailed picture of what Ireland is doing to implement each of the Goals, and how national policies and targets correspond to the SDGs. This policy map is a living document and will be further refined and updated as new policies are adopted. The SDG relevant to transport planning policy is as follows:

*'Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable. Current policy is, by 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.'*



The Plan supports achieving SDG 11 from the 2030 Agenda for Sustainable Development through the six existing national policy documents identified. One of the national policy documents is the Transport Strategy for the GDA 2016-2035 whose objective to ensure that €2.7 billion for investment in public transport has been provided for the remaining four years of the Plan to 2021. The Plan will support the transition towards a low carbon economy.

The Second SDG National Implementation Plan is currently in preparation.

## 2.3 Regional Policy Context

### 2.3.1 Regional Spatial and Economic Strategy for the Eastern & Midland Region 2019-2031 (Eastern & Midland Regional Assembly, 2019)

The principal purpose of the Regional Spatial and Economic Strategy (RSES) 2019-2031 is to support the implementation of the Project Ireland 2040 through the NPF, the NDP and the economic policies by providing a long-term strategic planning and economic framework for the development of the Region. The RSES represents the regional tier for planning policy and provides a vision; a spatial plan and investment framework to shape future development of the Eastern and Midland Region to the year 2031. The RSES was formally adopted June 2019 by the Eastern and Midland Regional Assembly and replace the previous Regional Planning Guidelines for the Greater Dublin Area 2010-2022.



The RSES provides key principles for environmental, economic and social development of the region aligned to the United Nations Sustainable Development Goals, EU thematic objectives and the National Planning Framework. These principles are:

- *'Healthy Placemaking – to create healthy and attractive places to live, work and study;*
- *Climate Action – to enhance climate resilience and accelerate a transition to a low carbon economy; and*
- *Economic Opportunity – to create the right conditions and opportunities for the region to realise sustained economic growth and employment that ensures good living standards for all.'*

The strategic vision of the RSES is:

*'To create a sustainable and competitive Region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all.'*



The RSES consists of Regional Strategic Outcomes (RSOs) that are aligned to the key principles above. The key principles of the RSES promotes global connectivity, regional accessibility and the integration of transport and land use planning based on population projections for each county to facilitate a shift towards sustainable mobility, which will support the transition towards a low carbon economy.

The RSES also incorporates the Dublin Metropolitan Area Strategic Plan (MASP). This plan includes a number of guiding principles and identifies the strategic development corridors for accommodating future growth. It also sets out the enabling infrastructure, including transport. The MASP comprises a key input into the transport strategy by providing clear direction in terms of spatial planning policy at the Metropolitan level.

Full details of the relationship between the RSES, MASP and Transport Strategy are contained in the Draft Transport Strategy Report.

### 2.3.2 Integrated Implementation Plan 2019-2024 (National Transport Authority, 2019)

The Integrated Implementation Plan, as set out in Section 13(1) of the Dublin Transport Authority Act 2008 legislation, is required to comprise an infrastructure investment programme, effective integration of public transport and a service plan for the GDA. During the preparation of the integrated Implementation plan, the NTA is required to consult with and consider the views of stakeholders and invite public submissions on the Plan before the draft Plan is submitted to the Minister for approval. Due to the plethora of existing policies and plans already adopted in relation to various transport related measures, some of the functions apply solely to the GDA, whilst others apply nationally. The Plan seeks to ensure primacy for transport options which provide for unit reductions in carbon emissions. This can most effectively be done by promoting public transport, walking and cycling, and by actively seeking to reduce car use in circumstances where alternative options are available. In addition, transitioning to lower emission vehicles for transport use is also fundamental to reducing transport related carbon emissions.

### 2.3.3 Greater Dublin Area Cycle Network Plan (National Transport Authority, 2013)

The Greater Dublin Area Cycle Network Plan (GDACNP) 2013 is a regional level plan for an integrated cycle network across the seven local authorities comprising the GDA. It includes an Urban Network, Inter-Urban Network and a Green Route Network for the GDA. The following are the networks identified in the plan:

- *'The Urban Cycle Network at the Primary, Secondary and Feeder Level';*
  - *'Primary corridors are the main cycle arteries that cross urban area and carry most of the traffic.*
  - *Secondary corridors links between the principal cycle routes and local zones.*



- *Feeder corridors are connections from zones to the network levels above and/or cycle routes within local zones'.*
- *'The Inter-Urban Cycle Network linking the relevant sections of the Urban Network and including the elements of the National Cycle Network within the GDA. It shall also include linkages to key transport locations outside of urban areas such as airports and port'; and*
- *'The Green Route Network being cycle routes developed predominately for tourist, recreational and leisure purposes'.*

The above networks provide the backbone of cycle infrastructure in the GDA, across local authority boundaries.

The updated Cycle Network Plan will be published alongside the Draft Transport Strategy.

## 2.4 Local Policy Context

### 2.4.1 Dublin City Council

#### 2.4.1.1 Dublin City Development Plan 2016-2022

The Dublin City Development Plan (DCDP) guides the future growth and development of the city. It provides the overarching direction of growth of the city based on the principles of sustainability and resilience on the social, economic and environmental fronts. The vision of the Development Plan is to champion compact city living, distinct character, a vibrant culture and a diverse, smart, green, innovation-based economy. In the longer term (25-30 years), Dublin City Council (DCC) aims to establish the city as one of Europe's most sustainable, dynamic and resourceful city regions. The DCDP places sustainable transport as a core principle and supports the provision of a metro route allowing Dublin city to compete at an international level.

*'Within the next 25 to 30 years, Dublin will have an established international reputation as one of Europe's most sustainable, dynamic and resourceful city regions. Dublin, through the shared vision of its citizens and civic leaders, will be a beautiful, compact city, with a distinct character, a vibrant culture and a diverse, smart, green, innovation-based economy. It will be a socially inclusive city of urban neighbourhoods, all connected by an exemplary public transport, cycling and walking system and interwoven with a quality bio-diverse green space network. In short, the vision is for a capital city where people will seek to live, work, experience, invest and socialise, as a matter of choice'. (underlining emphasis).*

Regarding integrated land use and transportation which can reduce facilitate the sustainable urban development and city living, there are policies and objectives in Chapter 8 Movement and Transport of the DCDP that supports this:

*'MTO1: To encourage intensification and mixed-use development along existing and planned public transport corridors and at transport nodes where sufficient public transport capacity and accessibility exists to meet the sustainable transport requirements of the development, having regard to conservation policies set out elsewhere in this plan and the need to make best use of urban land. Dublin City Council will seek to prepare SDZs, LAPs or other plans for areas surrounding key transport nodes, where appropriate, in order to guide future sustainable development'.*

*'MT2: Whilst having regard to the necessity for private car usage and the economic benefit to the city centre retail core as well as the city and national economy, to continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport, and to co-operate with the NTA, Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives. Initiatives contained in the government's 'Smarter Travel' document and in the NTA's draft transport strategy are key elements of this approach'.*

In 'Translating the Core Strategy into Development Plan Policies and Objectives', the core strategy has the following supports:

*'Dublin City Council will work with the emerging strategy of the National Transport Authority and supplement it with supporting local improvements, particularly to the city centre environment through the implementation of the public realm strategy and locally focused objectives'. (DCDP, Section 2.2.6)*

The DCDP aims to move the county towards the transition to a low-carbon and ultimately a zero-carbon economy where the planning policies will enable the county to become a competitive, resilient, socially inclusive and sustainable city.

#### **2.4.1.2 Draft Dublin City Development Plan 2022-2028**

Dublin City Council are in the process of preparing a new Dublin City Council Development Plan 2022 -2028. A pre-draft Public Consultation Strategic Issues Paper was published in late 2020 to inform the first stage of public consultation in relation to the next development plan. It invites people to offer their suggestions and ideas on how Dublin City should develop and the strategic issues Dublin City Council should respond/be considered in the new Plan. 752 submissions were received in response to the pre-draft consultation, including The Eastern Midlands Regional Assembly and the Office of the Planning Regulator. The Paper identifies a number of key strategic issues as being critical in to shaping land use and transport planning in Dublin City and the Chief Executive's recommendations on the policies and objectives for inclusion in the Draft Plan include;

- *'Promote compact growth in line with the NPF and RSES through the inclusion of specific policies and targeted and measurable implementation measures that:*
  - *Encourage infill / brownfield development,*
  - *Focus growth on the city's designated strategic development areas identified in the Metropolitan Area Strategic Plan (MASP), and*
  - *Promote increased densities along public transport corridors.*
- *Facilitate a co-ordinated approach to the future development of the Naas Road area and the Belmayne-Clongriffin area with South Dublin Co. Co., Fingal Co. Co. respectively and relevant stakeholders;*
- *Explore opportunities to enhance and develop key urban centres as focal points to the communities that they serve in line with the principle of the 15-minute city;*
- *Support Smarter Travel and the NTA's Transport Strategy for the Greater Dublin Area 2016-2035;*
- *Promote sustainable settlement and transport strategies within the city and identify measures, including targets for modal shift, to reduce GHG emissions, a reduction in energy use and adaptation to climate change;*
- *Support an efficient and effective transport system, promoting modal shift to public transport, walking and cycling, encouraging permeability and taking account of national and regional policy and guidance; and*
- *Concentrate compact growth around existing and planned services ensuring that transport and land use are integrated to the greatest extent possible so that the demand for travel in general and for car-based travel is reduced.'*

The draft Dublin City Development Plan 2022 -2028 is expected to be available for public consultation in late 2021/early 2022. The final Plan is expected to be adopted by end of 2022/early 2023.

## 2.4.2 Fingal County Council

### 2.4.2.1 Fingal County Development Plan 2017-2023

The aim of the Fingal Development Plan 2017-2023 (FDP) is to build on the county's previous successes and ensure that the strengths of the residents, communities, built and natural heritage, infrastructure and tourism are used to their full potential.

The strategic vision for the county is to:

- *'Consolidate urban areas to provide a vibrant, attractive environment for living and working, facilitating efficient movement by sustainable modes of transport throughout the County;*
- *Create a high quality built environment integrating the conservation of Fingal's built heritage with best practice contemporary architecture and urban design;*
- *Support and protect Fingal's attractive rural villages and countryside which support agriculture, horticulture, recreation and tourism. Promote vibrant rural villages with a mix of uses, through the creation of a dynamic framework which involves people living, working, and interacting for social and community reasons;*
- *Ensure consistency with the Council's Core, Settlement and Housing Strategies to provide high quality housing of a sufficient scale and mix, located in optimum locations and aligned with adequate infrastructure, services and amenities;*
- *Direct rural generated housing demand to villages and rural clusters and promote the re-use and rehabilitation of existing housing stock in rural areas in preference to new build in order to preserve and enhance the distinct character of rural Fingal;*
- *Make better use of key resources such as land, water, energy, waste and transportation infrastructure;*
- *Create a competitive business environment supporting economic development, job creation, tourism and prosperity for all; and*
- *Reduce climate change through settlement and travel patterns and reduced use of non-renewable resources.'*

The Core Strategy and Settlement Strategy that forms Chapter 2 of the FDP may have an influence on the development of the Transport Strategy for the Greater Dublin Area. This chapter ensures that sufficient lands have been zoned to accommodate anticipated population growth through a mix of varied house types and sizes in areas with good public transport links. There are two towns identified as consolidation towns which are strong active urban places within metropolitan area with strong transport links and the largest land supply; Swords and Blanchardstown. There are a number of objectives relevant to the Settlement Strategy set out in the Development Plan including:

*'Objective SS01: Consolidate the vast majority of the County's future growth into the strong and dynamic urban centres of the Metropolitan Area while directing development in the hinterland to towns and villages, as advocated by national and regional planning guidance'.*

*'Objective SS03: Identify sufficient lands for residential development in order to achieve the housing and population targets set out in the Core Strategy, while ensuring that excess lands surplus to this specific requirement are not identified, in order to prevent fragmented development, uneconomic infrastructure provision and car dependent urban sprawl'.*

The FDP aims to consolidate the existing zoned lands and to maximise the efficient use of existing and proposed infrastructure to ensure an integrated land use and transport strategy in line with national and regional policy. The

centres of Swords and Blanchardstown will be promoted as the growth engine for economic growth for the county which may have an influence on the development of the Strategy.

#### 2.4.2.2 Draft Fingal Development Plan 2023-2029

Fingal County Council are in the process of preparing a new Fingal Development Plan 2023-2029. A Strategic Issues Paper was published in early 2021 presenting an overview of the main planning and development issues in Fingal and sought to encourage public debate on what broad issues should be considered in the new Plan. It presented a series of questions for consideration relating to a wide range of themes, including: Climate Action, Connectivity and Movement and Green Infrastructure. The consultation period for the public closed end of May 2021 and the Chief Executive's Report on the Submissions is to be published in December 2021. The Chief Executive's Report on the Submissions will identify the key strategic issues as being important for shaping land use and transport planning in Fingal County Council. The Public consultation on the Draft Development Plan is to take place in February 2022 until May 2022.

#### 2.4.3 South Dublin County Council

##### 2.4.3.1 South Dublin County Development Plan 2016-2022

The South Dublin County Development Plan (SDCDP) 2016-2022 sets the strategy for proper planning and sustainable development for the jurisdiction of SDCC. The overarching considerations of the SDCCDP are quality of life, prosperity, sustainability, health and wellbeing, social inclusion, and climate change adaptation. The transport element of the strategy states that:

*'The Transport Strategy for South Dublin County seeks to ensure an integrated strategy for transport and mobility that enhances access and movement within and through the County, while promoting change, in favour of sustainable modes. The strategy addresses all types of traffic including pedestrian, cyclist, public transport, private vehicle and economic through traffic. The settlement, employment and transport strategies are aligned with the aim of strengthening the integration between employment, population and transport services.'*

For the longer term that may, the SDCCDP Core Strategy (CS) Policy 2 Metropolitan Consolidation Towns, sets out that:

*'It is the policy of the Council to support the sustainable long term growth of Metropolitan Consolidation Towns through consolidation and urban expansion.'*

This policy incorporates the designated Strategic Development Zone sites at Adamstown and Clonburris, as well as the towns of Tallaght, Lucan and Clondalkin where the greatest population forecast is highest and where transport projects would help to increase the capacity of these zoned lands.

The SDCCDP Core Strategy (CS) Policy 3 Emerging Moderate Sustainable Growth Towns, by designating Saggart/Citywest as an Emerging Moderate Sustainable Growth Town, sets out that:

*'It is the policy of the Council to support the sustainable long term growth of Moderate Sustainable Growth Towns/Emerging Moderate Sustainable Growth Towns based on the capacity of public transport connections and the capacity of social infrastructure.'*

The SDCCDP Transport and Mobility (TM) Policy 2 'Public Transport' sets out that:

*'It is the policy of the council to promote the sustainable development of the County by supporting and guiding national agencies in delivering major improvements to the public transport network and to ensure existing and planned public transport services provide an attractive and convenient alternative to the car.'*

The SDCCDP seeks to ensure an integrated strategy for transport and mobility that enhances access and movement within and through the County, while promoting change, in favour of sustainable modes. The settlement,

employment and transport strategies are aligned with the aim of strengthening the integration between employment, population and transport services focusing on the critical mass in the major town centres. Tallaght is identified as one of the key towns in the Eastern and Midland RSES settlement hierarchy. This may have an influence on the development of the Strategy.

#### 2.4.3.2 Draft South Dublin County Development Plan 2022-2028

South Dublin County Council are in the process of preparing a new County Development Plan 2022 -2028. A draft Stage 2 County Development Paper was published in July 2021 presenting an overview of the main planning and development issues in the county. The draft Development Plan sets out to co-ordinate and prioritise areas of population growth as South Dublin moves towards an additional 80,000 people and 32,000 new homes by 2040 in line with national targets.

The draft Stage 2 County Development Paper identifies a number of key strategic issues as being critical in to shaping land use and transport planning in South Dublin City including:

- *'An overarching transport and movement policy to promote ease of movement within, and access to South Dublin County, by integrating sustainable land-use planning with a high-quality sustainable transport and movement network for people and goods.*
- *An overarching connected neighbourhoods policy to promote short distance neighbourhoods and strive towards the achievement of 10-minute settlements over the lifetime of the Plan, promoting a more compact development form, sustainable movement, and ease of access to services, community facilities, jobs and amenities; and*
- *An overarching strategic planning principles to promote the consolidation and sustainable intensification of development within the urban settlements identified in the settlement hierarchy e.g. Tallaght and Naas road are the MASP regeneration lands identified and the MASP residential growth areas are Citywest, Clonburris, Clondalkin and Lucan.'*

The new Plan must therefore develop and further enhance this progress over its 2022 – 2028 six-year life cycle while also setting in place the key steps which will direct, connect and shape the future development of the County up to 2040. Under the Development Plan timeline, the draft South Dublin County Development Plan is expected to be adopted August 2022.

#### 2.4.4 Dún Laoghaire-Rathdown County Council

##### 2.4.4.1 Dún Laoghaire-Rathdown County Development Plan 2016-2022

The Dún Laoghaire-Rathdown County Development Plan (DLRCDP) sets out the primary goals and objectives that will help guide and shape the proper planning and continuing sustainable development of the County for the period 2016 to 2022. The vision is:

*'To continue to facilitate appropriate levels of sustainable development predicated on the delivery of high quality community, employment and recreational environments - allied to the promotion of sustainable transportation and travel patterns - but all the while protecting Dún Laoghaire-Rathdown's unique landscape, natural heritage and physical fabric, to ensure the needs of those living and working in the County can thrive in a socially, economically, environmentally sustainable and equitable manner'. (Dún Laoghaire-Rathdown County Development Plan 2016-2022, p.2)*

The Core Strategy in the DLRCDP identifies three areas of unserviced land where public transport would be required include; Woodbrook/Shanganagh, Old Conna and Rathmichael lands that could potentially yield up to 7,900 residential units.

Within the DLRCDP, Section 8: Principles of Development highlights promotion of sustainable settlement and transportation strategies in urban and rural areas in the County will require to be informed by the principles set

out in the Design Manual for Urban Roads and Street (DMURS). The emphasis of the DMURS is necessary to promote sustainable communities.

It is acknowledged in the Development Plan there are significant land parcels located in the greenbelt area between Bray and Shankill and located within proximity to a major multi-modal transport corridor. This may have an influence on the development of the Strategy.

#### 2.4.4.2 Draft Dún Laoghaire-Rathdown County Development Plan 2022-28

Dún Laoghaire-Rathdown County Council are in the process of preparing a new County Development Plan 2022 - 2028. A draft County Development Paper was published in early 2021 setting out the overall strategy to ensure that development over this period, takes place in a coherent, inclusive and sustainable manner. It presents a series of written statements for consideration in relating to a wide range of themes, including: the Core Strategy which sets out the settlement hierarchy for the County, the 'Development Management' chapter which sets out specific requirements for developments in relation to issues including open space, design and car parking and 14 lands use zoning maps. The development plan is set to be adopted in mid-2022.

At the time of writing, the Draft DLRCDP for the period from 2022-2028 has undergone a period of consultations; via public displays, open days, meetings with stakeholders and service providers, written submissions, briefing sessions for Elected Members and the preparation of a Chief Executive's Report on submissions received at the Pre-Draft stage. Due to the advanced stage of the Draft DLRCDP 2022-2028, it is prudent to include the draft overall Development Plan vision and relevant detailed policy objectives.

The Draft DLRCDP 2022-2028 vision is:

*'The Vision for Dún Laoghaire-Rathdown is to embrace inclusiveness, champion quality of life through healthy placemaking, grow and attract a diverse innovative economy and deliver this in a manner that enhances our environment for future generations'. (Draft Dún Laoghaire-Rathdown County Development Plan 2022-2028, p.16)*

#### 2.4.5 Dublin Region Climate Action Plans (DCC, FCC, SDCC and DLRCC 2019)

The four local authorities in Dublin (Dublin City Council, Fingal County Council, South Dublin County Council and Dún Laoghaire Rathdown County Council) in association with Codema (Dublin Energy Management Agency) and the Dublin Metropolitan Climate Action Regional Office (CARO) have produced Climate Action Plans for each of their functional areas.

It was a collaborative response to the impact Climate Change is having on the Dublin Region. The plans cover five key areas; Energy and Buildings, Transport, Flood Resilience, Nature-Based Solutions and Resource Management (waste and water). There are four key targets:

1. *'33% better energy use by the Council by 2020.*
2. *40% reduction in the Council's greenhouse gas emissions by 2030.*
3. *To make Dublin a climate resilient region, by reducing the impacts of future (and current) climate change-related events.*
4. *To actively engage and inform citizens on climate change'.*

Each of Climate Action Plans is unique to each Local Authority's Functional Area and will contain specific actions to cover the four key areas.

#### 2.4.6 Meath County Council

##### 2.4.6.1 Meath County Development Plan 2021-2027 (MCC,2021)

The Meath County Development Plan 2021-2027 was adopted on the 22<sup>nd</sup> of September 2021. The Development Plan provides an overarching strategy and statutory policy support for the proper planning and sustainable



development of the County at a spatial level. Consequently, the policies and objectives of the County Development Plan must be complementary to and consistent with the high-level goals and objectives of the Local Economic and Community Plan.

The County Development Plan identifies a number of key strategic issues as being critical in to shaping land use and transport planning in Meath County including:

- *'All transport investment therefore must be focused and prioritised to secure the most advantageous outcomes with the focus, as outlined in the NPF, EMRA RSES and the NTA Transport Strategy, on improved accessibility within urban areas and on strategic regional routes and corridors. Consideration of bus and rail-based park and ride facilities/sites should be included for the region*
- *With regard to the development of a rail link, Meath County Council remains strongly committed to the delivery of the rail to Navan and a strong policy stance is set out in the Plan in support of this. The alignment is protected from further development through the R1 Rail Corridor objective and specific zoning objective R1 Rail Corridor which seeks 'to provide for a strategic rail corridor and associated physical infrastructure'.*
- *Meath County Council to support and facilitate improvements to and extensions of the east-west linear park, enhancing the environmental quality and amenity of the Castle River Corridor and DCE OBJ 13 is to explore the feasibility of developing a Regional Park on lands to the east/south-east of Dunboyne Rail Station which will include areas of active and passive recreational amenities and to meet the needs of existing and future population in the Plan area.'*

#### **2.4.6.2 Meath County Council Climate Action Strategy 2019-2024 (MCC,2019)**

The Meath County Council Climate Strategy was published in 2019 is linked to the County Development Plan. The strategy covers eight key areas; Planning, Economy, Mobility, Built Environment, Clean Energy, Resource Management, Water and Natural Resources. The targets of the strategy are:

1. *'Reducing Meath County Councils emissions by 33% by 2020;*
2. *Reducing CO<sup>2</sup> emissions of the county by at least 40% by 2030;*
3. *Increasing our resilience by adapting to the impacts of Climate Change: and*
4. *Sharing our vision, results, experience and know-how with fellow local and regional authorities within the EU and beyond through direct cooperation on and peer-to-peer exchange, namely in the context of the Global Covenant of Mayors'.*

#### **2.4.7 Kildare County Council**

##### **2.4.7.1 Kildare County Development Plan 2017-2023 (KCC,2017)**

As such, the Kildare County Development Plan 2017-2023 is the current strategic framework document for the proper planning and sustainable development in County Kildare.

The Plan sets out an overall vision, with strategies, policies and objectives for the county as a whole. Its successful implementation will have a positive impact on all areas within the county. Kildare remains a key growth area in the Greater Dublin Area.

The Core Strategy Aim is:

*'To respond in a coherent sustainable, spatial fashion to the challenges facing the county, while building on its strengths and providing a more focused approach to planning for future growth. The Core Strategy facilitates a more consolidated compact urban form, maintenance and improvement of a sustainable economic base, and the creation of sustainable and integrated communities, together with the balancing of our natural and built environment with sustainable and appropriate development.'*



The Core Strategy is underpinned by the following relevant strategic planning policies:

*CS 5: 'Support the development of the identified strategic growth centres of Naas, Maynooth, Leixlip and Newbridge as focal points for regional critical massing and employment growth.'*

*CS 8: 'Address commuting patterns by building up the local economy to a more sustainable level.'*

The other Chapters in the Development Plan, specifically the Settlement Strategy and Movement and Transport chapters may have an influence on the development of the Transport Strategy for the Greater Dublin Area:

*SO 2: 'Carry out a strategic Land Use, Employment and Transportation Study of north east Kildare including the Metropolitan area towns of Leixlip (and Collinstown), Maynooth, Celbridge and Kilcock. The preparation of the study will have regard to existing and emerging local area plans. It is envisaged that the study will involve the participation of all strategic stakeholders, including the National Transportation Authority, adjoining local authorities (i.e. Meath, Fingal and South Dublin County Councils), the Regional Assembly, transportation providers, Waterways Ireland, Government Departments and Environmental Agencies.'*

*SO 7: 'Provide a greater degree of co-ordination between large population centres and corresponding growth in employment, public infrastructure, strategic and local amenities, community facilities, schools, public transport etc. through a plan-led approach.'*

*PT 9: 'Facilitate the provision of park and ride facilities in appropriate locations within convenient reach of transport nodes and along strategic transport corridors.'*

*PK 1: 'Prepare parking strategies and investigate the appropriate locations for vehicular, bicycle and park and ride facilities within the county. The council will seek to provide these facilities either on its own or in cooperation with others. The locations of such facilities can be identified where appropriate through the Local Area Plan process or any planning processes/mechanisms. In relation to proposed new park and ride sites, the Council will ensure such facilities are plan led in a co-ordinated strategy for such sites in consultation with the NTA and TII where appropriate.'*

The Development Plan aims to facilitate the development of sustainable communities through land use planning, by providing for land uses capable of accommodating employment, community, leisure, recreational and cultural facilities through focusing on the critical mass in the Metropolitan urban areas. Maynooth and Naas are identified as the key towns and may have an influence on the development of the Strategy.

#### **2.4.7.2 Draft Kildare County Development Plan 2023-2029**

Kildare County Council are in the process of preparing a new Kildare County Council Development Plan 2023-2029. A pre-draft Public Consultation Issues Paper was published in early 2021 to inform the first stage of public consultation in relation to the next development plan. It invites people to offer their suggestions and ideas on how Kildare County Council should develop and which strategic issues should be considered in the new Development Plan. 337 submissions were received in response to the pre-draft consultation, including The Eastern Midlands Regional Assembly and the Office of the Planning Regulator. The Issues Paper identifies a number of key strategic issues as being critical in to shaping land use and transport planning in the county and topics include; healthy placemaking, environment, climate change and adaptation and movement and transport. A Chief Executive's Report on the Submissions is yet to be published. The development plan is set to be adopted in early-2023.

#### **2.4.7.3 Kildare Climate Change Adaptation Strategy 2019-2024 (KCC,2019)**

The strategy covers six high level goals; Local Adaptation Governance and Business Operations, Infrastructure and Built Environment, Land use and Development, Drainage and Flood Management, Natural Resources and Cultural Infrastructure and Community Health and Wellbeing. The vision of the strategy is '*Kildare County Council will be a leader in climate change adaptation taking an holistic all of local authority approach by mainstreaming climate change considerations into its functions and services, thereby building preparedness, responsiveness and resilience into both its operations as well as in the communities in which it serves*'.

121 actions have been set out under the goals. These actions will use a mixture of grey, green and soft measures, actions were identified for all the functional / operational areas of the council that will have a role in the delivery of the actions. Time frames have been determined as Short 1-2 years, Medium 3-4 years and Long 5+ years.

## **2.4.8 Wicklow County Council**

### **2.4.8.1 Wicklow County Development Plan 2016-2022 (WCC,2016)**

The Wicklow County Development Plan 2016-2022 is the current strategic framework document for the proper planning and sustainable development in County Wicklow. The vision is:

*'For County Wicklow to be a cohesive community of people enjoying distinct but interrelated urban and rural environments; where natural surroundings and important resources are protected; where opportunities abound to live and work in a safe atmosphere; allowing people to enjoy the benefits of well paid jobs, a variety of housing choices, excellent public services, ample cultural and leisure opportunities, and a healthy environment'.*

One of the goals to achieve this vision is to integrate land use planning with transportation planning with the aims of reducing the distance that people need to travel to work, shop, schools and places of recreation and social interaction, facilitating the sustainable transportation of goods and the delivery of improved public transport.

The Development Plan identifies Wicklow/Arklow and Bray/Cherrywood/Greystones as 'Core Economic Areas', as identified for economic development based around sectoral themes. public transport options that could effectively meet the growth in travel demand to year 2035, between the South East Study Area and Dublin City Centre.

The Development Plan aims to facilitate the development of sustainable communities through land use planning, by providing for land uses capable of accommodating employment, community, leisure, recreational and cultural facilities through focusing on the critical mass in the metropolitan and large growth towns and increasing land use densities in proximity to public transport. Wicklow, Arklow, Bray and Greystones are identified as the key towns in the Development Plan. It may have an influence on the development of the Strategy.

### **2.4.8.2 Draft Wicklow County Development Plan 2021-2027 (WCC, 2021)**

Wicklow County Council are in the process of preparing a new Wicklow County Council Development Plan 2021-2027. A draft County Development Plan was published in early 2021 setting out the overall strategy to ensure that it delivers proper planning and sustainable development of the area of the development plan, and to develop the core strategy. It presents a series of policies and objectives to guide the future development of the County for consideration in relating to a wide range of themes, especially population, housing, retail transport and climate action strategies are consistent, as far as practicable, with national and regional development objectives set out in the National Planning Framework and Regional Spatial and Economic Strategy.

The Paper identifies a number of key strategic issues as being critical in to shaping land use and transport planning in Wicklow County Council including;

- *'Support of investment programmes and any associated infrastructure development that deliver improvements to public transport infrastructure and services, in particular the upgrading of the Dublin – Rosslare train line, improved DART Services, bringing the Luas or other mass transit to Bray and Fassaroe and the development of improved bus services in all parts of the County;*
- *Promotion of development patterns that facilitate the delivery of local public transport links within towns (including feeder buses to train / Luas stations and other transport interchanges), between towns and in rural areas. Improving east – west linkages in the County, as well as linkages between the west and south of the County to other counties; and*

- *More effectively managing vehicular traffic and car parking in town and village centres to make public transport, walking and cycling more attractive option for availing of town / village centre services.'*

A Chief Executive's Report on the Submissions is yet to be published. The County Development Plan is due to be adopted in 2021.

#### **2.4.8.3 Wicklow County Council Climate Adaptation Strategy (WCC, 2019)**

The Strategy covers six key themes; Local Adaptation Governance and Business Operations, Infrastructure and Built Environment, Landuse and Development, Drainage and Flood Management, Natural Resources and Cultural Infrastructure and Community Health and Wellbeing.

- *Theme one goal: 'Climate Change adaptation considerations are mainstreamed and integrated successfully into all functions and activities of the local authority ensuring operational protocols, procedures and policies implement an appropriate response in addressing the diversity of impacts associated with climate change'*
- *Theme two goal: 'Increased capacity for climate resilient structural infrastructure is centred around the effective management of climate risk, informed investment decisions and positive contribution towards a low carbon society.'*
- *Theme three goal: 'Sustainable policies and measures are devised influencing positive behavioural changes, supporting climate adaptation actions and endorsing approaches for successful transition to low carbon and climate resilient society.'*
- *Theme four goal: 'Great understanding of risks and consequences of flooding and successful management of a coordinated approach to drainage and flooding'*
- *Theme five goal: 'Fostering meaningful approaches to protecting natural and key cultural assets through an appreciation for the adaptive capacity of the natural environment to absorb the impacts of climate change.'*
- *Theme six goal: 'Empowered and cohesive communities with strong understanding of climate risks, increased resilience to impacts of climate change with capacity to champion climate action at local level.'*

## 2.5 Guidance & Other Documents

### 2.5.1 Guidelines for Planning Authorities on Sustainable Urban Housing: Design Standards for New Apartments (Department of Housing, Local Government and Heritage, 2020)

These guidelines were originally issued in 2018, as an update of the Sustainable Urban Housing: Design Standards for New Apartments guidelines, published in 2015. The 2020 update relates to *'Shared Accommodation'/ 'Co-living'*. This will form part of the range of housing solutions to be progressed further to the Programme for Government *'Our Shared Future'* and will be essential in ensuring that Ireland's urban areas can develop sustainably in accordance with the National Planning Framework. The guidance recognises enabling citizens to more easily get around cities and urban areas is a fundamental planning concern and maximising accessibility of apartment residents to public transport and other sustainable transport modes is a central theme of these guidelines. Particularly in larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances.

### 2.5.2 Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) (Department of Environment, Heritage and Local Government, 2009)

These statutory guidelines assist planning authorities, developers, architects and designers in delivering sustainable, quality residential development in Ireland. One of the key design aims in delivering sustainable communities is to reduce, as far as possible, the need to travel, particularly by private car, by facilitating mixed-use development and by promoting the efficient use of land and of investment in public transport. The guidelines include a checklist which constitutes a sustainability toolkit, and those that are transport related include:

- *'Will the development prioritise public transport, cycling and walking, and dissuade the use of cars?'*
- *'In the case of higher density schemes, is there adequate existing public transport or will it be provided in tandem with development?'*
- *'Are residential densities sufficiently high in locations which are, or will be, served by public transport?'*
- *'Will the plan ensure a compact and easily walkable town or village creating forms of development that will make walking and cycling, especially for local trips, more attractive than using the car?'*

### 2.5.3 Design Manual for Urban Roads and Streets (DMURS) (Government of Ireland, 2019)

This Manual offers a holistic approach to the design of urban streets in cities, towns, suburbs and villages in Ireland for the first time and promotes a collaborative and consultative design process. It encourages the alignment of spatial planning and transport planning to encourage modal shift to more sustainable modes of travel, such as street layouts in cities, towns and villages will be interconnected to encourage walking and cycling and offer easy access to public transport. Compact, denser, more interconnected layouts, particularly where served by good quality bus or rail services, will help to consolidate cities, towns and villages making them viable for reliable public transport.

### 2.5.4 Permeability: A Best Practice Guide (National Transport Authority, 2015)

This guidance is on how best to facilitate demand for walking and cycling in existing built-up areas and provides current best practice approach to identifying, assessing and implementing these types of schemes based primarily upon experience and scheme examples from South Dublin County Council. Permeability relates to *'the retention and creation of linkages within the urban environment for people to walk and cycle'*. Good connections for walking and cycling between existing and new area/developments are central to the vitality of any urban centre and benefits include, public health, promote social interaction thus increasing social capital.

### **2.5.5 Guidelines for Planning Authorities on Spatial Planning and National Roads (Department of Environment, Community and Local Government, 2012)**

These guidelines will primarily apply to the national roads network and set out policy with regard to planning considerations relating to development affecting national roads outside the 50kph speed limit zones for cities, towns and villages that local authorities will use in guiding development essential to Ireland's economic recovery to the most appropriate locations. With future investment being focused on public transport, it is therefore important that the efficiency, capacity and safety of the national road network is maintained.

### **2.5.6 Achieving Effective Workplace Travel Plans Guidance for Local Authorities (National Transport Authority, 2013)**

A Workplace Travel Plan is an effective instrument used within the planning process to promote and support sustainable travel patterns to work at a site-specific level. It consists of a package of actions and measures to promote more sustainable and cost-effective travel habits among employees, clients and visitors. Transport policy aims to focus on working towards a requirement on organisations with over 100 staff to develop and implement Workplace Travel Plans. Effective Workplace Travel Plans can result in better health for individuals, in terms of quality of life, reduces congestion, reduces emissions into the environment and over the longer term, potential reductions in health expenditure.

### **2.5.7 National Cycle Manual (National Transport Authority, 2011)**

The Manual sets the standard for designing correctly for the bicycle at the strategic planning, route planning and design planning levels. It ensures that the cycling mode is supported, enhanced and exploited, in order to achieve strategic objectives and reach national goals. It is anticipated that a revised and updated Manual will be available later in 2021.

### **3. Summary**

Chapter 2 provided an overview of key International, National, Regional and Local level plans, policies and guidance which may have an influence on the development of the emerging Transport Strategy for the Greater Dublin Area. Following this review, it is evident that there are consistent objectives across the full hierarchy of planning policy and guidance to reduce car-dependency, promote active travel modes, assist with compact growth, tackle climate change, improve health and well-being, increase accessibility, connectivity and social inclusion.

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